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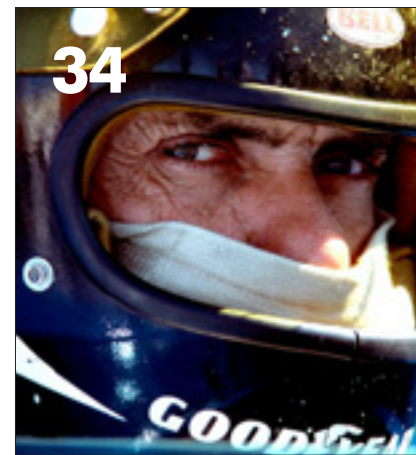
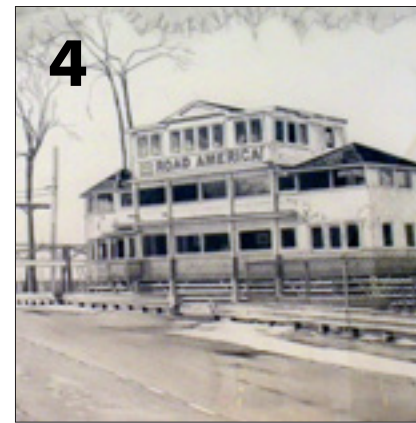
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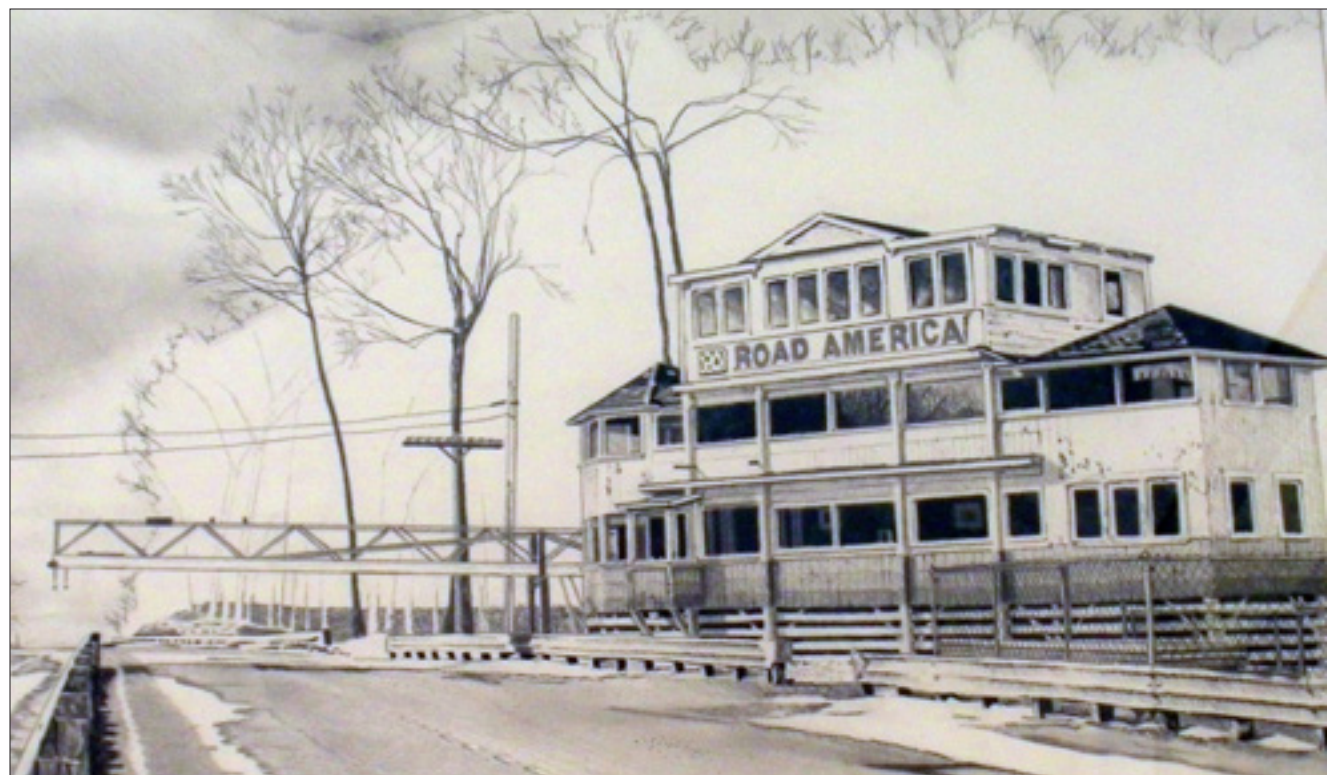
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On the Cover: Photographer Evan Wawrzyniak took this photo of Jacob Asbury's Vintage Group 1983 911 at Monticello Motor Club in July. And special thanks to Ken Hills Photography for making the image usable.

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ROAD AMERICA AND PCA

A LONG AND INTERESTING RELATIONSHIP

STORY BY BOB AND WILMA WHITE; PHOTOS BY STEVE RASHBAUM, MIKE KLASKIN & SKIP CARTER

Road America, the Beginning

The Road America race track (just two miles south of Elkhart Lake, Wisconsin) is one of the oldest purpose built road racing tracks in the U.S., hosting its first race in September 1955 with SCCA. Racing at Elkhart Lake, however, predates that by several years with the early races in 1950-1952 taking place on county roads around the lake itself.

The race went through Elkhart Lake along Lake Street past Siebkens Resort, where the Concours is now held during the Chicago Region Club Race every Labor Day weekend. The old highway route can still be driven and historic markers have been put up at specific named locations along the way. One such

marker for the “Hard Left Corner” is directly in front of Siebkens main lobby on Lake Street.

After the death of a child spectator at Watkins Glen in 1952, many states, including Wisconsin, passed laws forbidding racing on public roads. The success of the races in bringing spectators and sports car enthusiasts to Elkhart Lake was a substantial boost to the local economy, which had faded as the many summer resorts that attracted people from cities like Milwaukee and Chicago closed after the second world war. The increased mobility now allowed for a wider range of travel. A local business man, Clif Tufte, took note and suggested to the local community that a road racing track

could be a strong and viable means of maintaining and growing the positive impact of the on road races that were now banned.

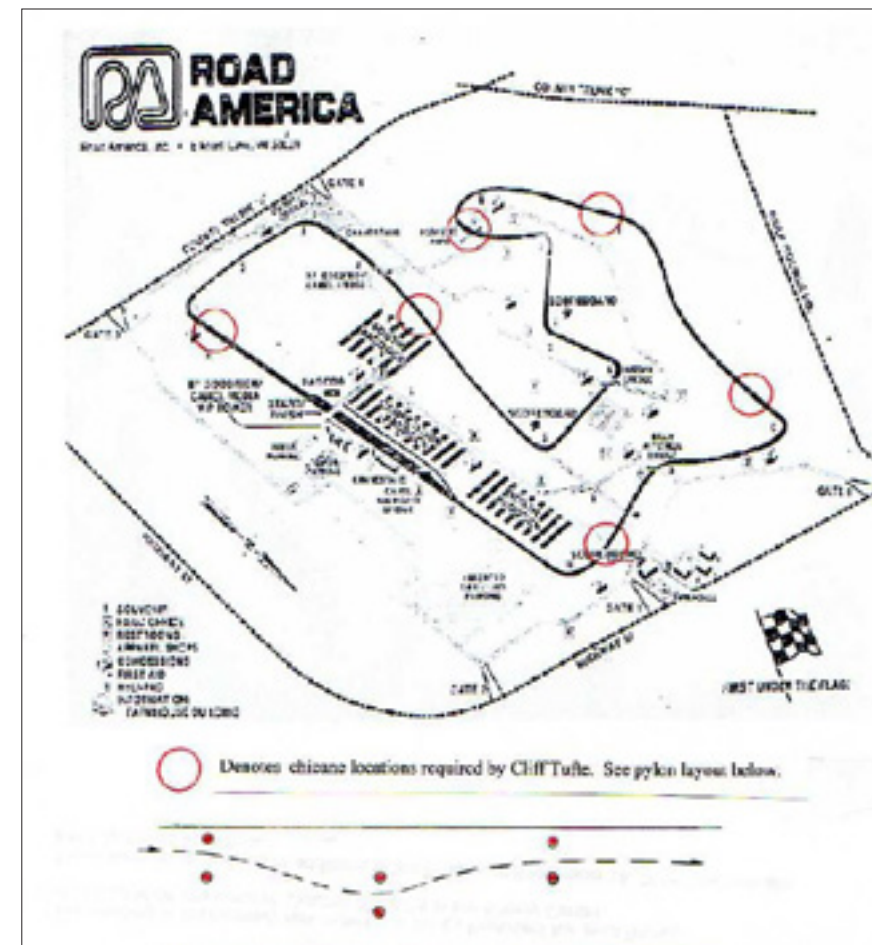
With support of other local business people a prospectus was put together to sell 1750 shares of stock (at \$100 per share, with a minimum purchase of 5 shares) to cover the \$175,000 estimate to buy 523 acres of land and construct a 4.0 mile track. The track layout itself, at 4.048 miles, has remained essentially unchanged since that time. Sufficient interest was found and the first race was held by SCCA in September of 1955. Interestingly, one of Chicago Region’s members who recently died took part in that race, and a few years ago, at 80, was happy to drive a few more laps.

Clif emphasized in his drive to build the track the importance of community participation in the track/business (such as food stands and boy scout help with cleaning up after the races). Remnants of that can still be seen in names such as St John the Baptist Church and Firemens Hill. The rest is history as the saying goes. Around 1990, when CART was still racing at RA, the track attendance of close to 100,000 reportedly held the record for the largest sporting event in Wisconsin history

The Track and PCA

Clif Tufte was a friendly person who was readily available during race events. It is important to keep in mind that at this point in time, the 1960s, the RA office was still in Elkhart Lake on Lake Street across from the bank in the building that now is the Scandinavian Shop. The staff was also not large on non-race weekends, being mostly Clif and Edna Pate. Edna ran the office, was the secretary, bookkeeper, event calendar organizer etc. in town and the maintenance staff out at the track.

In 1964 one of the Chicago Region PCA members, who at that time raced a SAAB, was talking to Clif and mentioned that he thought PCA members would enjoy being able to drive the track. Clif, never being one to overlook the opportunity to expand the interest in the track and its range of contacts with prospective customers, said he thought that was possible. A date was suggested in mid-September after the normal racing season was over. Chicago Region took up Clif’s offer and the first Chicago region PCA event at Road America was held in 1965. The offer was even more remarkable in that PCA was not required to rent or pay to use the track! The only expenses were to have an ambulance on site, a medical doctor (who was a member and volunteer) on the grounds, and a guard at the gate, who made sure that people coming to the track signed the track waiver. The region was also expected to clean up after it-



self and repair anything on the track that was damaged.

With the track being 4 miles long with several long straights and the fact that many of the Porsches were without seatbelts (still an option at that time) and had no roll bars, Clif

said it was necessary to restrict the cars speed at several locations around the track. So Clif went out with the event chair pointing out where he wanted chicanes to slow the cars. The figure on this page shows the locations of the chicanes he required



and schematic of the pylons making up the individual chicanes. Since all the cars at the time were 356s, except for Mike Robbins' 904 and Merv Rosen's 906, the speeds were not high by today's standards. The 1600 normal had a top speed of just 100 mph, the 1600 Super 109 mph, and Super 90s and SCs about 117 mph. Even the Carrera 2 only went about 130 mph. The fastest car I can recall running at any of the PCA RA events was Chuck Stoddard's 917 in 1981.

The event format initially used the entire track with three or four sets of three cars running at the same time but separated by enough distance that no group caught up to the one in front of it. Keeping track of the number of cars running in the first couple of years was controlled by giving the lead car a sock with a knot in it (really!). After three laps the group came in and the sock was given to the next group in line. Since there were no corner workers, the first car set the pace he or she wished to drive and went through the chicanes. The second car did not go through the chicanes and was there to make sure that the lead car did and, in case of a problem, stop and provide immediate help. The third car made sure that any pylons moved or knocked over were reset and in case of a problem (or in an emergency) went to the ambulance positioned at turn 5 (about half way around a lap) which had a RA radio to notify start/finish as well as going to the car needing help.

The weekend was autocross format with the timed part on Sunday. The start line was where it is currently but timing was done at the exit of turn 14 at the RA timing facility then located there. The timers were told by a telephone link what the next car



Top: Assembly of cars for the street concours Saturday night in Elkart Lake

Middle: The registration line

Bottom: A corner of Elkart Lake with the Osthoff Resort

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Spencer Cox at the wheel of his GTB1 National Championship-winning Cayman. Enhanced with Softronic® software.

out number was and the type and color of the car so they could watch for it as it came to turn 14. After crossing the finish line the cars went up the pit road to get back in line. However, the weekend also typically included a Friday evening rally and a Concours on Saturday morning in the competition paddock. Later, some years had square dancing and, for a number of years, the club rented the Elkhart Lake go kart track on Friday night for three or four hours with various classes for men, women, and children.

Saturday night was a dinner at Siebkens main dining room and attendees were expected to *dress* for the evening with sports coats, ties and slacks. The women dressed accordingly. One year stands out: A member and his wife had matching race cars. One normally saw her in a driving suit or overalls since she was quite a capable mechanic as well. Anyway, one year she showed up in a yellow chiffon bare shoulder evening gown and beautiful hair arrangement. It took most of us several minutes to realize who she was!

After dinner there were always short comments by the event chair with jokes and miscellaneous and often funny awards. After dinner everyone went either to the small bar off the main dining room or over to Siebkens tavern for drinks and tall tales till all hours. To say it was crowded is an understatement. If you have seen the famous poster *The Last Open Bar* you have some idea. If you can name most of the people in the picture, which includes Clif Tufte among many other famous types, you were either there or are probably in your 70s or 80s! For those in the little bar (if you were lucky) Doug (father of the current owners) would roll in a small piano and sing and play requests which included many, shall we say, slightly risqué limericks.

Morning came too soon and those staying at Siebkens were awakened at 6:00 AM by Rip Patterson's small shot gun shell cannon and then a trumpet serenade of *Stormy Weath-*



er or Purcell's *Trumpet Voluntary* to give you the weather report. As you can gather, Siebkens was the event center when not at the track. To give an idea of the event costs, the entry fee was in the tens of dollars and a room at Siebkens was \$34.50 a night per person, double occupancy, AND included Saturday and early Sunday full dinner (by Miss Ollie, the current owners' grandmother or their mother Pam, both who were outstanding cooks), and Saturday and Sunday morning seven course breakfasts. Try to find that today.

The arrangements for the next year's event were rather simple. On Friday or Saturday you talked to Edna (mentioned earlier) and she would say "O.K. I will pencil you in." No formal contract as you can see. This could and did lead, although seldom, to some complications. A good example was 1972 when Ollie called about a week before the event and said "You can't come this year, Clif got a good deal and is having the track repaved!" This was confirmed by Edna and led to a confrontation of sorts on Lake Street between Ollie and Clif who were not exactly young at this time. She was mad as she always reopened the resort for us which included getting food in and lining up maids and wait staff (which she had already done)! The region had checks for 110 entries. All the checks were returned and there was no event that year.

At this time a number of other regions had begun to hold events at RA, including Nord Stern and Milwaukee. Also, other car clubs were hosting events at RA including the Mercedes Benz and BMW.

About this same time Edna asked if we would like to have the Labor Day weekend for our event, which we immediately took. An extra day etc. Wonderful. A few years later she offered the Memorial Day weekend if we would like to have two events per year. This was also immediately accepted and has been the arrangement ever since. By this time Chicago Region had acquired its own elec-

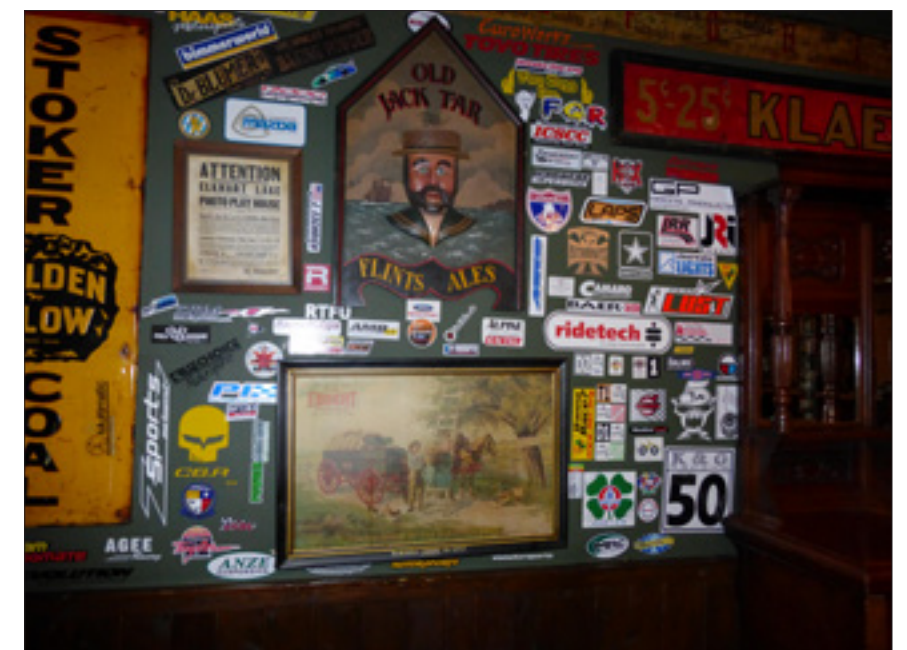
tronic timing equipment and a trailer to haul it around, kept and stored by a PCA member. However, we had to provide our own 3000 ft. of cable to run from the start line at the Pagoda to the timing location at turn 14 and had to install and remove it at each event weekend!

The Modern Era

About 1980 a number of factors brought about significant changes. Clif had left us and Lee Hall had now taken over. Costs, safety factors, etc, including corner workers, required changes including a contract and rental expenses. The 911 had become the dominant car and was

substantially quicker. For example, a 1973 2.7 RS Carrera doesn't shift from 4 to 5th until 129 mph, which is slow compared to current Porsches. Also, many members wanted to run without pylons and the new contractual arrangements allowed this change. The entry fee now came in \$100s instead of \$10s. Corner workers were hired from the trained ranks of SCCA and were paid a per diem. The PCA club racing program also came into existence with the first races in 1990 and Chicago Region quickly agreed to host a race in the second season.

The rest is history being made! ❏



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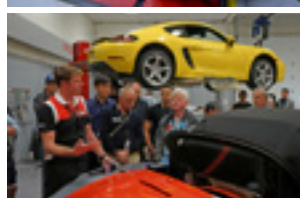
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2017 Club Racing Schedule

DATES	EVENT / ADDITIONAL INFO	REGION/ZONE	EVENT/CONTACT
Oct 7-8	Hallett Motor Racing Circuit	Cimarron	Jon Jones 918.200.4044 cimarronpca.events@gmail.com
Oct 13-15	Pittsburgh International Race Complex* 944 Cup Nationals East (M) (N) (S) / Vintage Run Group	Allegheny	Bill Sulouff 412.496.2501 clubrace@ARPCA.com
Oct 27-29	Daytona International Speedway* 944 Cup South / Cayman GT4CS East Series Races	Zone 12	Steve Williamson 407.435.0344 steve@stevewilliamson.com
Nov 11-12	Motorsport Ranch* 944 Cup North/West/Southwest / Vintage Run Group	Maverick	Pat Heptig 214.649.7909 pheptig@heptiglaw.com
Nov 11-12	Buttonwillow Raceway Park 944 Cup West / West Coast Series	San Diego	Greg Phillips 619.395.7506 phigreg@gmail.com

* Indicates an Enduro

Buttonwillow Double Crown PCA Club Race - November 11-12, 2017

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BLACK FOREST

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ClubRegistration.net <http://register.pca.org>

Latest info at www.pcasdr.org

The points races at this Club Race will earn points towards the West Coast PCA Championship Series as well as the PCA National Championship





ANNOUNCING THE 2018 PCA TROPHY EAST SERIES

COMBINING GT4 CLUBSPORT, 997.2, 991.1 & 911 GT3 CUP CARS

STORY BY WESTON DILLARD, PHOTOS BY BRYAN HENDERSON

Prior to the 2016 racing season, Porsche announced that they would build a new racecar based on the highly acclaimed Cayman GT4 street car. The racecar would use the same 3.8 liter engine and engine management found in the GT4, but instead of the 6-speed in the GT4, the Clubsport would have a PDK. Other additions include data acquisition, video system, and brakes from the 911 GT3 Cup car.

In keeping with Porsche Motorsport North America (PMNA) tradition, cars would initially only be made available to drivers who

agreed to run them in an approved race series. After much consideration, PCA signed a 2-year deal with PMNA to run the Cayman GT4 Clubsport Trophy East series. With 25 cars participating, it became the largest group of GT4 Clubsports in the world.

After some initial teething pains with spring rates, the GT4 Clubsport became a very nice racecar. The Cayman GT4 Clubsport Trophy East series developed an enthusiastic group of participants, race shops, officials and race chairs. We also have a great primary sponsor in Pirelli.

Despite all of that, the group is not as large as we would like to see. The root of the problem is that no GT4 Clubsports have been built in over a year. Porsche will introduce a new Clubsport in late 2018 (for the 2019 season), and we will once again be given the opportunity to host a series for those cars. This leaves us with a bit of a gap to fill in 2018.

To fill this gap, we will add the 997.2 and 991.1 and 911 GT3 Cup cars to the series in 2018. This formula has proven to be viable in other parts of the country, and ensures larger participation. We would like

to see 35-40 cars next year. The races will all be hosted at familiar sports car racing venues. While adding a new, faster group of cars, we will retain what we believe are the core values of the series, which include:

- A series for experienced drivers, either as a stepping stone, or for drivers who don't want to deal with the expense of a true Pro series
- Managed costs through tire rules and minimizing the need for large at-track crews
- Relaxed 13/13 rule
- Continuity between series races - same racers, familiar officials
- Support and coaching from well-known professional racer, and really great guy, David Murry
- At-track technical support
- Close, but respectful racing
- The great camaraderie developed between racers, teams and officials

While details are still being worked out, we can provide some information to give you an idea what to expect. The series will be six (or possibly seven) races. Agreements are being worked out with the individual regions, but all races will be on tracks that regularly hold professional races (as seen on TV!) Reducing the number of races from the eight we ran in 2017 allows us the opportunity to space them more conveniently, and also leaves a bit of time for racers to run their favorite PCA CR race outside the series.

The new 911 GT3 cars being added should be faster than the current GT4 cars. Interestingly, several 2017 participants have already made plans to run GT3s in 2018. Like the GT4, the GT3s will be run in as delivered spec. Basically, any car that is legal for PCA CR GTC5 or GTC6 will be legal for the 2018 Trophy East series.

The familiarity and *travelling circus* feel of the series, is one of the benefits frequently cited by participants. For that reason, and to allow effective planning, participants will be asked to commit to the entire series. Championships will be awarded for each class. As in previous seasons, there



Above: PMNA's David Merkel; West Dillard, the 2017 PCA Clubsport coordinator, and Allen Shirley, the 2016 coordinator

Right: Clubsport coach, David Murry speaking with David Baum

will also be a Masters class which will apply to about 1/3 of the field.

We are very excited about being able to extend this format to a larger group of participants. Stay tuned for more details, which will be coming soon.

If you are interested in running the 2018 PCA Trophy East series, contact West Dillard (GT4CS@PCA.org). 🏁





VINTAGE RACING MONTICELLO MOTOR CLUB

STORY BY FRED PFEIFFER; PHOTOS BY PETER MOY & EVAN WAWRZYNIAK (THE STUDIO AT RDS)

The Village of Monticello, with a population of something in the neighborhood of 7000, is set in the Catskill Mountain region of New York, about 80 miles NE of Scranton, 85 miles from New York City, and 100 miles SW of Albany.

It was an idyllic spot to build a private country club for automobile enthusiasts, opening in 2008 on the site of the former Monticello Airport. This 3.6 mile, 18 turn track itself is first class all the way with some very technical aspects. When you add the other amenities, including a world class professional chef, PCA can feel very fortunate to have access to this facility.

July 14-16 not only brought our PCA Club Race to Monticello, but also the Cayman GT4 Club Sport, 944 Cup and PCA's second Vintage run group since its successful inaugural event in 2016 at Summit Point Motorsports Park.

The Porsche of Conshohocken, Reisetöter Stuttgart Challenge at Monticello Motor Club (did I miss anything in that title?) became the first 2017 PCA event to include a Vintage run group.

Seventeen entries comprised the field before the start of Thursday's test day. Included were nine 914-6s and eight 911s. By Thursday afternoon the group was reduced as two

cars succumbed to mechanical failures. One had an engine issue and one a transmission. New to Vintage Group at this event were Don Jacobs, Jacob Asbury, Gavin Narburgh, Ted Goneos, Joe Hoover, Mike Piera and Brian Weathered.

Friday dawned with rain and a wet track with some drivers waiting for dryer conditions to learn the new to many track. Practice saw an early end to another competitor's weekend with a transmission failure.

Saturday racing started with Vintage Sprint 1 and at the finish the podium consisted of Don Jacobs 1st, Jacob Asbury 2nd, and Stephen Vasina 3rd.



Fred Pfeiffer, Vintage Racing Coordinator

Sprint 2 was nearly a repeat of Sprint 1 until Vasina spun and needed help moving from the grass. Venerable Jim Scott finished third with Jacobs and Asbury one and two respectively again.

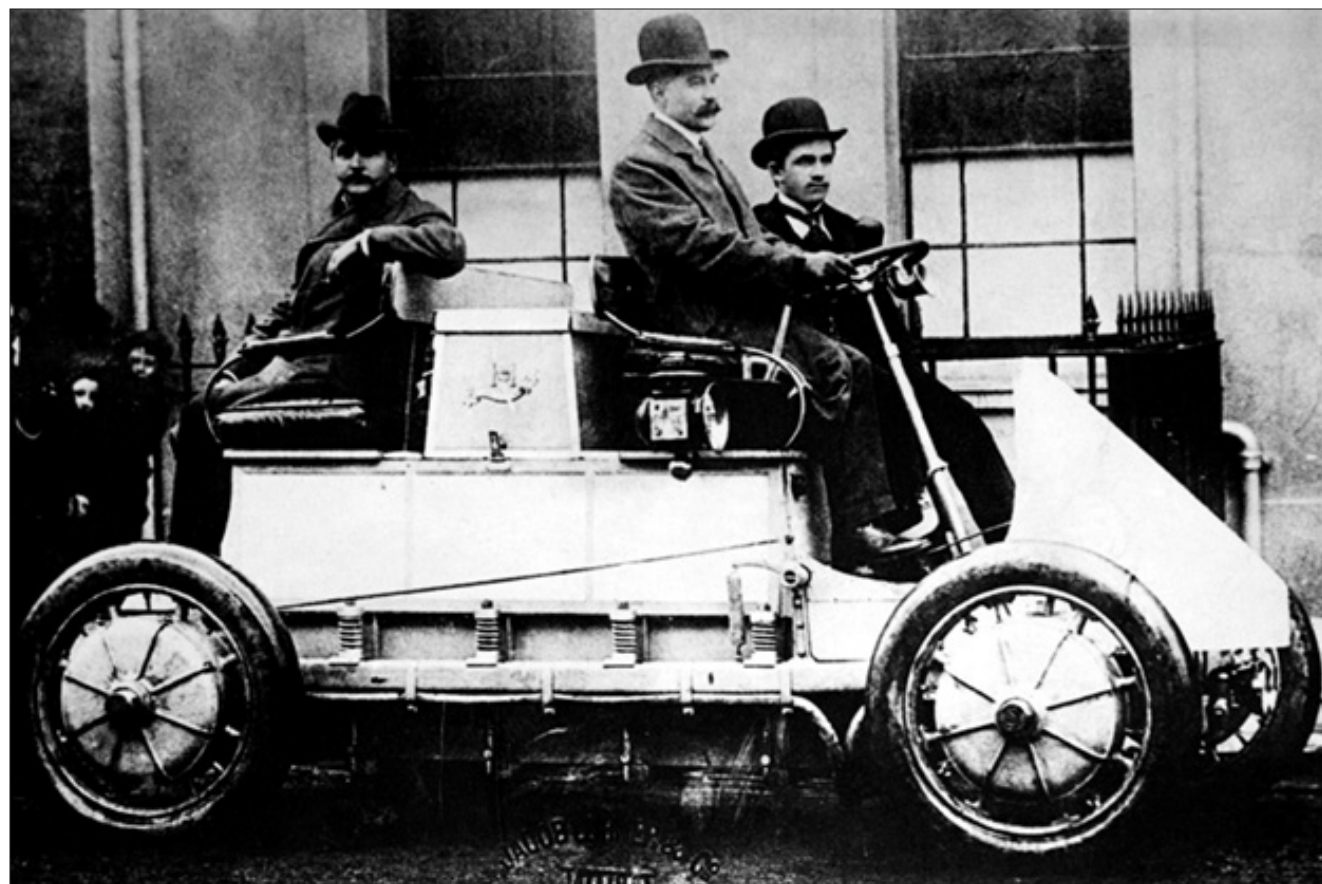
Sunday's Sprint 3 race ran under gorgeous bright skies and at the end Jacobs had earned a hat trick with his third P1 finish of the weekend. Asbury finished second, also for the third time and Vasina was back to third for the final race.

Worker's Choice Awards went to Jacobs in Sprint 1, Narburgh in Sprint 2 and Asbury in Sprint 3. The GT Racing Best Prepared car went to Bobby Singh. The Trailex Novice of the weekend went to Jacob Asbury. And the Miller Oils Certificate to Chip Reichhart.

Racers continue to enjoy the new program for Vintage cars and the smiles just keep coming. Three more Vintage Group events follow with races at Summit Point in September, Pitt Race in October, and Motorsport Ranch in November. All Vintage Group races are Sprint only. A minimum of three per weekend, and often four.

If you have an interest in joining us and going Vintage racing, PCA style please contact Fred Pfeiffer, PCA Club Racing Vintage Coordinator at fpfeiffer@atlanticbb.net or 301-707-9472. 🏁





HISTORICIZING PORSCHE: PAST EXPERIENCE SUPPORTS PRESENT ENDEAVORS

STORY ASH SEIDL-STALEY (MAVERICK REGION); PHOTOS COURTESY OF PORSCHE AG

Historians are often prompted to look to the past because of current events. Whether the purpose is to understand why current events are unfolding, or just to reassure oneself that everything will be ok, looking to the past is beneficial. I was prompted to revisit additional aspects of Ferdinand Porsche's past this week when I read the numerous headlines describing how Porsche was backing out of Le Mans for Formula E. At first, I couldn't believe it to be true. I mean Porsche's

919s have been absolutely killing the competition in the LMP 1 category. Why would they give that up?

Porsche, who has won the last three Le Mans races, might be leaving one racing category on a high, but what are the actual repercussions from moving to the Formula E program? Is it really in Porsche's best interest to pursue Formula E? What are the benefits? And has Porsche ever done anything similar in the past? First, it is important to note that the last

few years, but this summer especially, has seen many European car makers jumping into the Formula E circuit. Whether it is because of Diesel-gate, or just because they want to boast a more climate friendly platform, companies like Mercedes-Benz, BMW, and Audi have already committed to the formula E's strict program. Evidently the German auto makers expect to utilize any mechanical advancement created on the track for their electrically propelled

production cars. Hybrids and electric vehicles will finally receive the boost in development they need to take more control of the auto market currently running on petroleum. I for one am actually excited. Many of the Porsche's future innovations will most likely be released in updated forms of the much anticipated Mission E sports car unveiled in 2015. Or, the company will come out with other mechanical processes that might help me update one of my classics. It all depends really. Porsche's decision to compete in Formula E puts it against global rivals including Renault, Panasonic Jaguar, and Faraday Future Dragon Racing, but considering our pedigree, I like our odds.

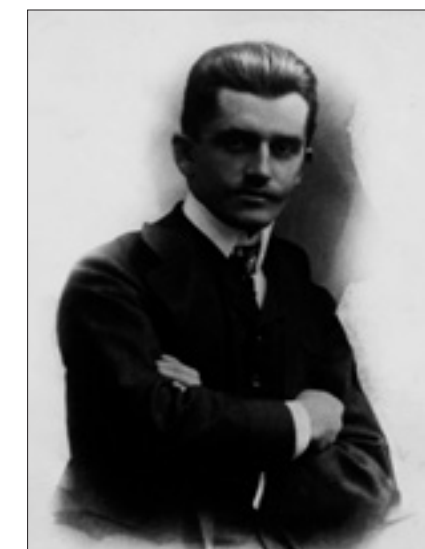
It is my opinion that Ferdinand Porsche himself would not only approve of his company's most recent announcement, he would have actively played a role in the Formula E car's development. Many Porsche-philosophers know that the Egger-Lohner electric vehicle, C.2 Phaeton model—the P1 for short—was the first car that Porsche designed and built. In 1898, Ferdinand Porsche's employer at the time, a Mr. Ludwig Lohner, had been convinced after his recent trip to the United States that Europe was on the brink of an automobile revolution. In his opinion, the days of the horse drawn buggy were numbered. As a result, Lohner commissioned Porsche to create an electric drive train from which to propel his vehicles of the future.

Porsche built the P1 on a wooden chassis, which could easily accommodate production of both a coupe and an open top variety. For propulsion, Porsche designed an "octagonal electric motor," which was powered by a massive electric battery mounted in a bed of shock absorbers at the rear of the vehicle. The 44 celled, 80 volt rechargeable battery held a capacity of 300 Ah, and allowed the vehicle to drive up to 30 miles regularly, up to 49 miles if the conditions were correct and the battery was overcharged. Additionally,



Above: Egger-Lohner found in a barn in 2014.

Below: 1898 Ferdinand Porsche



Porsche mounted electric motors in the hubs of the front wheels, giving them an output of 1.8 kW at 120 rpm. The vehicle moved and shifted on a 12-speed controller, and had the ability, through the motors on the front axle, as well as the mechanical strap brake located at the rear axle, to brake at all four wheels. Top speed for the vehicle was around 50 km/h (~30 mph), and the total weight of the vehicle clocked in at just over 2600 pounds.

What many people don't realize about the P1 is that from the moment of its birth, Porsche raced his creation! On September 28, 1899, at the international motor vehicle exhibition held in Berlin, Germany, Porsche entered the P1 into the 40 km race that was announced to exclusively exhibit electric vehicles. Taking on three additional passengers and setting out on the vehicles first official race, Porsche steered his creation into an easy victory, passing the finish line a full 18 minutes faster than his nearest competitor! A year later at the Semmering Circuit near Vienna, Porsche again took first place in his P1.

Our pedigree is strong in the electric market. Ultimately, Porsche AG has learned that racing in the Formula E program will be a less expensive endeavor for its racing arms, and that the move will grant Porsche techni-

cians and mechanics the freedom to innovate and create. In a way, Porsche production is coming full circle. Just like Ferdinand Porsche did in the past, Porsche AG will use the experiences learned through electric vehicle production to build upon proven models of excellence. Any and all future developments coming out of the program will continue to wow racers, gear heads, and the auto industry for many years to come. Like I said, I can't wait. Until the next historical lesson, as always, stay safe, and Wrench on Mavs! ❏



From the Chair

VICKI EARNSHAW • PCA CLUB RACING CHAIR

Exciting news for 2018... and more

As always, the summer racing season is very busy. I finally made it to the Canadian Tire Motorsports Park (Mosport). After years of meeting many friendly Canadian racers, I stewarded their event and now understand why this is a special track. CTMP is fast and challenging with multiple elevation changes.

The region makes this a friendly and low-key event. A great deal of attention was put into their website and personal assistance to help with crossing the border. An after-event survey confirmed that the region's extended service allowed racers to cross the borders with no difficulty. I would consider this track on your 2018 schedule. I would recommend that you put Mosport on your "A list".

The PCA Driver Education program is our development platform to teach skills for car control and possibly develop those who have a desire to go racing. It was my pleasure again this year to be the lead CDI for the Rocky Mountain Region's Ladies Day at the track in Golden, Colorado. Sixty-four women participated. It is the largest Lady's Day only on track DE event for PCA. We had classroom sessions and instructors (mostly men) teaching the ladies driving skills. At the beginning of the year I challenged PCA racers to promote racing and bring racers into the program. Hopefully, we created an avenue for any of these ladies who

have a passion for cars to become involved in Club Racing.

Barber Motorsport Track for 2018

We are working on the 2018 schedule. A great track and facility back on the schedule in May is Barber Motorsports Park. Club racing will enjoy the May 18 weekend with Peachstate Region based in Atlanta being our host. Many thanks to Alabama region for helping us have a Clubsport Race at Barber this year. From that event, we knew we needed to have all PCA Club Racing experience this track and facility. I would make sure you visit the Motorcycle Museum (which has a recent addition). It is amazing!

Topeka in April

The Kansas Region will host Topeka in April. The resurfaced track is a welcome back to our racing schedule.

6-Hour Enduro for High Plains

Also in development for September 2018 is a 6-hour Enduro at High Plains Raceway. More to come in 2018!

Bruce Boeder

The Brainerd Race was an appropriate setting to acknowledge Bruce Boeder for his years as a Steward and Chair of PCA Club Racing. We thank Bruce for his superb leadership, dedication and

time commitment to PCA. He now enjoys more time on the race track, skiing and hiking.

Departing & New Scruts

Jerry Blazek has given us years as a dedicated and hardworking scrutineer and has retired to enjoy more personal track time. Nadine Saville also has given her time to the scrutineer program. We thank them both. We have added three new volunteers to our scrutineer team: Tom DiCesare, Paul Marty and Daniel Carusillo.

I want to acknowledge the challenge we handed to the Scrutineers this year. Our 2017 goal was to make the racing field fair, but to keep in perspective that we do everything we can to get them back on track. This goal meant purchasing equipment, training and huge efforts in managing a race weekend. At many events I witnessed the Scruts working extra hours evaluating data and checking cars. We thank you!

More on race starts

I want to mention a couple of track situations that I have noticed this year. First, we need clarity concerning green flags at a start or restart of a race. The pace car will lead the field toward the front straight at the starting speed. The pace car will accelerate and enter the hot pits. The lead car resumes the lead of the field keeping the pace that the pace car

has set. The starter gives the green flag which means the entire field may start to pass UNLESS a local flag condition is present, such as a yellow. If there is a local yellow, you may not pass until you are past that corner station and any incident that created the yellow flag condition.

Track risks and camaraderie

We are aware that racing has risk and we know that damage to your car is a possibility. Statistically our incident rate has fallen to a record low because racers are managing situations and making good decisions. But, there is still that risk and there is no rule that states another driver is responsible to pay for your damage. However, I could share with you many stories of racers helping monetarily, doing grunt work or sharing their car so the non-fault racer can continue to race at the event. But, recently I have heard from racers; "I wish they just would have come over and said, "I am sorry this happened".

This is Club Racing and it is about camaraderie in a very com-

petitive sport. We do not want it to be taken for granted that damaging a fellow racers car is approved in PCA Club racing. Acknowledging and recognizing another racer's loss can bring strength to the camaraderie among the members we race with. This gratitude will bring respect toward others and enable us to look forward to sharing some close racing with fellow racers at our favorite tracks.

Clubsport changes for 2018

The GT4 Clubsport Series will have a new platform. The 2018 Series will be the *Trophy East Series* and will include GT4 Clubsport, 997.2, and 991.1 GT3 Cup cars in as-delivered configuration. The procedural rules will be similar as the last two years including; pro advisor coaching, separate run group, and the avoidable and unavoidable contact rule.

Pirelli Cup Series

Also, to confirm that the 2018 Pirelli Cup Series will remain as previous years incorporating the GTC-3 through GTC-7 Cup Cars.

New website coming soon

The new PCA Club Racing website will be released soon. A few racers are beta testing the site the next few weeks allowing us to get closer to that release date.

Enjoy your racing season



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PIRELLI TRIPLE TROFEO FINAL RACE ROAD AMERICA

STORY FROM PCA; PHOTOS BY NEIL MACDONALD & STEVE RASHBAUM

ELKHART LAKE, Wis. (Sept. 6, 2017) - More than 180 Porsches competed in crisp, fall-like weather during the 25th The Road America Challenge (TRAC) Porsche Club of America (PCA) Club Racing event at Elkhart Lake's iconic Road America road course over the weekend.

The annual Labor Day weekend event was highlighted by the third and final race for the 2017 Pirelli Triple Trofeo Championship. These competitive GTB1 class drivers had no problem on the high-speed Road America track.

On Sunday afternoon in Sprint 2, Sebastien Juneau took first place with Carlos Gomez following right

on his bumper. Juneau races his No. 620 GTB1 entry alongside his dad, Benoit Juneau, in the same class. Gomez came in second with Isringhausen Motorsports' Kevin Maxim behind him in third in his No. 180 entry.

"It was crazy out there - the very beginning was really, really tight," said Maxim. "A lot of good racing. It was a blast - the best finish I've ever had."

Maxim followed up with a second-place finish in the 90-minute enduro race Monday afternoon. Gomez gained a first-place podium and Mo Dadkhah came in third in his No. 501 entry after narrowly missing the podium the previous day.

"Road America was our first race weekend of the year. We had transponder issues and had to start in the back, but Sprint 2 was one of the best races I've ever had," Dadkhah said. "I ended up passing around 15 cars after starting from the back."

"This is my favorite weekend of the year - my favorite place to be. I used to come up to Road America when my dad was racing and I love this place."

The action didn't stop with the GTB1 class. Dozens of drivers competed in the GTC3, 4, 5 and 6 classes at TRAC as well. Several competitors - including Anthony Llopiz, John Goetz, Rafael Llopiz and Grady

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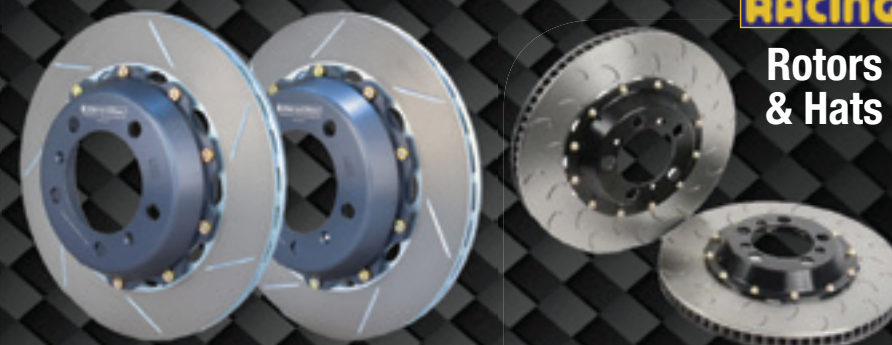
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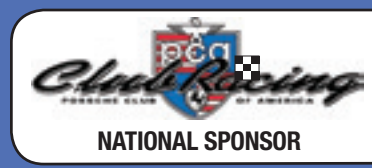
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Willingham, saw double podiums for Sprint 2 and the enduro this weekend.

During the yellow group enduro race on Monday, SpeedSport Tuning's Andrew Marks went from starting in the very back in position 52 (following an issue in Sprint 2) all the way to position 27 in his No. 88 GTC6 entry. Marks' bold racing moves earned him the coveted Worker's Choice Award.

The TRAC event is always a popular weekend for PCA members' families and friends. Around 250 people enjoyed a delicious dinner and party at Siebkens Resort Saturday evening. This annual tradition, organized by the Chicago PCA Region, allows competitors and families to get to know one another better and meet new friends.

The winners of the 2017 Pirelli Triple Trofeo Championship will be honored at the PCA Club Racing Championship Banquet at Sebring International Raceway on February 1, 2018. 🏆



Left top:
Pirelli Triple Trofeo podium winners
at TRAC over Labor Day Weekend

Left bottom:
Introducing racing at an early age

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View From the Tower

BRYAN HENDERSEN • CHIEF STEWARD

More on Passing — How can the car ahead at turn-in be at fault Pole Setter confusion at starts

I have been asked several times about our passing rules where the car ahead at turn in has the corner and how that car can possibly be at fault in an incident. Our basic principle is each must leave racing room. We have seen some evidence that folks are starting to modify their driving in such a way that the car ahead can be clearly at fault.

In a recent incident, the car ahead down the straight into a medium speed right hander was found at fault. In this situation, the car behind was a bit faster out of the previous corner and was clearly going to be very close to even at turn in for the corner at the end of the straight. The driver ahead moved to the center of the track rather than stay far left apparently to make sure the driver behind was on the far inside at turn in and would have a lousy track out as well. So far, the driver ahead was being aggressive with his race craft but no rules were being broken. He was still leaving racing room.

The problem began when it still looked like the driver behind would be even at turn in with the space he had left. The driver ahead decided to turn in early in an apparent attempt to prevent the pass. He turned into the corner with significant overlap between the two cars but with the

passing car still behind. There was contact with the left front corner of the passing car to the right door near the rear of the door of the leading car. The contact spun both cars off track to the outside of the corner.

The passing rules involved include “The car making the pass must make a clean pass”, “The car ahead at turn in has the corner” and “Each must leave racing room”. The rule that the car ahead at turn in is based on the *normal* turn in point to the corner. We are trying to prevent racing to the apex by assigning a specific point that is well known and relatively consistent as the point to race to. This point is far enough before the apex that drivers can decide on what is going to happen before they start turning. The turn in point may vary a few feet depending on car type, etc. It is also possible that there are two or more reasonable lines through a corner. The Steward will take all of that into account when determining who is at fault.

In this situation, the corner was a simple ninety-degree right corner with a straight following. The line and normal turn in point there will be reasonably close between all types of Porsche race cars. The early turn in the leading car made was not a reasonable line. The logic for the at

fault decision covered all three passing rules involved. The car behind had done everything correctly to set up a clean pass. The cars did not make it to the normal turn in point prior to contact. The leading driver failed to leave racing room on what was still essentially a straight.

Another area that can always use clarification is “How does the car ahead at turn in work in a sequence of corners or a chicane”. A good example here is turn 10A (left hander) and 10B (right hander) at Road Atlanta. In this situation, running alone you will look for a late apex in 10A which will put you left of center track for the turn into 10B. You would normally turn smoothly from the left to the right without a straight in between.

If you are side by side at turn in to 10A and are going to go through the turn door to door, the car on the left will usually be slightly ahead but still overlapping after 10A. We have some problems here when the car on the left assumes, since he is ahead at turn in to 10B, that he has the corner. In a series of corners where there is no real straight between the corners, we must treat them as a continuous corner. Therefore, the car ahead at turn in for 10A has that corner and 10B. If you are side by side you must share both corners.

Pole Setter Confusion on starts

There has been much confusion lately about what the pole setter should do on starts. I think I have mentioned this before but it must not have been clear. So I will go through the process of the whole pace lap and start.

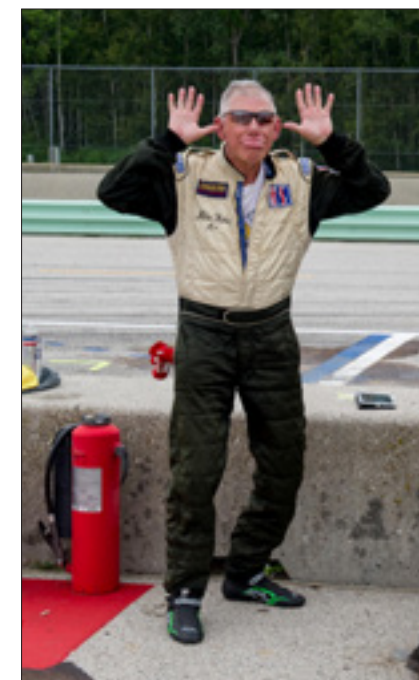
The pace car generally will go through the grid sometime after the 5-minute grid call. I like to have the pace car run through the grid at that point with lights on so that there is no misunderstanding about what car is the pace car. The pace car will move to a point down track from the splitter and stop. When we release the field from the grid, the pace car will move out as directed from the tower. That speed will be slow until the grid is clear and then we will usually pick up speed on the pace car sometimes as fast as the pace car driver is comfortable driving on the track until a point later in the pace lap where the pace car will slow to pace speed or slower to pack the field in to two by two rows for the start.

If the packing speed is slower than the pace speed, the pace car will pick up speed and briefly hold pace speed before turning out its lights and accelerating away from the field. One variation at some tracks is to move the cars off the grid and not have the pace car move out until much of the grid is clear before starting the pace lap.

When the pace car turns out its lights and accelerates away from the field, the pole setter will stay at pace speed until the green flag comes out. He/she is not free to accelerate whenever he/she wants to get a jump on the field. The goal is a fair start for everyone. The pole setter's reward is prime position for the start.

When we go full course yellow and you are the leader, you need to slow to pace car speeds (approximately 50 miles per hour). Passing will stop so you are not losing anything.

Enough cleanup of my issue box.
BE SAFE
Bryan



Mike Hoke demonstrates new hand signal developed at Road America this year. The only reason we have not implemented it completely is that we are not sure what meaning to attach to it. Suggestions?

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From the Medical Corner

HARRY KINTZI, MD • NATIONAL MEDICAL COMMITTEE

What is a Medical Liaison and why do we have all these Medical requirements?

PCA Club Racing requires a Medical Liaison for each race. Per club rules, the requirement is:

“Medical Safety Liaison - Each Region must provide a Medical Safety Liaison who can monitor this checklist. It is preferred that this position be filled by a nonparticipant physician with specialty training in Emergency Medicine, Surgery, Anesthesia or Internal Medicine. If this is not possible, the person assigned this task must be reviewed by the PCA Club Racing Medical Committee. It will be this person’s responsibility to help complete this checklist and talk to the appropriate persons involved. This person will NOT be asked to provide emergency medical coverage at the event. His/her sole function is to complete this form and to help insure that the listed requirements are, in fact, available at the track during the event and to advise the National Steward prior to the start of the first practice sessions. It is not safe enough to have an arrangement made but not actually checked on site. The event cannot be held if the listed items are checked off but not actually at the track or not coordinated with the local hospital or trauma center. PCA Club Racing expects these regulations to receive the proper degree of concern and attention by the Region and its appointed Medical Safety Liaison. Regions that do not have the services of a physician may use a racer/doctor at the event to check that the following items are provided at the

event. This person will not replace the Medical Safety Liaison, who will perform the application requirements.”

Why is that important?

Club racing requires that the appropriate EMS/rescue staff is in place to provide expert medical care so that any injuries or medical emergencies are treated promptly. The medical liaison ensures that all the ambulances, paramedics and rescue personal are present each day of the race weekend before the first session starts.

When there is a serious crash, the emergency response team attends to the racer(s) involved in the incident and provides appropriate (and at times) life saving care. None of us ever expect to crash and get injured but, when we do, the expectation is that the best life support care would be provided and done so in a timely fashion.

The Club’s expectations are that the medical team at the track is certified, knowledgeable and skilled at providing the appropriate and timely resuscitation necessary to stabilize, as well as transport, the racer to the appropriate medical care facility in order to provide the best treatment outcome. However, at certain tracks the on-track medical team is not able to transport off site to the trauma center/hospital due to contractual or local agreements. If alternative EMS arrangements are not made prior to the race, this puts the injured racer at

a serious disadvantage and at risk of further injury.

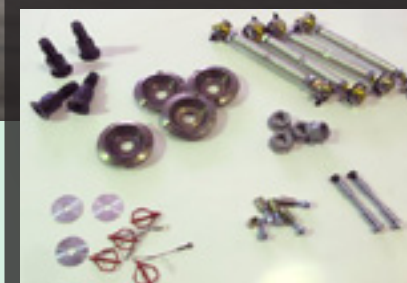
For example, imagine one is injured in a serious crash on a highway; the medics arrive, provide resuscitative care but then have to wait for another medic unit to arrive from elsewhere, switch ambulances, move the racer to the new ambulance before transporting to the hospital a few miles away because they are not allowed to cross a county line or their policy prevents transport. All the while the clock is ticking and the injuries become more serious. The *Golden Hour* in trauma care evaporates. That is not acceptable in this day and age.

For the medical liaison, the job is to vet these issues ahead of time and confirm that transport off track and to the appropriate hospital is arranged in the most timely and appropriate manner. The medical liaison should work with the race event chair before the race weekend to insure that contracts with the appropriate ambulance providers are arranged in order to meet Club Racing requirements.

Sometimes it is not a race related crash but a serious medical problem that arises at the Club Race event. (Read the related story near the end of this article). There have been situations where a critical medical emergency occurs and, since Club Racing requires EMS to be present through

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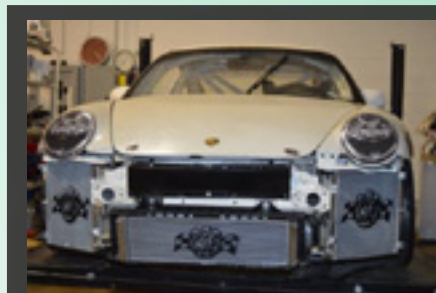
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out the weekend, emergency medical care is provided in a timely fashion with a good outcome. After the track goes cold and the last checkered flag is waved each day, one ambulance is required, by protocol, to stay at the track for one hour in case someone is injured or has a medical event, thereby providing ready access to medical care if needed.

Much like teenagers, we racers think nothing will happen to us as we race down the track expecting to win. But sometimes, dehydration, medical problems, mechanical issues or brain fade bites us with a life threatening situation. With PCA Club Racing medical requirements in place, the chances are good that a favorable outcome will occur.

Race Day Tragedy Averted.

The sprint race is almost over, a lap until the checker. Suddenly a car is stopped off track near Turn 1. What is going on? No response from the driver! Race control notified by corner workers and rescue/EMS personnel are dispatched. Fortunately, EMS is stationed at Turn 1 and, within a moment EMS arrives. As the track Emergency Medical Technician (EMT) approached the vehicle, he noted that there was no impact or evidence of a crash. The driver was not moving and was slumped forward in the vehicle. Still no response from the driver after tapping on the window. The EMT and rescue personnel jump into action, the driver's belts are cut, and the driver is extricated. Still no response, the driver is unconscious, not breathing and no pulse detected. CPR and ACLS measures immediately begun. The track's Emergency Physician is on board with EMS and the driver is immediately rushed to the hospital from the track with ACLS/CPR in progress.

Enroute, ROSC (return of spontaneous circulation) is achieved and shortly thereafter, the ambulance arrives with the driver at the hospital emergency department. The driver is successfully resuscitated, evaluated, treated and admitted to the hospital.



Fast forward six weeks. The driver is back home and contemplating driving competitively again.

This event underscores the importance of the role of corner workers, flaggers, and race officials recognizing that something is wrong and immediately dispatching EMS and rescue. Equally as important is drivers' signaling that they are OK as quickly as possible. If no response from the driver, the race control immediately sends EMS and rescue to the scene. Better to be recalled after dispatch rather than assume that a mechanical issue caused the stop and there is delay of care.

Recently the track emergency medicine doctor involved had the

privilege of speaking with the driver who was happy to share this experience, especially if it meant contributing to the safety of his fellow racers. He described feeling fine earlier that day, but just before the incident, he began feeling ill and was able to pull off the track before becoming unresponsive, avoiding a crash.

For the EMS crew at the track, the emergency medicine track physician involved and the racer, this was an excellent outcome.

PCA Club Racing takes medical safety seriously. All the requirements and safety protocols have been put in place to help ensure that all are as safe as possible while enjoying our race weekends. 🏁



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a good day...



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DAVE MAYNARD

WE RECENTLY LOST ONE OF OURS: 40 YEAR PCA MEMBER, CLUB RACER, SCRUT, STEWARD... FRIEND

FROM KEVIN GROSS

Longtime Northeast region PCA member and Club Racer Dave Maynard passed away peacefully on May 29th, at home with his family.

Dave recently celebrated his 40th anniversary as a PCA member. Over that time, he tried his hand at a range of the activities in PCA, most memorably club racing, drivers ed, and concours. He and his family frequently hosted social events for our Northeast region at their Framingham home. Buried in the Nor'easter vaults are photos of a tricycle auto-cross held along their quarter-mile driveway during one such event – the humor and embarrassment are etched into memory!

Dave owned a variety of Porsches over the years, all of which saw service at the racetrack. They included a 924 GTS, one of fifteen Club Sport versions the factory made. Among the others were a very early grey-on-lobster 911, a Euro Carrera 3.0 (green paint, white leather seats, and deep green shag carpet), an orange 911E race car and, most recently, a green 912 that he and Ray Ayer restored.

The racetrack is what Dave loved most, dating back to the seventies. He was very active in PCA's drivers ed program, and so many of us owe him a great debt for his years of ser-

vice as an instructor. I will always remember terrifying him with my line through T6 at New Hampshire International Speedway. He was involved with the PCA Club Race program from its inception, first as one hell of a driver and, in later years as a scrutineer and then steward.

His racing started in the seat of the 924 GTS Club Sport christened "Ruby." When the late Mike Melton decided to retire from his own racing, Dave took over the reins of Mike's blue 69 911T. He was instrumental as a test driver in developing Jerry Pellegrino and Mark Greenberg's very pink 911 race car *Carmine*. Whether in a

high-horsepower rocket ship or the 911T *momentum car*, Dave was a fearless and talented competitor who invariably found his way to the front of the pack and onto the podium.

He will be remembered for his passion for the cars he and his family owned and drove over the years, and his constant, deep friendship with the hundreds of fellow club members whose lives he touched.

Dave is survived by his wife Edith, his daughter Kristin, sons Mark and Miles, granddaughters Willa and Nell, and his sister Nancy Day and her family.

Dave - God bless, God speed. 🏁



Facing page: The missing man formation to commemorate Dave at June's Laguna Seca Club Race, also seen at Watkins Glen and other races this year.

Left: Dave Maynard with the '69 911T that Dave acquired after Mike Melton decided to stop racing

Middle: The 924 GTS Club Sport that Dave first started racing in

Below left: Dave Maynard with Frank Trombly and Peter Fuller

Below right: Dave and the '69 911T





George Follmer

RACECRAFT 2: WHAT ARE YOU LOOKIN' AT?

STORY BY MIKE (MUGS) MULLIGAN, PCA NATIONAL CHIEF SCRUTINEER

What are you lookin' at, buddy?

If you are reading this I suppose it means that the first installment of our discussion of racecraft either piqued your interest or provided welcome relief from your chronic insomnia. Regardless of the reason, welcome back!

If you missed it the first time, the concept that we are calling *racecraft* is so far reaching that it is difficult to know where to begin. It can involve everything from car set-up to personal physical training and all points in between. There have been hundreds of books written on the subject and it seems to me that most of them are talking about driving the

proper line, why the line matters, proper car control, etc. These are the kinds of things we learn starting with the first autocross that we attend and work to perfect as we come up through the ranks in DEs and time trials. Door-to-door racing is a completely different animal in that all of those things must become automatic so that we can concentrate on personal head game between ourselves and the drivers we are racing against. I like to call it a chess game that happens at 100mph.

In a DE or time trial situation, we are competing against inanimate objects; the clock and the track. In a race situation the competition

comes from other racers who are all trying to do the same thing you are; get to the finish line first. Great car control and a proper line are not going to be enough in that situation, especially if you are concentrating on those aspects of your driving. You need to be able to out think your opponent. This is the essence of the chess game and that is what this series is about. Limiting our discussion to just this aspect of racecraft will also (hopefully) keep this series from looking like the extended version of War and Peace.

With a subject as vast as this it is difficult to know where to begin, but I think starting with our vision



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and observation is as good a place as any, and I believe it is the foundation upon which the rest depends. There are so many aspects to just this topic that I'm not sure we can cover it all in one issue, but we'll get started and see how far we get.

First, let's take a look at the bigger picture. As soon as the green flag drops, a race becomes a tactical contest occurring in a fluid environment. Prior to the drop of the flag there are strategic plans that you may have in your head ("I'm gridded behind Bob and he likes to go right when the flag drops so I'm going left..."), but as von Moltke said, no battle plan ever survives contact with the enemy (Bob went left this time). Planning a race strategy is certainly a huge part of our sport, but as soon as the green flag flies, sticking with a static plan is not an option. If Bob goes to the left it is silly to continue to try to get to the left of him, so you must change your plan instantly and try something else.

Just like a commander in the field, the key to a revised battle plan is having the data required to inform your decision; the tactical intelligence (if you like). The more data available the better our tactical decisions are going to be. A battlefield commander has many sources of intelligence available to him, but in a race car our primary source of intelligence is our own eyes (ears too, in certain situations, but more on that later), so it makes sense to gather the most intel possible at any given instant.

Fortunately, we have been blessed with rather remarkable visual acuity that allows us to see so much more than just whatever we happen to be focused on at the moment. In the last issue I told the story about seeing the bird flitting about out in the run off area while in the midst of a race. At no time did I ever shift my eyes to see the bird, but I was able to not only see that the bird was out there, but to some degree see what it was doing, all while never being distracted from the task at hand. Our peripheral vision is pretty remarkable and allows



us to see quite a lot of detail while not actually shifting our primary focus. The more aware we can become of the info available in our peripheral vision, the more info we are able to gather at any given instant. Now I know that everyone's vision is a bit different and some folks have much better peripheral vision than others, but I think this is more of a mental skill than a visual ability, and I think it is something that can be developed with practice.

When pilots are training for instrument flying they are taught to not focus on a single gauge on the panel, but rather to *scan* the instruments. The idea is to keep eyes moving over the panel in order to take in all of the information that the panel offers. Over time the practice of a glance focused briefly on every gauge, absorbing its info and moving to the next gives way to a sort of general scan of the entire panel, absorbing the required data from several points at once. The transition kind of happens automatically and comes with practice. (As a quick aside, this is the reason I still prefer traditional gauges to a digital dash in the race car. I can see the gauge needles in my peripheral vision and as long as they are pointed the right way everything is normal. No need to read a number. Antiquated I know, but it works for me. Old dogs and all of that...)

In the same way, we can begin to train ourselves to scan the entirety of the scene unfolding before us and gather quite a lot more info than we already are.

Now, I can hear a bunch of you saying "yeah, I know all about that stuff and I'm already doing it". That's great if you are, but most of you are not. I know this because I'm one of the guys who has to look in the window and tell you about the black, yellow, and sometimes checkered flag that you missed in the heat of battle! But I digress...

This technique of scanning the entire scene instead of focusing on a single aspect is, as I said, something that comes with practice. Fortunately it is one of the few racing skills that can be practiced on the street without risking a run-in with the local constabulary. In fact, it might even help you to avoid that type of civic participation.

Next time you are on the road take a moment to kind of analyze where you are looking and what you are looking at. My guess is that you are spending an awful lot of time on the car directly in front of you. This is somewhat appropriate on the street since our options are quite limited; we have a lane to stay in, we're usually boxed in by other cars that are also proceeding, lemming like, down a thoroughfare with limited options

for direction change and very little chance of hitting third gear (I live in California, your results may vary...). Even in this trying situation we can practice expanding our visual intake.

Start by trying to see a couple of cars ahead of the guy directly in front of you while still keeping track of him with your *peripheral attention*, then a quick check of that guy coming out of the driveway. No need to dwell on the driveway guy, just need to establish that he is there. Now get back to the guy directly in front of you, the one with the brake pedal fetish, just for an instant, then back to the traffic ahead of him. Keep shifting your attention around this way, bouncing from one thing to another.

You'll notice that some things will require more attention than others because of their significance to the situation. The guy coming out of the driveway is more relevant than the pedestrian on the sidewalk, for example, but the pedestrian is now established as a possible factor in the situation and you are aware of him. You'll find that as you shift from one thing to another you will remain aware of the things you have already noticed, either in your peripheral vision or just by being aware that they are there in the first place, and that

awareness will tend to eliminate surprises. For example, if you know the pedestrian is there it is less of a surprise to see him step off of the curb in front of you.

Of course, the more time we have to react to the situation the better, so we need to make sure that our scan includes the far distance. On the highway, for example, keeping an eye on the guy five cars up is almost like precognition; when we see his brake lights up there we know the guy in front of us will be hitting his brakes too, but we actually know it before he does. Gathering our intel this way on the street is a fantastic way to practice our observation skills because the street is actually a much busier place and there is much more out there that is demanding of our attention.

(By the way, did you catch that guy on the black and white Harley sitting behind the bush with that hair dryer looking thing? Spotting him down the road a ways could save you a few bucks!)

On the track our focus can be quite a bit narrower than on the street since we don't have to worry about side streets, cops, driveways and all of that stuff, so we can dedicate more of our attention to the things that are directly in front of us, but we are

also going much faster and have less time to gather our intel. Therefore it is even more important to make sure that part of our scan is focused as far down the track as possible. This has the added advantage of putting more of the scene near the center of our vision allowing us to gather more info at a glance than if we are looking at the same thing up close. As I've said many times now, it also gives us the maximum amount of time to react to what we are seeing.

Heck if we're really good we might not only know why Bob went left this time, we may have known he would go left before he did!

As always, any comments or questions are welcome and encouraged. I know this topic is perhaps a bit awkward so thanks for bearing with me, but I feel that being able to really see the entire scene in front of us is the key to better racecraft. Now that we've talked about how to very quickly gather visual data, next time we'll talk about the various bits of data that are available to us and what we can learn from them.

Until then kiddies, don't forget to drink your Ovalteen...

See you at the races!
Mugs ☒

RACER PROFILE: LAINIEY LANDSTRA



2016 was Lainiey's rookie club racing season. From Cherry Hill, New Jersey, she loves the Mark Donahue 917-30, so had her race car painted that theme.

Lainiey is a PCA instructor, driving her first DE at Summit Point in 2009. When she bought her Cayman S the salesperson told her that if she wanted to learn how to drive it, join PCA. She is very competitive and loves racing. "There are so many great people. Everyone wants to help". Robby Provost of Provost Motorsports in Bordentown, NJ supports her car. She wants to do this for a few years and dreams of driving in the Pirelli World Challenge or IMSA someday.

She works for a Bio-Pharmaceutical company.



Editorial License

SKIP CARTER • CLUB RACING NEWS EDITOR

The Last Day — Habits

Writing this column is almost always done at the very end. So, as I sit down to write this, trying to think of a related Club Racing topic, I decided to just go off in a different direction... probably just ramble a bit.

So, here I am, at 70 years old, after three months of various activities working on this issue of Club Racing News, at the last day before it goes off to our proofreaders and then to the printer (And again, a good two weeks past where I wanted to be).

Suesan comes up to me this morning asking (not for the first time this month) did you come to bed last night? Of course I did! (at least... for awhile). For some parts of this process the middle of the night, often with warm music playing quietly, is the best time to work. Between Pandora and Spotify, there is no lack of options. Lately it's been channels with the likes of Madeleine Peyroux, Nancy Wilson, Eileen Jewell, Sarah Vaughn... you get the idea.

I'm no jazz/blues expert, but I know when I like something, and these usually do the trick.

Burning the midnight oil is not new for me. Back in college, architectural design courses would invariably end up not going home for three days when a project was due and, what little sleep was had was on the lab floor next to my desk. I was never the only person there. It seemed that most (certainly not all) were in the same boat.

It did not matter how much work went on before, I'd always end up in the same situation. It always got done, and it always got done well.

Early on I realized that this was the habit I had developed. I eventually figured out that, as a habit I could do it differently, but I kinda liked it this way. So, don't get me wrong, I am not complaining. There's something about being up when most people are not that I enjoy.

Growing up in Los Angeles, and like so many I knew, getting my driver's license the day I turned 16, was something I had dreamed of for a long time. I already had a car, a '46 Ford Woodie I had bought for \$50. My dad's rules were pretty simple: "If you've got your own money to buy the car and insurance, it's OK with me." I had bought the car needing some work, but I had months before I could get my license (in November), so that summer my dad helped me get that car ready. Mechanically, he knew everything about flathead Ford V-8s (at least from my perspective). I sanded down and refinished all the exterior Maple, painted the metal Candy Apple Red, I was about to purchase my first surfboard and, by the time I turned sixteen, I was ready to go.

The Woody lasted several years until an elderly couple ran a red light and killed it. I wasn't hurt, but it didn't take long for my eye to settle on a 1957 Chevy 2-door (210),

which soon had the 283 heads and manifolds bolted onto a 327 short-block with an added 4-speed Muncie and some slicks.

Drag racing was fun, and it was awhile before I learned about road racing. But things did change after that. First VWs, then Porsches. Then PCA. What else could I ask for?

ON THE COVER



Evan Wawrzyniak took this photo of Jacob Asbury's Vintage Group 911 at the Monticello Motor Club Race this year.

And special thanks to Ken Hills Photography for making the somewhat blurry image usable for the cover.

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STORY & PHOTOS FROM PORSCHE AG

Stuttgart. Porsche has become the world's first vehicle manufacturer to offer lightweight wheels with braided carbon fibre. They are available now as an option for the Porsche 911 Turbo S Exclusive Series. Carbon, the characteristically black high-tech material, can be fully appreciated with a protective layer of clear lacquer. Together, the innovative wheels weigh around 8.5 kilograms less than standard alloy wheels, which is a reduction of 20

per cent. They are also 20 per cent stronger. With a reduced unsprung weight, the tyres trail the surface of the road better and are perfectly optimised for absorbing longitudinal and lateral forces. Lower rotating masses mean more spontaneity both in acceleration and braking. The result is increased driving dynamics and driving pleasure.

Manufactured entirely from carbon fibre reinforced polymer (CFRP), the wheel is essentially

comprised of two components. The wheel centre is made from carbon-fibre fabric. This involves cutting and assembling over 200 individual components. The second component is the rim base made from braided carbon fibre by what is currently the world's largest carbon fibre braiding machine with a diameter of approximately nine metres. The wheel centre is then braided into the rim base. The assembled wheel is impregnated with resin and pre-hardened at high

pressure and high temperatures followed by a long cooling process. The central lock is then inserted into the finished wheel and the wheel is protected with clear lacquer.

Porsche is the first company in the global automotive industry to use this extremely complex technology. Braiding offers key advantages over the more conventional method using pre-impregnated carbon-fibre fabric: This production technique makes the material structure of the carbon considerably denser and more compact. This increases rigidity. Using the material more efficiently also produces less waste. The new carbon wheel is made from 18 kilometres carbon fibre or eight square metres of carbon-fibre fabric.

From the beginning of 2018, the new carbon wheels will be available as an option for the 911 Turbo S Exclusive Series in the dimensions of 9J x 20 for the front axle and 11.5 J x 20 for the rear axle. In Germany, the price will be EUR 15,232 including VAT. ❑



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FATHER AND SON TEAM BREAK TRACK RECORD

FATHER AND SON TEAM BREAK TRACK RECORD AT PCA RUMBLE AT THE OAK TREE

STORY & PHOTOS BY PCA

ALTON, Va. (June 28, 2017) - APCA drivers enjoyed an eventful weekend at the annual Rumble at the Oak Tree PCA event June 23-25 at the scenic VIRginia International Raceway (VIR).

Three father-and-son duos competed in this year's event including Gary and Brandon Collins in the SP3 class, Tom and Griffin Kievit in the GTB3 class, and David and Russell Walker in the Clubsport series.

Brandon Collins, 19, broke the VIR track record by four seconds in his No. 323 944 in the SP3 class. Collins laid down a 2:06.577 lap and

gained a workers' choice award, plus won both sprint races Saturday.

During the last sprint Saturday afternoon, rain came down in sheets and many Red group drivers faced the uncertainty of the conditions. However, David Edwards, who competed in the GTC3 class, came in second place after never racing in the rain before. Edwards said he had his No. 194 Cup car on slicks and his tire strategy clearly worked.

As with all PCA events, none of this would be possible without the amazing volunteers. One volunteer at the Rumble at the Oak Tree spent

her own birthday at the event.

Jenny Kay and her husband, Jacob, participate in PCA's high performance driver's education (HPDE) in the First Settlers PCA Region and worked on coordinating the volunteers all weekend. Kay celebrated her birthday Sunday with volunteers and friends.

"These volunteers worked all four days from 6 a.m. until the track goes cold," said Josie Grandfield, PCA Zone 2 member. "They take time off their jobs and they're all fabulous and this race couldn't go on without them."

Phil Grandfield, event chair for the Rumble at the Oak Tree, said the Friday happy hour, which included pizza, beer and wine, was especially a hit.

"This was the first year we did a happy hour event," he said. "We thought it would be great for drivers, volunteers and families to socialize at the track and get to know each other better before the races started Saturday and Sunday." A banquet held Saturday night featured dinner, drinks and awards as well.

"These drivers enjoy racing - whether they're racing a Cup car or a 944 - they're all here to have fun and it's fun being part of them having fun!" said Grandfield 🏁



28 car David Walker was at the event with Russell Walker



323 Brandon Collins (there with Gary Collins) broke the VIR track record in SP3 car

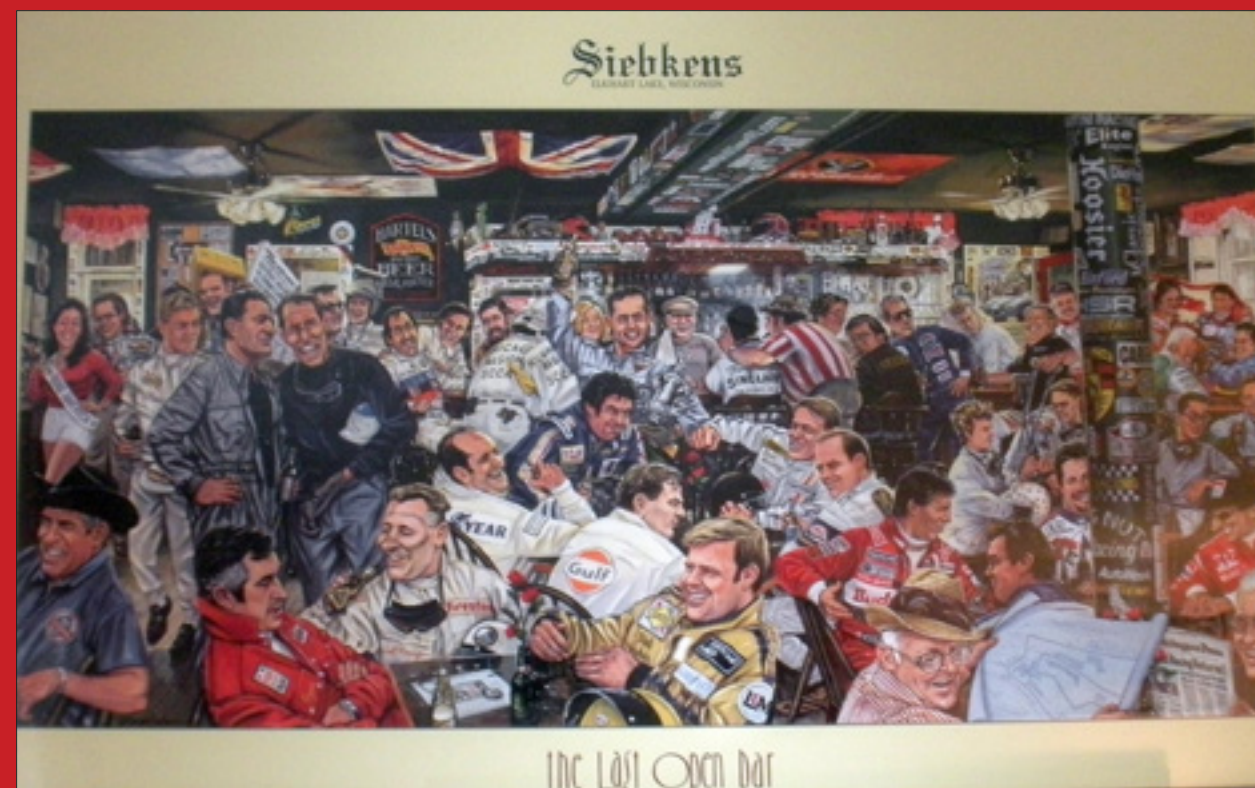
Above: David Edwards on the Podium

THE LAST OPEN BAR

This famous painting by Roger Warrick, *The Last Open Bar* pays tribute to many of the great drivers from Road America. It depicts a scene from Siebkens Tavern at Elkhart Lake.

In the lower right foreground is Cliff Tufte (see Road America article) shown holding blue prints of the Road America track. You might also be able to identify others in the painting, including Brian Redman, the Andretti's, P.L. Newman,

Mark Donague, Fitipaldi, Briggs Cunningham, A. J. Foyt, etc. There is a key that denotes every one of the forty drivers, which includes some of the characters from Burt Levy's "The Last Open Road".





From Start to Finish

MICHAEL WINGFIELD • CHIEF OF TIMING & SCORING

How can I pass 15 cars in the race but the Hard Charger winner only passed five cars?

In 2008, PCA Club Racing resurrected an award given some years ago – the Hard Charger Award. The award bestows recognition upon the driver(s) in each Club Race with the greatest improvement from the assigned qualifying grid position (“normalized” as explained below) to the overall finishing position, and completes the race incident free. In essence, the award is designed to recognize the competitor who passes other competitors who qualified faster. The Hard Charger Award recognizes the competitor that participates in full compliance with the rules during both the qualifying session and the race session.

Award winners receive a frameable certificate, a decal, and a driving suit patch, provided by the award sponsor and club racer Chris Ingot of Ingot Electronics Corporation. Chris describes the award as “meant to credit a well-driven race for someone that may not have achieved a podium finish. The intent is just for the fun of it”.

After each race event, each race in the event undergoes review and each competitor assigned an index indicating the competitor’s improvement during the race. This index represents the difference between the competitor’s finishing position and the assigned qualifying grid position or the actual starting position, whichever is less. This index is

called the Hard Charger Index. The competitor, or competitors as ties are permitted, who meets all award criteria and has the highest Hard Charger Index wins the award for that race.

The description of the award-winning criteria may seem simple enough. However, some small nuances to the award may not appear evident. Thus, this award seems to generate questions from competitors who think they *earned* a Hard Charger award. One may ask a question such as, “I started from the rear of the pack and passed almost all of the cars on my way to finish on the podium. How can I pass 15 cars in the race but the Hard Charger winner only passed five cars?”

The answer lies in the eligibility rules and qualification requirements for the award. This article gives details on the award winner computation for a race, and explains why sometimes the competitor that passes the most cars during a race does not win a Hard Charger award.

Hard Charger Award Eligibility

The competitor must legally participate in the qualifying session which sets the grid for the race.

• A competitor not participating in the qualifying session (formal qualifying or best lap time from a specified practice or race) which sets the

race grid is disqualified from Hard Charger Award eligibility.

• Receiving a DQ for the qualifying session disqualifies a competitor from Hard Charger Award eligibility.

The competitor must grid for the race in the assigned grid position.

• Competitors late to the grid and sent to the rear of the field will not receive credit for passing any competitors with grid positions higher than the late to grid competitor.

• Competitors starting from the rear of the grid due to driver changes, car changes, or vehicle reclassification are not eligible for the award. These types of changes effectively disallow a qualifying time (see Eligibility above), resulting in an assigned position at the rear of the grid.

The competitor must legally compete and complete (take the checkered flag in accordance with the rules) in the race.

• Receiving a DQ or DNF for the race disqualifies a competitor from Hard Charger Award eligibility.

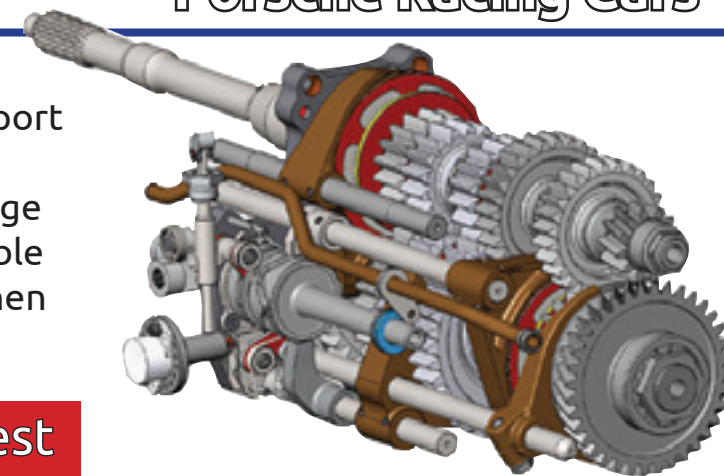
The pole winner for a race is not eligible to win a Hard Charger for that race, as no other competitors will grid ahead of the pole position. Thus, the pole position has no other competitor to pass to improve the finishing position.

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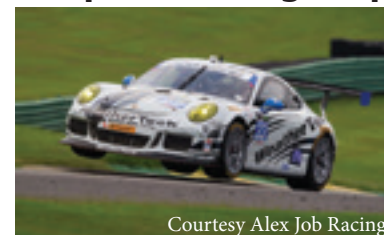
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Courtesy Alex Job Racing



Races Eligible for Award

Any club race which uses traditional grids will have Hard Charger Awards. Races excluded from Hard Charger Award consideration include:

- Gimmick race: races where the grid does not represent fastest to slowest qualifying order. Races that fall into the gimmick category include Formula Libre-style races (a.k.a., Loonacy, Top Gun, and Gold Rush), card draw grids, and charity race grids. These types of races employ handicaps, inverted, or manually adjusted grids.

- Split start race: competitors within the split group which moves faster qualifying competitors behind slower qualifying competitors have no eligibility for a Hard Charger Award. However, those competitors in the split start group that do not move back remain eligible for the Hard Charger Award.

- Fun Race: race run in conjunction with the rookie candidate school which follows the required practice starts.

- Special Race: select race groups such as the GT4 Clubsport.

Hard Charger Index Computation

The Hard Charger Index represents the difference between the finishing position and the (normalized, see below) assigned qualifying grid position or the actual starting position, whichever is less. Any competitor who meets all award criteria and who has the highest Hard Charger Index in an eligible race wins the award.

The competitor's finishing position appears on the official race results. However, the assigned qualifying grid position and the normalized qualifying grid position may differ and requires some explanation.

Grid Normalization

The assigned qualifying grid position indicates where the competitor should start the race. However, sometimes a competitor may not report to grid in time to start a race from an assigned position. When competitors do not report for their assigned grid position, the grid contains "holes."

These holes may result from competitors who do not participate in the race or competitors late to the grid that must start from the rear.

A "normalized" grid represents a starting grid that contains the actual number of competitors in the race, and eliminates any absent or misplaced (sent to the rear) competitor that did not report to their assigned grid position (holes). Thus, the actual starting grid may contain fewer cars in order than the initial assigned starting grid. This scenario occurs most frequently at events where multiple race groups get merged into a single group race. Likewise, the last race of an event may have poor participation from attrition or as entrants load their cars and head home. The following three figures illustrate a "normalized" assigned grid.

Start Pos	No.	Name	Class
1	49	BARRY BELL	GT4
2	26	WAYNE ELIOTT	GT4
3	19	MICHAEL HAIGEL	GT4
4	334	MAURICE SMITH	GT4
5	33	METCH RICHARD	GT6
6	64	S J NICHOLS	GT6
7	86	ED DUNNE	SP3
8	74	JIM HAMMAN	SP3
9	031	ANTON DEAS PERERA	GT4
10	234	MARK REED	J
11	311	HENRY CARTER	SP3
12	37	BERNARD NUSSBAUMER	SP6
13	471	STEVEN GAMBEL	SP2
14	51	FRED BEASLEY	SP2
15	871	EDN SIMON	SP2
16	13	MAX GEORGE	GT6
17	61	ROB HALE	D
18	54	CHRIS AMOND	SP6
19	41	TODD BUTALD	SP6

Figure 1: Original assigned positions starting grid generated for an Enduro.

Start Pos	No.	Name	Class
1	49	BARRY BELL	GT4
4	334	MAURICE SMITH	GT4
8	74	JIM HAMMAN	SP3
9	031	ANTON DEAS PERERA	GT4
10	234	MARK REED	J
11	311	HENRY CARTER	SP3
12	37	BERNARD NUSSBAUMER	SP6
14	51	FRED BEASLEY	SP2
15	871	EDN SIMON	SP2
17	61	ROB HALE	D
19	41	TODD BUTALD	SP6

Figure 2: Grid of actual race participants on the track for the Enduro. Note the "holes" in the grid created by competitors who did not participate in the Enduro.

Start Pos	No.	Name	Class
1	49	BARRY BELL	GT4
2	334	MAURICE SMITH	GT4
3	74	JIM HAMMAN	SP3
4	031	ANTON DEAS PERERA	GT4
5	234	MARK REED	J
6	311	HENRY CARTER	SP3
7	37	BERNARD NUSSBAUMER	SP6
8	51	FRED BEASLEY	SP2
9	871	EDN SIMON	SP2
10	61	ROB HALE	D
11	041	TODD BUTALD	SP6
12	42	TIM NAGY	SP6
13	221	KEVIN HAIGEL	SP6
14	228	R. BUTALD JR. BUTALD	SP6
15	329	TIM PRUITT	SP1
16	36	KEITH DAVIDS	D
17	263	ED FITCH	D
18	109	JAY CARLSON	D
19	419	TIM REEDMAN	D

Figure 3: Normalized grid for the Enduro showing participants grid positions as they actually started the Enduro.

In a normalized grid, many competitors move up (lower number) in grid position. Thus, for the example above, competitor #74 Jim Hamman has an assigned grid position of eighth (Fig 1). However, due to poor participation in this race, many grid positions lower than eighth remain empty (Fig 2). Therefore, #74 has a *normalized* actual starting position of third (Fig 3), or an immediate advancement of five positions. This advancement represents cars not in the race, cars not passed for position advancement, and thus not included in this competitor's index.

Normalization explains why some who compute their own index from grid sheets and finish results expect a higher index than what appears in CRN. For example, should #74 finish the race in third position, his index equals zero from grid normalization, not five from the original assigned grid position.

The need to normalize starting grids is why the Hard Charger Award is a post-event award and not presented at the track. The award recipients are notified after the event, and the stash of goodies mailed to each winner.

Sandbagging

Competitors who qualify for a race with a lap time substantially higher than earlier sessions (practice or any other session) may be determined as sandbagging. Sandbagging means deliberately (or sometimes unintentionally) under performing to obtain an advantage. Sandbagging competitors are

not eligible for a Hard Charger Award.

For example, a competitor who has practice laps considerably faster than his competition, and then qualifies for the race at a significantly higher lap time in order to start behind the competition to make the race *more interesting*, has sandbagged. Similarly, a competitor who has a mechanical issue during qualifying, generating a qualifying lap time much higher than earlier practice laps, and then proceeds to have race laps comparable to the earlier laps has also sandbagged. While in this later case the sandbagging is not intentional, the result is the same – the qualifying lap is inconsistent with earlier laps and does not warrant a Hard Charger Award.

Sandbagging, intentional or unintentional, is scoring a qualifying lap time notably slower than previous laps. When sandbagging occurs, the driver is not placed in the appropriate *competitive* grid position. When generating the Hard Charger Index, sandbagging remains a consideration. Competitors with a grid position generated by a qualifying lap time slower and not within a few percentage points of prior lap times are eliminated from Hard Charger award contention.

In order to help clarify the Hard Charger Award process and index calculation, some example scenarios appear below. These scenarios reflect actual questions regarding the Hard Charger Award.

Example Scenarios

Scenario 1: When a competitor fails to report to the grid on time, the competitor starts at the back of the grid. For example, consider a pole position winner from qualifying that does not report to grid on time. The pole position competitor subsequently gets placed at the rear of a 30-car race field. During the race, this competitor slices through the field, passing 29 competitors, and ultimately wins the race. However, in this example, the competitor does NOT win the Hard Charger Award since the competitor had an assigned grid position on the pole

position (position 1). The competitor's Hard Charger Index (finish position minus the "assigned qualifying grid position") equals zero (1-1=0). The competitor is NOT "rewarded" by winning the Hard Charger Award for being late to grid.

Scenario 2: To demonstrate a normalized assigned starting grid, consider a race grid built from two separate race groups. Each group contains 20 competitors. The merged race would have a starting grid containing 40 expected competitors. However, when the race takes place only 28 competitors compete. The starting grid contained 12 *holes* which represent 12 phantom competitors not in the race, which could appear in the Hard Charger Index of a competitor if normalization did not occur.

To illustrate, the competitor starting the merged race in fortieth position and finishes in twenty-eighth would have an index of 12 (40-28=12). Without *normalization* this reflects him passing 12 phantom cars. We know he started last and finished last. We eliminate the gaps created by the phantom cars. Thus, the initial assigned grid position is normalized to the actual field of competitors, while maintaining starting order. Normalization reassigns our competitor from starting position 40 to starting position 28. He now receives a Hard Charger Index of zero (28-28=0), which accurately reflects the number of positions gained during the race.

Scenario 3: Suppose during a race a competitor starts at the back of a 60-car field, and then climbs past 57 competitors to obtain third position. However, if that competitor fails to pass under the waving checkered flag at the flag stand for any reason, the competitor becomes ineligible for the Hard Charger Award. The competitor in the example improved his position by 57, but by failing to complete the race, the competitor was eliminated as a candidate for the Hard Charger award. The subsequent DNF for the competitor will also move the finishing position behind other competitors who "finish"

the race, thus eliminating the positions gained during the race.

Scenario 4: Competitors must pass the post-race inspection (impound) process without incident. A competitor who passes dozens of cars on track and completes the race, but is found to have an illegal chip, underweight, or other disqualifying infraction during post-race inspection, is eliminated from the Hard Charger Award consideration. This competitor will receive a resulting DQ for the race.

Scenario 5: (split start). The cars in the second group of a split start race are effectively in a gimmick race; they are not gridded by overall qualifying time. Cars in the second split group are intentionally placed at the back of the remaining field and therefore are often placed behind other competitors for which they have officially qualified in front of if the field were not split. In this type of race, the pole sitter of the second group in the split start may have a qualifying time that would have placed him on the pole of the entire field. Thus, he cannot receive credit for passing any of the cars ahead of him during the race. This point also applies to all the cars moved to the second group in a split start, and placed behind slower qualifying cars.

However, the remaining competitors, the first group in a split start, are eligible for the Hard Charger Award. These cars are gridded in overall qualifying order, i.e. each car ahead has out qualified each car behind. No faster qualifiers are behind another car within this group. Their Hard Charger Index is computed on the actual starting (normalized) and finishing positions.

Scenario 6: Some races, while eligible for a Hard Charger winner, do not generate an award winner. Some races finish in the order in which it started. Therefore, no competitor actually advances their finishing position from their starting position. This occurs most frequently during split start races, or secondary races based on the fastest lap of a prior race. When this occurs, you may note in the published results, "No advancement among eligible competitors." ❑



Thinking About Rules

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Evolution of PCA Stock/Prepared Class Rules

One of the founding principles of PCA Club Racing is a stable rules set, which means racers should not feel a continuing need to change their cars to keep up with the Joneses. However, having rules set in stone forever is not necessarily good either. Good as they are, even Porsches age. Porsche can't keep supplying replacement parts for every model sold since 1950. And, with the exception of the GTC, GTA, and GTP classes, the cars we race were made for transportation on the public streets and highways, and not for racing. That they are so adaptable to racing is a tribute to Porsche, but adaptation is usually required. So our rules from time to time need to change.

In addition, our rules were written around the common driver's education preparation standards of around 1990. Add a roll bar and 5-point harness, drive to the track, swap in straight pipes for a muffler, put on the track tires, and go racing. Over time the allure of racing, and the natural competitive challenges, have pretty much led to the disappearance of driving your car to the track. A full roll cage contributed to that. As cars were retired from street service, the utility of many parts diminished. What use is A/C? Headlights are just something to get broken. Turn signals aren't part of racing. Since door windows must be down, of what value are they. You can't have a passenger on the track, so of what use is the passenger seat? Porsche's proud

interior pieces are excess weight and something which just might burn.

In the beginning, in Stock/Prepared, the cars had to be in all respects street legal other than for emissions (and sound levels). The DE cars of the time had all been desmogged, if sometimes only temporarily between inspections.

As of 2017 the rules formally recognized this evolution away from the street legal approach. To race in Stock/Prepared your Porsche sports car had to have been sold by Porsche to be registered for use on public highways. Otherwise, it can be modified from its street ancestry in the many ways by now allowed by the rules. But note - you still have to be able to point to a rule which allows what you want to do, or have already done, by way of modifying the car from its stock origins.

How to Influence the Rules for Any Class:

From the start of Club Racing, there has been a rules change system: racers propose changes, a committee reviews them and puts some of them out for comment from racers, the comments are considered, and decisions are announced. While members of the committee contribute proposals for issues they see generally, rules affecting a particular model normally come from racers who perceive it is at a disadvantage or has too great an advantage. Well written proposals tend to include the results of some

research because the goal of a proposal is to persuade others to see the logic and not fear the change (after all, we all want level playing fields, don't we?), and the Rules Committee to make a change.

But without a proposal, not much is going to happen with respect to a particular model, or a spec class. In addition, like any process which keeps an eye on participant sentiment, changes affecting a whole class are more persuasive the more adherents they have. Nothing is likely to lead to allowing full tube frame, Chevy V8 powered, 918 look-alikes in GT. But counting noses along with considering broader implications is part of the deliberative process. It has to be - Club Racing exists to serve as a venue to race our Porsches, not to serve the (volunteer) national CR staff.

The point of this excursion is that if you think a rule should be changed, you have to make a proposal if you expect it to happen. Proposing guarantees nothing, but without a proposal, whatever change you think would be beneficial is not apt to happen. If your proposal affects a whole class, it will carry more weight if it has the support of more, rather than fewer, class members. If it is a polarizing proposal, counting noses can be even more important. Of course, if you want to equalize a class so your model has a better chance of a podium, it is understood that those with

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other models may well not agree with your proposal.

But the time to submit proposals, and sign up *me too* adherents (a well explained proposal does not have to be repeated verbatim by additional supporters unless they want to add something beyond their support, like personal experience), is from February 1 through June 1 for changes to be considered for the following year. This schedule is in the rule book itself, and is listed in the table of contents at the start so it can easily be found. Publication of rules for comment ought not to occasion a spate of *how about this* proposals for other changes, but just that happened this fall. Some had merit, but with no time to seek the views of fellow racers, they weren't acted upon. Such ideas need to be resubmitted, because dealing with the rules proposals which were sent out can be tricky enough without trying to remember what might be considered in the summer of 2018 for 2019.

Firewalls

Fire in a race car is never a good thing. To date, CR does not mandate a built-in fire system, although such a system is certainly allowed, and is a very good thing to have. A complying hand extinguisher, properly mounted, meets our requirement. But a first line of defense, should a fire occur, is the firewall system of the cockpit. Tightening the rules and increasing inspection of firewalls inevitably led to questions about some instances. In particular, there are instances where the driver compartment is connected to other more or less enclosed spaces, which themselves are more or less isolated from likely sources of fire.

Two of those are under the cowl of 944/968s, and of other cars where the battery is located under the front hood up by the cowl. When new from the factory, there is a rubber seal to the hood which separates them from the engine or trunk compartment. Plastic covers are over most of this space. Penetrations of the firewall are

filled with tubes, wires, and air conditioning or handling systems. The top rear of these spaces is open to the air by the base of the windshield. An engine fire will take time to get through these barriers, and time to stop the car and exit without being burned is the goal, not a hermetic seal for earth orbit.

In our race cars, much of this disappears. You can shed meaningful pounds by deleting all the rubber gasketing on a car, and 40 years of engine heat doesn't make a rubber seal better, nor hoods fit more precisely. The plastic covers are apt to be long gone. Air conditioning is weight a racer doesn't want. And air from the area at the base of the windshield may seem ideal for cabin ventilation.

Well, in a 944 you can't leave openings in this area. Replacement fuel injector rails are allowed because years of fatigue producing vibrations leave them susceptible to failure, which leads to high pressure fuel being sprayed around an area full of ignition sources. Where factory parts have been removed, leaving openings into the driver compartment, those must be closed. The rules govern where metal covers with metal fasteners are required. Smaller openings can be properly sealed. There are several materials readily available in the large hardware store chains for stove or other firestop applications which are good choices.

But what about Boxsters and all the other cars with no engine up front, and by now no fuel tank sitting in plain view in the trunk? That is not as easy a call, but there is brake fluid in high pressure lines in the trunk. ABS systems are flexibly mounted, which means hard lines can fatigue and crack, and brake fluid is flammable. In addition, there are often openings from under the car into the trunk area, and a fuel tank problem, from its vent or due to some damage, could cause fuel or flame to get into the trunk. So sorry to those who want to use cowl air for driver cooling - there are other ways to do that. If you leave in all the stock parts

which fill the holes in the firewall, you are OK. But if you remove any, you must fasten a suitable cover over the hole which remains.

Update, Backdate, and Special Models

One of the good things about our Porsches from a track standpoint back in Club Racing's beginnings was the continuity of some models. The 911s from the beginning (leaving aside short vs. long wheel bases and hoods) until the last of the 3.2s in 1989 were pretty much the same car, and - with the exception of the change in hood length - with more or less effort one could turn one model into another by changing the engine and transmission, perhaps the brakes, and some other conforming changes. The update/backdate rules were designed to allow this. Did you own a 1974 base model 911? With a few engine changes you could change that to a 2.7S. Decide you wanted a 3.0 to get away from pulling head studs? Weld on flares, do the engine and transmission change, and for later SCs convert to power brakes. A 3.2? A change of brake calipers, the brake booster, a PRV, and add the Motronic system with your newer engine and transmission.

Subsequently, the run of basic body types shortened and there are fewer opportunities as Porsche has made fewer changes from year to year within the same body style, though some are available. For instance, Porsche upgraded the original 2.5 liter 986 Boxster (the basis for SPB in our rules, but classed in D if running Stock), to a 2.7 base model for the 2000-04 run of 986s. It is a fairly straightforward upgrade to put the 2.7 into a 97-99 model, and as long as you remember to change the transmission gearing (the larger motor came with a taller 4th and 5th, or you could use the first 6 speed) you can run in E.

But to complicate matters, Porsche from time to time has made special limited production models. Some were special only cosmetically, but others had performance enhance-

ments. The Weissach Edition SC came with 7" and 8" rim widths, instead of the regular 6s and 7s, so enterprising racers in these cars claimed this as an update, never mind their car was just the normal car from the dealer floor. By now you don't have to be an historian to see that you can run these widths, because they are in the rim width appendix.

More recently, Porsche came out with a Cayman R, a Cayman Black edition, a Boxster 550, and a 2014 50th Anniversary 991 (30 more horsepower than the standard S of that year). Our rules picked up the Cayman R - it has a class and a class weight. For the Anniversary 991, the rule book has an asterisk: it may not be used as the basis for updating or backdating. You must own the real car if you wish to race it.

In addition, as part of the evolution of the Stock class from street cars driven to the track and raced to today's mostly dedicated track cars with cages, the preamble to the

Stock class rules specifies, among other things, that eligible models must be listed in the Rules Class Weight Tables. Provision is made there for Panameras and 2017 991 Rs, and others for Carrera GTs and 918s, to get individual permission to run, the theory being our weight tables are massive and these are models unlikely to be raced with us. In the case of the carbon fiber bodied cars, a normal roll cage is not possible either.

But what of the 2011 987.2 Cayman R? Well, that is in the weight charts, so nothing special need be done to race it. In addition, it is fair game for the basis of an update starting with other 987 Caymans. It just has to be a duplicate of whatever Porsche did to give it that extra 10 horsepower.

But what of the Black edition and the 550? Neither of those are mentioned in the rules. Well, they will fall under a general provision similar to the Panamera for all past special

models not mentioned, and for the future - if you have one, and want to race it, you will be assigned a class and weight when you provide Porsche's specifications for it. But it won't be the basis for someone else updating or backdating to it, or generally cloning it.

This came about as a result of some really thorough scrutineering at a race this year. One driver had a real 550 edition Boxster. For want of anything other to do, he was allowed to race at stock weight for the year. Another driver had taken a 2000 Boxster S, put in the larger engine, and claimed it as a converted 550 by giving it that flash. However, in so doing he used the wrong plenum, among lesser mismatched parts. This was, and is, not allowed.

So, if you find an unusual special model Porsche, and want to race it, look to see if the Weight Chart recognizes it. If not, contact CRrules@pca.org and we will work out a class and minimum weight. ☒

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RACER PROFILE: ANN DEANE



Ann Deane is a real estate broker in New York City. I had the chance to speak with Ann at the 2016 Summit Point club race, her 6th race. Ann's favorite (home) track is Watkins Glen. She loves it, saying that there is not a better track in the country.

Her 2002 996 was running I-Stock. Scott Bresnahan bought it, put on a big wing and ran in GTB1. When Ann bought the car she changed it back to I-Stock and is having a blast. She works out of Bodymotion, who does a fabulous job with setup and support.

2016 was her first trip to Summit. It was a 4.5 hour drive starting in Manhattan, down to Ocean Township, New Jersey, hooked up the car then drove the rest of the way to Summit.

Ann started driving in DE with a BMW X351 wagon at Thunderbolt. Her second car was a Boxster S, then an '05 GT3. PCA Instructor/boyfriend, Dan Doman, told her it was time to start racing, so she got her license and jumped in. In 2016 she learned four new tracks: Sebring, Monticello, VIR and Summit Point. Not a bad first year.

Ann says that she is cautious, especially at new tracks. She tries hard to be "spatially aware." In June, 2016 she was awarded a Worker's Choice award and was the only woman to podium at the 2016 Award's banquet at Sebring.

RACER PROFILE: MIA WALSH



The 2016 PCA Summit Point race was where I met Mia Walsh. Mia was one of five women drivers at this event. Mia lives with her husband, Brian (also a racer), and their daughters in Baltimore, where

she teaches at an all-female 6-12 Catholic school. It is a school that empowers women to do and be whatever they want. For Mia, being a woman race car driver does not seem unusual. "Why shouldn't women be here?"

Mia was an active DE driver and did well in that program, driving 9-10 events a year. She socialized with a lot of club racers who encouraged her to make the jump. They wanted to see more women involved as racers, and they knew that she was fast and safe on the track.

What interested her most in club racing? The Starts!!! "Once you get past the craziness of the start, it settles down." She loves the competition, which is not something you get driving in DE events.

She has raced at VIR and Summit Point over the last two years, has two 3rd place podiums and one 2nd in the GTB1. Her car is race-prepped by SSI Motorsports in Maryland.

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TALES FROM THE BLACK FLAG STATION

STORY BY DONNA AMICO (FROM CLUB RACING NEWS, 2001 VOLUME 1)

No question about it, my all-time-favorite line uttered by a driver upon reporting to the black flag station during a Club Race weekend is: "Well, honey, you can still drive it." That, however, is another story.

There are a number of far more common lines heard by scrutineers at the black flag station.

I didn't know I had to come in if I just spun on the track

During the initial Driver's Meeting of any Club Race weekend, the Steward will explain that drivers must report to the black flag station

after either a spin OR four-wheels off during the practice sessions. Nearly everyone in club racing reports in without a summons if they've put four wheels off the track. After all, it is helpful to have someone (the scrutineer) take a quick look under the car to make sure there has been no damage from a rough ride across the grass, and no debris caught that needs to be removed.

There is much more confusion about a spin on track. Even if you don't go off track, you will be black-flagged in a practice session for a spin. Make friends with the steward and scrutineer for the weekend and

come in without the summons. In this case, we just want to make sure that you are OK. Most of what a scrutineer does at the black flag station is about safety. If you exceed the limits of you or the car, we want to make sure you can continue safely.

I saw a black flag, but I didn't spin or go off

It might not be you. It might be your car, and the corner workers don't always have a meatball flag. If we think your car might be dropping fluids or shedding parts, we'd like to get the car off the track before your repair bill gets expensive or the de-

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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)
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PS102-020	PORSCHE 993T 3.8L 8.5:1 PP102-013 (107mm slip-in cyl 3.6-3.8 NA to Turbo conversion)
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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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bris becomes a hazard to others. We won't necessarily be able to take the time for a precise diagnosis at black flag, but can make a quick determination of whether it should be OK for you to continue or should get off the track and figure out what's up.

But I came in as soon as I saw the flag

If it's been several laps since the corner workers first started throwing that black flag at you. I, for one, am probably going to respond, "I'm sure you did, and that's part of the problem." Corner workers stand out in the heat and cold and rain and whatever to communicate with you and try to tell you what's happening out there. Please listen to them. If you don't see flags, you could be a danger to yourself and others.

Few things drive Stewards up the wall faster than a driver that fails to acknowledge a black flag. The Steward will vent this frustration by instructing the scrutineer to increase the length of his chat with you to roughly correlate to the number of flags you missed.

According to club racing lore, one driver that missed a black flag for nu-

merous laps so irritated Alan Friedman that he radioed to Harry Hall, "Harry, when he finally comes in, I want you to tell him everything you know about nineteenth century German philosophers." Harry is a philosophy professor. We can be capable of lengthy chats.

I didn't pass under yellow, I WAS passed under yellow

You may actually be right, and we know that. One of the most difficult calls that a corner worker has to make is for a pass after a yellow flag came out. A pass under yellow is a hazardous move, and you will always be black-flagged for it. If it is during a practice session, your session is most likely over. If it is during the race, you'll be called in for a stop and go (assuming you see the black flag – if you don't, see item three above).

A stop and go means that you will lose contact with the people you are racing and most likely your fun is over, if not your race. So, as always, watch the flags and observe them. Sometimes, especially during a full-course yellow, not all drivers will see the yellow come out at the same

time and some will slow down ahead of others.

Sometimes, drivers will pass, recognize they did so illegally, and correct the mistake by letting the car they passed go back around them. And, sometimes, the corner workers won't see the actual pass, but will see the rearrangement, and the poor driver that got waved back around will get called in for passing under yellow. Yes, it has happened. We all regret it, but again, those corner workers are working hard, making quick calls, and may be in unpleasant conditions. They usually do it for little or no compensation because they love racing. So if you are accidentally wronged by a corner worker, remember it certainly wasn't personal and try to grin and bear it.

Thanks

One of the great things about this program is that nearly all of you, no matter how frustrated you may be with yourselves or your car at the moment, are a genuine pleasure to deal with out there. The scrutineers thank you for your courtesy and good humor during our stints at the black flag station. ❏

RACER PROFILE: KURT SMITH



Summit Point 2016 Club Race. I met Kurt Smith and his son, Justin. Kurt was driving in the first PCA Vintage Race in this 914-6.

Kurt lives in Boston and had a career building movie sets, but he is moving away from that into historic renovation/remodeling (tired of working 60-70 hours a week, 24/7, no days off. NO RACING.

Kurt's dad was a PCA racer with Kurt driving DEs at the same time. When his dad moved to Seattle he would fly out and drive West Coast tracks. "I felt like a pro, flying out, jumping in my dad's car then flying home"

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Coaching Perspective

DAVID MURRY • CLUB RACING DRIVING COACH

RACE STARTS

We have all heard the saying “You can’t win the race in the first corner, but you can lose it in the first corner.” But let’s talk about race starts in detail. That saying is absolutely true. However, we also know that if we are too conservative we will find ourselves moving straight back in the field. So, what is the right approach? I always say: “When in doubt, chicken out” but that doesn’t mean to be a pushover or not be aggressive on starts. We just have to know the risk vs reward and make decisions based on that.

Let’s talk about the pace lap first. If we run slicks, they run at a higher temperature than street tires. We need to heat them up to operating temperature before the green flag flies. But what is the goal and how is it best to achieve that goal? We need the tires and brakes to warm up.

Many of us weave back and forth (as we see on TV) We weave back and forth because we want the tires to work hard to generate heat, but jerking the steering wheel back and forth in quick motions doesn’t accomplish that. We really want big long sweeps so the tires work in a cornering mode. Sometimes giving a little room to the car in front (not so much you cause the field to spread out during the pace lap) can let you work the car hard in

the corner ahead. Don’t drive the normal line with a big radius, go in on the inside of the corner, turn hard and don’t exit all the way out so you minimize the radius and work the tires hard. We can even put the gas on slightly as we turn causing understeer to work the front tires hard, but be careful because when they gain grip from heat the rear will still be cold and you don’t want to spin.

All this works for heating tires but does nothing for heating the brakes. A much better way to heat both tires and brakes is to simply accelerate and brake hard during the pace lap. That heats up brakes which radiates heat from the brakes through the wheels and into the tires. It is very efficient. Either way, be aware of your competitors around while doing it and be safe.

Now we have our tires and brakes hot and are approaching the green flag area. If we did our homework we watched the starter start races before ours to get an idea of where the front row is when the starter waves the green flag. That gives us a general area where the green flag is waved to start our race. Now, our goal is to slowly move forward (even 1 mph more) closing the gap on the car in front so that we have momentum on that car when the flag waves at that point. It’s just like exit speed: if you

are faster than another car when you both accelerate you have “exit speed” and will continue faster than them to turn 1. There is no drama, just a slight closing rate before the flag flies. Be sure to keep the pace lap organized and not spread out or create an accordion effect.

Let’s say we did a good job of everything so far and we are accelerating faster than the cars around us, that doesn’t mean we are going to beat everyone to turn 1. This is where we have to look at the risks and make smart decisions. What if there are 3 wide cars in front of us or we are boxed in between cars and there is no way out? Sometimes we just have to lift. Yes, that’s right, I said lift. That’s where you come off the gas pedal. I know, how can I suggest that after all the hard work we did to get a better start than anyone?

Even though we have a better run and are faster than everyone, there is simply no place to go without causing an accident. This is where the part of the saying is, “we can lose it on the first corner” or before. Now we are approaching turn 1 and must assess the situation and risks again. We have a lot more racing ahead than just to turn 1 so, “when in doubt, chicken out”.

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FROM FARGO TO FONTANA ONE STEP AT A TIME

A LOOK AT CLUB RACING SCRUTINEER LORI SCHUTZ MAUTHE

BY LORI SCHUTZ MAUTHE, PHOTOS BY MIKE YOKSICH AND SKIP CARTER

On a cold October evening in 1980 I was watching TV with a friend in Fargo, North Dakota where I had just finished my undergraduate education. The phone rang (and recall, this is in the day of no cell phones and long distance was expensive). My father, Peter Schutz, was calling me from Germany where he was living in Cologne working as the VP of worldwide sales and marketing for KHD, a diesel engine company. He said “Lori, your Dad is starting a new job on January first. I’m going to be the president and CEO of a small car company here in Germa-

ny called Porsche, have you heard of it?” Well, I sort of had, growing up in Central Indiana and having been to the Indianapolis Motor Speedway for qualifications and the 500 mile race several times since junior high school... And already a racing fan. I said “Gee Dad, that’s great. Do they participate in racing?” He said “Well, I don’t know much about them, I’ll ask. And once I get settled in, you can come visit me. I’ll be in the US soon, as that’s a big market and I hear there is a car club just for Porsches, and that I will be attending their national convention.” We hung up

and I shared Dad’s news. I told my friend, “Within five years Porsche will have a new convertible model, and an airplane”. I was wrong, Dad got it done in 3 ½ years!

As promised, Dad did come visit me in March of 1981 with his new wife, Sheila who, to this day, is one of my very best friends. In 1983, my schedule worked out so that from Minneapolis where I was living, I could join them at the Porsche Parade at the Lake of the Ozarks in Missouri. The then president of PCA, Hank Malter, gave me my first driving lesson in rev matching in a 944 on a

country road. Then we spent the afternoon standing out in the heat and watched the autocross. Wow, was I entranced in the entire scene. On the final night of the Parade I had the coincidental fortune of joining four guys in the bar who recognized me (I was seated at the head table for the final dinner). We became friends and, one of them, Rick Riley from Grand Rapids MI, (a current club racer today) asked if he could call me. Our first date was the Road America PCA Driver Education (DE) event with Chicago Region. Fast forward four months, I’m living in Grand Rapids with Rick and married a year later.

It was the spring of 1984 when Rick took me to my first autocross and let me drive his precious 1975 911 Gulf Blue Carrera. This was a small course at Spartan Speedway near Lansing MI, a figure eight and oval course where most of the drivers were completing a run in 45-50 seconds. First to second is all the shifting I needed to do. On my first run I was so nervous that after I shifted I held my left leg in the air, not knowing what that dead pedal was for! The scorers missed my first run time; I was so bummed. Then later they realized that the reason the time was 0 seconds, was that my time was actually a minute flat! Let’s just say lots of room for improvement, and I did get better.

I was absolutely hooked on autocross driving and later in the year drove in my first DE at Grattan Raceway. Then onto Road America – WOW, this was so much fun! I devoted myself to learning the skills and being fast and smooth on the track.

Over the next several years, during Dad’s distinguished career at Porsche, I participated in DE events across the mid-west and became an instructor after a few years. My love and enthusiasm for PCA was not just in the Porsche – after all, what we say is “It’s not just the cars, it’s the people”. I was editor of the Western Michigan Region PCA newsletter, Porsche Uber Alles for five years, and held almost every position on

the board of that region. I attended several parades and am proud of my parade autocross trophies. As I’ve moved around the country, I’ve been a member of many PCA regions and received the equivalent of Enthusiast of the Year from three regions. I am very proud of that honor.

Fast forward a few years, in 2004, when Rick and I parted company, yet remained fast friends (pun intended), I was living in Dallas Texas, and a member of Maverick Region. I became very involved in the DE program, eventually as DE Chair for

a few years after instructor and instructor team lead roles. Bryan Henderson, then the Chair of PCA Club Racing at the national level, was one of our advanced instructors. I had the distinct pleasure of having him as my instructor a few times in my 2005 Boxster S, which I purchased new from Brumos Porsche in Jacksonville FL, and still drive on the track today.

In 2008, I jazzed up the Boxster’s look to incorporate my other passion, the Komen three day 60-mile walk, raising \$\$ and awareness for



Facing page: Lori with her father, former CEO of Porsche AG, Peter Schutz and his wife, Sheila.

Above, Lori’s Boxster liveried to commemorate her mom’s fight with breast cancer, and Lori with Rick Riley at Sebring banquet this year

a Cure for Breast Cancer. I have the New Balance decal on the front that says "0 to 60 in 3 Days", and the pink ribbon across the hood. The car number 480 is significant as well – my mother's name was Adrienne, Adie (pronounced "eighty") for short. She was a 22-year breast cancer survivor before we said our final goodbye, so my Porsche is a tribute to her memory and strength – I drive and walk 'For Adie, 480'. I started walking this event in 2006 and, this year I completed my 17th walk in Seattle, walking every step of each 60-mile walk, and have personally raised over \$50,000 for the cause. I walk, because I can't walk away.

So how did I end up on the Scrut team, you ask? Maverick Region has hosted a Club Race for years, yet had always been on Memorial Day weekend. Being the die-hard Hoosier and race fan that I am, I'm always at the Indy 500 with my brothers that weekend. So, it wasn't until the Maverick Region club race moved to a fall date that I was able to attend the DE that coincided with the race weekend.

After watching how the event was run, and riding along in the Pace Cayenne, I decided that I wanted to find a way to be part of the Porsche Club Racing Series. I wasn't able to participate as a driver, so what was the next best way? I spoke to Bryan and he said, "Well do you want to help with timing and scoring?" NO. "Do you want to be a runner for time sheets and other errands?" "NO. I told him that I wanted to contribute in a meaningful way with the racers, to be outside and active, and make a difference at the events. And yes, I could travel. Bryan said he would consider me for the Scrutineer ('Scrut') position. Typically, the Scruts either are racers themselves, or they build race cars at a shop. I wasn't either, yet had a long history of racing familiarity and with PCA. He said he would keep me in mind if they were going to expand the team of Scruts for the following year.

I recall so vividly getting the call



Above: Lori, an annual participant in the Komen 3-day, 60 mile walk to raise money to fight breast cancer. Below: Lori and the other national staff participating at this year's Sebring event



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from Bryan about six months later – was I still interested in the Scrut role? Gosh YEA! My initial race as a rookie scrut was actually at a home region event, the first club race at Circuit of the Americas in Austin Texas. Two of us were rookies, Brent Knoll and myself and, to this day, we enjoy working races together. My second event was High Plains near Denver, with Brian Thomas. Having passed my rookie orientation, I was put on the regular rotation for assignments for the Club Racing Series and presented with the uniform – logo shirts in the distinctive light green color of the National staff.

I am so proud to have reached this level with such a fine group of people. In the past several years I have worked races at Sebring, Road Atlanta, Daytona, Fontana California Festival of Speed, Summit Point, Motorsport Ranch, and Mid-Ohio. Don't ask me to name a favorite, please!

Working a race weekend is truly a pleasure, even though the days are long, the activities can be grueling and sometimes in not such wonderful weather. Quickly I learned what standard gear to bring with me to each event; we race rain or shine. A fun story was my first time working Road Atlanta. I had heard that it always rains. I was ready with all my stuff – boots, jacket, pants, hat, etc. We arrived to a pleasant sunny spring day in April. The forecast was for a dry weekend! The swag for the weekend was a wonderful rain jacket with a hood, and the question in each drivers' meeting was – Does anyone know the dry line at Road Atlanta?

Sunrise to sunset and then some, we laugh, smile and sometimes grunt our way through the days, all for a free lunch and a T-shirt or jacket with the event logo. You have to be a race fan to believe that there is no such thing as too many T-shirts. I wear each one proudly as a badge of honor!

The PCA Club Racing family is just that – a group of individuals



Lori doing paperwork after followup with a driver at the Summit Point club race in 2016

who share a passion for Porsche motorsports, comradery and friendly competition. You won't find a better group of folks who sincerely care about each other and have each other's backs.

I recall a few years ago at the Mid-Ohio Club Race. As we were walking the paddock we found a Spec Boxster without arm restraints. The driver was new to Club Racing and didn't realize that they were required for his class with his race car configuration. Without them, he could not go on track. My fellow scrut said "Hey Lori, your buddies are here from Texas, four Spec Boxster drivers. Perhaps they have a spare set this guy can borrow." So I went to check and indeed they did. By the time I got back to our new driver we had found no less than four sets for him to use!

I'm often asked about how I feel about being a woman in a predominantly man-attended program. Short answer – Great. Long answer – I follow a long line of successful women in racing starting with Janet Guthrie as the first woman to qualify

for the Indy 500 to current day with other gal racers. Our current Club Racing Chair is Vicki Earnshaw, a steward and successful club racer in her own right and leader of the program today. A fellow Scrut who used to be in charge of the Club Race Rules is Donna Amico. And there are other women who contribute in a big way as drivers and other roles. I'm in good company.

Once I put on the official green Scrut shirt, there are no questions asked about who I am, where I'm from with respect to me doing my job for the weekend. This simply isn't a consideration. Yes, there are more men than women, nothing wrong with that! Following the sentiments for today's gal IndyCar Star, Pippa Mann, we are drivers and racers, that's it – doesn't matter race, religion, or gender – we all share the joy and challenge of the track.

I have life-long friendships from being associated with the PCA Club Racing program. I look forward to every race, every season, and look forward to seeing all of you at the track soon. 🍀



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THE CLUB RACING CHALLENGE

STORY & PHOTOS BY FRANK CELENZA, DDS

I've been a PCA Club Racer since 2005, but my involvement in motorsport stems from many years and forms long before that. In fact, I was one of those kids who had a racing license before I had a driver's license. Starting with Motocross as a kid, then race schools, autocross, countless DEs in various cars, karts, a few runs at One Lap of America... and even radio control. I eventually made the plunge and bought a dedicated race car. The challenges and lessons learned came fast and furious, and continue through the present. This column is a reflection on that journey.

My first dedicated race car was a tube frame 924 GT5 classed car. It proved to be a finicky mount, but a potential winner as I proved first time out at Sebring. That fantastic debut

was slammed at the very next race, at Road Atlanta, where I was collected and had a huge wreck. It took a long time to rebuild, and it really tested my patience (not to mention wallet). The car was never really the same and, although I did get it back to the winner's circle the following year, I revisited Road Atlanta looking for redemption but was cruelly treated to a blown motor. I persevered, but the car was proving too quirky and I would never have had any success at all were it not for the fact that at least I was operating under a top team, so the guidance was valuable.

When NJMP opened in 2008 I swung a deal to rent a 944S2 that was being developed for the SP3 class. The car proved to be far easier to drive and a lot stronger, so I bought it on

the spot. I spent the next five seasons further developing that car into a consistent winner, and was racing on a regular basis gaining tremendous experience and notoriety. In 2010 I brought it to VIR for my first run at the Nationals and, although I took the NE Regional trophy and Rookie of the Year honors, I knew there could be more to come. I continued to develop the car and was among the top dogs at any given event, grabbing my first National Championship in 2011 for 944SuperCup at my now home track, NJMP. In 2012 I returned to defend that championship, at the top of my game, but had to overcome a lackluster qualifying position to work through the pack and eventually win it going away, a race that may forever be my most memorable performance.

I was trailering the car myself at this point, doing my own maintenance to the extent that I was able, and started to think that this fantastic 1989 race car was probably getting a little long in the tooth (as we dentists like to say) so I sold it while it was still a winner. I spent a year poking around at other possibilities, including a few open wheel schools and even considered switching to BMW Club Racing. But, in the end my familiarity with the people and format of PCA Club Racing won out, and I grabbed a good deal on a professionally built Spec Boxster. As they say, "it's not just the cars, it's the people." Spec Boxster was (and continues to be) a class experiencing explosive growth, owing to the cost effectiveness, deep competition, and availability of cars and parts. A whole new challenge was awaiting.

My new (to me) car was one of the prettiest in the field, but as I was about to learn, there is only a very short period of time when a race car looks that good. This car was prepared to a much higher standard than my 944S2 because it was a much newer platform and featured more contemporary safety features, both of which appealed to me. My first club race would be at Lime Rock Park, where the season always starts here in the northeast. Perhaps I was a bit tentative in my new car, and not attacking and making assertive passes as I'd become accustomed in my more familiar 944, and so as I was racing mid pack and came upon some unseen debris on the track I lost it and planted my fantastic new car firmly in the wall inside West Bend. This was to be another painful and costly test of my patience. I missed a few events that year but got the car back up to race standard and back on track.

Come the 2016 season I was anxious to get back up front, but had apparently underestimated the much higher level of competition that the Spec Boxster class was presenting. It came to a head at Watkins Glen, where I found myself racing as hard as I used to for a win, but now struggling to crack the top ten! It was time



to get some help again as this was a very different car than what I was used to, and others clearly had figured out better than I did.

In the paddock I casually approached one of the guys that I considered to be the top dog and found Matt Muller to be incredibly forthcoming with advice. He'd recently opened his shop, Aspen Motorsports, and was happy to offer some direction. Whereas I was asking if he had a dyno in his shop because I was convinced that I was down on power, he pointed out that these cars are pretty consistent in their power units, especially because modifications were very limited, and he stressed that the devil was in the details. "Your driving is a proven entity, but you won't win in this class without professional preparation," he stressed. I agreed to deliver my car to him and let his crew take a good look at it.

What followed was a three page evaluation of things that my car could benefit from. Some were very minor, others more important. The feeling was that no one item would be ground breaking, but added together would transform my program. We decided to go after the low hanging fruit first because, like all club racers, I was already over budget. There were some upgrades that they would need to do and a few others that I could manage in my garage, so the punch list was drawn. Some of the work would be directed at reliability, some at drivability, and even some aero tweaks. Setup and even my driving

style were also being scrutinized.

I skipped a few club races to DE the car using his coaching and direction to regain confidence. And gain we did! I guess the main thing was a proper alignment and corner weighting, as the car was much more forgiving and easier to hustle. I could push it a little beyond the limit and have the confidence to know I'd save it. Other tweaks made it more durable and comfortable. My confidence was back. I was ready to race in anger again.

I took the car to an easy win under a NASA event at NJMP Lightning (where admittedly the competition was not like PCA) and then aimed for one of my favorite events; the Schattenbaum Showdown at NJMP Thunderbolt at the end of summer. The competition would be stiff, as there were more than 20 cars entered in class! Well, others suspected that I was cheating, of course, because I was back on the pace and, although not running at the very front, my presence was clearly noted. Most importantly, my program had been transformed from one where I was lost for direction and considering giving up, to where I now stand; looking forward to the next race and arriving as a threat once again. Oh, and during the winter we'll be completing that punch list too!

You can visit my racing history page at: <https://www.frankcelenza.com/our-practice/meet-dr-celenza/racing/>

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EVENT ADS

PAGE	EVENT	DATE
12	Tech Tactics West	Dec 2-3
13	Buttonwillow Double Crown	Nov 11-12
67	48 Hours at Sebring	Feb 1-4



944s at Watkins Glen
Ken Hills Photography

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This advertisement features a central collage of various motorsport equipment and vehicles. At the top, there's a race car on a track. Below it, several smaller images show racing gear: a racing suit, a helmet, a steering wheel, a racing seat, and a roll-over protection structure (ROPS). Further down, there's a red race car, a blue race car, and various performance parts like a helmet, tools, and oil. At the bottom, there's a white race car with blue and red stripes, and another racing suit. The background of the collage is a blurred image of a race track.



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- Collector Car Insurance
- See other coverages also available at: www.ChizmarkLarson.com/motorsports.5.html

PCA CLUB RACING CONTINGENCY PROGRAMS

BY STEVE RASHBAUM

Below is an outline of the various contingencies available to racers. An overview of the award guidelines and forms can be found at: www.pca.org/rules-licensing-forms



Bob Woodman Tires:

- All classes running on Hoosier, Toyo or Yokohama tires.
- Guidelines/forms at: www.BobWoodmanTires.com/PCAcontingency



Pirelli/JX2:

- All classes running on Pirelli tires.
- Guidelines and forms can be found at: <https://jx2pg.com/contingency/jx2-contingency-form/>



Toyo Tires:

- SPB and SPC classes
- Guidelines and forms can be found at: www.toyoracerrebates.com



Hawk Brakes:

- SP1-3
- One set of brake pads to class winners of championship points races having more than 5 starters.
- Certificates will be sent to winners.



Pirelli/JX2:

- GTC3-6
- Tires awarded to class winners of championship points races having more than two starters.
- Certificates will be sent to winners.



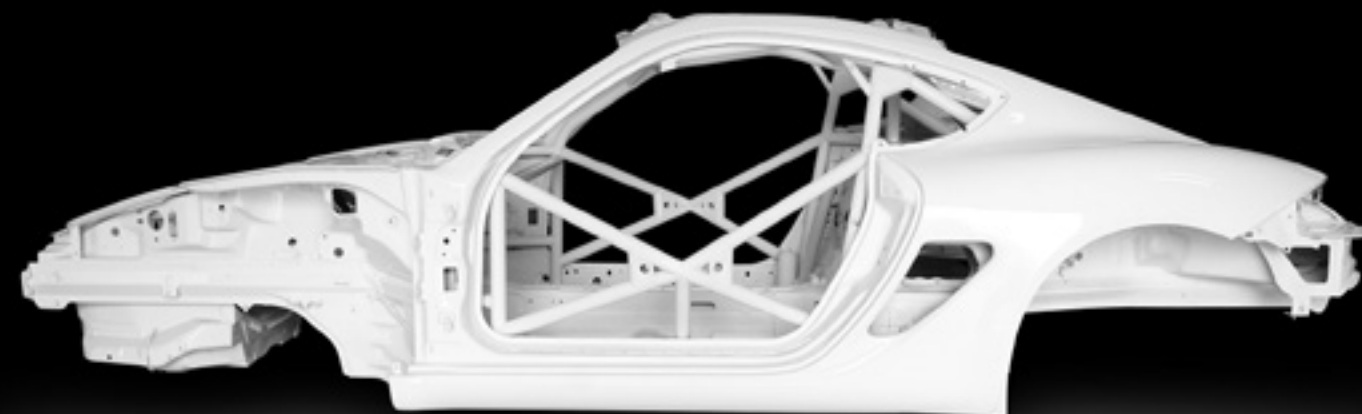
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- GTB1 "Triple Trofeo Championship".
- Guidelines can be found at: <https://www.pca.org/rules-licensing-forms>

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2017 HARD CHARGERS

BY MICHAEL WINGFIELD, CHIEF OF NATIONAL TIMING & SCORING

Name Region Class Description Start Finish Index Race

BRAINARD INTERNATIONAL RACEWAY — JULY 29-30

Keith Fritze	NST	SPC	05 Cayman S	18	14	4	Sprint Race 1
David Varwig	CHO	GTD	16 GT4CS	22	15	7	Sprint Race 2
Keith Erickson	NST	GT1	01 996TT	11	3	8	Enduro
Matt & Mike Hoke	NST	D	S 80 911SC	18	10	8	Enduro

CANADIAN TIRE MOTORSPORTS PARK — AUGUST 4-6

Kai Bockmann	CHO	SP2	89 944S	33	27	6	Yellow Sprint Race 1
John Dunski	UCR	SP2	87 944	33	26	7	Yellow Sprint Race 2
Eric Boueilh	UCR	GTA2	12 997 Cup	6	1	5	Red Sprint Race 1
Cyril Pernod	REN	GTA2	12 GT3 Cup	7	3	4	Red Sprint Race 2
Chris Lewis	APR	GTB1	10 Cayman S	28	8	20	Yellow/Red Enduro

MAZDA LAGUNA SECA — JUNE 2-4

David Agretelis	DIA	GT4	78 911	26	16	10	Sprint Race 1
Doug Boccignone	DIA	SPB	97 Boxster	45	35	10	Sprint Race 1
Behram Soonawala	GG	SP911	75 911	28	21	7	Sprint Race 2
Bruce Wing	SDO	GT4	84 911	20	13	7	Sprint Race 3

MONTICELLO MOTOR CLUB — JULY 14-16

Damon DeCastro	NNJ	SP3	87 951	19	9	10	White Sprint Race 1
Paolo Incampo	MNT	SPB	98 Boxster	18	11	7	White Sprint Race 2
Leslie Shrem	NNJ	GT1	03 GT2	11	5	6	Red Sprint Race 1
George Tsantes	POT	GTC4	06 GT3 Cup	20	14	6	Red Sprint Race 1
Brian Burry	GCT	I	P 06 Boxster	26	21	5	Red Sprint Race 2
Scott Stapleton	MNY	SPB-EX	97 Boxster	27	22	8	Red Sprint Race 2
Straus/Blum	HV	G	S 09 Boxster	20	12	8	Red/White Enduro
Bednarsh/Stapleton	MNY	SPB	97 Boxster	28	20	8	Red/White Enduro
Dennis Howard	CHS	VO6	V 83 911SC	6	5	1	Vintage Race 1
Ted Goneos	CTV	VU6	V 68 911	8	7	1	Vintage Race 1
Paul Behofist	CPA	VU6	V 70 914-6	12	11	1	Vintage Race 1
Chip Reichhart	CHS	VU6	V 67 911S	12	10	2	Vintage Race 2
Kurt Smith	NE	VO6	V 75 914-6	10	8	2	Vintage Race 3

NEW JERSEY MOTORSPORTS PARK — AUGUST 18-20

Jeff Covert	SCH	SPB	99 Boxster	27	16	11	Blue Sprint Race 1
John Barna	HV	SPB	99 Boxster	31	20	11	Blue Sprint Race 1
Sudhir Kalra	SCH	SPB	97 Boxster	35	25	10	Blue Sprint Race 2
Brian Calhoon	DEL	SPB	97 Boxster	17	8	9	Blue Sprint Race 3
David Felker	RTR	SPB	99 Boxster	24	15	9	Blue Sprint Race 3
Marc Pensabene	MNY	SPB	99 Boxster	32	23	9	Blue Sprint Race 3
Jason Nikic	MNY	E	78 911SC	31	18	13	Yellow Sprint Race 1
Frank Osborn	NE	E	04 Boxster	27	22	5	Yellow Sprint Race 2
Chris Nagele	RTR	I	12 Cayman S	24	13	11	Yellow Sprint Race 3
Scott Daiger	PNW	GTA3	15 911 GT3 Cup	13	8	5	Red Sprint Race 1
Charles Belluardo	JSH	GTB1	10 Cayman	13	9	4	Red Sprint Race 2
Franklin Pray	CTV	GTB1	12 Cayman S	7	4	3	Red Sprint Race 3
John Frank	CTV	GT3	09 Carrera S	9	6	3	Red Sprint Race 3
Leslie Shrem	NNJ	GT1	03 GT2	13	10	3	Red Sprint Race 3
Jeff Covert	SCH	SPB	99 Boxster	25	5	20	Orange Enduro
Jimmie Martin	CAR	I	09 Carrera	18	13	5	White Enduro

PUTNAM PARK — JULY 8-9

Bob Hale	MSO	D	S 74 911	13	8	5	Red Sprint Race 1
Scott Lambert	OHV	B	S 85 944	18	13	5	Red Sprint Race 1
Peter Haralovich	CIN	G	S 09 Cayman S	18	6	12	Red Sprint Race 2
Gavid Narburgh	OHV	GT4	73 914-6	14	9	5	Blue Sprint Race 1
Tom Hayes	NST	GT3	75 911	15	10	5	Blue Sprint Race 1
Ched Crouse	BGS	SP996	99 Carrera	17	12	5	Blue Sprint Race 1
John Westra	CHO	GT4	75 911S	14	12	2	Blue Sprint Race 2
Andy Fisher	CHO	GT4	87 911	18	13	5	Enduro
Shane Denney	LTR	SP2	87 944	24	19	5	Enduro

ROAD AMERICA — SEPTEMBER 2-4

Bruce Boeder	NST	GT5	93 911 Carrera RS	23	12	11	Green Sprint Race 1
Jack Strifling	BGS	E	S 87 911	19	7	12	Green Sprint Race 2
Duncan McPherson	CAR	J	S 04 911 GT3	46	28	18	Blue Sprint Race 1
Tom Bloom	RSP	GTB1	10 Cayman	23	10	13	Blue Sprint Race 2
Bruce McPherson	RMT	GTC3	04 996 Cup	32	25	7	Red Sprint Race 1
Robert Smith	CTV	GTC4	06 GT3 Supercup	35	28	7	Red Sprint Race 1
Eric Boueilh	UCR	GTA2	12 997 Cup	26	18	8	Red Sprint Race 2
Tyler Farmer	SCH	GT5	S 83 911SC	55	27	28	Purple Enduro
Mike Gaulke	GG	GT3	74 911	31	18	13	Yellow Enduro

ROAD ATLANTA — MARCH 31 - APRIL 2

John Gladwill	MAV	SPB	97 Boxster	5	2	3	Red Sprint Race 1
Rick Fisher	CHO	GT4	82 911	20	8	12	Blue Sprint Race 1
Max George	WHB	GT5	89 944	42	32	10	Blue Sprint Race 2
Andrew Johnson	CHO	GTC6	15 GT3 Cup	40	26	14	Green Sprint Race 1
David Edwards	FLC	GTC3	03 996 Cup	44	31	13	Green Sprint Race 2
Francis FLorido	CTV	E	S 86 911	43	23	20	Yellow Enduro
Ray Ramirez	LST	E	S 83 911 Euro Sport	44	24	20	Yellow Enduro
George Tsantes	POT	GTC4	06 GT3 Cup	33	18	15	Gold Enduro
Lincoln Llopiz	NNJ	GT4CS	16 GT4CS	14	6	8	GT4 Black Sprint Race 1
Curt Swearingin	TN	GT4CS	16 GT4CS	11	2	9	GT4 Black Sprint Race 2
Collingwood/Tecce	CW	GT4CS	16 GT4CS	15	7	8	GT4 Black Enduro

SONOMA RACEWAY — JUNE 30 - JULY 2

Peter Czajkowski	SDO	GT4	75 911	21	9	12	Sprint Race 1
Frank Powell	SDO	GT4	86 911	15	9	6	Sprint Race 2
Doug Boccignone	DIA	SPB	97 Boxster	20	13	7	Sprint Race 3

THUNDERHILL RACEWAY — SEPTEMBER 2-3

Sean Neel	GPX	Sp911	81 911	15	8	7	Sprint Race 1
Andrew Forrest	GG	SPB	99 Boxster	16	9	7	Sprint Race 1
Doug Boccignone	DIA	SPB	97 Boxster	11	7	4	Sprint Race 2
Matt Kehoe	GG	SPB	99 Boxster	10	7	3	Sprint Race 3
Michael Tsang	GG	SPB	97 Boxster	12	9	3	Sprint Race 3
William Pickering	LPA	SPB	99 Boxster	14	11	3	Sprint Race 3
Andrea Correll	GG	SPB	98 Boxster	17	14	3	Sprint Race 3

VIRGINIA INTERNATIONAL RACEWAY — JUNE 23-25

Andy Hansen	CAR	J	S 04 GT3	37	21	16	Red Sprint Race 1
Dwayne Moses	POT	GTC3	03 GT3 Cup	20	1	19	Red Sprint Race 2
Ken Nielsen	RTR	GTB1	12 Cayman R	30	11	19	Red Sprint Race 2
Bill Corcoran	NST	E	S 85 911	36	26	10	White Sprint Race 1
Gene Raymond	CNY	E	S 04 Boxster	24	17	7	White Sprint Race 2
Geoff Isringhausen	CHO	GTB1	12 Cayman R	33	12	21	Red Enduro
James/Zitza	FLC	SPB	99 Boxster	34	13	21	White Enduro

The Classifieds

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2010 Forest River/Cargo Mate 27' enclosed trailer: 5,200 lb axles, elec brakes, Left & right side doors, upper cabs & closet, toolbox, tire rack, folding bed/couch, table, 2nd bed lifts to ceiling. 50 amp circuit, 110 lights & plugs, ONAN propane generator (5.5 kW), A/C & ceiling fan/vent. TV, stereo, microwave, small refrigerator, back-up camera, LED lights, nitrogen bottle and air lines. ANDERSEN anti-sway hitch & ball.

2005 F-250 Lariat Super Duty 4WD: 80K, 6.0L turbodiesel, all options, BANKS system /IQ dash & engine brake (CARB approved).

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Contact Charles Toupin (Quebec, Canada) 514-42-6208 Chales@CharlesToupin.com (18.1)



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Arnie Smith Porsche914gt1@comcast.net 206-236 -9005 (18.1)






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