



# NEWS

Volume 10.4

PCA Club Racing Newsletter - Sponsored by Porsche Cars North America

## High Plains Madness

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## Having a Plan

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Photo by Jeremy Rosenberger (RMT)

**Deadline for article submission for the next issue is January 28, 2011**



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**On the Cover**  
**John Marchant (GPL) makes a rest stop**  
**at High Plains Raceway**  
**Photo by Jeremy Rosenberger (RMT)**

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# State of the Program

By Bruce Boeder, Chairman PCA Club Racing



I'm pleased to report that the PCA Club Racing Program is in excellent shape as we close the 19<sup>th</sup> year of Club Racing. We've had surprisingly good attendance at all club races this year, with attendance picking up at the fall races from previous years. The program will finish the year with a net gain in the total number of registrants from last year. Likewise, the total number of licensed club racers will be up from last year. New license applicants and racers coming over from other programs continue strong. Financially, this has been a challenging year for the program as it has for most of the economy. We lost several sponsors over the last two years as businesses closed. These sponsor losses resulted in our having David Murry coach at fewer races than originally planned for the year. However, David did coach at five club races this year. All in all, it is a great year for the program.

*Over the last four years there have been a lot of changes to the program.*

I'm excited as we enter the 20<sup>th</sup> year of PCA Club Racing. So far almost all of our races from this year have confirmed dates for next year. Watch the PCA website for updates to the schedule. PCA Club Racing will return to Daytona International Speedway in October 2011, after a one year hiatus for track repaving. It should be a great event and I urge anyone who hasn't raced at Daytona to consider racing there at the 2011 club race. 2011 marks the 50<sup>th</sup> anniversary of the first race for Porsche at Daytona, thus the 2011 club race should be a very special event.

Over the last four years there have been a lot of changes to the program. We instituted online registration. We installed a timing system to electronically time pits stops, rather than using hand held stop watches, thus significantly increasing the accuracy of the pit stop timing while decreasing the volunteer work load for our host regions. We added a number of races, including a return to northern California with races hosted by the Golden Gate Region. Many events added additional sprint races giving the racers more actual racing while maintaining ample practice time, especially when contrasted with the limited practice time offered at

other sanctioning body events. We revised rules to maintain the competitive balance among the GT classes and allow racers who don't want to spend a ton of money building an engine to compete on a reasonably level playing field. The last four years have seen the addition of several new and interesting classes. Included in the new classes is Spec Boxster, where participation is growing like wildfire. We eliminated the so-called "Bonehead 13/13" for racers who damage their car without really hitting anything, such as folding a hood from improperly installed hood pins. Markedly, probably the biggest change in the program since its inception was the elimination of the single car 13/13. After a year of trial and review, we confirmed that with or without the 13/13, the single car incident rate was the same. All in all, we made a number of very positive changes to the program.

We also had a few changes in personnel this past year. Long time Steward Dave Maynard retired. West Dillard moved from scrutineer to the steward ranks. Several other scrutineers retired, including Cal Townsend, Toby Duckett, Geoffrey Ring and Jim Buckley.

We are adding some new scrutineers and timing staff who will train in 2011. However, I'll let the new chairman, Bryan Henderson, write about the new staff in his first column next year. Yes, you read that correctly, I'm retiring as Chairman effective December 31, and Bryan is taking over as Chairman on January 1, 2011. Vicki Earnshaw will be the new Chief National Steward, filling the vacancy left by Bryan's move to Chairman. Dick Dobson will continue as Chief Scrutineer, assisted by Ray Newman. Michael Wingfield will remain Chief of Timing and Scoring and Club Racing News Editor. Walt Fricke will carry on as Rules Chair, and the indispensable Susan Shire will continue as Club Racing Administrator.

When I agreed to take the Chair position in 2006, I committed to Prescott Kelly, the then PCA National President, that I would work in the position

Continued on page 6

# 2011 Club Racing Schedule

Dates	Event	Region	Region Contact
Feb 3/6	Sebring International Raceway*	Gold Coast / Suncoast Florida	David Herndon 727.804.1439 davidh2310@gmail.com
Mar 18/20	Texas World Speedway	Lone Star	Richard Jackson 713.202.7099 lsrpca.clubrace@gmail.com
Mar 25/27	Road Atlanta*	Peachstate	Paul Phillips 770.426.1679 peachstate.driving@comcast.net
Apr 2/3	Circuit Grand Bayou	Mardi Gras	Chris Wilken 985.624.5063 chris@buckeyecontractors.com
Apr 8/10	Auto Club Speedway*	Zone 8	Vince Knauf 619.287.4334 vvvince@aol.com
Apr 16/17	Heartland Park Topeka	Kansas City	Chris McIntyre 816.616.3377 chris@merrillcompanies.com
Apr 29/30	Lime Rock Park*	Connecticut Valley	Gary Hansen 203.270.8391 clubracedirector@cvrpca.org
May 27/29	Watkins Glen International*	Zone 1	Pete Tremper 856.881.7049 tremper9146@aol.com
Jun 4/5	Motorsport Park Hastings	Great Plains	Tom Cooper 402.618.8734 gpr-registrar@cox.net
Jun 17/19	Portland International Raceway	Oregon	Peggy Ann Walker 503.913.7987 peggyw@99westtrailers.com
Jun 24/26	VIRginia International Raceway*	Zone 2	Mike Andrews 215.589.5633 Mra.1954@gmail.com
Jul 2/3	GingerMan Raceway*	SE Michigan	Gary Ambrus 734.558.7810 gla924sem@juno.com
Jul 16/17	Putnam Park Road Course*	Ohio Valley	Rich Rosenberg 513.530.9090 rjrol@aol.com
Jul 22/24	NJMP Rolex/Grand Am	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Jul 29/31	Mosport International Raceway*	Upper Canada	Mike Edmonds 416.230.8789 Mike.edmonds@rogers.com
Jul 30/31	Brainerd International Raceway*	Nord Stern	Roger Johnson 612.310.9578 RSAmerica93@comcast.net
Aug 13/14	High Plains Raceway*	Rocky Mountain	Kathy Fricke 303.499.6540 katfricke@msn.com
Aug 26/28	NJMP - Thunderbolt Raceway*	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Sep 3/5	Road America*	Chicago	Keith Clark 630.514.5937 kc_design@sbcglobal.net
Oct 1/2	Hallett Motor Racing Circuit	Cimarron	Rocky Naff rbnaf@sbcglobal.net
Oct 7/9	Daytona International Speedway*	Florida Crown / Florida Citrus	Allen Shirley 904.677.2051 turbo91188@comcast.net

\* Indicates Enduro Event

Photo by Jeremy Rosenberger (RMT)


# Lorem Ipsum

By Michael Wingfield, Club Racing News Editor



Just looking at the size of my column should tell you something about this issue. Either I do not want to write this column or I have a lot of material to include and finding space became an issue. I assure you the latter is true in this instance as this issue comes packed with material. I am happy so many racers continue writing articles for CRN, and this issue has some entertaining and informative articles for your reading pleasure. Unfortunately, once again I have more racer-written articles than I can cram within these pages. However, do not despair if you do not see your submission in this issue. I keep all articles I receive and plan to include the extra articles in issues during 2011.

On a different topic, as my publication deadline drew closer, I found myself overcome with the flu. Not one to typically get ill, this flu came hard and stayed long, reducing me to a febrile mess for two full weeks. Luckily, I work on the articles as they trickle in, and even start a basic issue layout a month in advance. Nevertheless, it did go to press slightly later than I had planned, but should be in your hands before the end of the year.

Finally, a thank you to all the photographers who sent me website links or photographs from our events. I particularly enjoyed the photos provide by Jeremy Rosenberger. Jeremy has an interesting way of looking at races and thus took the cover. 

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Apex Performance, Premier Racing Outfitters, is our newest Club Racing Sponsor. They provide racing safety equipment to motor sports enthusiasts. A member of PCA since 1991, Clark Hamerly and his wife Linda, both hold competitive racing licenses and install, use, and test the equipment they sell. This enables them to provide unbiased technical assistance on installation and use of their products. They invite you to visit their showroom in Murrells Inlet, SC, shop online at [www.apexperformance.net](http://www.apexperformance.net), call toll free 866.505.2739, or view their track schedule on Facebook. Mention PCA Club Racing to receive a discount on your next purchase.


## State of the Program

Continued from page 4

for four years. It's been a great run but it's time to let someone else put his imprint on the program. I'm very confident that Bryan will continue the history of competent, capable PCA Club Racing Chairs first started by Alan Friedman, and followed by Monte Smith and John Crosby. I'll continue to work with the program as a steward and am also going to be filling a new job as Club Racing Historian. Personally the good news for me is that my cancer continues in remission and I have no reason to think that won't continue for a long, long time. My wife and I are

accordingly looking forward to even more racing, but also some personal travel that isn't to a race track.

Unfortunately Club Racing lost a good friend, fellow racer and supporter of the program this past month with the untimely passing of Tim Fleming. Tim had served several terms as a Zone Rep and was attending the Fall Executive Council Meeting in Los Angeles as the incoming PCA National Treasurer when he died in his sleep. Tim worked hard to get the program back to tracks in Northern California, serving as the liaison between the national committee and the Golden Gate Region board over the last three years. Our thoughts and prayers go out to his wife, Susan, and their two daughters.

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# View From the Tower

By Bryan Henderson, Chief National Steward



With the increase in multiple sprint race weekends, we now occasionally have drivers who want to share a car in a way that allows both drivers to race in the correct class for the car in different sprint races. There has been some confusion about the procedures for shared car registrations. Obviously there would have to be more than one sprint race available for the weekend in order to share a car “in class” in different races. The drivers could split those races with certain requirements and restrictions.

## Two Driver Cars

For example, my friend Mike and I want to split the two sprint races at an event and each participate in practice as well. We propose that in all practice sessions Mike will drive the car in class and I will drive the car out of class in a separate group as appropriate. In this case, I will drive the car in the group up from where the car is normally classed. If our car is normally classed in the highest speed potential group, I would have to drive it down a group as an exhibition car. We will not be allowed to change drivers back and forth in the practice sessions. The driver registered in the car for that group must be the only driver in the car for all sessions the car is run in that group unless the Steward approves a driver change for each and every change that is made. For several reasons it is important that we know exactly who is in the car at all times. I would hate to see a driver held responsible for an incident when his friend was driving.

In my example Mike will qualify the car and race it in the first race, in class. I want to race the car in class during the second sprint race. The second sprint race grid is determined by the fastest lap recorded in the first sprint race. I will have to start from the back of the pack since I did not qualify the car for the second race. If there were three or more sprint races, and the qualifying for subsequent races was based on time in previous races, it would be possible for me to earn a qualifying position in the

third race by using my best lap time from the second race.

We must give the Steward a change request form for the second sprint race showing a driver change for the car in class. The Steward must approve the change before I can race in the in class group. Recall, I was registered to compete in the out of class group. Our race weekend would require two separate driver registrations.

Obviously we can share the car in an Enduro with the appropriate change request forms, event registration, and approval from the Steward. We can

also share the car where I continue to race in the faster out of class group the entire weekend.

Remember we still have a rule that only the registered driver will compete and participate

in the car [PCA Club Racing Rules, General Rule #3]. The pro coach can't jump in the car for a few laps to set it up. Failure to comply here could result in a 13/13 sanction. All driver changes require a change request form and approval from the Steward.

## The Mad Bomber

We have seen a continuation of the Mad Bomber “dive bomb pass incidents.” This situation occurs when I am really working hard to pass another car but do not get my position even with that car by turn-in. In this example I am not quite up to the rear bumper of the other car at turn-in. I continue to press very hard for the pass hoping the other driver will give me racing room so I can complete the pass. He does not leave me room and I hit him in the door. I try to make a case that it is his fault because he did not leave me racing room. I loudly complain that he chopped me.

In the above situation, even if the other driver does not leaving racing room for me, it does not exonerate me from my mistake of pushing a pass that I have not earned and that was not there. The Steward may in fact give the other driver a 13/13 for not leaving room depending on how close I was at

*He does not leave me room and I hit him in the door. I try to make a case that it is his fault because he did not leave me racing room. I loudly complain that he chopped me.*



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key points and the overall situation. I however am assured of seeing a 13/13 since it was my bad pass attempt that initiated the incident. Had I backed out when the pass was not there the incident would not have occurred.

### Maintain Your Line

I had a close call at a race a few weeks ago. I was dicing hard for position with my main competitor right on my rear bumper as we approached a moderate speed left hand sweeper. We were catching lapped traffic as we came to this corner. I set up for a late apex and expected to pass on the inside as the slower car approached track-out. This scenario would allow a clean easy pass - normal stuff.

However, the driver we were passing realized two cars were coming up fast and decided to get out of our way. As he approached track-out on the right, he moved left to give us the line and an outside pass at track-out. I was already committed to the inside pass based on his original line and my late apex. I braked and jumped toward the outside to avoid the

car ahead moving left. The driver ahead realizing he had just moved into the way of two overtaking cars and moved back toward the outside to again try to stay out of the way. By this time we were slow enough that I was able to move all of the way to the inside edge and get around him. Fortunately, the car I was dicing with made exactly the same moves that I did so we were never in danger of contacting one another. On the other hand, I came within a few inches of hitting the car ahead that was trying to get out of the way. The moral here is you should drive your line. The passing car will adjust to get by you.

### Afterword

Vicki Earnshaw will take over this column in 2011. I have enjoyed writing it. I have particularly enjoyed the comments and the subsequent discussions of the topics at the track. Vicki will be the Chief National Steward starting in January. You can contact Vicki via email at [vicklm@aol.com](mailto:vicklm@aol.com) or by phone at 720.224.1532. 🏁

# From Start to Finish

By Michael Wingfield, Chief of National Timing & Scoring



As the end of the 2010 season draws near, I can reflect on how well T&S worked this year. We had some things that worked well, and some other things that worked not so well. It is those not so well items that we will address during the approaching off season.

We will continue to improve the Enduro pit stop timing system and equipment. This system, affectionately called PitBull by the timing staff, will receive some new hardware and new software for 2011. With any luck, the new PitBull will be in place for the Sebring 2011 season opening race. I hope to have good news to report about the new PitBull operation and performance in the next issue of CRN.

Like the steward and scrutineer staff, T&S is adding three new members to our team for 2011. Each of the new recruits comes into our program after having years of extensive experience working as a local region volunteer assisting T&S operations. Their faces will be familiar within the local events

where they worked, but you will start seeing these new faces at races across the country: Franklin Kalk (HCT), Roland Nieves (GPL), and Tim O'Brien (NNJ).

Similarly, T&S says good-bye to Nadine Saville. Nadine joined our crew in 2005 and has been a perennial member of the national staff crew for the Road Atlanta race. However, while T&S may be losing Nadine, she remains a member of the Club Racing staff as she transitions over to the scrutineering ranks. However, I have to wonder if Nadine learned nothing while working in T&S. When it is chilly and rainy, T&S stays warm and dry (most of the time) while the dedicated scrutineers get cold and wet. However, she will get to interface with our racers more often than those of us stuck in the scoring stand. Then again, I just might have to schedule myself to work a race where Nadine is a scrutineer to remind her of what she is missing - especially if it rains. Godspeed Nadine. 🍀

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# 2011 Rules Changes

By Walt Fricke, Technical & Rules Chair



The PCA Club Racing Rules Committee has approved certain rules changes, approved others with modifications, and rejected others. Racer comments were carefully reviewed and account taken of them. Without your assistance it is certain there would be even more issues with rules than there are. Especially helpful are the comments which presented specifics, or analyzed a rule change in the context of the entire program, or pointed out a technical aspect of a rule which appeared to have been overlooked.

## RULES ADOPTED

### Stock

1. Porsche 2011 models have been classified per Table 1 below:

Model	HP	Wt	Ratio	Class
2011 Panamera	300	4030	13.43	E
2011 Panamera 4	300	4162	13.87	E
2011 Boxster	255	3093	12.13	G
2011 Boxster S	310	3137	10.12	I
2011 911 Turbo S	530	3644	6.88	K
2011 911 GT2 RS	620	3225	5.20	L

**Table 1.:** Classification for 2011 Porsche Models

2. A. The heater core for cars with integrated AC and heat systems (i.e., water cooled cars) may be removed.  
B. All interior finish items except the complete dash (less what needs removal to accommodate roll cage bars) may be removed. This includes paneling, consoles, coat hooks, and lever boots, and seats other than the front passenger seat. Drivers are reminded that cars in the stock and prepared classes must be “street legal” as designed by the factory, and capable (with the exception of exhausts and emissions) of being registered for street use and of being driven to the track (though not required to be licensed). As with GT rule 7.E., interior removals must conform to the spirit of the PCA Club Racing Program, i.e. be aesthetically

pleasing. This means, if carpet or panels are removed, underlying sound deadening and glue must also be removed, and the area painted. Porsche factory Cup cars are a model of an aesthetically pleasing stripped interior.

3. E class Boxster model years and weights are corrected follows:
  - Replace “96-97 Boxster” with “97-99 Boxster”, weight 2905 lbs, hp 201
  - Replace “98-04 Boxster” with “00-04 Boxster”, weight 2929 lbs, hp 217
4. The 2009-2010 Boxster and Cayman are moved from F class to G class.
5. The water-cooled flat six engines (Boxster, Cayman, 996, 997, GT3) must retain the stock dual-mass flywheel. Boxster, Cayman, 996, 997, GT3 cars that have changed to aluminum flywheels with steel friction surfaces will be grandfathered until 2012. *Note that 964, 968 and 993 will still be allowed to change to a single mass steel flywheel. Aluminum flywheels with a steel wear surface have never been allowed.*

### Spec Classes

1. Where appropriate, changes will be made to Spec classes based upon the 2011 rules for each series of origin. Changes identified at this time:
  - A. SP3 rules are significantly rewritten. Included in the changes are:
    - Remove the 924S, 944 (2 valve non-turbo), and all 928s from the list of eligible models.
    - Replace Charts A and B – Combined Vehicle and Driver Minimum Weights with one chart for all models.
    - Require OEM DME chips for all models
    - Shocks, springs, bushing materials, sway bars, all brake components, transmission gearing, wheel spacers, wheel and tires

An Event for Porsche Enthusiasts

# California Festival of Speed

Largest Porsche Event in the West / April 8-10, 2011  
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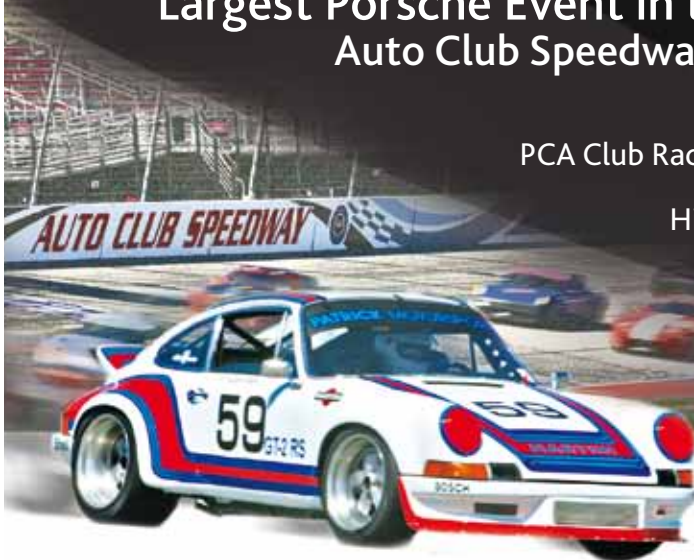
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**California**  
Festival of Speed



sizes are free. This allows use of “Turbo” tie rods.

- Front fenders, doors, engine hood, headlamp covers can be replaced with identical parts in size and shape made of non-stock materials. Fenders may no longer be widened.

B. The Spec911 3.2 engine rule will be corrected to allow a mass air flow sensor between the air filter location and the stock air measuring box. Omission of this provision from the PCA rules was an oversight, as it is found in the rules of the series sponsor.

C. The class designation for SPBOX is changed to SPB. This shorter designation was approved mid-year 2010, and is included to publicize that action.

D. Spec996 class will be added for 1999 – 2004 996s with 3.4L or 3.6L engines. Its premise is allowance of relatively inexpensive

modifications only, or those which improve safety or durability of parts. Tires and rims are restricted.

## GT

1. Water-cooled flat six GT3 or factory race motors in GT will be classified with a HP/L factor of 165 for single throttle body engines and 175 for those with six independent throttle bodied engines. *The proposal was to make this split based on a 996 vs. 997 distinction, but comments showed that the intake system was a better indicator of power potential.*
2. The language in GT rule 1.B. allowing additional suspension pivot points will be removed. The rule will state that while chassis suspension attachments may be moved (as long as the original type of suspension is retained), and modified for static adjustment, additional suspension pickup points, links, or other suspension dynamic articulations are prohibited. *There was no*

*opposition to this change, which is intended to deal with the ambiguity of suspension “type,” which the rules have long required to be the same as that which came with a GT car’s tub.*

## **GTB**

1. Cayman-based cars will be allowed the Cayman Interseries wing or the factory non-extended GT3 or GT3 Cup wing. *This corrects an omission when Cayman S was added to GTB.*
2. The GT3 Cup wing specified as allowed in this class is limited to 996 or 997 GT3 Cup wings through model year 2009.

## **GTC**

1. Parts substitution on GTC cars will be allowed when original parts are no longer available, subject to case by case approval by the Technical & Rules Chair. The racer making the request must provide documentation of the search for the correct part and the specifications of the proposed substitute. Approved substitutions will be added to the rules in the following year.

## **Safety**

1. The Snell helmet specifications will be changed to require SA2005 or SA2010. Also allowed: FIA 8860-2004, SFI 31.1, or BS6658-85 type A/FR. Helmets certified to specifications other than Snell must be within 10 years of the date of manufacture. Updating the Snell specification will be effective June 1, 2011. This conforms to the past practice of giving the manufactures enough time to make all sizes available through retail channels.
2. Drivers’ suits will have to meet either SFI 3.2A/5 or FIA 8856-2000.
3. Drivers’ gloves and shoes will have to meet SFI 3.3/5 or FIA 8856-2000.
4. The FIA seat specification for seats that do not require seat back braces will include FIA specifications FIA 8855-1999 or 8862-2009 (certification valid for 10 years from date of

manufacture for seats meeting this 2009 standard).

5. For roll cages and roll bars the wording will be changed to state that a diagonal bar is required as a brace between the left and right sides of the main hoop. *The current wording requires a “transverse” bar, but it was always understood that this meant the customary diagonal from one upper side of the main hoop to a floor or unibody lower frame mounting point of a bar member on the other side to obtain the strength benefits of triangulation to prevent the main hoop from racking under certain severe impact conditions.*
6. A “door bar” will be explicitly required across each front door to protect the driver against intrusions from side impacts. *When the roll cage rule was adopted, the rules writers intended that a cage would include at least one “door bar.” In racing circles a door bar is one which crosses the door at or below window height to prevent side intrusion. The language our rule used, however, allowed for the interpretation that the top cage bar, which crosses the door opening by the roof and connects the front and rear hoops as an essential component of a full cage, was all that was required. Conforming to practice, the rule will not specify details of this bar other than that it connect to front and rear hoop uprights above the door sill but no higher than the bottom of the window. Drivers should strive to optimize this protection. Two such bars are recommended, as many other venues require. Ease of exit is also a consideration.*
7. Seat back braces must be installed per seat and brace manufacturer recommendations. *Unless the racer has manufacturer instructions indicating otherwise, braces designed for metal seats must be bolted to the seat. Composite seats that are designed to be bolted to a support should be bolted. The I/O Port seat back brace has a small surface area and pivots. It is intended to be bolted to an aluminum seat. Adding area will not make it suitable for composite seats as long as it still pivots.*
8. Seats constructed with a tube frame will be required to have a brace that is secured to the frame, not the back of the seat, unless the seat can be used without a brace per Safety Rule 27.

*The idea of an unattached 5" x 6" steel plate right behind the fabric of a tube frame seat is frightening.*

9. Prohibit steering wheels that contain wood. *Wood can splinter on impact. It may look nice in an historic car, but history won't keep the splinters out of the driver.*

## **Additional Safety Rules**

Safety Rule 4 requires use of a full face helmet with face shield down in vehicles without full windshields. This will be extended to include all cars running without a top in place (e.g., Targas without the top installed).

The eight pages of General and Safety Rules have lost organizational clarity as they have grown over the years, and will be reorganized to group like subjects together. This will not involve changes in substance beyond what is listed here. Racers can expect the numbering of those rules in the book to be different, but the rules to be easier to find.

## **Stock/Prepared Other**

The 2011 rules will expressly list as allowed modifications a number of the small changes which do not directly increase a car's performance, are frequently made, have historically been allowed, but were not specifically addressed in the rules as allowed:

- "Aftermarket" nuts and bolts of equivalent weight.
- Braided steel brake lines.
- Disabling the steering lock (many venues require this).
- Removable steering wheel as part of "any steering wheel."
- Removal of fog lights.
- Removal of shock dust covers if required for clearance due to allowed modifications.
- Alternate material pistons in stock brake calipers.
- Removal of radios, speakers, and other stock entertainment or communication systems and components as long as dash or exterior body holes are covered.
- Removal of glove box and door as long as a panel approximating the door is installed.

- Early 911s which came with aluminum S calipers may substitute the heavier but otherwise identical A calipers.
- Original seat belts and retractors may be removed. The front passenger seat must have a minimum three point seat belt.

## **RULES TABLED**

Tabled rules have not been adopted despite intrinsic merit and support (along with opposition). But they are issues which will not go away. They will be studied further, focused input will be sought from those affected, they will be discussed in future Club Race News articles, and one can anticipate they will reappear in some form in future rules change proposals.

### **Stock**

1. Should specific substitute parts be allowed for Boxster 2.5L engine rebuilds? *It does not appear that used motors or components are unavailable or unrealistically priced at this point, although many expect this to change over time.*

### **GT**

1. The proposal was to abolish the distinction between R (slicks) and S (DOT) tires, and establish a weight penalty for cars running slicks. *Most comments took this to be a proposal to abolish the distinction altogether. While more opposed consolidation than supported it, the split was close. It was tabled to allow those running DOT tires and opposing consolidation time to reflect upon how having a single class would have affected their finish position if they continued with their track DOT tire. This subject will be addressed in a CRN article.*

### **Safety**

1. It was proposed to prohibit glycol-containing antifreeze. *A compromise position supporting restricting the ban to warm weather months had support. It was tabled because of the problems this can cause for drivers from cold weather states, differing opinions on the difficulties of removing and properly replacing coolant (especially in rear*

engine, front radiator cars), and a lack of consensus on what were warm vs. cold weather months.

## **RULES NOT ADOPTED**

### **Stock**

1. Hoosier A6 autocross tires will not be prohibited. *At one time, these Rules prohibited this tire, but the prohibition was removed. We would not wish to ban a specific manufacturer's product, but generalizing based on manufacturer's recommendations could lead to manufacturers simply dropping the recommendation, as all stock tires must have a DOT certification. Those who object to these tires cite their short life, asserting this is a cost issue and a safety issue. However, the most successful DOT track tires already have shorter lives than other track tires, and the use (which has been infrequent) of these tires has not led to any safety issues.*
2. Stock/prepared tire diameters will not be limited to a percentage of a factory tire size (originally proposed as a ban on the use of 15" rims in E). *Given that rim diameters have always been free, and tire sizes unrestricted, and that many racers eagerly moved from stock 15" or 16" rims to 17" rims when they perceived it to be advantageous, a rule which would limit tire selection on rims of the sizes originally delivered on these cars would be contrary to the history of PCA Club Racing. Limitations of this sort are appropriate in a spec series, but not in Stock/Prepared.*
3. The original proposal was to give a weight break to the E class Carrera 3.2s and G class 993s. Instead, comment was sought on:
  - A. Whether all stock weights should be adjusted so all cars in a class have similar weight/HP ratios.
  - B. Whether stock class weights should be adjusted to better equalize competitiveness of cars within a class (harder; model competitiveness within class seems track-specific in some classes). Neither will be adopted.

*While many supported the idea of adjusting the weights so that each car within a class would have the same weight to published horsepower ratio, this not only will not equalize performance, but in a number of cases will further disfavor certain models. Exhibit A is the E class 1985-6 928, whose ratio at 12.16 is by far the most favorable in the class. But despite this these cars are generally regarded as being uncompetitive. Broad brush equalization on this one factor alone would further, not reduce, any disparity.*

*Adjusting weights case by case within a class is equally problematic, as most recognized. The 3.2 Carreras are a kind of test case, and it was pointed out that on some tracks these cars have won, even against good competition. Most recognized the difficulty of determining which cars selectively should get a weight reduction, and what that (or a weight penalty) should be. Many noted that factory horsepower to weight is not all that controls performance, as there are suspension differences and inherent weight distribution differences to account for as well.*

*Ultimately, it is important to note that PCA Club Racing was founded on the notion that while there would be a class in which every Porsche sports car could race, it was never intended that each model in a class would be the equal of every other model in all respects. The most that was promised, and has been done, was to reclassify some models based on long term demonstration of misclassification based on race performance experience. While other racing venues have attempted adjustments within classes, they are founded on different principles and have different goals. We are not just another place to race, but a place to race against Porsches only, under rules tailored to that end. Club Racing now recognizes a growing number of "spec" classes for those who seek the most level car playing field.*

4. Remote reservoir adjustable shocks will not be banned or become a "prepared" change for any stock class car where remote reservoir shocks could not be ordered from the factory. *This drew the most comment of any individual proposal - 24 racers. A "prepared" compromise drew little support. Most who commented perceived this as a ban on remote reservoir shocks (which they had purchased),*



and were in opposition. Those supporting a change mostly objected to remote reservoirs because of their disproportionately high cost. Banning any adjustability is simply inappropriate. "Slip-in" adjustables have long been available at minimal, if any, additional cost over non-adjustables, and have been used since race number one without objection or violation of the spirit of the "any shock" rule. It was noted that, without prohibiting revalving, most shocks can be adjusted, just at greater cost and not at the track. Short track oval racers often have dozens of differently valved shocks in their trailer if their series bans adjustability. Others opined that most racers with adjustable shocks, even sophisticated ones, seldom, if ever, adjust them. It was noted that the problems in this area arose when the original rules allowed any shock, as long as it was of the same "type" as stock. Type was simply too ambiguous in this connection to keep the genie in the bottle. While it may have been better had the rules more clearly prohibited shocks which required making holes in the chassis or in suspension parts, or which used remote reservoirs, many pointed out that the horse had long ago escaped that barn. It has, and it cannot practically be recaptured.

that it would be difficult to achieve this minimum weight in GTB2, so the change would not improve the situation, as while ballasting at this level is undesirable, it is at least possible.

## Safety

1. Stock/prepared class cars will not be allowed to race without a passenger seat. *This proposed change had substantial driver support. Some felt they needed the space for suit cooler boxes or fire suppression systems. Others believed this would more easily allow emergency exiting from the passenger side. Some pointed to the significant expense of a second light weight seat and harnesses. But the stock seat may be mounted as far back as it can go. Since seats are free, one with no bolsters can be installed. Since the car must make weight, and the many modifications which are allowed already mean that a substantial number of cars need weight and the seat puts it in a good place, retaining a stock seat is not a financial or performance hardship in most cases. Seats, whether functional or not, are an historic part of sports car racing and continue to be required in some, although not all, other venues.*

*Additionally, adoption of such a change would fundamentally change the nature of the Stock/Prepared classes. The preamble to the stock car classifications specifies that cars must compete with full road equipment and, with the exception of exhaust/emissions, be street legal as designed by the factory, capable of being registered for street use in the condition of the car presented at scrutineering, and capable of being driven to and from the event. While one could argue that it is not illegal to drive on the street without a passenger seat, omitting it is contrary to the spirit there expressed.*

## Prepared

1. A weight reduction of 50 lbs as a "prepared" change is not adopted. *No evidence was presented which demonstrated that Prepared cars were at a substantial disadvantage in the class into which they moved, and certainly not if the owner took full advantage of the extra modifications allowed in Prepared.*

## Spec

1. Cayman Interseries cars will not be a spec class. *There were several difficulties with this proposal. Very few Interseries prepared cars drove in PCA races in 2010. With some modifications these cars should qualify for GTB.*

## Enduro Protocol

1. Refueling will not be allowed in 60 minute enduros. *Drivers who reduced their car's fuel capacity below that needed for a 55 minute race got little support from their fellow drivers.* 🏆

## GTB

1. 996 cars with X-51 engines will not be moved to GTB2 at a weight of 2750 lbs. 996 X-51 cars built for GTB before 2010 had to add considerable ballast to meet the 2010 GTB1 weight. *It appears*



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# High Plains Madness

By Bryan Bell, PCA Club Racer (Maverick Region)

For me, one of the best feelings in racing is the moment you climb into your SUV and head to the track. The trailer is loaded with your completely prepared car and you click your seatbelt knowing you are going on a racing trip. You have all these minutes ahead of you to enjoy: the trip itself to the track, unpacking the track stuff, seeing and talking with friends, learning a new track, feeling the rush of the race start and the joy on your face when you crawl out of your car at the end of a hard day. Man, if the pros that get paid to do this still have this feeling - that sure must be close to nirvana!



Photo by Jeremy Rosenberger (RMT)

Bryan Bell

My family and I headed out on my quest for nirvana on Wednesday afternoon. We met David Hodges, fellow Maverick and new Club Racer in my GTB1 class, in Denton, Texas. We hoped traveling together would ease each other's pain if trouble came up for either of us. We made it to Wichita, Kansas, and stayed the night. On Thursday we finished the boring and uneventful drive across the plains and pulled into High Plains Raceway (HPR) just as a major storm rolled in. As I rushed to unload my car, we had sideways rain (or at least as close as I have ever seen). I was hoping that this was not a sign of what was to come. The storm passed and the sun returned. We really wanted to walk around the track. Unfortunately, no one there seemed to want to let us, so we headed out. We were tired and still had a 50 minute drive to the hotel.

*I renamed this straight,  
"Enough rope to hang yourself with."*

Friday was an open lapping day for the track and I was ready to go. Bring on the smell of hot brakes and burning rubber. I needed this day since I had never been on this track before. There were lots of PCA racers plus about 40% of the field was made up of a variety of street cars. I rushed out with the first group on track and quickly found fellow Maverick Rocky Johnson close to me. I locked onto his tail knowing I could learn a good line from him since he raced HPR last year (and set the track record in his Spec Boxster).

Wow, what a track! It was smooth as glass, fast, and would make you pay with slow exit speeds if you made a bad turn-in on any number of blind apexes. Even with the slow unpredictable traffic and old tires on my car, the track was not intimidating as a new track is normally to me. I found myself with quick and unjustified, as you will see next, confidence that I could master this track in no time. On the third lap of the second run set, I found myself with open track down the long back straight.

I renamed this straight, "Enough rope to hang yourself with." Let me explain. You come out of a challenging fast right corner at the top of third gear, shift quickly into fourth as you settle into the straight on the left side. Then you run out the intoxicating sound of fourth gear and enjoy the slow motion shift to that wonderful pop of revs as fifth gear kicks you in the butt! Just as you start rolling past 135 MPH, you see the track ahead of you fall off. So the fearful question, with nothing much around you but the grass of the plains is, "how much do I brake and when?" Next is an easy fourth gear right, but do I track out completely before the harder downhill left that is next? I think, "of course, track out at maximum speed!" I quickly come off the brakes and jam the gas back to the floor. Well, I didn't remember the downhill third gear left that was coming next. However, it remembered me, as I ran straight off the end of corner 5 at over 90 MPH! I can laugh now about it, knowing I had no damage other than tumbleweeds in my brake ducts. By the end of the day, I had the track down and felt good



Photo by Jeremy Rosenberger (RMT)

Bryan cruising in his 1999 996 C2 GTB1

enough about this track to call it the best track I have ever had the pleasure to drive.

Saturday morning sign in, tech and drivers meeting pass by and I am off to the first track session. I am quickly reminded this is a Club Race not another open lapping day. One of the GTB1 Caymans in my class finishes 5 seconds faster than my best time from the day before. Hmm... time to put on the good tires and start driving like I mean it.

At a Club Race, they grid you based on your best lap time, and that makes it nice in practice for two reasons. First, you get to run a mostly clean track and second, you can work with and learn from the drivers around you. Corey Harbold drives a G-class car at the same pace as me. Yes, I have a lot more car than he does, but he is a better driver than me. I learned a lot from Corey by following him around many tracks. As we start the hour long Enduro, I find myself running close to Corey and think, "Great, he will help me drive out of this messy start." The problem came when I started running over him on the long straights and that just slowed us both down. I learned a little that race about not fighting with others not in your class as it just hurts you both. I ended the Enduro with first in class and eighth overall. I was feeling good that tomorrow could be my day as well.

Sunday started well with the first 30 minutes sprint going my way and another first place finish. Funny thing during that race was that I looked down with 5 minute to go and saw I was out of gas. I radioed my wife at one point to say, "Wow, I have never put my car into sixth gear on a race track before!" I was trying to save gas to make the finish.

The last sprint race was the best race of the weekend. David, my fellow Maverick in my class, started beside me and I felt we would have a hard race to the finish. We rolled tighter and tighter together right to the heart stopping drop of the green flag, raced into turn one side-by-side and on into corner two when the car in front of me ran through the dirt of the apex. It made a thick cloud that made me think of Ricky Bobby driving through the smoke. Quickly running down to the fast right hand corner three before the long straight, I squeezed over left onto the fast line ahead of David and behind a fast GTC Cup car. As we all screamed down the "hang yourself" straight, the adrenalin was off the chart. Then the Cup cars in front of me battled at 135 mph and checked up early! As I started my braking early with them, David rolled by on my right into the tight apex now blocked on the left by the Cup cars and me. I remember thinking, "Man, I wish I would have stayed on the right!" As we settled in over the next



Photo by Jeremy Rosenberger (RMT)

David Hodges in his '02 911 leads Bryan in the final GTB1 battle

few laps I drove just inches from David's bumper as we squeezed in and out of corners playing cat and mouse.

I learned where I was faster than David and the line that David liked to run. It was a blast making runs up beside David into corners where I had no chance of passing. But now I had a plan. I was going to back off and get a run down 13, 14, 15 into 1 and 2 where I was faster than him - making my push around the inside of two to claim the position. But all of a sudden I learned I had already beaten myself. In my rush to run tight on David's bumper and brake late and hard in all the corners, I had starved my poor brakes of the all important cooling air. Oh no, it can't be that I boiled my brakes! It is over, as I slowed down and David faded away from me over the remaining four laps. Live and learn - I always do that the hard way.

It was a great weekend on a great track. I can't wait to do it again. 

# Mile High Madness Pictorial

Photos by Jeremy Rosenberger (RMT)



**A - Mile High Madness event chairs Kathy Fricke, Rick Goncalves, and Vicki Earnshaw**

**B - James Wolcott (ALP) at the wheel of his #31 B stock '73 914**

**C - #217 William Lamb (RMT) in his D 72 911 T leads Julie Bailey (WIC) #28 in her '86 944 SP1**

**D - Texas paddock, home to many SPBOX cars**

**E - Billy Stevens (MAV) #190 takes a ride across the plains in his '99 986 SPBOX**

**F - #39 Josh Pinkert (RMR) in his class E '81 911 SC Euro**



**G**



**H**



**I**



**J**



**K**

**G - Teddy Busick (MG) pilots his #36 959-look GT4S '73 911**

**H - Walt & Kathy Fricke announce race winners**

**I - SPBOX battle between J Chester Bailey (WIC) #58, Greg Wallace (LST) #986, & Keith Fritze (NST) #660**

**J - #02 Dale Tuety (RMT) in his SP1 '83 944 passes James Widrig (POT) in his D-class '80 911 SC**

**K - Randal Casling (GPL), 2009 Rookie of the Year, in his #18 GTB1 '09 Cayman S Cup ahead of #78 John Cooley (RMT) at the wheel of his GT4R '74 911 RSR**

# Coterie of Boxsters at Oktoberfest



By Dean Johnson, PCA Club Racer (Rocky Mountain Region)

Mix together a technical 1.8 mile 10 turn track in the rolling hills of North East Oklahoma, 94 competitors, perfect weather, and the “Chicken song” and what do you get? Answer: a weekend of fantastic PCA Club Racing at Hallett Motor Racing Circuit with a milestone of noteworthiness occurring.



Dean Johnson #183 in his SPB leads  
Todd Imwold (INT) #143 in his SP1 '83 944

The Cimarron Region of PCA and race chair Earl Schott know how to put together a memorable event; just ask any of the over 90 racers that showed up to test their skills on the beautiful weekend of October 16-17, 2010. Hallett does not have the large flat openness typical of race tracks. Rather, it has more of a park or campground feel that just happens to have one heck of a challenging, paved, winding road running through it. As a result of the venue, facilities, food and accommodations, the event has a down home reunion feel that helps make PCA Club Racing unique.

Given the number of contestants and the relatively short track, the competitors were divided into three race groups, and supported by one advanced DE group. This decision was applauded by all the racers as it eliminated the question of which half of the D, E, SPB, SP1, SP2 cars would run with the GT, Cup, G, H, and I cars. It also made for some unbelievable racing.

The run groups were made easier by the fact that at one point there were 21 SPB (Spec Boxster) cars registered. After a little checking, a few emails to the Spec Boxster world, it is my bet that the Hallett

PCA Club Race is the current record holder for SPB cars taking the green flag at a PCA Club Race event. Twenty SPB cars started Sprint Race #1. By far the largest numbers of contestants came from Texas, THE hot bed of SPB racing. Other racers ventured from Illinois, Minnesota, Kansas, Wyoming, and surrounding regions. Given the relative newness of the class in PCA racing, the explosion of SPB cars around the country exemplifies what a superb platform the Boxster is for fun, clean, reliable, and affordable racing. This is interesting given the fact that Porsche has not developed nor actively supported the Boxster for racing. It might be because of this that the SPB class has the experience of the most enjoyable aspects of amateur club racing about it. Number one on this list being that the race is with any luck, decided by the skills of the driver and car set up and not as much by the depths of the check book and interpretations of the rules. To this point, on Saturday with 20 SPB cars present, Chief National Scrutineer Dick Dobson and crew uploaded the stock computer program to all SPB cars, had everyone on the scales, and did the once over of equipment for safety and modification

adherence to the class rules. To my knowledge everyone came away clean, as expected. Bravo!

The event started on Friday with an open track day run under DE rules, passing with a point by on straights only, defining a straight as that line between two apexes. Great fun! There was an atmosphere of anticipation as people arrived, looked for friends and set up in the surrounding paddock and hills. You could just tell that it was going to be a great weekend. Besides the head scratching and occasional minor off track excursion, it was a great day to learn the track and set up the car. Hallett has great run off areas with little concrete or Armco. I can attest first hand that it is rough enough off track to loosen the plastic on the bottom of a car!

Saturday consisted of three practice sessions, practice starts and fun race, and the first of three sprint races for the weekend, providing plenty of track time. Practice sessions bring out the inevitable issues with breakdowns, repairs, and adjustments.

*...the event has a down home reunion feel that helps make PCA Club Racing unique.*



Photo by Kim Zeh (MAV)



Racin' to the Race: John Gladwill (L) and Stephen Watkins (R) compete in SPB both on and off the track

Thankfully, being a relatively new car, the Boxster technology is current enough to make a fairly reliable racecar. I know we are talking racecars here, but this is when another outstanding example of PCA Club Racing comes to light. No matter what ails your car, your opponents will do what they can to help their competitors stay on the track, for example adjusting a competitor's CIS system to run better. Thank you, James Buckley. Kudos also to Todd Opperman, TOPP Racing Performance, for changing out a really worn out front wheel bearing in about an hour and replacing a bent control arm link and aligning another car. The great thing is that this is the norm rather than the exception. While I'm at it, I must also thank the great folks from the Kansas City Region: Bob, Chris and Chris.

With three to four laps into the race there were car battles for just about every position. Forget about having time to relax, regroup, refocus, recover from an error, let alone check your gauges. If you did, the guy behind you was making a move to pass. This went on for 17 hotly contested laps with Sprint Race #1 ending with the perpetual battle between Stephen Watkins #117 and John Gladwill #150 in SPB. This episode ended with Watkins the winner by 0.353 seconds. The Blue group (D, E, and F cars) Sprint Race #1 followed with James Buckley (E-class '81 911 Euro SC) leading the field. Lastly, the Yellow group Sprint Race #1 was won by Glen Gatlin in his GTC4 '07 GT3 Cup. The Saturday races were followed by a delicious rib eye steak dinner. No one walked away for the table hungry, that's for sure!



Photo by Kim Zeh (MAV)

Stephen Watkins leads the Spec Boxster field on the formation lap

With everyone fixed and ready, the Red group Sprint Race #1 was prepared to go at 4:30 PM. You could sense the anticipation on the grid as 20 SPB's, eight SP1 and SP2 cars, and one GTS5 car waited to attack the track. When you get 29 cars on the track with the majority within 3-4 seconds in lap times, it makes for some absolutely amazing racing.

Sunday started with waking up to the chickens, a drivers meeting and warm up sessions for all groups. Next were two more highly competitive, close sprint races for each run group. In the Red group, Watkins and Gladwill each took a victory. Buckley and Gatlin dominated the day in the Blue and Yellow groups respectively. What a great weekend. A total of nine competitive sprint races with three record breaking SPB races. If you're an SPB racer or thinking about becoming one, mark your calendar for the Hallett PCA Club Race next year. With any luck there will be more than 30 SPB cars and the race may have to be sub-billed as "The Battle for the Best of the Boxsters." 🏁

# Being Organized vs. Having A Plan

By Duncan McPherson, PCA Club Racer (Carolinas Region)



The fire turned out to be no big deal, really. We rolled the car over to a maintenance building with a hose spigot and washed off the extinguisher residue before it etched the rear deck lid and fender paint. We rubbed on some cleaner/wax back at the garage, and only the lower valence where the exhaust headers had it hot to the touch, even before the fire will need fresh paint. The air cleaners on top of the velocity stacks got terminally crispy, but they're pretty cheap, and there was no damage to the Motec harness or anything else important. So not too bad, all things considered.

But I was left with a troubling sense that we were luckier than we deserved, and depending on luck seems risky as one's primary strategy, especially on the track. When it was all over, I spent a lot of time thinking about the sequence of events that led up to the fire and what I should have done differently. The good news is that I think there's a lot of learning here, and I'll be smarter about this if there's a next time. The idea of writing it down came from the natural instinct to help others go to school on my mistakes.

For the last eight years, each time I've been on the grid before a race, I've run through a checklist. When I was flying airplanes, I became a convert to the benefits of checklists—work it out in advance, follow a standard sequence in emergencies, don't depend on remembering everything under pressure. One item on that checklist was "Fire Bottle." Microswitch right, confirm the 9V battery is good. Center, press the actuator, confirm the relay closes. Left to arm the system. I've done that before each of the more than 50 races I've started, as well as all the prior sessions... maybe 300-400 times all together. And it never went further. I never had to hit the red button. But it felt good to know it was there.

At the end of Sprint Race #1, with the checkered flag in sight, there was one car still close enough to pass. I *thought* it was a pass for position, so I held full

throttle all the way to Start-Finish. The Start-Finish line at Carolina Motorsports Park is perilously close to Turn 1, close enough that with greasy rear tires from VIR, the subsequent threshold braking exercise turned into a spin and apparently I didn't get the clutch in quite fast enough. The motor seemed a little grainy afterward; no bent valves, but just a little vibration.

**Mistake #1:** I should have filed this away mentally and kept a lookout for aftereffects, but I didn't put two and two together until after the fire.

Donna Amico wrote an article a while back about practicing your "emergency egress," and my brother and I took it to heart.



Roger Funk (CTV) spews flames from the rear of his GT4R '76 911 at Watkins Glen International

**Mistake #2:** Practice your emergency exit every few months whether you need to or not. Something might have changed.

What changed was that my three-inch shoulder belts started slipping, annoyingly, off the front arms of my HANS device. I got tired of worrying about it, so I simply clipped a small flat strap around the belts, above the adjustment hardware, cinching the belts together on the HANS arms. It worked like a charm and cost 10 cents, not \$1,100 for a new HANS with the ridges on the arms to hold the belts in place plus a set of two-inch shoulder belts.

Later, I took the checkered flag in Sprint Race #3 and felt that familiar sense of exhilaration, pride and relief. Coming out of Turn-8, loafing along, I smelled gas...not overpowering, but clearly raw race gas. There was nothing visible; no drips; no smoke. I called it in and David said "ok, we'll take a look."

**Mistake #3:** I was in brain-cool-down mode, and I thought calling it in was enough. CMP is a 1:40 lap for cars at speed, and probably 3:00 on a cool-down lap. Turn-8 is halfway around the track



A fiery moment at Mosport International Raceway

and I'm about to squander a minute and a half that could have been used to develop a plan.

What was I thinking? Let's see: we've got a hot race car and a fuel leak. Hmm. Think those two might combine in a disadvantageous manner? No, I'm waving at the corner workers and feeling good about the race. It's over, right?

Not quite. It turns out the airflow, even at reduced speed, was pushing the fumes and the liquid gas out into the air behind the car, where it was conveniently creating a thin layer on the rear bumper cover, down low (remember the paint?). The leak was probably worse than it smelled, because I smelled only the fraction that wasn't being aerated away in real time.

I came around Turn-14 and blended onto Pit In, slowed, found David's position, glanced in the center rear-view mirror, and—whoa!—orange flame and lots of smoke, right there two feet behind my helmet. I click the radio switch, "Dave, we've got a fire." A reflex never before used, I hit the fire bottle button. I am engulfed in a weird sensation of fog (more in a moment). I work the car into the pits in front of Dave. Left hand off the wheel, and hit the door release while I am still rolling. Keep my right hand on the fire bottle switch. Fog everywhere. Left hand back on the wheel, get it straight, get stopped. Kill the motor and the pumps. Pop the window net. Pop the belts. Forget the steering wheel, I've established that I can wriggle out around it (thank you, Donna).

Gak. Something jerked me back toward the car. I popped the belt cam-lock. Why can't I move?

Struggling doesn't work. Did I really pop the belts? Can't look down with the HANS straps in place. Oh. Someone on pit lane reached in and unclipped my 10-cent bargain keep-the-belts-on-the-HANS solution. I remember a voice, "C'mon, bud, let's get you out of there." And finally, out I got, until—yank! I can't get away from the door. Oh. That would be the Cool-Suit hoses. At least now I can look down and trip the releases, which I did, and by then (what was it? Ten seconds since the wheels stopped moving?) the fire was out, and the back 25% of the car was coated with dry white dust, and it was all over, as they say, except for the shouting.

There was no drama. I got out of my helmet and HANS, set them down gently in the car, and stood there wondering what happened and chatted with everyone who had flocked to the scene of the crime. Although, as you might point out, it was pretty obvious at that point what had happened. There was much ooh-ing and aah-ing...quite surreal, in the moment.

Anyway, here are some thoughts that might be helpful to others:

- Conduct Donna's "emergency egress" drill 3-4 times per year, to see whether whatever homebrew safety components you have cleverly included in your driving ensemble might have negatively impacted your ability to get out in an emergency.
- I didn't need to hold the fire bottle button with my right hand. It turns out one push trips a relay, and it stays tripped. Perhaps one hand on the steering wheel at all times would be a good policy, in the pits, especially if the car is on fire.
- We spend over \$1,800 each weekend on slicks, and we resist spending \$1,100 on a better HANS device that would last 10 years and obviate the need for the 10-cent safety hazard cinch strap. WHY?
- It seems like the fire bottle did what it was supposed to. There was no fire in the cockpit, and perhaps the extinguisher wielded by the guy in the pits was just piling on a fire that was already out. But just for safe measure, I think we'll put

Continued on page 29

# Oktoberfest Pictorial

Photos by Nine44S from Flickr



**A - #142 '80 911 SC driven by Philip Lahaye (MG) lifts a wheel ahead of fellow E-class competitor Steve Coomes (MAV) #449 in his '89 944 S2**

**B - David McBee (MAV) #17 uses his E- class '83 911 SC to mow grass beside Bill Tutt (LST) #12 in his E-class '87 911 Carrera**

**C - Gary Gould (CMR) #04 in his GT1R '79 935**

**D - Robert Cohen (MAV) #90 pilots his flashy GT4S '83 911**

**E - Darren Fenz (LST) #09 in his '90 911 C2 has Paul Norwood (HCT) #3 in his '94 911 RSA in tow during an H-class battle**

**F - E-class battle between KSC competitors Brain Forsythe #2 in his '86 951 and Joe Ennett #182 in his '89 944 S2**

## Being Organized

Continued from page 27

double spray heads everywhere before the next event. The cost is \$10 and could make a big difference.

- Firing a fire bottle creates an odd misty fog in the driver's face, but it's completely nothing to worry about. A non-event, except for potentially keeping you alive. Don't hesitate.

The One Big Takeaway: I squandered a precious 90 seconds driving around in blissful ignorance, when I should've been thinking:

- I've got raw fuel spilling somewhere, don't know where for sure, and a red-hot race car. What could go wrong? What do we need to be prepared for, and what can we do in the last half of this lap to minimize the risks?
- In retrospect, the smartest thing to do would've been to get Dave to alert the Steward, and ask

him to alert the corner workers at 11 through 14. I learned after the fact that PCA's "best practice" in this situation is to go straight to the nearest manned corner station, because that's where the nearest fire extinguisher is.

- Or, if I had already passed the last corner: "Dave, get two fire guys to our pits fast. Could be front or rear, I just don't know. I'll come straight to you, get it stopped, and jump out. Have a fire guy at each end." I also learned later that opening hoods and engine lids adds oxygen to the fire. The preferred means of fighting an engine fire is to stick a fire extinguisher under the engine cover, shoot the extinguisher, and only *then* open the engine cover to see if the fire is out, and assess subsequent actions.

Pilots always have a plan. They think about risks in advance. It's not just about being a fundamentally organized person. Checklists don't help if you don't use or create them. When I smelled gas, the inner

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# 2010 Late Season Hard Chargers

By Michael Wingfield, Chief of National Timing & Scoring



Name	Region	Class	Description	Start	Finish	Index	Race
<b>Brainerd International Raceway</b>							
Chip Smith	NST	F	S 90 964 C2	28	20	8	Courage Sprint
Harvey W Robideau	NST	D	S 83 911 SC	31	23	8	Courage Sprint
Daniel J Muldowney	NST	E	S 86 951	34	26	8	Courage Sprint
Jim Benson	NST	G	S 87 951	13	10	3	Loonacy Sprint
John D Mccarthy	NST	F	S 89 944S2	16	13	3	Loonacy Sprint
Rainer Dronzek	CHO	SPB	P 97 986	27	24	3	Loonacy Sprint
Shannon J Ivey	NST	D	S 82 911 SC	4	1	3	Enduro
<b>Mosport International Raceway</b>							
Eric Boueilh	UPC	GTC4	GT 07 GT3 CUP	17	11	6	Red Sprint 1
Ernie Jakubowski	UPC	GTB1	GT 06 CAYMAN S	22	13	9	Red Sprint 2
James Sutherland	UPC	GT4R	GT 84 911	18	14	4	Red Enduro
Rainer Beltzner	UPC	E	S 96 968	19	12	7	Yellow Sprint 1
Rick Deman	MNY	E	S 01 986	8	4	4	Yellow Sprint 2
Stephen M Cloud	CVT	F	S 93 911 964 C2	7	4	3	Yellow Enduro
Delbert Auray	CTV	D	S 79 911 SC	8	5	3	Yellow Enduro
Brion Charters	NIA	F	S 89 951	9	6	3	Yellow Enduro
Rainer Beltzner	UPC	E	S 96 968	11	8	3	Yellow Enduro
<b>High Plains Raceway</b>							
Earl E Schott Jr	CMR	D	S 80 911 SC	20	15	5	Group 1 Race 1
Chris Blazer	KSC	SP1	P 85.5 944	17	12	5	Group 1 Race 2 *
Terry Morris	WIC	SP1	P 84 944	24	19	5	Group 1 Race 2 *
Thomas Jones	MAV	SPB	P 99 986	28	18	10	Group 2 Race 1
John F Cooley	RMT	GT4R	74 911 RSR	26	17	9	Group 2 Race 2
Robert B Jones	INT	E	S 87 911	23	11	12	Enduro
<b>NJMP Thunderbolt Raceway</b>							
Dwayne Moses	POT	D	S 82 911 SC	9	3	6	Blue Sprint 1
Stephen M Richmond	NNJ	SP3	P 90 944 S2	5	1	4	Blue Sprint 2
Scott D James	NER	SPB	P 97 986	10	7	3	Blue Sprint 3 *
Leon Cejas	MNY	GT5S	S 87 944 S	21	18	3	Blue Sprint 3 *
Daniel Yonker	RTR	GT4S	GT 84 911	11	6	5	Red Sprint 1
John Bauer	MNY	GTC1	GT 90 964 EURO CUP	20	14	6	Red Sprint 2
Scott Stapleton	MNY	GTB1	GT 01 CARRERA	18	15	3	Red Sprint 3
James G Pappas	NNJ	J	P 02 996	35	22	13	Yellow Sprint 1
Harry E Kintzi	CPA	H	P 95 993	21	12	9	Yellow Sprint 2 *
Jeffrey L Adams	POT	H	S 90 911	24	15	9	Yellow Sprint 2 *

Photo by Nine44S on Flickr

Name	Region	Class	Description	Start	Finish	Index	Race
Charles N Belluardo	JSH	H	S 07 CAYMAN S	19	11	8	Yellow Sprint 3
Marc Devoe	JSH	F	P 87 911	17	10	7	Orange Enduro
Charles N Belluardo	JSH	H	S 07 CAYMAN S	10	7	3	White Enduro

#### Road America

Henry Luft	PNW	GT3S	GT 70 914	37	23	14	Blue Sprint
Mark D Weber	MIL	SP3	P 89 944 S2	38	22	16	Green Sprint
Thomas Evans	NNJ	GTC3	GT 03 GT3 CUP	25	16	9	Red Sprint
David Rabjohns	CHO	G	S 90 911 RSA	29	2	27	Purple Enduro
Robert Neil	SFL	GT4S	GT 02 996	16	10	6	Yellow Enduro

#### Summit Point Motorsports Park

Barry Skalka	CVT	GTC3	GT 00 GT3 CUP	13	7	6	Group 1 - Sprint 1
Scott Stapleton	MNY	GTB1	GT 01 CARRERA	22	12	10	Group 1 - Sprint 2
Hoyt Ammidon Iii	SCH	GTC2	GT 97 993 SUPERCUP	13	11	2	Group 1 - Sprint 3
Eric A Widra	POT	GTB1	GT 04 996	9	7	2	Group 1 - Sprint 3 *
Rafael A Llopiz	NNJ	GTC3	GT 05 GT3 CUP	4	2	2	Group 1 - Sprint 3 *
Christopher R Palumbo	NNJ	GT4S	GT 75 911	8	6	2	Group 1 - Sprint 3 *
Rod Ryan	POT	GTB1	GT 09 CAYMAN	14	12	2	Group 1 - Sprint 3 *
Paul Amico	POT	GTC2	GT 97 993 CUP	17	15	2	Group 1 - Sprint 3 *
Carl J Beisel	POT	F	S 89 951	18	11	7	Group 2 - Sprint 1
Jeffrey L Adams	POT	H	P 90 911	20	15	5	Group 2 - Sprint 2 *
David F Dunigan	SCH	H	S 01 996	23	18	5	Group 2 - Sprint 2 *
Harry E Kintzi	CPA	H	P 95 993	16	9	7	Group 2 - Sprint 3
Frank Vento	POT	D	S 83 911 SC	26	19	7	Group 3 - Sprint 1 *
Mark D Francis	POT	GT5S	P 84 911 CARRERA	16	9	7	Group 3 - Sprint 1 *
J David Mann	CHS	SP2	P 86 944	21	16	5	Group 3 - Sprint 2
Sean Foster	CTV	D	S 82 911 SC	11	4	7	Group 3 - Sprint 3

#### Hallett Motor Racing Circuit

Jeffrey Wiggins	MAV	E	S 83 911 SC	9	4	5	Blue Sprint 1
Steven F Wright	RMT	E	P 83 911 SC	23	19	4	Blue Sprint 2 *
James R Widrig	RMT	D	S 80 911 SC	28	24	4	Blue Sprint 2 *
Brad T Boyd IV	HCT	E	S 86 911	18	13	5	Blue Sprint 3
Rocky Johnson	MAV	SPB	P 98 986	14	9	5	Red Sprint 1
Rainer Dronzek	CHO	SPB	P 97 986	12	8	4	Red Sprint 2
Carl Amond	MAV	SPB	P 98 986	15	11	4	Red Sprint 3
Guy O Danielson	MAV	GTC3	GT 03 91 CUP	12	8	4	Yellow Sprint 1 *
Wayne Brown	MAV	GT4S	1975 914	13	9	4	Yellow Sprint 1 *
Mark B Hufnagel	CHO	G	P 78 911 SC EURO	25	21	4	Yellow Sprint 1 *
David M Hodges	LST	GTB1	GT 02 911	24	18	6	Yellow Sprint 2
Walt Fricke	RMT	GT4R	GT 68 912	14	11	3	Yellow Sprint 3

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## Being Organized

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problem-solver should've gone on red alert. Resist the temptation to be in brain-cool-down mode and cross your fingers as your primary strategy. Don't just call it in, think about the worst case. You have half a lap. What could go wrong? What's your plan, Mr. Pilot In Command?

Remember the spin at the end of Sprint Race #1? The grainy engine idle? What does vibration do? It loosens things, rattles the status quo, shifts things slightly to the left. No safety wire on AN fittings. I knew the engine was grainy. Why didn't I think, "How could this affect safety issues?" way back in the garage, the night before, when things were quiet? Why didn't I at least say, "Let's do an extra nut-and-bolt on the car since we know it's shaking a little." Someone would've found the gas rail fittings that were slowly backing out from the Sprint Race #1 spin, and this article never would've been. But it feels like a cheap education, with the benefit of hindsight. Nobody got hurt.

It's almost always pilot error. Not to have used that last 90 seconds wisely. Not to have said, "Do an extra nut-and-bolt." Or just maybe, not to have spun over one final "maybe-it's-for-position-or-maybe-it's-not" pass. We're just having fun, right? 🏁



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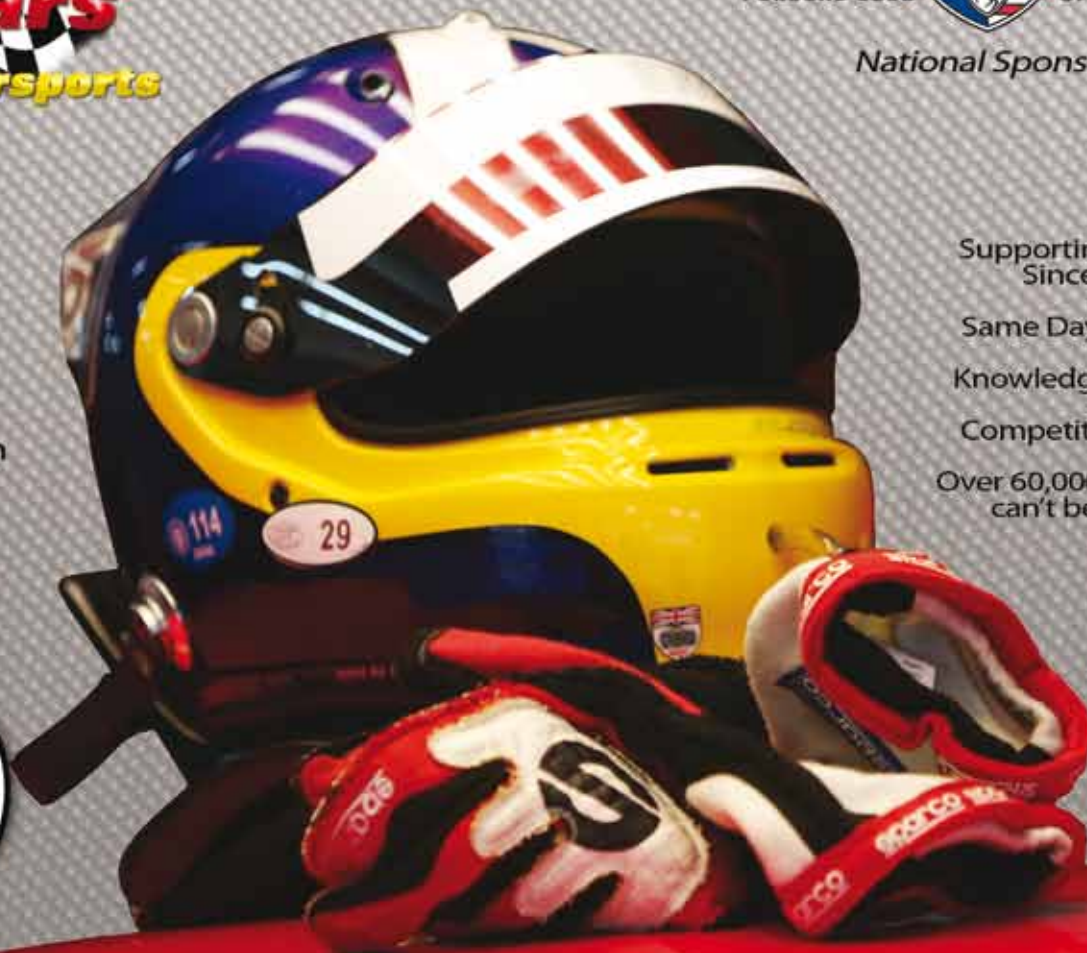
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