

# PGA Club Racing

# NEWS

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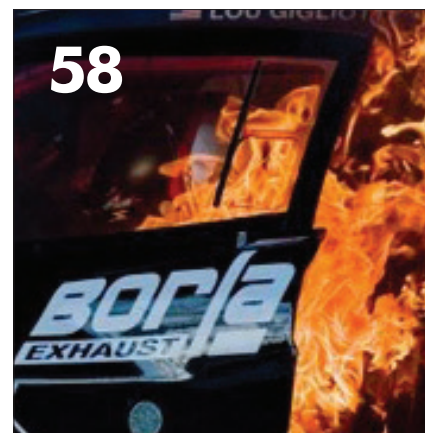
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8



28



58

# Inside

## FEATURES

- 4 The University of Sebring Revisited...
- 8 Vintage Cars, Vintage Racing and PCA Club Racing
- 22 Bob Barker
- 28 Potomac Silver Anniversary Club Race
- 34 1st PCA Club Race — Second Creek Raceway
- 46 PCA Club Racing Honored at Porsche Night of Champions
- 54 Private Racing 2017 — Monticello Motor Club
- 58 2016 Turbo Engine Development
- 62 Say "NO" to Skin Grafts

## COLUMNS

- 14 From the Chair
- 16 View From the Tower
- 20 Editorial License
- 40 Thinking About Rules
- 44 Coaching Perspective

## REMNANTS

- 18 2017 Club Racing Schedule
- 33 2017 Club Racing National Sponsors
- 49 2016 National Championship Series Podium Winners
- 50 2016 West Coast Series Podium Winners
- 52 Event Ads Index
- 66 2016 Hard Chargers
- 69 Classifieds
- 70 Club Racing National Committee, Advertising Index, CRN Staff

**On the Cover:** Ken Hills took this photo at Potomac Region's 25th Anniversary Club Race at Summit Point in September. Depicted are cars from the Silver (Vintage) Race Group, a first for PCA Club Racing.

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# THE UNIVERSITY OF SEBRING REVISITED...

SEBRING INTERNATIONAL RACEWAY — THE PLACE TO BE FEBRUARY 3-5

STORY BY DAN SMITHYMAN, CO-CHAIR, PCA 48 HOURS OF SEBRING CLUB RACE  
PHOTOS BY AWOL PHOTO AND COLOUR TECH SOUTH

A few years ago I wrote an article called *The University of Sebring* for the Gold Coast region newsletter. It was an attempt to put a *clever* twist on what years of driving on the race track at Sebring International Raceway has meant to me and my friends. The first part went something like this:

The University of Sebring, in the city of Sebring, Florida, offers students many courses in higher education.

This kind of extremely high quality, focused education is exactly what one would expect to get at one of the oldest and most revered learning institutions in the world.

For most folks this hallowed venue is known as Sebring International Raceway.

Continuing education, a rare and valuable opportunity, has always asked the student for some of that *shoulder to the*

*wheel, nose to the grind stone* focused, hard work stuff. The same is true here.

At Sebring, nothing comes easy. Skills learned here, however, come with some big payouts. This experience, precious rare and valued, can provide some challenging, fun filled experiences and memories that last a lifetime.

At the University of Sebring, drivers on the quest for knowledge can expect to experience all of the above in spades. The venerable halls and walls, not to mention the bumps and curves, produce a learning environment second to none.

Of course, as with most top learning environments the *available courses of study* are many and varied. From the smooth and rhythmic sweeping curves of the chicane and Bishops Bend to the seemingly unsolvable conundrum that is Turn 17, the 3.75 mile long campus is

home to an unlimited pool of knowledge and experience for the motivated student to absorb.

Challenging, rewarding, exciting, and a ton of fun, each course offers unique opportunities for another assault on the *learning curve*.

From a Driver Ed novice student's first nervous trip to the classroom for "Car Control 101", to the pressure packed testing of a check out ride to be signed off to solo at Sebring (I took that test twice before passing), the steady stream of information never stops flowing.

Obviously I was having a lot of fun writing that piece. The article continued on a bit, first from the students, then from an instructor's view point. While the rest of the article, from a DE perspective may not be relevant here, the Sebring experience certainly is.

## FIRST MEMORIES

My first memories of Sebring, of course, come from the annual 12 Hour race. Oh... those brave men in their racing machines! Names like Hurley Haywood, Dan Gurney, Mario Andretti, Phil Hill, Vick Elford, Joe Siffert, and Peter Greg come quickly to mind.

The Porsche brand, of course, has fared well at Sebring. Porsche still owns the most overall victories in the 12 Hour with 18, as well as plenty of other records. To me the most significant record is "most consecutive wins" at 13. That's over a decade of domination from 1976 to 1988.

Porsche cars like the Carrera RSR, the 935 and the unbeatable 962 ruled the endurance racing world and gave Porsche fans all over the world thrills with win after win at the 12 Hours of Sebring.

I fell in love with Porsche and Sebring during those years.

The fact that we are able to drive Porsches around the same hallowed race track still blows my mind. Of course, at the 48 Hours at Sebring Club Race, we have been doing exactly that for 24 years.

I first got involved with the 48 Hours in the year 2002 as a driver. By that time the event was already steeped in 10 years of its own history!

I still remember the first time I crossed the bridge heading into the paddock. It was an amazing spectacle that completely overwhelmed my senses. Momentarily pausing at the top of the bridge, I tried to take it all in... There in front of me, to the right, stretched out a seemingly endless ocean of multi-colored trucks and trailers, with people buzzing around everywhere... The paddock at Sebring.

Below, straight ahead, the paddock road beckoned, lined with sponsors and vendors with their flags and banners flying as they displayed their wares. I have to tell you, I felt like waving back to everyone as we drove down that road for the first time.

Oh yeah, then there were the cars... Hundreds of colorful Porsche race cars of every era. From a healthy group of air cooled classics in PCA Stock classes to the ever growing GTC classes... All right there, together, in Florida ready for a grand weekend.



To the left I could see the front straight of the Sebring race track. It was truly a sight to behold; the vision was burned into my mind forever. I fell in love with the 48 Hours at Sebring that day, and I have been back every year since.

As this event has evolved over the past 25 years it has become one of the largest events of its kind in the world. With the Club Race entrants, Test and Tune, Advanced Solo DE, and Autocross there are usually over 400 Porsche cars and their drivers and crews from all over the world in attendance.

And why not! Is it the Florida in February part? Or perhaps because we are at one of the most historic race tracks in America with a thousand or so of your fellow Porsche club friends that makes this event hit all the right buttons. Maybe it's just the racing. There is a lot to like going on here.

Aside from the obvious fun and games going on and around the cars on course, there are the many off track activities to consider. For the event participants there is the usual Saturday night event dinner with loads of entertainment and the famous Sebring Charity Auction. Saturday night, by the way, has a brand new menu every year.

**SPEED SHOWCASE**

The biggest buzz this year has been around the Friday night *Speed Showcase*, a Sponsor/Vendor expo. Last year was a phenomenal success with food, beverages and plenty of bargains from the companies that support us all. There was also a surprise demonstration of the (then as yet to be unveiled) GT4 with a very informative discussion.

Not to be undone, this year the event organizers, and Champion Porsche, the Presenting Sponsor, have put together a once in a lifetime, up close and personal visit with one of Porsche's most iconic machines (don't miss it). Friday night at the track... Nice — Be there.

**THE PLACE TO BE**

From a PCA National perspective, Sebring is the place to be. Every year we extend our most sincere invitation to the PCA Executive Council and to all of the Club Racing big wigs (and most of them



usually come). In addition, our Sebring event typically has many professional racing teams show up. Because Sebring happens before the first events in their seasons, they are able to use our event as a shakedown / tuneup before they actually begin their racing season.


The 48Hours at Sebring has been on the Club Racing calendar since 1992. One of the largest events, and the first on the yearly Club Race calendar, for many PCA Members it is an annual trek to a venerated, historical race track.

In recent years, it has been our pleasure to host the PCA Club Racing National Awards Banquet. This prestigious event honors the past year champions. It

is an excellent opportunity for the top drivers and PCA organizers to come together and celebrate a year of supreme effort and achievement.

It has also been an honor and a privilege in recent years to be the training ground for some PCA Club Racing officials. Because Sebring *just works*, we have often had our share of *Stewards in Training*, *Scrutinizers in Training* and other PCA officials and Club Race organizers looking to learn.

As always, all are welcomed to enter the University of Sebring to learn and grow and just have a great adventure.

I truly hope to see you in February. 

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# VINTAGE CARS, VINTAGE RACING AND PCA CLUB RACING

STORY BY ALAN FRIEDMAN

PHOTOS BY KEN HILLS, DAMON LOWNEY & SKIP CARTER

On the occasion of the first Club Racing Vintage Group at Potomac's Silver Anniversary race in September - great fun and thanks to the region - I'd like to offer some perspective from 25 years ago and today.

## AMATEUR RACING 25 YEARS AGO

The amateur racing scene in the US back then was sort of slim. There were several vintage groups holding a few races each/year, mainly accepting 356s and other Porsches with actual racing history. And, there was SCCA, but they offered few classes for Porsches other than heavily built-up GT cars and was, as I recall, a bit rough and tumble.

So, when we put the PCA Club Racing idea together, we wanted a place for any and every Porsche, including all the lightly modified cars in DE events. With my experience in vintage racing I also

thought we should aim for a very authentic racing experience with the guiding principle being that safe/fun/clean/competitive racing was not only possible, but a great fit for PCA people who really cared about their cars.

It might be worth adding that 25 years ago all the cars coming into PCA Club Racing were vintage (relative to today).

## WHAT'S HAPPENED IN 25 YEARS

Club Racing grew quickly and steadily into the twenty plus races a year for the first 10 years or so. From there it steadily grew to the present thirty plus races a year and over 2000 drivers. It evolved from mostly 2-day, single feature sprint race events, to the present 3-day, multi-sprint/multi-enduro weekends

Club Racing classes have expanded to include all newer Porsche models, select spec classes, etc. It seems like most

classes have evolved in terms of investment, and GT/modified car evolution has pushed the \$\$\$ for a fine ride into the Cup Car stratosphere.

The Club Racing *authentic racing experience* continues, and now seems nicely augmented by the points system while continuing with the fun/safe/clean/competitive ideal.

And, of course, we've been seriously flattered by imitation (e.g., BMWCCA now seems to be in the 25+ races a year, NASA and other organizations have grown up as well.

## WHAT'S HAPPENED IN 25 YEARS - IN VINTAGE

Vintage racing has grown substantially. Today there are about a dozen or so vintage organizations that put on about 75 races each year, with SVRA the largest at 16 races. They advertise 2000 members,

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so that would suggest that the overall vintage community is well in excess of 3000 racers. Perhaps of more significance is the fact that, if you have a Porsche, you can probably race it in one or more vintage groups today. For example: SVRA has classes for all Porsches up to 1964 / 1993, and specific rules for each car type. I've competed in vintage events this year where there were 50 plus Porsches from 356s to Cup Cars

**SHOULD A VINTAGE GROUP IN CLUB RACING BE CONTINUED?**

The 2016 Potomac Silver Group (vintage cars) was fun and a success. There are probably several reasons for this:

1. Many of the cars that started Club Racing have not been evolved, and may no longer be a good fit to the classes.

2. Or there may be so few entrants with vintage cars that it's not as much fun. Bringing out a nice 914-6 to race with a large number of Boxsters and spec class cars?


3. PCA cars and drivers are being lost to vintage racing

4. Without classes or race groups better matched to older cars that are closer to their original racing configuration, we move away from having a place for every Porsche and PCA driver

5. There remains lots of appeal of older cars among Porsche enthusiasts that look and perform like older cars, and that embody the early history of Porsche and racing.

6. Older cars have lots of appeal for the simpler technology and for the easier involvement with preparing and maintaining the race car, again harkening back to the earlier days of Porsche in motorsports.

I'd suggest that PCA Club Racing does have tremendous appeal to the drivers of older cars - it's a more pure racing experience than at many of the vintage events (which tend to have limited practice time and limited races that are subject to jam-packed schedules).

It may be best to look at the vintage opportunity for Club Racing using the Potomac model where there was a separate race group without points for the vintage cars. Depending on the number of entries, this could perhaps be extended using split starts. 



Alan Friedman and his familiar 1973 911 RSR



Mike Spragins and his 1970 914. De driver for 10 years.

It was because of the Vintage group that Mike is driving his first PCA Club Race



Joe Needham's #961 1972 911S leads Bobby Singh in the #45 1969 911T, followed by #46 Paul Behofist driving the 1970 914-6



Wade Herren in the silver 914 leads Dennis Howard's blue 1983 911SC

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At the Saturday night banquet, Fred Pfeiffer recognizes Alan Friedman for his role in creating PCA Club Racing



Alan Friedman accepting the event poster that has been signed by the drivers and volunteers present and past



Bobby Singh (45) following (66) Susan Kimmitt



Paul Behofist and Alan Friedman.



This is Paul's 1st PCA Club Race (Vintage group). He worked on 914s for Porsche when they were new



Vintage race group on track



A great shot of Clarke Simpson getting the checkered flag



David Coleman and the Batmobile



Steven Smotrich, Bobby Singh and John Needham

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# From the Chair

VICKI EARNSHAW • PCA CLUB RACING CHAIR

We close 2016 with many accomplishments and celebrations. We achieved our goal of listening to racers and making appropriate adjustments. We have added volunteers to the program and a few have retired. It has been an active year.

## NEW 2016 PROCEDURES IMPLEMENTED

In 2016 we instituted the procedural change that, for any incident resulting in car damage, the drivers now have the option that allows them to either report at the time of the incident or at the end of that session. If the driver does not report, penalties are assessed. Any driver found to be at fault (a 13/13) in an incident involving more than his/her car is placed on probation for a 13 month period.

Beginning in 2017, the 13 month probation period will start at the time of the steward's decision, but the driver may be allowed to continue driving in that event if the steward decides that the incident was not the result of a gross error in judgment, the driver's attitude is determined to be conducive to safe racing, the car is safe and the driver wishes to continue participating (their fun meter is not pegged). The steward's decision is final concerning continued participation. If, during the event, the driver is found *at fault* in another incident, that driver's competition privileges will be immediately suspended for 13 months. Remember, any driver who has received a 13/13 must attend the *orientation meeting* at the next race in which they compete.

Racers who share a car during the enduro also share the championship points for that race.

## CHANGE REQUEST FORM

The process to make any change to your registration at the track requires completion of the *Change Request Form* and approval by the registrar and the event steward. This includes a change of class, a change of car number, a change of car as well as adding or deleting a driver in the car who is registered for the event. The *Change Request Form* is available from either the track registrar or the event steward.

It is very important that you review your information on the timing sheet after each session and report any incorrect information ASAP to the event steward. It may not be possible to comply with correction requests received after the conclusion of event weekend.

The incident rate has declined in 2016. Some drivers have assumed that the practice starts and fun races are the most dangerous part of the weekend when, in fact, those sessions only account for 6% of incidents. Sprint races are 43% and enduro sessions account for 19% of incidents. Starts and fun races are part of the rookie candidate's schooling, and we would really appreciate your participation and support in those sessions. We had 73 rookie candidates and 70 provisional racers in 2016.

The West Coast Series continues to create interest in PCA Club Racing. The winners of the 2016 series have been invited to the Zone 8 Awards Banquet being held on the Queen Mary in January. We thank Tom Brown for his coordination of the series this year. Suesan Carter will be taking over that job and will continue to work with Tom in 2017.

## INAUGURAL CLUBSPORT SERIES

The successful inaugural year of the Porsche GT4 Clubsport Trophy East program was in constant change. This was a complex year of developing rules, acquiring cars and drivers, setting up equipment and managing the program. Without the Clubsport staff these results could not have been accomplished. I want to acknowledge Bryan Henderson and Allen Shirley for their dedication and persistence to develop the vision for the series. Their countless hours of work that went in to resolve issues allowed for this success.

Bob Barker, a retired PCA steward, has returned as the Clubsport Tech Coordinator. Bob attended all 2016 Clubsport events collecting and distributing data to racers, principals and stewards. Dan Thompson completed the team as our dedicated Clubsport scrutineer. We want to thank Bob and Dan for their work with the Clubsport program. We appreciate the support of Porsche AG, Porsche Motorsports North America and Porsche Cars North America to complete a successful year.

Our PCA Club Racing GT4 Cayman Trophy East series was acknowledged by PMNA and AG with an invitation to the *Night of Champions* banquet at Weisach. Bryan, Allen and I attended this truly amazing event. This was the first time that PCA Club Racing was acknowledged at this prestigious event. Please accept our heartfelt appreciation for all those volunteers who have contributed to the program over the last 25 years. PCA Club Racing's success rests squarely on their shoulders.

## LST MARKETING

In reviewing potential ways to increase the visibility of the Club Racing program, it became evident that LST communications work with the GT4 Clubsport program would be a good fit for the entire Club Racing program. In 2017 they will be at the eight Clubsport events (as well as Sebring and Road America) where they will coordinate the podium finishes with the zone rep, interview racers and send out press releases. You have probably seen their Club Race profiles and event press releases that are part of the e-Brake news PCA releases on Tuesday nights.

## INAUGURAL VINTAGE RACE GROUP

The inaugural PCA Vintage Race took place at Summit Point. Twenty cars took the green flag in one race group with four simple class designations. Many thanks for those who seeded this idea, and Fred Pfeiffer, PCA Vintage Coordinator, for organizing the first event. Motorsports

Ranch and Summit Point are on the 2017 schedule for vintage races.

## PASSIONATE VOLUNTEERS

The Club Racing program could not continue without the passion and dedication of our volunteers. We would like to acknowledge the time and expertise of retiring scrutineers Chris Blazer, Mike Avitt, Lou Smith, and John Cotter. Their time as *Boots on the Ground* is appreciated.

Bruce Boeder, a national steward of many years and past PCA Club Racing Chair (2007 – 2010) is also retiring from the national staff. Thank you is not enough to express our gratitude and appreciation for his time and service to the program. I'm happy to say that we will still see Bruce at the track.

John Poor will be added to our national steward team after serving several years as a scrutineer. A belated welcome to Franklin Pray, who joined the scrutineering team midyear. Jeff Wiggins and Adam Jaspers will also join the list of

scrutineers, and we welcome Liz Shaw to the timing team.

The goals for 2017 are to grow our racing membership and increase the depth of scrutineering. We want to maintain fair racing and, going forward, there will be more scrutineering with data acquisition and instrumentation.

Also for 2017, a Club Racing website is under construction. The site will provide easier access to results, pictures, sponsor information, interviews, and press releases. We are pursuing the possible interest of a longer enduro. A survey organized by Pat Heptig will be sent out to analyze this interest.

We thank you for your contributions to PCA Club Racing. Your participation, whether as a racer or a volunteer (or both) allows PCA Club Racing to continue as the largest single mark racing venue. 2016 was a great year and 2017 looks like is going to be even better.

May you accomplish your racing goals in 2017 and attain that fast lap! 🏁

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# View From the Tower

BRYAN HENDERSEN • CHIEF STEWARD

## WE STILL NEED BASIC MESSAGES ABOUT PASSING

We have had a great year in 2016. Racing activity remains very strong and our incident rate has dropped to historic lows. You were less than two percent likely to be involved in an incident in 2016. Having written that, it is still apparent that we need to get some basic messages about our passing rules out to our racers. These rules are discussed in detail in every orientation meeting, which occurs at virtually every race. They are:

1. The driver attempting a pass has the responsibility to complete a clean pass.
2. The car ahead at turn in has the corner but does not own the corner.
3. Everyone must leave racing room.

To understand these rules, you must understand the purpose. These rules cover all types of passes in all locations on the track, including straights and corners. The objective is to minimize car-to-car contact during our race events.

Rule 1 comes into play mostly, but not always, in incidents that do not involve corners, since that is covered in rule 2. Rule 2 obviously involves corners only. Rule 3 is our basic premise.

Where passing will occur on a straight, we minimize contact by requiring the overtaking car to complete a clean pass (rule 1). The driver being passed has responsibility to not block the passing car (rule 3). Both cars in the pass must leave the other car racing room (rule 3). It is not strictly the passing car

that has a responsibility (rule 3). Obviously rule 2 does not come into play on a straight.

Where a passing attempt will occur in a corner, we try to minimize contact by providing a point prior to the apex that is relatively easy to determine, where drivers can decide what will happen in the corner (rule 2). That point is the turn-in point for the corner. That is also the point the Steward who is investigating an incident will use to determine what each driver should have done to prevent the incident from happening.

What we are trying to prevent is racing to the apex. Continuing to race to the apex is what causes most of our car-to-car incidents. The car ahead at turn-in cannot immediately move to the inside since he does not own the corner (rule 2) and (rule 3). The car who is behind at turn-in does not have the corner and should slow to follow through (rule 2 and rule 3). The car ahead at turn-in should reasonably expect the car behind at turn-in to slow and follow since the car behind at turn-in does not have the corner (rule 2 and rule 3). If the car behind at turn-in continues to push and race to the apex and we have contact, that car will likely be found a fault in the incident. Notice I did not say the overtaking car who is ahead at turn-in. The car ahead then could be the overtaking car or not. The corner rules remain the same.

We recently had a couple of incidents where a car who was being passed was clearly behind at turn-in. In one incident the corner was a long medium speed cor-

ner of about 130 degrees. The car ahead at turn-in left an inside lane open through the first two thirds of the corner prior to the apex and then smoothly moved toward the apex. He was in heavy traffic at the time with a car to his outside who was also ahead of the car on the inside at turn-in.

The car being passed continued to push up inside trying to hold position or defend the passes. There was contact at the apex with a rear wheel to the front corner of the inside car. The driver being passed saw only one of the three rules, which was the driver attempting a pass has the responsibility to complete a clean pass. He insisted that the pass was not complete so the passing driver could not come to the apex and therefore the passing driver should be at fault. He believed that since the overtaking driver did not "own" the corner, he had a right to continue pushing up the inside through the apex.

If you think about it, that defense clearly does away with rule 2. It just doesn't work that way. If you are behind at turn-in and continued to push up to the apex to hold position and there is contact, you almost always will be at fault in the incident.

This has been a very busy year for us. Along with running almost 30 races, we developed a new series in the PCA Porsche Cayman Trophy East Series. Being involved in that series has opened doors for us with Porsche. We have learned a bunch with their help and our need to have *at the track* tech that is ef-

fective. These lessons will help us in other class as we move forward. The broadening of our financial base will allow us to provide more scrutineers and better equipment at many races in 2017.

We have made inroads in the data collection area that have produced good results and helped level the playing field in several areas. One of our rules that basically says we can get your data at any

time during a race weekend has been used extensively.

We have put together several groups of experts for classes, like SPB and E Stock, to look at the best way to determine that the cars that race with us are prepared and race in a manner that is fair for all. We will be using lots of resources in the next year to implement recommendations from those groups. Scruti-

neering will become increasingly thorough in the future.

Other investments include updated timing equipment to ensure our results are accurate and timely. We have new communication equipment on the way for our operational teams at the track. There is a new Club Racing web site under construction as well.

Be Safe

## A QUICK GLANCE



### SKIP CARTER

It was a pleasant surprise during my first visit to the Summit Point club race last September, when I heard my name called, turned around and saw Henry Hough standing there with a track car.

Henry was the Parade Autocross Chair for several years. He is just someone that I saw each year at Parade... Someone who always had a smile and "hello" and everyone spoke highly of. It was nice seeing him in his home playground. Thanks for all your great volunteer work Henry. Nice seeing you!!!



# 2017 Club Racing Schedule

DATES	EVENT / ADDITIONAL INFO	REGION/ZONE	EVENT/CONTACT
Feb 3-5	<b>Sebring International Raceway*</b> 944 Cup South	Suncoast Florida/Gold Coast	Dan Smithyman 954.224.4717 dansmithyman@bellsouth.net
Mar 3-5	<b>Circuit of the Americas*</b> 944 Cup Southwest	Hill Country	Tuffy von Briesen 703.980.7839 dvb0415@gmail.com
Mar 18-19	<b>Thunderhill Raceway</b> 944 Cup West / West Coast Series	Golden Gate	Richard French 650.995.6100 rf@richardfren.ch
Mar 31-Apr 2	<b>Road Atlanta*</b> 944 Cup South / Cayman GT4CS East Series Races	Peachstate	Mike Hopper 404.379.6877 hopperm993@gmail.com
Apr 21-22	<b>Lime Rock Park</b>	Conecticut Valley	Peter Clark 603.494.7080 clarkpeterc@gmail.com
April 21-23	<b>Auto Club Speedway*</b>	Zone 8	Tom Brown 619.491.150 tb911@tbssoftware.net
May 5-7	<b>Mid Ohio Sports Car Course*</b>	Mid Ohio	Mike Stoner 614.205.3389 mds4200@gmail.com
May 19-21	<b>Barber Motorsports Park</b> Cayman GT4CS East Series Races — Invitation to GT4CS East Series — no open registration	NOT A PCA CLUB RACE	
May 19-21	<b>Gateway Motorsports Park*</b> 944 Cup Midwest	St Louis	Dan Sokol 314.971.4742 ibinmo@gmail.com
May 27-28	<b>Buttonwillow Raceway Park</b> 944 Cup West / West Coast Series	Golden Gate	Richard French 650.995.6100 rf@richardfren.ch
Jun 2-4	<b>Watkins Glen International*</b> 944 Cup North / Cayman GT4CS East Series Races	Zone 1	Mike Bryan 905.726.9027 mike@brycorp.ca
Jun 3-4	<b>Motorsports Park Hastings</b> 944 Cup Midwest	Great Plains	Kurt Halvorsen 402.203.2331 bimmers218@cox.net
Jun 17-18	<b>High Plains Raceway*</b> 944 Cup West / West Coast Series	Rocky Mountain	Brian Learhy rnrClubRace.com beleary36@yahoo.com
Jun 23-25	<b>VIRginia International Raceway*</b> 944 Cup South / Cayman GT4CS East Series Races	Zone 2	Phil Grandfield 757.635.0892 Filthyf14@yahoo.com
Jun 30-Jul 2	<b>Sonoma Raceway</b> 944 Cup West / West Coast Series	Golden Gate	Richard French 650.995.6100 rf@richardfren.ch
Jul 7-9	<b>Putnam Park*</b> 944 Cup Midwest	Ohio Valley	TBA
Jul 14-16	<b>Monticello Motor Club*</b> 944 Cup North / Cayman GT4CS East Series Races	Riesentöter	Chris Karras 215.850.4040 rtr-racechair@nazg.com
Jul 29-30	<b>Brainerd International Raceway*</b> 944 Cup Midwest	Nord Stern	TBA
Aug 4-6	<b>Canadian Tire Motorsports Park*</b> 944 Cup North / Cayman GT4CS East Series Races	Upper Canada	Terry Casson 613.848.1301 club-race@pcaucr.org
Aug 18-20	<b>New Jersey Motorsports Park*</b> 944 Cup North	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net

DATES	EVENT / ADDITIONAL INFO	REGION/ZONE	EVENT/CONTACT
Sep 2-3	<b>Thunderhill Raceway</b> 944 Cup West / West Coast Series	Golden Gate	Richard French 650.995.6100 rf@richardfren.ch
Sep 2-4	<b>Road America*</b> 944 Cup Midwest	Chicago	Keith Clark 630.514.5937 kc_design@sbcglobal.net
Sep 15-17	<b>NOLA Motorsports Park*</b> 944 Cup Southwest / Cayman GT4CS East Series Races	Mardi Gras	John Crosby 504.909.267 jlcrosby@crosbydevelopment.com
Sep 15-17	<b>Utah Motorsports Campus*</b> 944 Cup West / West Coast Series	Intermountain	Otto Silva 801.899.3511 otto@nephites.com
Sep 22-24	<b>Summit Point Motorsports Park*</b> 944 Cup North / Vintage Run Group	Potomac	Gary Baker 301.642.4005 clubrace@pcapotomac.org
Sep 30-Oct 1	<b>Willow Springs International Park*</b> 944 Cup West / West Coast Series	San Diego	Greg Phillips 619.395.7506 phigreg@gmail.com
Oct 7-8	<b>Hallett Motor Racing Circuit</b>	Cimarron	Jon Jones 918.200.4044 cimarronpca.events@gmail.com
Oct 13-15	<b>Pittsburgh International Race Complex*</b> 944 Cup Nationals East (M) (N) (S)	Allegheny	TBA
Oct 27-29	<b>Daytona International Speedway*</b> 944 Cup South / Cayman GT4CS East Series Races	Zone 12	TBA
Nov 11-12	<b>Motorsport Ranch*</b> Vintage Run Group	Maverick	Pat Heptig 214.649.7909 pheptig@heptiglaw.com
Nov 11-12	<b>Buttonwillow Raceway Park</b> 944 Cup West / West Coast Series	San Diego	Greg Phillips 619.395.7506 phigreg@gmail.com

\* Indicates an Enduro

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# Editorial License

SKIP CARTER • CLUB RACING NEWS EDITOR

## IS IT MY IMAGINATION? OR IS THIS MAGAZINE GETTING BIGGER

### DOES SUCCESS REALLY BREED SUCCESS?

Evidently it does in PCA, and it certainly has with PCA Club Racing. If you've been around this club for ten years or more, you've seen some pretty amazing changes. We've grown from a fabulous car club that ran out of a basement to the largest single marque car club on the planet.

Besides our 120,000 members, we have a *real* office with 17 paid staff, we have the weekly e-Brake News, the transformation in Porsche Panorama and Club Racing News is remarkable, Porsche Parade quality and attendance are thrilling, the new North American Treffen series is taking off... And the level and quality of service keeps going from great to better than great.

I had been a region newsletter editor for 20+ years when I was asked to take over Club Racing News about two years ago. After the first two issues it was decided to bring on the same graphic designer, Richard Baron, who redesigned Panorama with Pete Stout. It was certainly a challenge for me, but with the support from Richard and national staff, the results have been impressive.

During my visit to the Summit Point club race last September, I had the opportunity to make my first visit to the mother ship, as my wife, Suesan, calls the PCA national office. It was a quiet Friday with only our Executive Director, Vu Nguyen and a couple of staff present, but

the energy in that office is impressive. I was able to spend two hours, first with a tour of the facility, but then sitting down and discussing CRN with Vu.

There has been an increased demand from advertisers, and Vu suggested that some of us visit the Performance Racing Industry (PRI) trade show in Indianapolis early December. I am still learning what is appropriate for CRN (I didn't know that titanium lug nuts were not allowed when a company asked about advertising last year). Vicki arranged for Bryan Henderson to make the trip with us, which was brilliant.

We spent most of Thursday and Friday at the show, held in the downtown Indianapolis Convention Center. There were more than 1100 vendors. I pored over the map and list of displays and other exhibits. Penske had a 50th Anniversary Racing display (that I was never able to get to). There was a whole section on machinery that I kept walking by the edge of but never got to actually see. Watching milling and welding machines demonstrating what they can do fascinates me, but we were just too busy to.

We spent two days, Thursday and Friday, at the show. These were the days to get business done. It was obvious that Saturday and Sunday would be so crowded that we would not get much done. As the three of us cruised the aisles, we spoke with many of our current advertisers and many more who were very interested in CRN. The positive response to

our publication was nice to see. In most cases we were speaking with company principals or other key personnel. It was a very rewarding two days.

Back to the question "Does Success breed Success?" Evidently it does. We are always looking for new, relevant content for CRN, and many people we spoke to were very interested in providing information relevant to their expertise. In this issue you will find a story from Traqgear about the danger of wearing *normal* clothing under our driving suits. It was valuable information for me.

### WHO OF YOU HAVE IDEAS ABOUT HOW TO GROW CLUB RACING NEWS?

This copy of CRN is the largest we have ever printed. It contains more articles about some of the events we produce and about our drivers.

There are a lot of interesting stories out there, and you are the ones who know them.

If you have ideas about things you'd like to see in CRN, ways to make the magazine better, more interesting, do not hesitate to let me know.

We have some pretty darn good writers and photographers amongst you, some show up in this issue.

In order to be able to develop good quality content for upcoming issues, I need input from you out there. What would you like to see that we don't do now? Do you have an interesting story? Or know someone who does?

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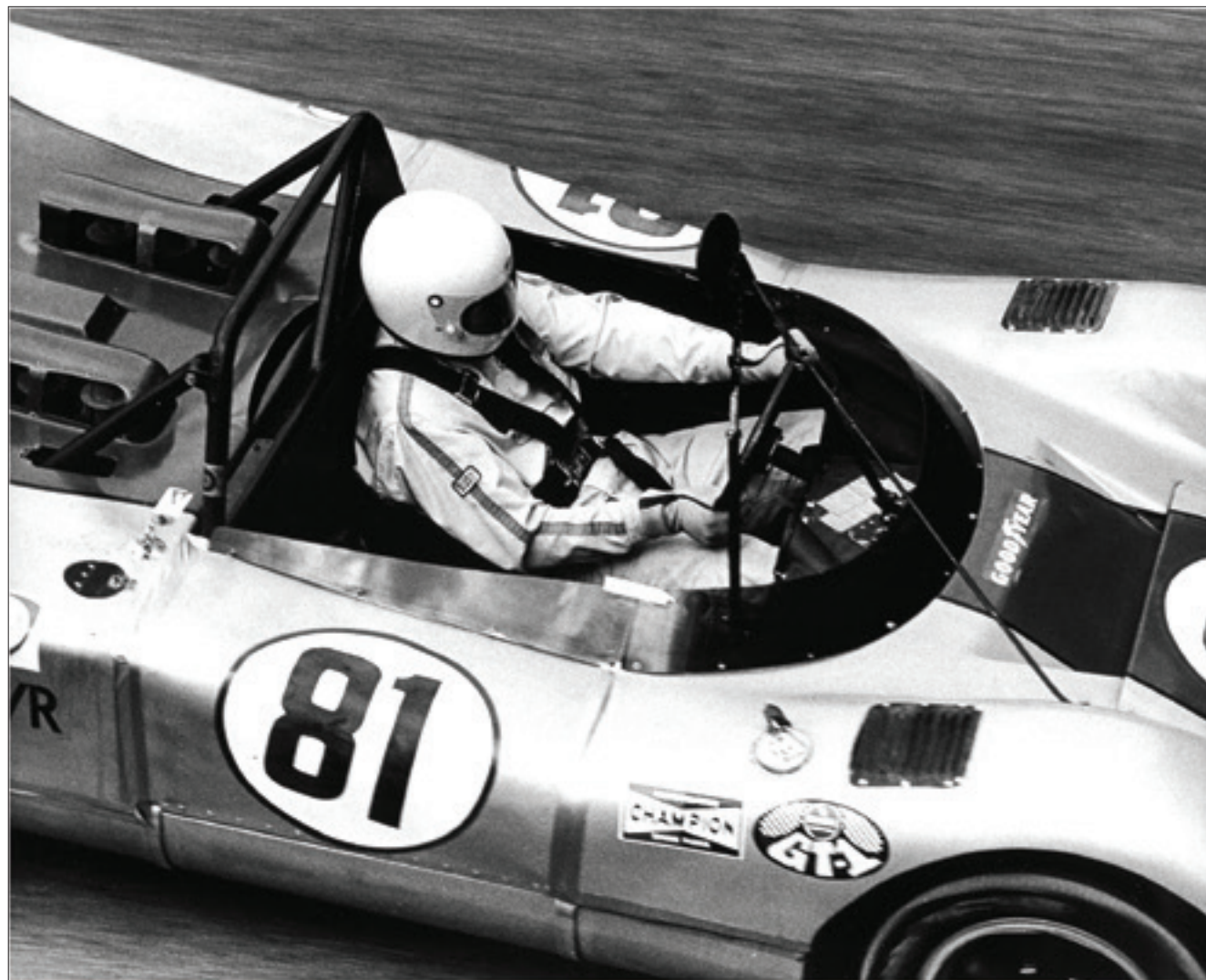
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## BOB BARKER

CERTAINLY ONE OF THE CHARTER MEMBERS OF PCA CLUB RACING

STORY & PHOTOS BY BOB BARKER

My name is Bob Barker, TV Host? I think not! Currently, I am the PCA GT4 ClubSport Technical Co-Coordinator. But the story does not begin here.

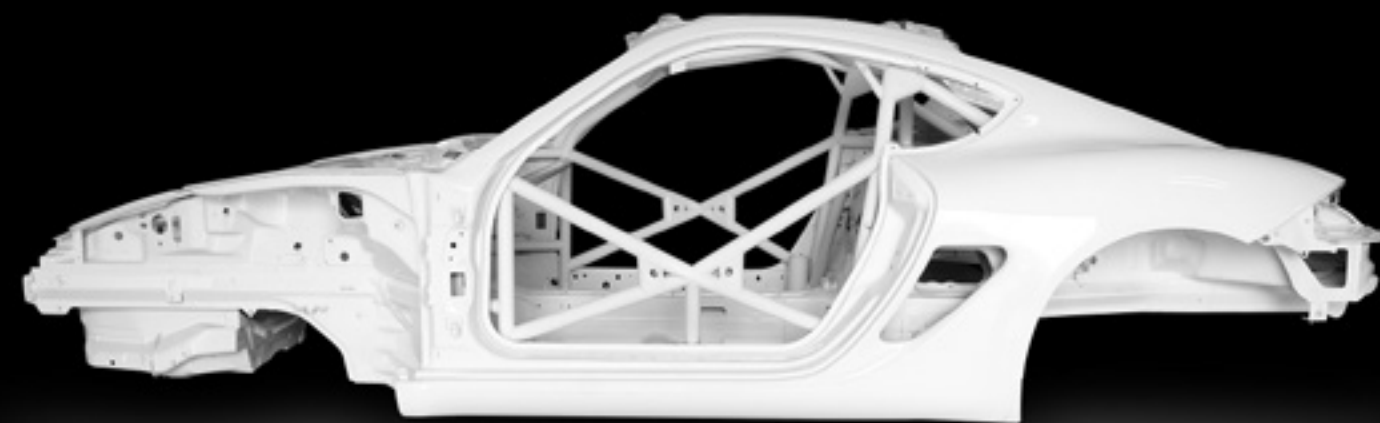
My wife and I joined the Porsche Club in 1979. That's right, 38 years ago (my how time flies!). As members of Peachstate Region in Atlanta, Pam and I got involved in rallies and autocross. In the mid eighties, when Peachstate decided to put on a track driver education series at Road Atlanta, Roebing Road and Little

Talladega, I was asked to be the Chief Driving Instructor for the region due to my many years racing in SCCA and IMSA. Back then I drove everything from Formula Vees, production cars (Triumph TR4, Datsun 510, Porsche 924 GT3) to a Porsche 906. That's right, a 906! WOW, What a Ride! I also had the opportunity to race in the 1995 Daytona 24 hours with Ron Zitza and Mel Butt in a Camaro GT1, driving 6 1/2 hours over three stints. We finished the race — what

an accomplishment! That checked one off of my bucket list.

When the Porsche Club, under the guidance of Alan Friedman, decided to go racing, the Peachstate Region driving committee sent me to Lime Rock to observe one of the first year's races. I came back to the committee with "We've got to do this." Peachstate Region's Clubrace at Road Atlanta was the first race of the second year and I was appointed to head up the event. We had 68 cars and four

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run groups that year. There were drivers from all over the U.S. and Alan Friedman was the Chief Steward with Pat Moyle as his assistant. Some of the drivers at the race were: Art Pilla, Bruce Dandrew, Jim Loftis, Martin Snow, George Kovakas, Hal Kelly, Laddie Sanda, Prescott Kelly, Vince Studdard Jr, Pete Tremper, Monte Smith, Tom Tauscher, Mike Jacobsen, Greg Wilson, Dave Hardee, Grady Willingham, Walter Dennis, Maury Hamill, Allen Roof, David Mann, John Heilman, and Dan Freedman. I was fortunate enough to also race. Quite a list of drivers we still know today, and what a way to start the second year of Porsche Club racing.

After the event I received a phone call from Alan asking me to become a steward. I could not have been more thrilled. My first race with Alan was at Bridgehampton on Long Island. One thing I remember was meeting many great Porsche members that came to the first and last ever race at the track. If you were there, do you remember the wild turkey hitting the windshield of a white 911 just before the start/finish line?

From there I was the chief steward for many first ever races throughout the U.S. and Canada: Willow Springs, Las Vegas, Putman Park, Portland Rose Festival at PIR, Heartland Park, Topeka, Hallet, Pocono, Lime Rock, Mosport, and Mid Ohio (to name a few). Mid Ohio is where I met the race event director, Vicki Earnshaw. Familiar sounding name?

After stewarding and racing all over the country for eight years, I decided to pull back from being involved as a steward. I was in the process of retiring and selling my business of 22 years and moving to the mountains of Colorado where skiing became my passion. My wife and I volunteered at Beaver Creek where we guided tours of the mountain for ten years. I then took on a second career as the head of the Ambassador Program, a high level guest service group. I retired again in the spring of 2016, which brings me back to the beginning of this story.

Pam and I attended the 2016 PCA Club Race at Road Atlanta, my racing home from the day it opened in 1970. Believe it or not, I was the first SCCA racer to take the first green flag racing lap



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around this wonderful new facility. Pam was helping Vicki with the VIP activities for the new GT4 ClubSport class. I was just along to spectate and link back up with Peachstate friends, especially the driving committee I had started in the late '80s. Some of the original board members are still very active.

A week after the event, Vicki asked me take on coordination of Tech Inspection of the GT4 ClubSport Series. I agreed, and off I went to NOLA, Watkins Glen, VIR, Road America, and Daytona.

One aspect I did not expect was enjoying seeing and talking with PCA racers I met at the beginning years of club racing. A few members that come to mind are, at Road Atlanta, Walter Dennis (a Carolinas Region member that ran many DE's and Club Races with us at Road Atlanta and elsewhere) and Karl Poeltl (one of my fiercest competitors and good friend in F Class). At Watkins Glen, Ronnie Savanor and Ron Zitza (my SCCA, IMSA, and PCA racing buddy). At VIR, Cory Friedman (Cory and I used to go head to head racing in the early years of Club Racing, he at the beginning of his career and I at the end of mine). At Road America, John Ruether, who came to the first Club Race at Road Atlanta and donated many of the door prizes we gave away that year. Thank you John! And at Daytona, Alan Benjamin (who I raced with when I was crazy enough to tow my car from Atlanta to Brainerd and then to Pueblo, when I first bought a home in the mountains of the Vail Valley.

If you remember me from the early days of PCA racing, and are at a PCA Race where the GT4 ClubSport cars are competing, come by the Pirelli tent where the ClubSport scales are set up, say hello and chat about the old times as well as what you are doing now.

It sure has been fun getting involved again in PCA racing and am looking forward to the 2017 season and beyond.

Oh, by the way, I have kept track of my 906 since I sold it to Don Bennett in Miami. He restored it back to the original coupe configuration with all of the mechanical and body parts I gave him that I had stored in my parent's basement. He sold it to Warren Eads in California, where the car became the center-



fold in Motor Trend magazine. It was then sold to a collector in Japan. At that point I lost track of it, but on a visit three years ago to the Porsche Museum with Pam and Andrew and Linda Douglas, we had a personal tour of the Porsche archives with Dieter Landenberger, the museum's curator. He pulled out a book on 906s and showed me all of the people that at one time owned my car. Starting with Fred Baker, then Dickie Smothers, Greg Loomis, myself, Don Bennett and Warren Eads. He told me that the car was now in France.

Maybe someday I will be lucky enough to find the owner and be reunited with my favorite Porsche. 🏁



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# POTOMAC SILVER ANNIVERSARY CLUB RACE

STORY BY FRED PFEIFFER, SILVER ANNIVERSARY CLUB RACE CHAIR & SKIP CARTER  
PHOTOS BY KEN HILLS & SKIP CARTER

After a year of planning, Potomac's Silver Anniversary Club Race is history. The celebration of 25 years of PCA Club Racing turned out to be a wonderful weekend with beautiful weather, close competition and renewed fellowship between drivers and volunteers from all over the East Coast.

PCA Club Racing was created when Alan Friedman, a Potomac Region member, petitioned PCA to create the Club Racing program. 1992 was the first year the program was implemented, with four regions producing events.

You can see from the graphic to the right that the Rocky Mountain Region put on the first ever PCA Club Race at Second Creek Raceway in Colorado. Just one week later, Potomac ran their first

race at Summit Point and, here we are 25 years later at our 25th consecutive Summit Point club race.

Second Creek went away via the bulldozer, but RMR celebrated their 25th PCA Club Race at High Plains Raceway in September.

The plan for our 2016 event was to make it a celebration of the past 25 years as well as to recognize as many individuals as possible who are responsible for what we have today. When you look back and the list of names of people who have been part of this, it is truly impressive.

One of the things we were very excited about, which happened here for the first time in the 25 year history of PCA Club Racing, was an exclusive vintage race group for 1983 and older Porsches. Alan



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Friedman was one of the main proponents of this, At the end of the weekend the vintage group was deemed an overwhelming success so, not will Potomac do it again in 2017, but a second club race, Motorsport Ranch in November, will also host a vintage group.

We had a parade of Porsches from all twenty-five model years of the anniversary period, and our historians brought out a great display of items, which included some of the original club racing documentation, early Der Vorganger issues, and other early gems.

Our four race groups, led by the vintage cars, started Friday with three practice sessions and ended the day with practice starts. The Friday night banquet, an Italian buffet sponsored by Euro Pros, was a resounding success. It was preceded by an Intersport sponsored Happy Hour.

Actual racing started Saturday morning and, by days' end, eight 30 minute sprint races were in the books. The evening activities started with the Intersport Happy Hour followed by our now famous Dixie Bones BBQ. Everyone seemed happy and satisfied (as usual).

Saturday's award ceremony started with presentations to Alan Friedman for his vision and efforts in starting PCA Club Racing. We gave him a mounted, signed race poster as well as a sterling silver Jefferson Cup in the style of the awards that the 1992 competitors received. In addition to the Silver Anniversary inscription, a second inscription read: "To Alan Friedman. Thanks for giving life to PCA Club Racing"

Prior Potomac club race chairs were presented Jefferson Cups. Receiving those were: Gail and Dan Dazzo, Mike Klassen, Dirk Dekker, Starla Phelps, Fred Pfeiffer and Gary Baker. Others receiving Jefferson Cups were Mark Hillyer, Dale Ferril, Wayne Armbrust and Cindy Pagonis for their years of contributions to the race and the CR chair.

National Club Racing awards were presented to: Dean Drewyer for Best Prepared Car, Fred Pfeiffer for Novice Racer of the Event, Michael Kaunitz for Rookie Racer of the Event and Manny Martinez received the LN Engineering Award.

Sunday racing saw two sprint races for the vintage group and one sprint race



Fred Pfeiffer leading Gregg Wilson, Jim Scott & Susan Kimmitt



George Whitmore and Fred Phelps, Potomac Region Historians, were responsible for a great display of historical documents



Laney Langstra Sunoco 917-30 liveried Boxster leading Tom DiCesare

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and an enduro for the other groups. In all, 127 drivers took part in this year's Summit Point race.

There were a hundred volunteers keeping the drivers safe. The Silver Anniversary Club Race at Summit Point showcased the best that Potomac region has to offer in terms of preparation, performance and personality. Our race is complimented by drivers, crew and national staff. Our volunteers and specialty chiefs could perform at any venue in the country. We attract entrants from as far away as Florida and Maine because we just get it right!

So, please thank and support the sponsors of our race. It is only because of their support that we are able to do the special things we do.

We can now say that, not only were we one of just four regions to produce a PCA Club Race that first year in 1992, but we were also the first region to include a strickly vintage run group in an event.

Be proud, Potomac Region! 



Chris Lewis  
Autometrics  
2009 Cayman  
S leads  
Michael  
Altman's 2011  
Cayman S

Michael  
Kaunitz #901  
and  
Kenyatta  
Jenkins #127  
lead a group  
down the front  
straight

Vicki Earnshaw  
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# 1ST PCA CLUB RACE SECOND CREEK RACEWAY

25 YEARS LATER

STORY BY SKIP CARTER. PHOTOS BY ROB BERNARD, SKIP CARTER AND DAVE LIDDLE

I'm sure you have all seen the logo marking 2016 as the 25th Anniversary for PCA Club Racing. There were four races in that inaugural year, 1992. They were held at Second Creek Raceway (Rocky Mountain Region), Summit Point (Potomac Region), Pocono (Riesentoter Region) and Lime Rock (Connecticut Valley Region). While Second Creek is no longer there, RMR celebrated their 25th PCA Club Race in September at their current venue, High Plains Raceway.

I had the privilege of attending this year's events at both High Plains and Summit Point. I've spoken to many people who were at those first events in

1992. When it became official that PCA was going to allow club racing there was a lot of excitement, and many PCA regions with active DE programs jumped on the wagon.

The Rocky Mountain Region managed to get their race on the calendar June 6-7 with Potomac's Summit Point race the very next weekend. Second Creek went away with development, but the High Plains track was built far enough away from Denver that its future seems assured.

So, Rocky Mountain has bragging rights for putting on the first ever PCA Club Race, and Potomac can boast the second race and twenty-five years at the

same venue. I can tell you... Both of these regions know how to put on a great event. I would go back to either of them in a heartbeat (and I plan to!).

High Plains is fun. It feels like someone invited you to come to their home and play. Suesan and I had pulled our SP1 car to the event from San Diego, so I got to play on the track as well as meet and interview people wearing my editor's cap.

There were a large number of people in attendance who were actually involved with and/or driving that first event in 1992. Pat and Anita Moyle were the first club racing chairs. They talked about how excited everyone in Rocky Moun-



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tain Region was when they found out that PCA was starting a club racing program. Quite a few of the DE cars at the time were race prepped, so the transition to club racing was not difficult.

There was a lot of enthusiast for racing. There was also a lot of competition to be the first in PCA to put on a club race. As it turned out, Second Creek ended up being just one week before Potomac's event at Summit Point. I'm thinking that it was too bad they couldn't have had them on the same weekend.

I was also able to find the August 1992 issue of Porsche Panorama, which covers that first year of club racing. I've scanned a couple of those pages for you to enjoy here, There is a lot of information in those pages. 🏁



Several who were part of that very first PCA club race at Second Creek Raceway: Walt Fricke, Arnette Schouten, Robert Prilika, Dale Thero, Dale Tuety, and Greg Curtiss



Bob Gardner GTC5 1st place Enduro driver leads GTC3 1st place driver Eban Bell



Andre Nieuwenhuizen 2nd place Enduro driving 2003 996 Cup



Robert Pirilka (and driver at the first PCA club race) was GTC5 2nd place winner in 2016

Club Race Chair Brian Leary and his wife and son, Donna and Ian



HPR Track Manager, Glenn Conser & event social chair, Kathy Fricke



Loca RMR club racer, Alan Benjamin sporting the T-shirt he got at that very first PCA club Race at Second Creek



Now, Karen Harrison has got this figured out!



**PCA GOES RACING!**

## Wheel-to-Wheel Racing Debuts Successfully in Colorado

By Frank Barrett  
Contributing Editor

The Carrera Cup may be dead in the United States, but all-Porsche racing is alive and well in PCA. For the first time since the 1980C runs of 1971, PCA members can enjoy a good fall of their favorite cars, many driven by themselves or their friends. PCA's new wheel-to-wheel racing program is off to a stellar start.

In racing, winning is an individual pleasure — one per race. But on the first weekend of June, Rocky Mountain Region gleefully shared the checkered flag with entrants from throughout the West and Midwest, inaugurating PCA's Club Racing program with a wildly successful event at Second Creek Raceway near Denver.

Rarely drivers, about half of whom had never before raced, signed up for The First Ever Anywhere PCA Club Race, driving everything from a 1961 Speedster to an ex-factory-team 911R. By the end of the weekend, after more than two hours of track time and countless thrills and grins, everybody agreed — not only was Club Racing long overdue, but this initial event was a roaring success!

**Local background**

As soon as Rocky Mountain Region members heard that PCA would start a racing program, we knew that we had to do it! We contacted PCA Club Racing Chairman Alan Friedman for rules and details on staging an event. Over the winter Pat and Anita Moyle went to RSCC's board for approval and a date was set. We would be the first! Meanwhile we consulted with Alan on the rules, searched for sponsors, lined up and trained workers and — most of all — encouraged potential entrants.

Rocky Mountain had several factors in its favor. Its event would not only be the first, it would be the only one west of Summit Point, Nevada. The region could choose from two Colorado tracks, all at reasonable rental fees. RSCC also enjoyed generous cooperation from a strong HCCA region and Rocky Mountain Vintage Racing. Both have benefited from PCA-trained drivers over the years, and now many of those "PCA graduates" came home to help. Finally, thanks to a long-standing driving program (RSCC and Alpine Mountain

Region held at least five drivers schools yearly, RSCC has a cadre of confident drivers and workers. Those planning to enter street cars had to bring them into accord with the rules. Because this event was a one-off, no one feared about changing it was strictly "you what you bring." Safety demanded more effort — a braided roll bar, a window net (for a 911 coupe, one way is to replace your good window frame with a ratty one and mount the net to that and there are plenty of other neat ways of doing it), a fire extinguisher, driver's harness, and an electrical cut-off. These, plus a driver's suit and shoes, are needed in any time 1961, too. Tech inspection revealed a few snags, to be addressed in future rules revisions.

**The people**

Few knew what a variety of cars would be entered, a great mix. Most entrants traded their race or time-trial cars to the event, but in the great tradition at least ten local members drove street cars to the track, raced them, then drove home. The Whites drove their 911 from Illinois and Ed Johnson drove his from Minnesota. Afterward they headed for the second Club Race, hosted by Potomac Region on the following weekend at Summit Point!

More than a third of entrants came from outside Colorado. Wally Goffredon, in his sportsy 200A coupe, led a Nord Stern contingent including Peter

Kirkbak and his 1981 plus Ed Johnson. From Texas came Steve Kent (RSCC) and Ken Partymiller (1944 GTC). Newest car on the track was the 1985 R5 America of Monte Smith, Intermountain Region. The oldest cars were Jack Curry's 1955 356 coupe, a vintage of recent Carrera Panamericana remnants, and Karl Lorenz's 1952 356 Speedster. Karl, from Aspen, met his wife at the 1961 Parade (there and will drive the 1961 coupe that he drove to that Parade!

Driver pre-qual for the first PCA Club Race over held: Ben Munk, Peter Kirkbak, Monte Smith, Steve Kent, et al.

At Denver Club Racing Chairman Alan Friedman hands out media licenses to Steve Kent (Minnesota) and Anita Moyle (Washington).

Kirkbak and his 1981 plus Ed Johnson. From Texas came Steve Kent (RSCC) and Ken Partymiller (1944 GTC). Newest car on the track was the 1985 R5 America of Monte Smith, Intermountain Region. The oldest cars were Jack Curry's 1955 356 coupe, a vintage of recent Carrera Panamericana remnants, and Karl Lorenz's 1952 356 Speedster. Karl, from Aspen, met his wife at the 1961 Parade (there and will drive the 1961 coupe that he drove to that Parade!

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Chief Steward Allen Shirley with the makeshift "pit closed" sign. Michael Wingfield, Chief of Timing & Scoring is seated to on the left



One of the pleasant surprises for me (editor) was how great the food was. Along with the great food, I found the hospitality and comradereie were just as great



Chief Steward Allen Shirley in the booth with our PCA Club Racing chair, Vicki Earnshaw



This 25th Anniversary club race was dedicated to the memory of Jerry Schouten, who passed away while doing one of his favorite things on the track at this event in 2013. Jerry and his wife, Arnette, were very active in that first PCA Club Race at Second Creek. Arnette and their son and daughter are still very active



**DON'T MISS THE LAST TWO PARAGRAPHS FROM THE 1992 PANO ARTICLE BELOW**

**The credits**  
 More than 100 members of Rocky Mountain and Alpine Mountain regions were involved. Chairmen were Pat and Anita Mayle, owners of Waterport, a renowned Denver tuning shop. At the event PCA's Club Racing Committee was represented by Chairman Alan Friedman, tech guy Bob Stone, and steward Norm Martin. National officers and staff on hand included President Bart Marvic (with wife Marie), Past President Denise Thorsen (who helped get Club Racing rolling), Secretary Wilma White (whose husband, Bob, drove), Zone 9 Ray Cal Hansen, PCE Chairman Clark Winters and Parade Advisory Chairman Dan Johnson.

The volunteer cornerworkers deserve special credit. Most were RME members who had attended a Rocky Mountain Vintage Racing "crash and burn" school. Guided by experienced SCCA and RMVRC cornerworkers at the race, these PCA workers also learned on the job, useful for future driving events. Thanks to all of the RMVRC and PCCA members who graciously donated their time and skill to this PCA event! Our only concern is that so many cornerworkers had such a good time that they'll all want to do this next year.

ARTICLE BY FREDERICK



High Plains has "wide open spaces." I saw no signs of civilization encroaching on this great facility anytime soon

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# Thinking About Rules

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## REVIEW OF GT CLASSIFICATION

A racer offered some editing comment on our rules generally, and one suggestion was to include an example of how the GT class equation works. The rule book is long enough as it is, but this has produced enough questions that it seemed appropriate for readers of CRN, so I plagiarized his idea, with modifications as one would expect of me.

### HOW ARE GT CARS ASSIGNED A CLASS?

GT cars are classified by calculating a performance index (PI). The performance index is expressed in pounds per 100 horsepower (lb./HP), which is the same principle of classification used for the stock classes, which is pounds/horsepower. The formula is:

$$PI = (\text{weight [W] \{in lb.\} x 100}) / (\text{displacement [D] \{in liters\} x engine type factor [T]}, \text{ or } PI = (W \times 100) / (D \times T))$$

As an example, a 3000 lb. car with a 6 cylinder 3.6 liter M97 engine has the following performance index:

Weight = 3000 lb. Displacement = 3.596 liters. Engine Type (6 cylinder 987 or 997 based M97 engine, any chassis) factor =140 (from the rule book table which assigns a theoretical horsepower attainable per liter to the various engine types), so:

$$PI = (3000 \times 100) / (3.596 \times 140) = 596 \text{ pounds.}$$

This would place this race car in the GT-3 class since the PI is between the limits of 551 and 675 lb./100 HP for that class. Note that the nominal 3.6 liter engine has a bore of 96mm and a stroke of 82.8mm, so the displacement to the thousandth of a liter is not 3.600, which would work out to a performance index of 595. Not a significant difference here, but the air cooled 2.4 is 59cc smaller than 2.4L, and that can make a difference, especially if a car is on the cusp of a GT class division.

This calculation works well enough if you aren't in a position to change the engine size or make significant weight changes. That situation can arise at an event if you find out that your car is not legal for the class you wanted to run in, you can't undo what made it not legal, and GT is your other option. The GT option works well enough if it doesn't cause a change to a faster run group, because you are still out on track with the same cars and drivers.

Math majors might wonder why the PI table wasn't set up as pounds per horsepower instead of pounds per 100 horsepower, as that would remove the factor of 100 from the equation. But it works out the same.

### HOW LIGHT CAN I MAKE MY GT CAR IN THE CLASS I WANT TO RUN IN?

If you have decided to modify a car to run in GT, and know the engine you want to run and the class you want to run in, a slightly different approach makes figuring out your car's minimum

class weight easier. Transposing terms gives this: Minimum weight for your car in your class = (minimum class PI x D x T) / 100. The minimum performance index for GT3 is 551. For the same example above:  $W = (551 \times 3.596 \times 140) / 100 = 2,774$  pounds. The math works out to 2773.9, but rounding moves it up to the nearest whole pound. You could see if you could take 225 pounds out of the car. You can also see why doing that at the track is probably not feasible though.

If you considered running that car in the lower GT-4 class with a minimum PI of 676, the minimum weight would be:

$$W = (676 \times 3.596 \times 140) / 100 = 3,403 \text{ pounds}$$

You would not want to do that. And the upper PI bound for any class doesn't really matter - if you want to run a GT3 car in GT4, go ahead - you'll never have to worry at the scales.

If you move the decimal point in the performance index two places to the left, you will see that it is a ratio derived in the same way as the pounds/horsepower ratio in the weight chart for the stock class cars. But with quite a quantitative difference: an L class 2016 991 Turbo S has a lbs/hp ratio of 6.36. A 2009 Carrera Cup car has a ratio of 6.43. These are the same as a somewhat heavy car in the PCA GT3 class. Of course, nothing is totally simple, and GT cars have to add 50 pounds to the minimum class weight if they run on non-DOT slicks.

### HOW IS THE GT SYSTEM WORKING?

The current GT class system began in 2008 where we went from using only displacement to differentiate GT classes to the current system. One of the hardest parts of that process was estimating how much horsepower could be coaxed out of the various engine types. Donna Amico assembled a group of shop owners, engine builders, and DIY racers to advise her. The air cooled 911s were perhaps the easiest to rate, since Porsche long had claimed 110 horsepower per liter. As one of the DIY contributors, I thought that was reasonable, as the motors I had assembled were around 100 hp/L depending on how one adjusted rear wheel horsepower to approximate flywheel horsepower. The professional engine builders had a reasonable handle on what the water cooled six cylinder GT3 based motors could be modified to produce, and Porsche had figures for its race cars based on that engine. And it was not hard to replace the too low 1.3 multiplier previously used for turbo engines with the more reasonable 2.1 adjustment for

air cooled motors, and other adjustments for other flavors of turbo motors.

But what about the then relatively new water cooled street 996 and 997 motors found in 911s, Boxsters, and Caymans. These motors had four valves per cylinder, and their street horsepower ratings from Porsche were at significantly higher ratios than their air cooled two valve predecessors. But the group came up with factors which were around 18 to 23% less than the GT3 Metzger based motors of the same displacement.

Last year I started hearing rumblings that the engine factor was too high for these motors, the first being the 1996 Boxster. It would be interesting to hear what the dyno says about this motor, with a block instead of a case, when its cams are replaced with a racing grind, its intake replaced with ITBs, and compression raised some, with an ECU flash to taste, all optimized for on-track performance. With the same displacement, where would horsepower disappear compared to the Metzger style case with water cooled cylinders and heads found in the Cups and GT3s?

One issue I can see is durability. The M96 motor may not be Porsche's best for race purposes. Porsche did not design it to be raced, nor did it support its development for racing. Ferry Porsche didn't think the firm was designing the 2.0 liter 911 to be raced either, but the factory soon backed its use in that capacity. Not so with the M96. Among other things, it seems that after 50,000 or 100,000 miles of street driving there is a fair chance that the cylinders will have become oval, and at some point the beginnings of the cracks which lead to the D chunk will appear if it hasn't already blown up. If horsepower is increased 52% from 320 to 486, will the motor hold up?

Perhaps the real question is "for how long?" The 2.5 liter SPB motors are the most lightly stressed of this design, and in SPB you can't boost their horsepower significantly because they have to remain stock, and those motors have decent longevity. The GTBs and SPCs and SP996s also have to retain a mostly stock motor. But in GT nothing prevents racing a hand grenade motor.

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So how long is long enough? Porsche recommends that its 991 Cup's transmission be disassembled every 30 hours, and the engine likewise every 50 hours. By its nature, GT can be expensive - if you are willing to bear the constant rebuild costs you can convert the transmission to dog style engagement teeth (like the 997 and 991 Cups have) and lose less with your upshifts. You can use titanium rods. You can resleeve the cylinders so that they are much stronger and deal with the heat better than stock. You can run \$10/gallon race fuel. You can reduce the mass of moving parts but sacrifice strength and durability. You can put it in a wind tunnel and make subtle changes to body shape. The epitome of this approach is top fuel and funny car drag racing, where the engines are basically rebuilt between runs.

So unless these motors simply cannot be made (no matter the modifications) to run for three or so hours (one weekend) at the horsepower factors in the GT rules

for them, how can the factor be reduced? That would call for placing some limitation on what you can do in GT which is well beyond what is placed on other GT motors. That would be a fundamental shift in the basis for GT classes.

I would be interested in feedback on this issue, because it may be that despite the many improvements in handling these cars (and especially the 911s with their multi-link rear suspension) have, these motors are simply not good candidates for GT, and mere rules cannot make them be. Racers who would like to run 944 Turbos in GT fairly promptly complained that the horsepower factor for their motors was unrealistic because head gaskets would not last long at those power levels, but that is sort of the nature of a boosted motor - you can't escape balancing boost with longevity. It would seem that the rock bottom consideration would be whether a GT class motor at the power level imputed can last a race weekend.

We have also not added an engine type factor for the DFI motors from 2009 on for the non-GT3 street cars. Should such a motor carry a higher T figure, if one is turned into a GT class car? At some point this is going to have to be considered.

#### SCOOPS

In the last CRN I cautioned against adding scoops (something sticking out beyond the body to catch air and direct it into a hole in the bodywork) in the majority of classes, because most don't allow this. There is, however, a specific provision in the SPB rules allowing side inlet scoops. Not many in that class have done that, but it is within the rules.

#### RULES REVIEW CYCLE

This is a friendly reminder that February 1, 2017, is the first day to submit rules change proposals to me. June 1 is the last day for submissions. ☒

## A QUICK GLANCE



Ken Mack, is one of our National Scrutineers, a 45 year PCA member and active in the DE and Club Racing programs in his home region, Golden Gate.

He has been using his Carrera as the Pace Car. As he was gathering up the field he thought he'd take these mirror shots for Club Racing News.

If you have any interesting snippets like this, please send them to me, the editor, Skip Carter. Thanks!!!

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PS86-002	PORSCHE 911S 2.5L 10.3:1
PS98-005	PORSCHE 911 3.0-3.2 CIS 9.8:1 (Wedge Dome Max Moritz Style)
PS98-009	PORSCHE 930 TURBO 3.4L 7.5:1 (3.3-3.4)
PS98-010	PORSCHE CARRERA 3.2-3.4L 9.8:1 (3.2- 3.4 Motronic inj.)
PS102-017	PORSCHE 964 NA 3.8L 12.3:1 (107mm slip-in cyl 3.6-3.8)
PS102-018	PORSCHE 964 NA 3.8L 12.3:1 (bore in 109mm cyl 3.6-3.8)
PS102-019	PORSCHE 993 TWINTURBO 3.8L 8:1 (109mm bore in cyl 3.6 TO 3.8)
PS102-020	PORSCHE 993T 3.8L 8.5:1 PP102- 013 (107mm slip-in cyl 3.6-3.8 NA to Turbo conversion)
PS102-021	PORSCHE 993T 3.8L 8.5:1 PP102-01 (109mm cyl bore in 3.6 TO 3.8)
PS102-02	MMS 993 RSR 3.6L 11.4:1 (107mm slip in cyl 3.6 TO 3.8)
PS102-023	MMS 993 RSR 3.6L 11.4:1 (109mm bore in cyl 3.6 TO 3.8)
996 103 915 3.8 MA	PORSCHE 996TT 3.8 liter (102mm 23mm pin 9.4:1CR 3.6-3.8)
996 103 942 3.8 MA	PORSCHE 996 GT3 3.8 late (102mm 21mm pin 12:1CR 3.6-3.8)
996 103 942 4.0 MA	PORSCHE 996 GT3 4.0 late (105.4mm 21mm pin 12:1CR 3.6-4.0)
997 103 915 3.8 MA	PORSCHE 997TT 3.8 liter (102mm 23mm pin 9.4:1CR 3.6-3.8)
997 103 938 91 MAH	PORSCHE 997 GT3 (102.7mm 21mm pin 12:1CR 3.6-3.8)

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# Coaching Perspective

DAVID MURRY • CLUB RACING DRIVING COACH

## OFF SEASON

So it's the off season, what do we do now? Depending on where you live and travel to racetracks, the off season can be long or short. In any case, there are things you can do during this time to prepare for next season. We want to have our car, equipment and ourselves ready to go for the first event.

The car needs to be gone over in more detail than normal between race prep. This is time to take more components off, inspect, clean and reinstall them. Look for cracks, fatigue, etc. Clean everything thoroughly so inspections can be accurate. Inspect wiring for frayed wires or loose connections.

You might have made a list during the season for things to fix/adjust during the off season. Does the seat feel good or does it need to be adjusted or padding added or adjusted? Mirrors OK? Good time for those modifications we didn't have time to do during the season. Do the shocks need to be sent off for rebuilding? Does the engine or drive train need attention? If you have data and/or video check to see if there is new firmware available.

I see so many times when there is a problem with data it is because the firmware is old and not compatible with something now. Things do wear out and don't last forever. Don't wait until it fails to attend to it.

The equipment we use needs attention as well. This is a good time to inspect all the tools and power items we use. Look for cracks or bad connections in air hoses. Rebuild air guns, replace power tool batteries that are weak, oil air tools or any that require it. Be sure laptops are in good working order and have all latest version of software needed. Replace those hand tools that are not in good condition. Inspect jacks for oil leaks. Go through everything you use and make sure it is in good working order that will last a season with very little maintenance. Clean everything well.

If you have a team that prepares and transports your car, then you are fortunate you don't need to be concerned about the above other than noticing if the team is doing all of it or are there failures in equipment of cars/equipment because of lack of attention to it.



We, the drivers, need to work on ourselves, physically and mentally. This is the time to pay more attention to physical fitness as you have more time to dedicate to it. It will make driving effort less and you can be more aware of driving techniques. Cardio, weight training, and diet are equally important. You can also practice via simulators like iRacing and such to keep sharp and learn tracks you have never been to before.

Spend time with all the software (like data acquisition) so you are familiar with how to download data, look at it in the interpreter and what to look for. Learn to read engine and shock dyno sheets, etc. There are so many things you can learn that will help you as a driver diagnose and find a solution to things that you or the car are not optimizing. Pick something each off season that interests you and learn about it.

The longer the off season, the greater chance driving mistakes will be made when you get on track again for the first time next season. Work on your mental state before going on track, force yourself to be patient and not drive faster than you are ready for. Your most vulnerable time will be the first session or two, so don't over drive those. ❏



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# PORSCHE NIGHT OF CHAMPIONS PCA CLUB RACING HONORED IN GERMANY

STORY & PHOTOS BY PCA AND KEITH JENSEN

WEISSACH, Germany – The PCA Club Racing Porsche GT4 Clubsport Trophy East Series capped its successful inaugural season by receiving recognition at the prestigious annual Porsche Night of Champions earlier this month in Weissach, Germany.

Four members from the series attended the gala on December 2: Vicki Earnshaw, PCA Club Racing chair, Allen Shirley, GT4 Clubsport Series coordinator, Bryan Henderson, PCA Club Racing co-chair and chief national steward, and Keith Jensen, 2016 series champion in the Series Championship class.

Porsche paid tribute to the outstand-

ing achievements of teams and drivers from the 2016 season. Champions from numerous Porsche single-make series around the world were guests at the event, along with Porsche's official factory and junior drivers.

"It was such a privilege for the PCA Club Racing's GT4 Clubsport Trophy East Series to be included in this international event," Earnshaw said. "The series is continuing to expand following our strong inaugural season, and we hope to continue our presence at the Night of Champions for many years to come."

Said Jensen: "The Porsche Night of Champions was an unforgettable gala. It

was an amazing showcase of Porsche's long history of racing and their present commitment to making the best race cars on the planet available for the future, and specifically, for the 2017 season.

"My girlfriend and I were delighted by the opportunity to celebrate the evening with and for the people who make the whole series possible through enormous and selfless donations of their time, talent and expertise: Vicki Earnshaw, Bryan Henderson and Allen Shirley."

Champions from various Porsche single-make series were recognized on stage and on a Wall of Fame at the gala. Many Porsche race cars also were on display,



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including the 2017 GT4 MR.

“Since the first 356 in 1948, customer racing has always been the backbone of Porsche Motorsport,” said Jens Walther, president and CEO of Porsche Motorsport North America. “While our works programs are having success all over the world, as well as here in North America, we have not lost focus on that key point.

“In fact, for 2016 we extended our Motorsport offerings to the club level with the successful introduction of the Porsche Cayman GT4 Clubsport. The mid-engine racer allowed us to establish one-make class racing on both the East and West Coast to provide a stepping stone for drivers interested in competing at a professional level. The natural extension was the invitation to the Porsche Night of Champions in Weissach, Germany, for the PCA Cayman GT4 Clubsport Trophy champion.”

The series traveled to six events in 2016 but will expand to eight events in 2017, including three new tracks for the Clubsport drivers. The second season begins March 31-April 2, 2017 at Road Atlanta in Braselton, Georgia



Bryan Henderson, Vicki Earnshaw and Allen Shirley in the Porsche Museum



Cars at the Porsche Museum



Keith Jensen and Tracy Tallon (far left)

# PCA CLUB RACING

## 2016 NATIONAL CHAMPIONSHIP SERIES

### PODIUM WINNERS

<b>C</b>	1st John H Shafer	<b>GT1</b>	1st Leslie Shrem	<b>GTC5</b>	1st Joseph Lombardo
	2nd Walt Fricke		2nd Keith Erickson		2nd Andrew Gucciardo
	3rd Keith Davis				3rd Andrew Johnson
<b>D</b>	1st Rob Hale	<b>GT3</b>	1st James Cox	<b>GTC6</b>	1st John Goetz
	2nd Walt Fricke		2nd Chris Murray		2nd Dave Elsner
	3rd Keith Davis		3rd Brad Lano		3rd Bill Smith
<b>E</b>	1st Niels Meissner	<b>GT4</b>	1st Maurice Smith	<b>GTP2</b>	1st Carl Tallardy
	2nd Clarke Simpson		2nd Jeffrey Schmidt		
	3rd Frank Osborn		3rd Jerry Hoffman		
<b>F</b>	1st James Clemens	<b>GT5</b>	1st Ben Merriman		
	2nd Lee Lasberg		2nd Burt Williams		
	3rd Ed Mineau				
<b>G</b>	1st Omar Hilmi				
<b>H</b>	1st Ryan Magrab			<b>SP1</b>	1st Chris Blazer
	2nd TJ Larsen				2nd Steve Coomes
	3rd Michael Schmitz	<b>GTA1</b>	1st Chris Pedersen		3rd Tim Meyer
<b>I</b>	1st Jimmie Martin	<b>GTA2</b>	1st Cory Friedman	<b>SP2</b>	1st James Rothenberger
			2nd Andy Wilzoch		2nd Nort Northam
<b>J</b>	1st Ken Nielsen		3rd Joe Bank		3rd Robbie Wilson
	2nd Ken Agena	<b>GTB1</b>	1st Harold Petit Jr	<b>SP3</b>	1st Brian Weathered
	3rd Scott Asplundh		2nd Franklin Pray		2nd Ed Dunne
<b>K</b>	1st Randall Joe		3rd Geoff Isringhausen	<b>SP911</b>	1st Robert Murillo
		<b>GTB2</b>	1st Charlie Craig		2nd Dwight Higgins
			2nd Ken Ritter	<b>SP996</b>	1st Glenn Wiedenbeck
		<b>GTB3</b>	1st Jack McCarthy		2nd David Hodges
			2nd John Allen		3rd Ched Crouse
		<b>GTC3</b>	1st Tom Kerr	<b>SPB</b>	1st Chris Drake
			2nd Jerry Greene		2nd Like Oxner
			3rd Kasra Sharifi		3rd Matthew Robinson
		<b>GTC4</b>	1st Spencer Cox	<b>SPC</b>	1st Matt Distefano
			2nd Steve Dimakos		2nd Steven Anderson
			3rd Ian Darcy		3rd Keith Fritze

## IT'S ALL RIGHT HERE — [HTTPS://PCA.ORG/CLUB-RACING](https://pca.org/club-racing)

If you are anything like me, trying to find club racing information on the PCA website is difficult and frustrating. I understand that if I would have a little more patience and think about it a little more, I would probably have figured this out eons ago...

But that is not me. My impatience just wants it to show up without me having to make much effort.

It has been suggested that I include something like this notice so others similarly afflicted might have an easier

time finding this important stuff.

In assembling this issue I used this page many times. Finding race results, timing sheets, registering for events, rules, licensing information and forms. It's all right here.

# PCA CLUB RACING

## 2016 WEST COAST SERIES PODIUM WINNERS



Class	Place	Name	Region	Zone	Class	Place	Name	Region / Zone
F	1st	Ed Mineau	INT	9	GTC3	1st	Kasra Sharifi	GG 7
GT3	1st	Chris Murray	GG	7	GTC6	1st	Dave Elsner	RIV 8
	2nd	Brad Lano	NST	10	SP1	1st	Tim Meyer	LVS 8
	3rd	Alex Steele	GG	7		2nd	Isabella Busalacchi	SDO 8
1st	Jeffrey Schmidt	SDO	8	3rd		George Taylor	SDO 8	
GT4	2nd	Jerry Hoffman	SDO	8	SP911	1st	Robert Murillo	GG 7
	3rd	Peter Czajkowski	SDO	8		2nd	David Higgins	SVR 7
	1st	Ben Merriman	NST	10		SPB	1st	Matthew Robinson
1st	Chris Pederson	SDO	8	2nd	Heath Spencer		GG 7	
1st	John Ball	SDO	8	3rd	Doug Boccignone		DIA 7	
GTB1	1st	Walter Nilsen	GG	7				
	2nd	Scott Hale	CAI	8				

The West Coast Series (WCS) began in 2014 as a measure to increase participation in the fabulous world of PCA Club Racing on the west coast. 2014 & 2015 both had eight races, with very well attended Driver's Education events, also with excellent drivers and a great range of modified and high performance cars.

In 2016 there were nine races in the series, essentially everything west of the Rockies plus the High Plains event. 2017 looks like the same schedule.

The West Coast PCA Championship Series winners will be awarded trophies at the Zone 8 Awards Banquet being held on the Queen Mary, January 21.

More information regarding the West Coast PCA Championship Series can be found at: [wcs.pca.org](http://wcs.pca.org) or contact the series coordinator Suesan Carter at [wcs@pca.org](mailto:wcs@pca.org)



## 2017 WEST COAST SERIES

Just added Sonoma  
Raceway June 30 - July 2

March 18-19 Thunderhill Raceway	September 2-3 Thunderhill Raceway
April 21-23 Auto Club Speedway	September 15-17 Utah Motorsports Campus
May 27-28 Buttonwillow Raceway	September 30-October 1 Willow Springs Raceway
June 17-18 High Plains Raceway	November 11-12 Buttonwillow Raceway

MORE INFO:  
email: [wcs@pca.org](mailto:wcs@pca.org)  
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REGISTRATION  
OPENS MAR 5

<http://cfos.motorsportreg.com>

# EVENT ADS

PAGE	EVENT	DATE
37	Circuit of the Americas	March 3-5
68	Thunderhill Raceway Park	March 18-19
39	Peachstate 225 Club Race — Road Atlanta	March 31 - April 2
51	California Festival of Speed — Auto Club Speedway	April 21-23
61	Mid Ohio Sports Car Course	May 5-7
19	Gateway Motorsports Park	May 19-21
65	Buttonwillow Raceway Park	May 27-27
31	Clash at the Glen	June 2-4
61	Carrera GT at Motorsport Park Hastings	June 2-4
39	Mosport Can-Am Challenge	August 4-6
51	West Coast Series	see calendar

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# PRIVATE RACING 2017 MONTICELLO MOTOR CLUB

STORY BY CHRIS KARRAS, PHOTOS BY RDS AUTOMOTIVE GROUP - EVAN WAWRZYNIAK

Many racetracks we patronize have *Driver Clubs* that provide subscribers with track access on a handful of days, but under the surface of the marketing lingo about “private” or “country club,” these are public facilities anyone can enjoy with PCA or other DE groups. There are only a few truly private racetracks (think Circuito Ascari S.L. in Málaga, Spain). And among these few, Monticello Motor Club (MMC) has earned a reputation as the most prestigious, luxurious private racetrack and country club in the world. So, in 2013 when the Riesentöter Region of PCA was invited to host a PCA Club Race at MMC, the executive board eagerly accepted.

MMC’s mission is to safely deliver exciting motorsports experiences and ca-

maraderie to an exclusive group who are passionate about automobiles and who relish the driving experience. Underscore that word “exclusive.” MMC does not allow clubs to rent its facilities for the purpose of resale to individuals, so there are now no PCA DE, BMW driving schools or other similar track day events at MMC. The sole exception to the rule of *only members and their guests* is the Riesentöter-hosted PCA club race. (No DE sessions are offered).

And in 2017, the PCA Club Racing Porsche Cayman GT4 Clubsport Trophy East series will join the Riesentöter Stuttgart Challenge here.

Founder Paul Queally (a motorsports enthusiast, racer, and classic Porsche collector) and Ari Straus (a PCA racer and

MMC’s managing partner) built the country club on the site of the former Monticello Airport, which spans 670 acres in the bucolic Catskill Mountains, about a 90-minute drive northwest of Manhattan. Together, the partners have invested more than \$45 million, building a lush, impeccably landscaped park that opened in 2008. MMC offers five miles of off-road courses, a large member clubhouse with classrooms, dining areas, pro shop, locker rooms, bar, skid pad, private garages, karting track and support facilities, including three dozen rental cars for members to use on the track, full-service garage, and fuel center. MMC staff includes a full-time chef and professional security on duty 24/7. The entire team is managed by Alex Wolenski, MMC’s

Chief Operating Officer, who is also a PCA racer and national instructor. Alex’s long history with PCA, combined with the three dozen MMC members who hold PCA racing licenses, advocated for MMC to allow a PCA National Race and, with the Riesentöter Region, made this private event a reality.

Of course, the soul of MMC is its world-class road course. Multiple road courses measure a total of 4.1 miles which include 22 unique turns, 12 distinct configurations and more than 1½ miles of straights. The most common configurations are the South Course (1.6 miles), North Course (1.9 mile) (which can run concurrently), and the Full Course (3.6 mile). PCA utilizes the Full Course with 18 turns, 450 feet of thrilling elevation change, blind apexes, sweeping turns, tight S-curves, a hairpin turn, and downhill decreasing-radius turns.

At PCA’s request, MMC built a starter’s stand tall enough for the starter to be seen from the back of the pack and large enough for a second worker to hold a black flag number board. MMC also paved a large area to serve as the false grid with numbered spaces for 85 cars. Finally, MMC added FIA curbing and a few low sleeping policemen in several areas of the track where some had sought out-of-bounds shortcuts.

From the outset, MMC offered PCA racers the full member experience during the race weekend. MMC’s Chief Chef, John Perruna, trained at the famous Culinary Institute of America, caters breakfast, lunch, awards dinner, and cocktail parties. Last year, the menu included nine different main courses, including Maryland Crab Cakes, Scallop and Shrimp Stuffed Sole, and Rosemary Flank Steak. Suffice to say, no racer or crew member ate anywhere else, and few could say they had ever experienced such a cuisine at a racetrack. The overall ambiance at the race was closer to that of a country club than a racetrack.

## 2017 RIESENTÖTER STUTTGART CHALLENGE

With a world-class racetrack, luxury amenities and exclusivity, what could there be not to like? Nevertheless, PCA racing at MMC poses two major challenges. Ironically, they are the flip sides of



MMC's exclusivity and determination to treat PCA racers and crew just as though they were full MMC members.

All the other tracks where PCA races allow us to rent their facilities and resell track time for DE and similar track events. That gives racers many opportunities to learn the track. In addition, many racetracks have been on the PCA race schedule for years, and even decades, with an established group of racers returning annually. There are far fewer opportunities to gain pre-race experience at MMC, and this year will be only the fourth year of the Riesentöter Stuttgart Challenge.

With only two sprint race groups and one enduro group, each racer had more than seven hours of practice, qualifying and racing. This year, three sprint race groups and two enduro race groups should be expected because of the addition of the GT4 Clubsport class. To provide as much track time as possible, we added a ninth hour of track time each day. We also offer a test and tune day on Thursday, which gives racers another opportunity to learn the track before racing on it. The test day is conducted by MMC separate from the PCA race weekend.

If the flip side of exclusivity is fewer opportunities to learn the track, the flip side of MMC treating PCA racers as full MMC members is that it is not an inexpensive club. The racer sprint race fee of \$650 remains the same for this year and includes all the fabulous food, craft beer and fine wine. Crew members, which includes guests invited by racers, pay \$100 for those same amenities. Previously the crew fee covered all three days and was not prorated for those who did not attend the full weekend. This year MMC has allowed Riesentöter to offer a single-day crew fee of \$35, which will make it much more attractive for racers to invite family and friends to attend just one day, such as Saturday to watch the sprint races and enjoy the awards dinner.

Similarly, in the past MMC has charged for its Thursday test day at the regular member guest rate of \$1,000. This year, MMC has lowered the test day fee to \$325 for those registered for the PCA race in order to make additional pre-race track practice more accessible. (Test and Tune Day participants must be registered for the weekend races.)



Scheduled for July 14-16, 2017, the Riesentöter Stuttgart Challenge will be held three weeks after VIR and three weeks before the Canadian Tire Motorsports Park (formerly Mosport Park and Mosport International Raceway). All three race weekends will include the GT4 Clubsport class, but only MMC will offer PCA racers the true private racetrack and country club experience 🏁



Chris Karras races in the GTC3 class. A member of the Riesentöter Region, he coordinates its Street Survival program for teen driver education, serves as Secretary and chairs the Riesentöter Stuttgart Challenge.

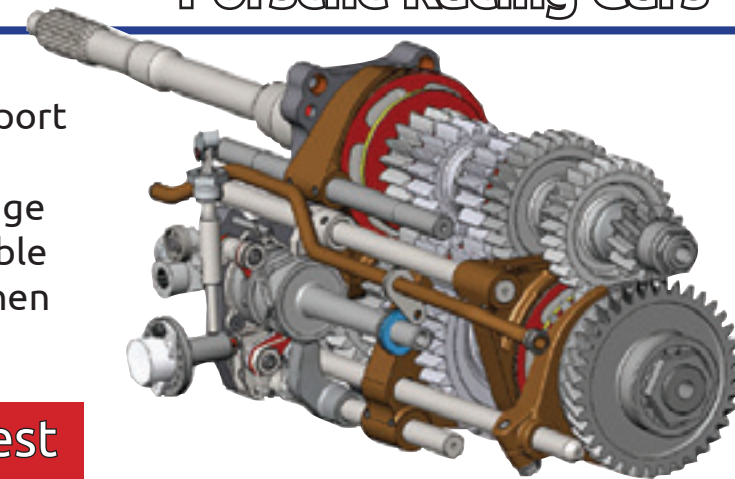


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# 2016 TURBO ENGINE DEVELOPMENT

BY ALLAN CALDWELL (REPRINTED FROM SPIEL, PACIFIC NORTHWEST REGION)

The next few years of auto manufacturing are expected to include an increased range of turbo-charged engine designs (if the current planned EPA fuel mileage goals and carbon dioxide limitations persist). As we previously reported in References 1 and 2, almost every major auto manufacturer is planning several turbo-charged engines with smaller displacement to achieve improved fuel mileage with only small performance gains.

As 2016 has progressed, there have been a number of reports on recent patent applications by various auto makers related to refinement of turbo-charged engine designs for reduced time delays in boost build up and smoother transitions to boost modes. For Porsche owners who are about to venture into the turbo-charged world, it may be worthwhile to consider some of the important advances that have been made as well as the latest approaches.

## EARLY 911 TURBO DEVELOPMENT

First introduced in a 1976 production car, the Porsche 911 turbo provides an interesting program history during the 40 years it has been in production with turbo development and refinement. At the time the first liquid-cooled 996 street turbo was introduced in June of 2000, Porsche published a history of all the design improvements that had been developed and included in their early development program (Reference 3). Table 1 presents a condensed summary of the Reference 3 data with some of the new models added.

As the number of early 911 turbos became more common, several critical issues and controls became apparent. Time delays required to build up boost pressure when the driver first opened the throttle for full power were a significant drawback. Initially the 911 engines would

have one large turbine that collected exhaust gas from both engine banks. However, in order to develop higher output pressure, it was found that by using two smaller turbines and compressors and much higher turbine speeds, higher turbo compressor pressure levels could be obtained. And there were even more improvements added when the variable turbine blade technology was added.

Secondly, it was soon discovered in the early years that the more efficient higher pressure compressor output air suffered from increased temperature and the hotter intake air resulted in reduced horsepower boost. At that point, it became important to cool the compressed air coming out of the compressors before it was injected into the intake manifold. Nearly all the current turbo-charged engine designs have intercoolers to reduce the temperature of the pressurized air.

But also note in Table 1 that the newest 911 turbo Carreras are now limited to basic engine displacements of 3.0 liters which takes us back to the first 911 SC 3.0 engines in 1978. The new lower displacement 3.0 liter Carrera engines contribute 3-4 mpg fuel mileage gain to help reach the advancing EPA fuel mileage requirements.

## 2016 TURBO CHARGING INITIATIVES

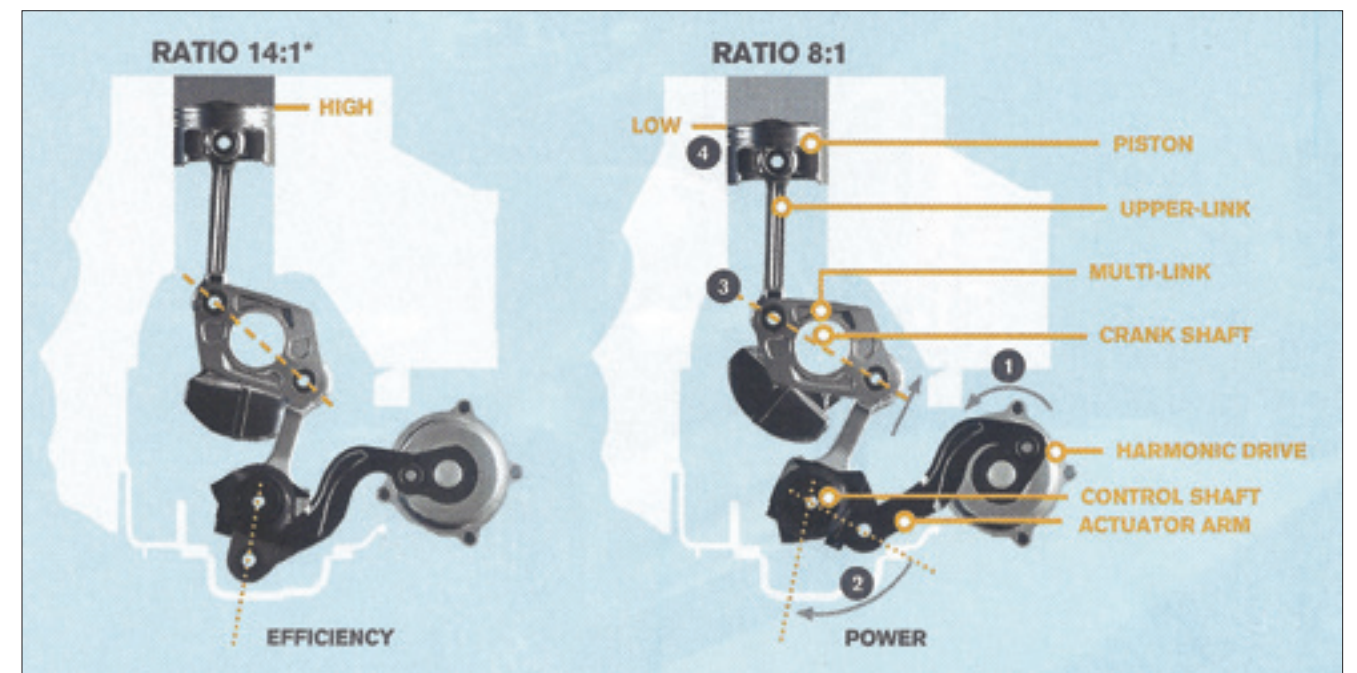
One of the original turbo-charged engine design philosophies was to always have a lower engine compression ratio than used on a normally aspirated engine since the turbo boost was capable of providing a very high intake pressure that had to be carefully controlled in order to not exceed the cylinder internal pressure limits. Interestingly, as shown in Table 1, Porsche found ways to steadily increase the turbo engine compression ratio from 6.5 in the earliest 911 Turbos up to 10 in the newest ones. But during non-turbo-charging running for highway cruising, higher compression ratios would provide greater combustion efficiency and lower fuel consumption.



Porsche 911 S 2.7 Targa (links) und 911 Turbo 3.0 (G-series); 1976

One of the most interesting patent applications this year was for a gasoline internal combustion engine with a variable stroke that would could vary the compression ratio by changing the length of

the connecting rod stroke travel between the piston and crankshaft. A proposed patent from the Infinity motor car company (Reference 6) describes an adjustable mechanical attachment point between the



1. To change compression ratio, the harmonic drive turns, moving the actuator arm
2. Actuator arm then rotates control shaft
3. Control shaft rotates, acting on lower link changing the angle of the multi-link
4. The multi-link then adjusts the height the piston can reach, changing compression ratio

Figure 1. Infinity VC-T Engine Variable Compression Ratios (Reference 6)

MODEL YEAR	1976-1977	1991-1992	1993-1994	1996-1998	2001	2017 CARRERA TURBO	2017 CARRERA S TURBO	2017 911 TURBO/S
DISPLACEMENT (L)	3.0	3.3	3.6	3.6	3.6	3.0	3.0	3.8
COMPRESSION RATIO	6.5	7.0	7.5	8.0	9.4	10.1	10.1	9.8
MAX BOOST (PSI)	11.6	10.1	12.3	12.3	26.8			17.4
HP	234	320	360	400	415	370	420	540/580
TORQUE (LB-FT)/RMP	258/4,000	322/4,000	383/4,200	400/4,500	415	332	369	487
WEIGHT (LB)	2,635	3,240	3,240	3,306	3,395	3,153	3,175	3,527
0-62 MPH (SEC)	5.5	5.0	4.8	4.5	4.2	4.2	3.9	2.8
TOP TRACK (MPH)	155.0	168.0	175.0	180.0	189.0	183.0	191.0	205.0

Table 1. Porsche 911 Turbo, 1976-2017 (References 4 & 5)

connecting rod and its crankshaft attachment bearing that results in variable stroke travel. The variation available between the crankshaft and the piston is enough to vary the cylinder compression ratio from 8.1 when the turbo was being used down to 14 when there was no turbo use. Compression ratios in the 12 to 14 range should provide increased fuel mileage in cruise mode.

This Infinity concept, called VC-T, may first appear in the 2018 model year in a 2.0 liter transverse-mounted application. Figure 1 from Reference 6 shows an engine cross-section diagram of the VC-T engine mechanism that changes the height of the piston travel in the cylinder. In addition to the crankshaft, the VC-T engine has a "Harmonic Drive" that rotates a mechanical Multi-Link base on the crankshaft to change the position of the connecting rod attachment. It is mechanically complex enough to raise a number of questions on lubrication, supporting structure, and bearings. It will be interesting to follow this development.

In the meantime, Excellence Magazine (Reference 7) published an editorial note that Porsche, in January, had filed for a trademark called "VarioCom" that stands for Variable Compression. Excellence says that, based on their patents, Porsche will achieve variable compression ratio with oil-pressure controlled adjusters that attach to the piston ends of the connecting rods. It will be interesting to see if Porsche will do VarioCam Plus and VarioCom at the same time. In the meantime, we will also keep an eye out for the all-electric 911 development as we carefully preserve our existing pre-Global Warming Porsches with their predictable ownership results. ☑

3.0-litre flat-six engine with turbocharger Porsche 911 Turbo (930); 1975 (below)



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Alan Caldwell (above right) has been a 91 technical guru for PCA for decades

911 Turbo Turbocharger with variable turbine geometry VTG (right)



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THE GRUESOME DANGERS OF WEARING NORMAL CLOTHES UNDER YOUR RACING SUIT

STORY BY ROGER BURDETTE, TRAQGEAR RACING INNOVATIONS

It always happens. Almost every race or event I attend, something goes wrong. Sometimes it's minor contact. Sometimes it's a major crash. Sometimes it's fire. You cannot predict when you are likely to be involved in an incident.

A car fire can happen to anyone, anytime. The car doesn't know if it is a test day, wheel-to-wheel competition or a weekend track day. But, we seem to skimp on safety and somehow feel more relaxed when involved in testing as opposed to competition days.

The problem with wearing normal (non-rated) clothes under our driver suit is that they offer little or no protection, and can even add to the inherent danger. Let's look at the two main fabrics that are in most every piece of *normal* clothing these days:

## Cotton: Highly flammable - Difficult to extinguish - Combustible

Once cotton ignites, it's really hard to put out. The old "stop, drop and roll" was developed in a time period when most clothing was made from cotton. In short, when you wear cotton on your body in a race or high performance driving event, you are wearing a torch.

In fact, July of 2013, SCCA's Sports-Car Magazine wrote, "Wearing standard clothes under the race suit carries the risk of internal combustion next to the skin; while the race suit does not burn, you can trap the burning and heat build up against the skin". This means cotton can catch fire, even under your suit!

The other common fabric used in today's clothes is:

## Polyester: Melts & drips easily - Melts into plastic - It must be surgically removed





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	Right	Good	Good	Good
	Center	Good	Good	Good
997 GT2	Left	Good	Good	Good
	Right	Good	Good	Good
	Center	Good	Good	Good
997 GT3 / RS	Left	Good	Good	Good
	Right	Good	Good	Good
	Center	Good	Good	Good
Boxster	Left	Good	Good	Good
	Right	Good	Good	Good
	Center	Good	Good	Good
Cayman	Left	Good	Good	Good
	Right	Good	Good	Good
	Center	Good	Good	Good
C70	Left	Good	Good	Good
	Right	Good	Good	Good
	Center	Good	Good	Good

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It can be very stretchy, comfortable and many times treated for moisture control since it's used widely in athletic garments. Polyester can be very comfortable but that doesn't outweigh the awful, life-altering dangers associated with it.

SFI Foundation did a special study on non fire retardant garments under the suit in May of 2015. The study demonstrated just how easy it is to melt a polyester shirt, through the suit, without burning a hole in the suit. Pretty shocking! It's actually a result of heat transfer through the surface of the suit, melting the shirt onto the skin. They went on to say, "When the polyester shirt melts, it becomes hot glue, and will stick to skin. For the same heat exposure, an injury that would otherwise only need ointments for treatment will now require painful scraping or removal of skin to separate the solidified polyester from the body." Yikes!

If those two fabrics aren't enough to get you thinking about wearing something fire retardant, there is something even worse —

**Polyester/Cotton Blends  
Melts - Drips - Burns easily  
Difficult to extinguish  
Must be surgically removed  
Combustible AND can Melt  
under the suit**

They are very comfortable garments, perform very well in the heat, but are extremely dangerous. What's more, they are not easily identifiable without looking on the tags. Many mirror normal, cotton t-shirts. However, when exposed to heat or flame, Cotton/Poly blends exhibit ALL of the dangerous characteristics of non-fire retardant garments.

So, what's the answer? TraqGear has SFI Certified Fire Retardant garments that will keep you safe and keep you cooler than the old school nomex. You don't have to sacrifice comfort any longer in order to be safer in the car. Of course, I'm partial to TraqGear, but even if you don't choose us for your base layer needs, make the smart choice and always wear Certified, Fire Retardant garments. It could literally save your skin. 




**Golden Gate Region invites you to a  
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# 2016 HARD CHARGERS

BY MICHAEL WINGFIELD, CHIEF OF NATIONAL TIMING & SCORING

Name Region Class Description Start Finish Index Race

## BUTTONWILLOW RACEWAY PARK — NOVEMBER 12-13

BEN MERRIMAN	NST	GT5	GT 72 911	36	17	19	SPRINT RACE 1
TRYGVE ISAACSON	GG	SPB	P 98 BOXSTER	30	23	7	SPRINT RACE 2
BEN MERRIMAN	NST	GT5	GT 72 911	18	13	5	ENDURO
ISABELLA BUSALACCHI	SDO	SP1	P 84 944	21	16	5	ENDURO

## HALLETT MOTOR RACING CIRCUIT — OCTOBER 1-2

MIKE COURTNEY	NST	GTC3	GT 05 GT3 CUP	9	7	2	BLUE SPRINT RACE 1
DAVE ELSNER	RIV	GTC6	GT 13 991	4	3	1	BLUE SPRINT RACE 2
CLAUS NIELSEN	LST	GT2	GT 78 930	8	7	1	BLUE SPRINT RACE 2
FRANK RASO	MAV	SP996	P 01 996	12	11	1	BLUE SPRINT RACE 2
BOB GARDNER	RMT	GTC5	GT 12 997 GT3 CUP	9	6	3	BLUE SPRINT RACE 3
KEITH FRITZE	NST	SPC	P 06 CAYMAN S	16	13	3	BLUE SPRINT RACE 3
BILL JACOBI	CMR	D	GT 79 911 SC	20	15	5	RED SPRINT RACE 1
TODD IMWOLD	MAV	SP1	P 83 944	20	13	7	RED SPRINT RACE 2
TERRY KERR	WB	E	P 77 911 E	11	9	2	RED SPRINT RACE 3
CHRIS ALMOND	MAV	SPB	P 97 BOXSTER	17	7	10	YELLOW SPRINT RACE 1
SEAN McLEAN	LST	SPB	P 98 BOXSTER	10	7	3	YELLOW SPRINT RACE 2
KYLE FAHRENTHOLD	MAV	SPB	P 97 BOXSTER	13	10	3	YELLOW SPRINT RACE 2
MICHAEL HEMINGWAY	RMT	SPB	P 98 BOXSTER	12	9	3	YELLOW SPRINT RACE 3

## HIGH PLAINS RACEWAY — SEPTEMBER 10-11

ALEXANDRA SABADOS	RMT	GT4	GT 74 911 RSR	11	8	3	GREEN SPRINT RACE 1
ANDRE NIEUWENHULZEN	RMT	GTC3	GT 03 996 CUP	12	9	3	GREEN SPRINT RACE 1
KIM GUTOWSKI	RMT	GT3	GT 95 993 RSR	10	7	3	GREEN SPRINT RACE 2
MICHAEL HEMINGWAY	RMT	SPB	P 98 BOXSTER	23	13	10	YELLOW SPRINT RACE 1
WALK FRICKE	RMT	D	S 82 911 SC	29	19	10	YELLOW SPRINT RACE 1
JOHN KERR	ALP	SPB	P 97 BOXSTER	13	7	6	YELLOW SPRINT RACE 2
BRIAN ALMOND	MAV	SPB	P 98 BOXSTER	17	11	6	YELLOW SPRINT RACE 2
DAVID BYASSEE	RMT	D	S 77 911	20	14	6	YELLOW SPRINT RACE 2
RICARDO GOCALVES	RMT	D	S 77 911	22	16	6	YELLOW SPRINT RACE 2
BRIAN ALMOND	MAV	SPB	P 98 BOXSTER	17	11	6	ENDURO
STEVE COOMES	MAV	SP1	P 86 944	29	23	6	ENDURO

## MOTORSPORTS RANCH — NOVEMBER 12-13

PAT HEPTIG	MAV	SP1	P 86 944	15	9	6	RED SPRINT RACE 1
DAVID BYASSEE	RMT	SP 1	P 88 924 S	20	14	6	RED SPRINT RACE 1
CHRIS ALMOND	MAV	SPB	P 97 BOXSTER	9	4	5	RED SPRINT RACE 2
MICHAEL SCHMITZ	MIL	H	S 01 996	21	16	5	WHITE SPRINT RACE 1
MITCH RICHARD	MG	GTB1	GT 10 CAYMAN	11	10	1	WHITE SPRINT RACE 2
BILL BERNICK	MAV	E	S 88 911	13	12	1	WHITE SPRINT RACE 2
JAMES BRICKEN	LHN	D	S 77 911	18	17	1	WHITE SPRINT RACE 2
JAMES BRICKEN	LHN	D	S 77 911	21	12	9	COMBINED ENDURO
S VIRDEN/S COOMES	HCT	SP 1	P 88 944	26	17	9	COMBINED ENDURO

## ROAD AMERICA — SEPTEMBER 3-5

GALVIN NARBURGH	OHV	GT4	GT 73 914-6	37	23	14	BLUE SPRINT RACE 1
JOHN ALLEN	RMT	GTB3	GT 12 CAYMAN R	13	5	8	BLUE SPRINT RACE 2
JAMES SILVIO	MSO	F	S 90 964	30	16	14	GREEN SPRINT RACE 1
KURT KONRATH	CHO	GT5	GT 87 911	22	10	12	GREEN SPRINT RACE 2
ROB TROLLINGER	CAR	GTC5	GT 12 GT3 CUP	31	18	13	RED SPRINT RACE 1
AL USCINSKI	CHO	GTC3	GT 02 GT3 CUP	40	28	12	RED SPRINT RACE 2
MITCH RICHARD	MG	GTB1	GT 10 CAYMAN	57	36	21	PURPLE ENDURO
PAUL CAMUSI	SVR	GTC5	GT 12 GT3 CUP	19	6	13	YELLOW ENDURO

## SUMMIT POINT MOTORSPORTS PARK — SEPTEMBER 23-25

TJ LARSEN	CAR	H	P 93 911 RS	19	6	13	BLUE SPRINT RACE 1
SAM MAMMANO	NIA	F	S 04 BOXSTER S	28	21	7	BLUE SPRINT RACE 2
SAM MAMMANO	NIA	F	S 04 BOXSTER S	28	19	9	BLUE SPRINT RACE 3
NICHAL STACH	CTV	SPB	P 98 BOXSTER	16	12	4	GREEN SPRINT RACE 1
HENRY HOEH	MNY	SPB	P 97 BOXSTER	16	14	2	GREEN SPRINT RACE 2
NO ADVANCEMENT AMONG ELIGIBLE COMPETITORS							
DAVID HERRINGTON	CAR	GTA1	GT 05 911	16	10	6	RED SPRINT RACE 1
GEORGE TSANTES	POT	GTC4	GT 06 GT3 CUP	10	5	5	RED SPRINT RACE 2
CHUCK HARRISON	POT	GTB1	GT 09 CAYMAN 2	14	9	5	RED SPRINT RACE 2
CHARLIE CRAIG	CTV	GTB2	GT 2014 CAYMAN S	20	15	5	RED SPRINT RACE 2
CHRIS LEWIS	APR	GTB1	GT 10 CAYMAN S	23	17	6	RED SPRINT RACE 3
MIKE SPRAGGINS	POT	VU62.4	V 70 914	14	13	1	SILVER SPRINT RACE 1
DENNIS HOWARD	CHS	VO62.4	V 83 911 SC	15	7	8	SILVER SPRINT RACE 2
STEVEN SMOTRICH	SCH	VO62.4	V 78 911 SC	11	7	4	SILVER SPRINT RACE 3
SUSAN KIMMITT	POT	VU62.4	V 67 911	8	6	2	SILVER SPRINT RACE 4
WADE HERREN	POT	VU42.1	V75 914	9	7	2	SILVER SPRINT RACE 4
CHIP REIDCHART	CHS	VU62.4	V 67 911 S	11	9	2	SILVER SPRINT RACE 4
SAM MAMMANO	NIA	F	S 04 BOXSTER S	21	10	11	ORANGE ENDURO
JIMMY MARTIN	CAR	I	S 09 CARRERA	20	13	7	YELLOW ENDURO
TOM HASSETT	NNJ	J	S 03 996 CARRERA	26	19	7	YELLOW ENDURO

## THUNDERSHILL — SEPTEMBER 3-4

JOE SARMIENTO	GG	SPB	P 98 BOXSTER	28	21	7	SPRINT RACE 1
CHARLIE LEE	SFL	SP1	P 84 944	31	26	5	SPRINT RACE 2
TIM SMITH	GG	SPB	P 99 BOXSTER	23	19	4	SPRINT RACE 3

## UTAH MOTORSPORTS CAMPUS — SEPTEMBER 17-18

BEN MERRIMAN	NST	GT5	GT 72 911	15	10	5	SPRINT RACE 1
BOB JONES	INT	F	S 87 911	17	12	5	SPRINT RACE 1
ED MINEAU	INT	F	P 79 911 SC EURO	18	13	5	SPRINT RACE 1
WALT FRICKE	RMT	D	S 82 911 SC	23	18	5	SPRINT RACE 1
GEORGE TAYLOR	SDO	SP1	P 84 944	25	20	5	SPRINT RACE 1
CHRIS PEDERSEN	SDO	GTA1	GT 05 GT3 CUP	11	7	4	SPRINT RACE 2
GREG TROESTER	INT	SP1	P 86 944	20	16	4	SPRINT RACE 2
DAVID NADLER	INT	GTB1	GT 11 CAYMAN	15	10	5	ENDURO

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\$95,000 (over \$120K invested)

(17.1)



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## ADVERTISER INDEX

Apex Performance .....	13
Austin Motorsports .....	68
Autometrics .....	25
BBS Wheels .....	BC
Bertil Roos Racing School.....	65
BRS / LN Engineering .....	23
Burns Stainless .....	41
CARQUIP.....	47
Chizmark Larson Insurance .....	52
Club Racing National Sponsors .....	33
COBB Tuning .....	27
CSF Radiators .....	63
CupCar Solutions .....	25
Demon Speed Motorsports .....	47
EBS Racing.....	43
Forgeline.....	35
Hollinger .....	57
JX2 Performance Group.....	21
Millers Oils .....	29
Motion Control Suspension (MCS) .....	9
Motion Suspension Technology (AST).....	31
NA Tires .....	15
Northstar Motorsports .....	IFC
OG Racing.....	IBC
Racetech.....	45
Red Line Oil.....	17
Stable Energies.....	53
Sube Sports .....	7
TC Racing .....	60
TOYO Tires .....	11
Traqgear.....	63

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**CH-R** 19 | 20

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