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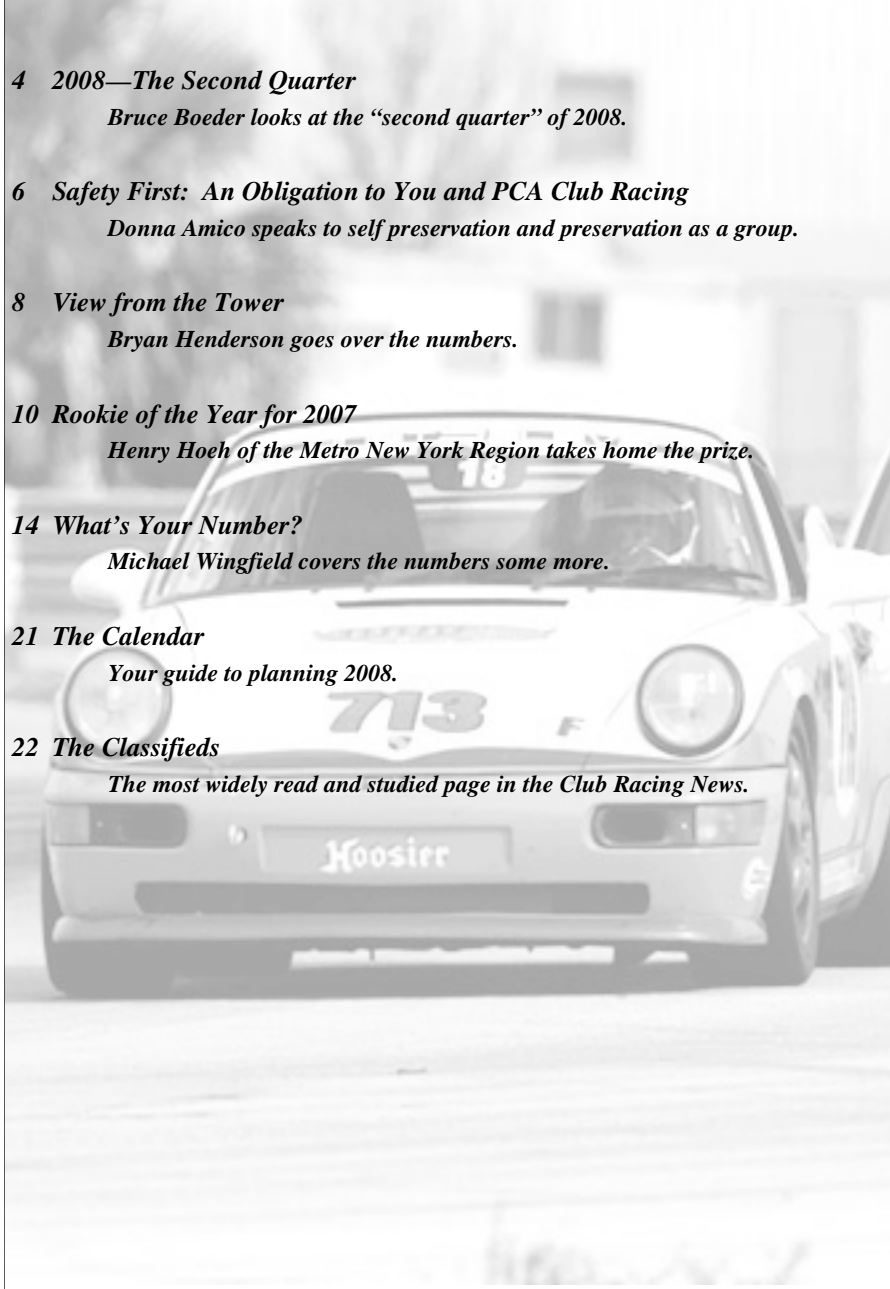
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The most widely read and studied page in the Club Racing News.



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On the Cover:

Charlie Murphy and George James prepare to refuel George's 911 in the
Purple Enduro Race at Sebring.

Photo by: Daniel Mainzer

Deadline

The deadline for the next issue is:
August 5, 2008

2008—The Second Quarter

by: Bruce Boeder, Chairman PCA Club Racing

By the time you are reading this issue of Club Racing News, PCA club racing will have held its 360th race with the “Magic City Challenge” at Barber Motorsports Park. A fairly major accomplishment for something that was hoped would be an opportunity for fun racing by PCA members back when Alan Friedman proposed the program to PCA’s Executive Council. Although all of us are facing the gasoline price struggle this year, the attendance at our races has held strong, license renewals are on pace with last year and new never, ever racers, our rookie candidates, continue to join us.

I recently stewarded a race at a new facility outside of Ft. Worth, Texas, Eagles Canyon Raceway. A wonderful facility with a very “raceable” track, lots of elevation changes and never the same camber in any two corners. Other than some unfortunate problems with the newly paved track breaking up, the event was a wonderful event. It reminded me that sometimes the smaller events are the best events. I expect that the race at Eagles Canyon will grow and once the track is repaved and the few issues in a couple of corners are solved, it should be a great track to race at. You might want to try a track that is something other than one of the “famous” tracks we race at.

In the realm of our every crafty racers looking for an advantage, we’ve discovered a small hole in our current enduro protocols that result from the change last year to close the pits during all full course yellows. We discovered that racers who by the luck of the draw are at the back of the field at the end of a full course yellow can dive into the pits to start serving their mandatory five minute pit stop and gain a surprising advantage over other racers who lined up in the field ahead of them. This is because the first lap, and often times, laps after the course has gone “green” again are slower than normal racing laps because the field is bunched up with faster and slower cars intermixed. The stewards looked at whether this was fair to all participants and came to the conclusion that it was not. It is in fact inherently unfair to the race leader, since the race leader doesn’t have the option to dive into the pits since the starter will never throw the green flag until the leader is approaching start/finish. Accordingly, starting with the Watkins Glen enduros, the entire field must take

the green flag before going into the pits to start any of their mandatory pit stops. In other words, you must complete a green flag lap before entering the pits. The stewards believe this is a way to keep the racing on the track and avoid some of the games playing. The enduro protocols will be changed but not until the 2009 Rule Book.

On another subject, I’ve noticed several times drivers who are leaving their pit boxes on pit lane after serving their mandatory five minute pit stop in an enduro come to a full stop in the pit lane at or near the end of the pit lane. In fact we’ve had one driver purposely do that to block a competitor who he was only able to pass in the pit lane. Our procedure is that a driver is to drive directly to his pit box for his mandatory five minute pit stop and then proceed, at or below the pit speed limit, down the pit lane when his five minutes are over without stopping in the traffic lane for the hot pits. It’s a pretty easy procedure.

We’ve added Spec Boxster as a new class for PCA club racing. A number of those cars were at Eagles Canyon. They looked like they would be a great car to race at a more reasonable cost than some of the other alternatives we have. Close, competitive racing with the driver making the most difference in the car’s performance. Plus, frankly they “look” like a race car. It will be interesting to see how that class grows.

We’ve also added another timing tech to our staff, Dave Anderson, from Nord Stern Region in Minnesota. Our timing techs do a wonderful but sometimes thankless job making sure we’ve all got accurate times and places. Thanks to them and welcome aboard, Dave.

Recently while racing at MidOhio I had the unimaginable happen to me. It had rained hard at about 5 AM that morning. The track still had puddles at a few spots, most particularly the apex of corner 8, even by the time the stock class enduro started. Part way into the enduro I cut a bit too close to the inside, got on the wet track and sure enough, the back end came around (did I say it had rained?). Unfortunately, a car that I’d passed earlier in that lap was hot on my tail. The driver had a split second to decide whether to try to go under me, a bad choice since that would put him on the wet track, hit me, a

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worse choice in my opinion, or go around me on the outside, a decent choice I thought. He was doing just fine as he slid across the wet grass (did I mention it had rained that morning?) and actually seemed to have the skid somewhat under control. The problem was the tire wall at that part of the track curves in almost to the track edge, to protect a walk over bridge. The driver was not able to avoid the wall (sorry, Pat). My race was over. I got to have a chat with the scrutineers in pit lane and a follow up chat with the steward. I got to write myself a letter "Dear Bruce, it is unfortunate that the incident....." I got to attend an Orientation Meeting at my next race (OK, I also spoke at the OM but you get my drift).

In any event, Susan Shire mentioned to me that at any one time at least one member of the national club racing committee is on a 13/13. The point of this is that you can be assured that the 13/13 penalty is being enforced even handedly across the board. It's a tough penalty but one that I personally think makes our program stand out among a lot of racing programs. Even though MidOhio was run partially in the rain, we only had two at fault incidents. I'm not so sure we would have had that few incidents without the 13/13 rule. We are the only sanctioning body that has consistent, clear

enforcement of rules regarding driving conduct. We're going to continue with the 13/13 rule. And no, you don't get to lean on me in the corners for the next 13 months and expect me to give way.



Safety First: An Obligation to You and PCA Club Racing

by: Donna Amico, Technical and Rules Chair

There were two very significant changes to the safety rules for PCA Club Racing in 2008, and both have generated considerable discussion and questions. One is the requirement for a roll cage in all cars, and the second is the requirement for a head and neck restraint certified to either SFI 38.1 or FIA 8858 standards. The main questions are:

1. Why are we requiring a roll cage, instead of leaving it up to the personal choice of the racer?
2. Why are we restricting acceptable equipment only to devices that meet a certain standard?

The first question is a very old one. It has been applied to seat belt use, motorcycle helmets on highways, and probably by the racers that were first told that they had to wear helmets. "I'm willing to accept the risk! I shouldn't have to do this! I'll even sign a waiver that I understand the risks and I accept them and I won't sue if something happens." Actually, you probably can't waive all the rights of your heirs, or the people who have to take care of you if you are disabled. When we establish a major safety rule, it has to apply to everyone and we must enforce it to the best of our ability.

But why establish the rule in the first place? I think we have an obligation to all of us, and the rest of the racing community, to join together and insure that racing risks are prudently managed. We want to preserve our sport so we and those who follow us can continue to enjoy amateur racing. Serious injuries threaten the ability of PCA to maintain a race program, and threaten the racing facilities that we

need to have a place to play. A roll cage simply isn't a luxury in a race car any more. It is a standard requirement of every similar amateur sanctioning body that races modern cars.

What about head and neck restraints? Head and neck restraints are probably the single biggest recent advance in race driver safety that is associated with the driver or the car. There are now a variety of devices that have been designed to prevent head and neck injuries. Why mandate that a device must meet a specific standard rather than allow the racer to choose from among all the available devices?

When PCA relies upon SFI or FIA standards, we are following best practices for automobile racing. Racing sanctioning bodies in the U.S. and elsewhere rely upon the SFI Foundation to establish and administer standards for racing equipment. Although the FIA establishes its own standards, it is also a Member Sanctioning Body of SFI. SFI Foundation employs professionals who are experts in various aspects of racing safety, and solicits participation from industry, scientists, and sanctioning bodies when establishing or revising standards.

A standard or specification is a set of requirements for a device to be suitable for the intended purpose. It considers effectiveness, reliability, human factors (how humans interact with the device), and interoperability with other systems. It considers whether tests are valid predictors of actual performance before including that test in a standard. No single test or single aspect of performance can substitute for a standard. It is a complex undertaking that is beyond the resources

PCA Joins SFI Foundation, Inc.

In January of 2008, PCA joined SFI as a Member Sanctioning Body, which provides an enhanced level of participation in SFI programs beyond the usage of existing SFI specifications. As a Member Sanctioning Body, PCA gains access to technical expertise and training programs. We receive notification of the availability of standards, and of devices meeting those standards. By becoming a Member Sanctioning Body, PCA joins a large community of racing organizations dedicated to improving racing safety. SFI Foundation can be found on the Web at <http://sfifoundation.com>. A list of Member Sanctioning Bodies is at <http://sfifoundation.com/member.html>.

available to most sanctioning bodies. That's why sanctioning bodies and manufacturers support the SFI Foundation, so it can amass the expertise necessary to establish validated standards and evaluate devices.

There is a common misconception that we have mandated the HANS device through our reference to SFI 38.1. We have not. At present, there are 7 devices from 4 different manufacturers that are certified to 38.1. The most current list is posted at <http://www.sfifoundation.com/manuf.html>. There are choices available to you.

Stewardship of a racing program brings with it significant obligations to current and future racers. Our safety rules are designed to protect you, and to preserve our program for those who come after us.



Rookie of the Year Henry Hoeh poses with his 924S. More on Page 10.







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View From the Tower

by: Bryan Henderson, Chief National Steward

Numbers:

You are going to read about issues with car numbers in other parts of this issue of *Club Racing News*. From the Stewards prospective numbers on cars have become a real problem. Some cars are graphically beautiful but from the tower you cannot pick the numbers out of the mess, ... ahhh art, at 130 miles per hour. From a corner station at a much closer distance it is even harder due to the relative speed to the location. Identifying the correct car can be a safety issue. We must get those fixed. Scrutineers and Stewards will be asked to enforce the rules on this item.

One man's chop is another man's dive bomb:

I recently had a discussion at the track with a fresh group of rookie candidates who had been to an Orientation meeting the night before. These guys as a group shared a misconception about our passing rules and corner etiquette. They had the idea that since co-existence is one of our main principles, they could use that to bully their way through a pass. Based on their discussion, I am confident they were given the correct information at the meeting. However they interpreted what they heard in a way that could get them into trouble later. Considering comments I get from experienced racers and the type of incidents that continue to be our number one incident scenario I think this miss interpretation is fairly wide spread. Therefore even though I have discussed it before in this column, I will touch on it again.

The incident occurs in a passing situation when the overtaking car does not get into good position at turn in while attempting a pass in a corner and continues to attempt the pass all the way to the apex. The car usually gets up to a point where the front bumper is even with the rear tire on the leading car at turn in.

Let's say I am attempting to pass you in a right hander following a straight. I get a run on you out of the preceding corner, draft you for a short while then pull to the right edge to pass you on the inside. When we get to the turn in point, (the point where you, the car on line normally turns into the corner), my front bumper is even with your right rear wheel. You turn in. I hold my position there and actually am able to move up slightly on you so that my left front wheel and your passenger door are even when we touch. You spin as a result of our contact and we both come into

the hot pit.

I am confident that you will get the 13 and I will be exonerated since the Steward told me just last night in the Orientation meeting that our guiding principle is co-existence. That means to me that you must leave me racing room, period. In my view you just slammed the door on me. I got inside of you therefore you had to leave room for me to pass. I am shocked when the Steward tells me later in the tower that I am getting a 13-13.

In this situation there are two different and separate issues. One issue concerns the passing rules. The second issue concerns co-existence.

The first issue is it is my responsibility as the overtaking car to make a clean pass. I did not complete a clean pass. The passing rule is, "the car ahead at turn in has the corner". You were still ahead at turn in so you had the corner. I will get a 13-13 because of those concepts. I have the responsibility to do my part of the corner stuff correctly. I did not. Therefore I receive a 13-13 sanction. I should have backed out of the pass attempt when it became evident I was not going to get into a position at least even with you by turn in and followed you through the corner.

The second issue is co-existence. It does not override the first issue at all. It is a separate issue. In this instance video from a trailing car clearly shows that you left me just about five feet on the inside. The Steward determined that to be adequate racing room. Heck, I miss apexes by that much all the time. I think what kind of deal is this? My erroneous conclusion is that you can chop me and I get the 13-13.

Or an alternate ending might be:

The second issue is co-existence. It does not override the first issue at all. It is a separate issue. In this instance video from a trailing car clearly shows that you came completely down to the apex and I was partially in the grass trying to avoid. I received a 13-13. The Steward determined that you knew or should have known that I was there. You also got a 13-13 for failure to co-exist. Two 13-13's were given in the same incident. However, I never found this out since the Steward would not discuss sanctions of other drivers with me. I assumed since I got it you did not. I can't believe it. I think what kind of deal is this? My erroneous conclusion is that you can chop me and I get the 13-13.

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Or an alternate ending might be:

The second issue is co-existence. It does not override the first issue at all. It is a separate issue. In this instance video from a trailing car clearly shows that you smoothly and predictably came completely down to the apex. I went partially into the grass trying to avoid contact. The Steward determined that you were clearly visible in my windshield as this incident unfolded. He /she determined that I was in a difficult position for you to see. He/she determined that I also had the responsibility to co-exist and my continued press of the pass was not co-existence. I can't believe it. I think what kind of deal is this? My erroneous conclusion is that you can chop me and I get the 13-13. In each situation I was sure that I was being chopped. However according to our rules I was at fault in every situation since I was trying to complete a pass that I simple had not earned by achieving a correct position at turn in.

Concentration:

I have seen a few incidents recently where the driver appeared to simply lose concentration. This trap can be easy to fall into. In one situation the race was over. The driver celebrated right off the track a couple of corners later. In another situation the driver was involved in a long conversation on the radio with his crew about a spin. He turned in very early to a corner and went off the track. In yet another, the driver had been racing hard with the car right in front of him for the entire race. At the beginning of the last lap it became evident that he was not going to make the pass and was going to finish behind the other car. He slowed slightly and missed the apex of turn 2 by 10 feet. The resulting crash was hard. When you find yourself thinking about anything other than the task at hand, please slow down. Get your thoughts back on topic.



Rookie of the Year for 2007

by: Bruce Boeder, Chairman PCA Club Racing & Rookie of the Year, Henry Hoeh

I'm pleased to announce that the recipient of the Michael Melton Memorial Rookie Award for 2007 is Henry Hoeh of the Metro New York Region. But first, for those of you who didn't have the privilege of knowing Michael Melton, a couple of comments on him.

Michael was an international law professor at Boston University Law School, after having worked for the IRS and various firms earlier in his career. Michael was an avid supporter of PCA and specifically PCA club racing. He also was a school boy athlete (football and lacrosse), dog lover, lover of good food and drink, raconteur, and quietly the life of any party or group he ever attended. After attending and volunteering at numerous club races, his friends at European Performance Engineering convinced him to jump into club racing in his 1969 911T, running in J class. Michael thereafter disparagingly referred to himself as "The Rookie". Michael was the second editor of *Club Racing News* but unfortunately passed away in 1999 of pancreatic cancer. His friends at EPE in Natick, Massachusetts have given this award in his memory ever since.

The award winner is chosen by the stewards, who review a large group of rookie racers who have taken part safely and successfully in at least five races in their rookie season. This year Henry Hoeh rose to the top of that group. I'll let him tell the story in his own words

Henry Hoeh

Rookie of the Year for 2007

1988 924S Black #92 in Class SP1

I purchased the '88 924S in June of 2006 shortly after I found out that PCA had created the SP1 class for the 2006 season. I have always driven 944s and had been interested in going club racing for a while, so this was the perfect opportunity for me to finally do it. When I bought it, the 924S was a completely stock, street-driven car that had never seen a race track. Except for the custom welded-in roll cage, I did all the prep work myself including striping the interior, doing the complete suspension with alignment and corner balancing and adding all the other required safety equipment.

The car was ready just in time for my first club race event in late April '07 at Lime Rock Park, CT. It rained all day during my rookie school and at the end of the first day was my first real race, a one

hour enduro. 43 cars started the enduro on the 1.53 mile Lime Rock course so I was never alone on track for the entire hour. Needless to say, that was the busiest hour of my life!!! I followed up that event with sprint and enduro races at Watkins Glen and Mosport. I can't wait for next season to begin!

I have been a PCA member for 20 years as of November '07. As a member of the Metro New York region, I held positions on the board as: Autocross Chair, DE Chair, Vice President and President and have been a DE instructor for 12 years. At the Zone level, I was Zone 1 Rep for 5 years as well as the being on the Zone 1 staff as: Club Race Chair, Club Race Registrar and Zone Treasurer. Currently, I am a event chair on the Charlotte Parade committee.

I participate in most of the activities offered by PCA. DE, autox, rallies, tours and tech session are my favorites. While I have zero interest in showing my car in a concours (cars were made to be driven!), I do often participate as a judge. I am 43 years old and work as an aerospace engineer at Northrop Grumman Corporation.

Here are pictures from my first club race at Lime Rock:



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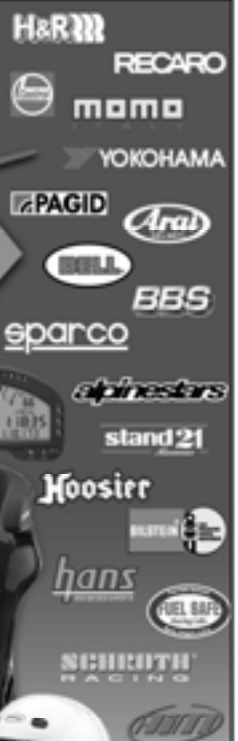
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What's Your Number?

By: Michael Wingfield, PCA Club Racing Timing & Scoring

Everyone has a number. Whether it is your phone number, sleep number, or SSN, you have a number. If you're a racer, you have a car number. The racer's car number serves to identify the car, and ultimately the driver, to fellow competitors, corner workers, and race officials. Racers choose a number and proudly display the number on their car. Unfortunately, with thousands of racers in PCA Club Racing, no driver has the luxury of owning an exclusive car number.

For each race, individual driver car number requests are sorted and a non-duplicated car number is assigned to each competitor (except for shared cars). The process takes time, with every effort given to allow an entrant to display the requested number. But like the lottery, more than one driver typically requests the same car number. Someone will ultimately have to modify or change a car number at a race to resolve a number conflict and prevent duplication of the car number during a race weekend. This modification, whether adding a number, removing a number, or altering a number, is a task the driver should address with due diligence.

The 2008 PCA Club Racing Rules (rulebook) clearly defines how car numbers must appear on each racecar. Specifically, the rules pertaining to car numbers appear in General Rule #7 and General Rule #8, included here:

7. All cars must display easily readable numbers (1 - 3 digits only) for identification. The numbers must be displayed on each side, the front and the rear of the vehicle on a contrasting background. Numbers shall be at least 8 inches high with 1-1/2 to 2 inch strokes on the sides and front and 4 inches high with a 1 inch stroke on the rear. Magnetic numbers must be securely taped in place. The PCA Racing logo must be

displayed on both sides of the racecar.

8. All cars must have their class displayed front and rear in easily readable characters at least 4 inches high. Super classes need display only the number and letter after the GT- (for example, 2S). In all cases, if Timing and Scoring cannot read car numbers and class designation from their location, the competitor will be required to change those numbers/letters if he/she wants to be timed. PCA Club Racing National Sponsor logos may be required on all cars.

Likewise, the 2008 Technical and Safety Annual Inspection form includes an item addressing car numbers. When you sign your annual inspection form and initial item #13, you are indicating that you are in compliance with General Rule #7 and #8. Specifically, item #13 in the "CAR:" section of the annual inspection form states:

13. Numbers and 2008 Class designation of proper size in correct locations.

When you design and apply your car numbers, try to envision how the car will appear at full speed from a distance away. Remember, the corner workers and race officials typically see your car at speed, and from more than 10 feet away. This is especially true of Race Control and Timing & Scoring (T&S), both of which typically are located in a tower quite some distance from the race track.

For example, examine **Figure 1**. This is a typical view of a racecar from a control tower. Can you identify the car number of this racecar? The dark area on the white door, immediately below the passenger window is *not* the car number. The car number is lost in the graphics on the side of the car

and is too small to be seen from the control tower. This car violates General Rule #7, concerning number size and “easily readable numbers”.



Figure 1. Typical T&S View of Illegible Car Number

In contrast, examine **Figure 2**. This car is of the same type and relative speed as the car in Figure 1. Yet the car in **Figure 2** has a car number that is clearly visible from the T&S location, even with the car at speed. This is an example of a good car number, in compliance with the general rules for car numbers.



Figure 2. T&S View of a Racecar with Legible Numbers

At this point, some of you may be asking, “Why should T&S need to see the car number? That is why I have a transponder.” The transponder is but one way T&S identifies a car on the race track. T&S verifies the car color, description, class and car number, correlating this information to the transponder number. If your transponder malfunctions, the number is missing or recorded in error in the scoring computer database, T&S uses visual identification of your car, thus the car number is vital.

Suppose during your registration, your transponder number is recorded incorrectly. When your car crosses the scoring loop, the T&S computer receives a string of numbers identifying your transponder, NOT your car. T&S must then look at

your car to determine your identity and score you for the session. T&S does this by matching the car description with the car number and assigning the transponder to your car. Without a car number, T&S can not determine the correct car for the transponder number. Now look again at Figure 1 and ask yourself, what is the car number? It is impossible to tell the car number in this example.

T&S is just one part of race operations trying to identify cars by number. Corner workers and Race Control must also readily identify cars by number. Suppose a car starts dropping fluid on the race track. If you’re that car, you want to be flagged off the track before you damage your car further or cause harm to fellow competitors. If you’re a fellow competitor, you want the offending car off the track before you get caught in the slippery stuff dripping on the track. The corner workers must clearly identify the car number so the race Steward can have the offending car removed from the track. If the car number is difficult or confusing to read, the incorrect car might receive the black flag, leaving the leaking car on track longer than necessary.

General Rule #7 also specifies that the car number must appear “on a contrasting background.” The car and car number should not have the same color, unless the car number has something distinguishing the number from the car, such as a large disc background in a contrasting color. To illustrate the car number contrast requirement, examine **Figure 3**. Both the car and the car number appear in the same color - white. Note too that the car in Figure 3 is parked on the grid and the photo is taken from a distance of about 15 feet. Now try to envision how this car appears from the control tower with the car at speed. When viewed at speed and from the control tower, the car in **Figure 3** appears to have no car number.



Figure 3. Bad Car Number Contrast

Continued on Next Page...

An example of a good car number contrast appears in **Figure 4**. The large white numbers on this red car have additional contrast by outlining the car numbers in black. This makes these car numbers “easily readable” when the car is at speed and viewed from the control tower or a corner worker station.



Figure 4. Good Car Number Contrast

Compare the large size of the car numbers in **Figure 4** with the small numbers on the car in **Figure 5**. While the numbers on the car in **Figure 5** may appear “easily readable,” it is important to note that the photograph was taken less than 10 feet away from the parked car. As mentioned earlier, try to envision how this car number appears to corner workers, Race Control, or T&S as the car travels past at speed.



Figure 5. Small Car Numbers

To further illustrate the smallness of the numbers on the car in **Figure 5**, examine the close up view of the same car number in **Figure 6**. **Figure 6** shows the “5” digit of the car number entirely covered by a US dollar bill. The US dollar is 6-1/8 inches in length and 2-1/8 in width. Recall that General Rule #7 states,

“Numbers shall be at least 8 inches high with 1-1/2 to 2 inch strokes on the sides and front and 4 inches high with a 1 inch stroke on the rear.”



Figure 6. Car Number Covered by a Dollar Bill

Thus, if you can cover a number on your car with a dollar bill, then the number is too small in height. Likewise, you can fold the dollar bill in half lengthwise to get a 1-1/16 width gauge. If you can cover the stroke of a car number with a folded dollar bill, then the car number does not comply with the width required in General Rule #7.

Finally, racers often have to modify a car number at an event. The most common car number modification is the addition of either a leading or trailing “1.” Whether adding a “1” or some other number to modify a car number, the number modification is also subject to the Club Racing General Rules (easily readable, contrasting background, size).

To illustrate car number modification, consider **Figure 7**. Can you easily identify the car number of this racecar, as it sits on the grid, as viewed from less than 10 feet away? Here is a hint; the car number is *not* “10.” Could you identify the car

number of this car if this car passed you at speed from a distance of 100 feet?



Figure 7. Illegible Modification of Car Number

If you had trouble identifying the car number in **Figure 7**, take a look at **Figure 8**. **Figure 8** is a close up view of the same car number, showing the addition of a piece of gray tape. It is impossible to tell if this strip of tape is part of the car number or used as a repair. Perhaps it is used to hold the number background yellow disk in place (General Rule #7 - "Magnetic numbers must be securely taped in place."), or it is holding the leading edge of the white graphic in place.

The added tape is supposed to represent the addition of a trailing "1" to make the car number "101." However, the grey tape "1" is smaller than a dollar bill and does not contrast well with the car color, and other car graphics. The "1" becomes just another graphic on the side of the car leaving the car number to be incorrectly identified as "10" rather than "101."



Figure 8. Close up View of Car 101

When modifying your car number, treat the

modification the same as your base car number. **Figure 9** illustrates this principle perfectly. This racer was required to add a leading "1" to the base car number of "87," resulting in a car number of "187." Note how the added "1" has the same strong contrast and size as the base number. The racer even added a serif to the top of the "1" for better clarity.



Figure 9. Good Additional Leading "1"

So what is the big deal with car numbers anyway? Does it really matter how a car number looks? What happens if a racer fails to comply with the car number requirements? Yes, car numbers are important, and provide one of the single most important sources of information to corner workers, Race Control, and Timing & Scoring. In each instance, car identification consists of a car color and a car number. As for what may happen to a racer who does not comply with the car number requirements, one need only look in the [PCA Club Racing Rules](#). General Rule #8 states in part:

"In all cases, if timing and scoring cannot read car numbers and class designation from their location, the competitor will be required to change those numbers/ letters if he/she wants to be timed."

So next time you are preparing and cleaning that racecar, give a little thought to your car numbers. Think about those folks standing in the bunkers, or sitting high above the track in the control towers trying to uniquely identify your car from the other competitors on track. We really want to see that car number. Large clear numbers make the T&S task more efficient, and it ultimately keeps you and your fellow competitors safer on track.



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July 19/20	Putnam Park Road Course*	Ohio Valley	Rich Rosenberg 513.530.9090 RJROL@aol.com
July 26/27	Brainerd International*	Nord Stern	Roger Johnson 763.557.9578 Rsamerica93@comcast.net
Aug 1-3	Mosport International Raceway*	Upper Canada	Wayne Spiegelberg 905.825.2853 spieg57@gmail.com
Aug 8-10	VIR*	Zone 2	Tom Bobbitt 757.259.7823 tom.pca@cox.net
Aug 15-17	Blackhawk Farms Raceway*	Milwaukee	Mike Clemens mclemens@sbcglobal.net
Aug 16/17	High Plains Raceway*	Rocky Mountain	Bob Speights 970.282.3495 bobspeights@comcast.net
Aug 30-Sep 1	Road America*	Chicago	Keith Clark 630.690.3381 kc_design@sbcglobal.net
Sept 12-14	Thunderbolt Raceway*	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Sep 27/28	Miller Motorsports Park*	InterMountain	Mark Boschert 801.596.8245 mboschert1@comcast.net
Oct 3-5	Summit Point Motorsports Park*	Potomac	Kevin Oyler 240.505.4332 kevin@scmanage.com
Oct 10-12	Daytona International Speedway*	Florida Citrus/Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net
Oct 18/19	Hallet Motor Racing Circuit	Cimarron	Earl Schott 918.455.2888 eschott@valornet.com
Oct 31-Nov 2	Carolina Motorsports Park*	Carolinas	John Alpaugh 803.736.3950 jpa914@aol.com
Nov 22/23	No Problem Raceway*	Mardi Gras	John Crosby 958.674.7500 jlcrosby@crosbydevelopment.com
Dec 5-7	Roebing Road	Florida Crown	Bob Linville 614.834.2047 cblinville@earthlink.net

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