



NEWS

Volume 11.2

PCA Club Racing Newsletter - Sponsored by Porsche Cars North America



The \$30,000 Martini
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On the Cover

Panamera safety car paces the field as rain wets the track at Road Atlanta
Photo by www.colourtechsouth.com

Deadline for article submission for the next issue is July 29, 2011

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Chairman's Corner

By Bryan Henderson, Chairman PCA Club Racing



Things have really been busy around here. Several new developments have taken up much of my time, including changes and additions that have brought us up to 31 races this year. Things are actually going very well as we move into high gear for this Club Racing year.

We will hold PCA races as part of Rennsport Reunion IV at Mazda Raceway Laguna Seca this October 14-16. The event will feature one PCA group comprising 996 and 997 based Cup Cars. The second group will include all of the other PCA race classes. Each class will have winners. In addition, the Cups will race overall for the Rennsport Cup and the other PCA group will race overall for the PCA Rennsport Trophy. The Rennsport Reunion is happening on the west coast for the first time. This event promises to have a large number of participants and be well attended.

All PCA club racers were surveyed concerning the possibility of having a points system. Eighty one percent of the responders with an opinion were positive for a points system. The proposed system was then turned over to a committee made up of officials and racers to develop the best product we can to determine the top performers in each class and crown champions within each class in PCA Club Racing. One of the key features of the proposed points system, which does not change the atmosphere and driving strategies we see today, includes the probable elimination of a driver from championship contention if the driver is found at fault in a 13/13 incident. This means drivers found to be in non-compliance with the rule book concerning car preparation would

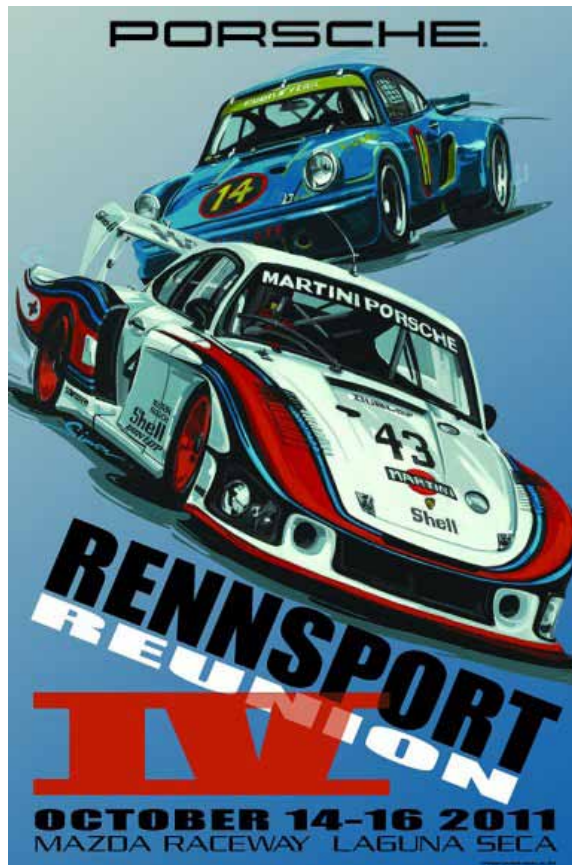
also be eliminated from contention. It appears that participation in four or five race weekends will be enough to be very competitive toward a class championship. If the final

other racers use Toyo tires. It looks like we may have to have an emergency rule in place within a few weeks to get us through this tire shortage period. We are now trying to get information from our racers on what they prefer as a replacement.

The makeup of the Club Racing Advisory Committee has changed a bit this year. The basic function of the committee is to advise the chairman on any number of issues. Let the committee members know how you feel about things within our program. I promise we are listening. The committee is made up of a mix of National Staff, a Zone Rep and several racers. The members of the committee include: Donna Amico, Brian Amond, Jennifer Barrows, Bruce Boeder, John Crosby, Glen Gatlin, Chris Musante, Brian Paulsen, Steve Rashbaum and Michael Wingfield.

All of our Timing & Scoring (T&S) staff had a great face-to-face meeting earlier this year in conjunction with the PCA Winter Board meeting. These folks do a wonderful job

with the complex task of timing and scoring our races. We truly have the luxury of an insanely talented group of scorers. The group had the opportunity to go over revisions and developments in our timing system. Included in their discussions was a brand new pit stop timing system made up mostly by off the shelf equipment, and custom software modifications created by members of the T&S staff. This system should increase the reliability and transportability of that important function.



Porsche Rennsport Reunion IV poster artwork by renowned automotive artist, Dennis Simon

version of the system is acceptable, we expect to implement the system in 2012.

We are almost through the submission phase for proposed rule changes. The phase will close June 1, 2011. Please get your ideas submitted as soon as possible to the Rules Committee chaired by Walt Fricke at crrules@pca.org.

We are working quickly to resolve a spec tire problem. Most of the Toyo race tires are manufactured in the area of Japan affected by the earthquake. Our Spec Boxsters and

2011 Club Racing Schedule

Dates	Event	Region	Region Contact
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 416.738.5562 Mike.edmonds@rogers.com
Jul 30-31	Brainerd International Raceway*	Nord Stern	Roger Johnson 763.5579578 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
Sep 24-25	Miller Motorsports Park*	Intermountain	Ed Mineau 801.278.9681 emineau@comcast.net
Sep 30-Oct 2	Summit Point Motorsports Park*	Potomac	Fred Pfeiffer 301.729.2407 fpfeiffer@atlanticbb.net
Oct 1-2	Hallett Motor Racing Circuit	Cimarron	Jon Jones 918.740.7951 porschenews@aol.com
Oct 7-9	Daytona International Speedway*	Florida Crown / Florida Citrus	Allen Shirley 904.338-2324 turbo91188@comcast.net
Oct 14-16	Rennsport Reunion IV Mazda Raceway Laguna Seca		Bryan Henderson 817.845.2664 Bryan@BPHMS.com
Oct 29-30	Eagles Canyon Raceway*	Maverick	Joel Nannis 817.721.6077 clubrace@mavpca.org
Oct 29-30	Carolina Motorsports Park*	Carolinas	Bill Scarbrough 803.600.6704 bscarbrough@sc.rr.com
Dec 2-4	Roebing Road Raceway	Florida Crown	Bob Linville 904.272.2998 blinvilleFCR@earthlink.net


* Indicates Enduro Event

Photo by Cafe Photo www.Cafe-Pics.com

I had an opportunity to participate in some very interesting discussions recently concerning a driver's responsibility in multiclass racing. A limited number of our faster drivers seemed to think that others should stop racing and stay out of their way when they come through the field - for "safety" reasons. The funny thing is I have heard similar comments from prototype racers concerning GT cars at the highest professional levels in sports car racing. Multiclass racing is a fact of life in the sports car world. In PCA Club Racing every car has a right to the track and to their race.

All of us must race accordingly. If the situation is not safe when we get there, then we must slow down to a point that is safe. The passing car is still responsible to make a safe pass regardless of class.

Dick Dobson, our Chief National Scrutineer, passed away in March, 2011. Dick became a Scrutineer in 2001. His pleasant personality and vast knowledge made him the choice for Chief Scrutineer in 2005. Dick will be sorely missed by all in PCA Club Racing. He was a true gentleman in every sense of the word. The Cimarron Region, Dick's home region, has created the

"Richard Dobson Spirit Award" that will be initiated this October at their Oktoberfest Club Race at the Hallett Motor Racing Circuit near Tulsa, Oklahoma. This award, presented to the driver that shows the best spirit of good sportsmanship, conduct, honesty and fairness throughout the club race, will be a way to remember some of the traits that made Dick a most respected member of our staff. Ray Newman, who assisted Dick Dobson this past year, has been named the Chief National Scrutineer for PCA Club Racing. Please give Ray your help and encouragement as we move forward. 

Lorem Ipsum

By Michael Wingfield, Club Racing News Editor

This issue is full, the largest issue I have compiled to date. It includes several ads from new sponsors. The new ads indicate PCA Club Racing is an important venue for these advertisers - people devoted to supporting our racing program. In turn, I trust our readers and racers will honor all of our advertisers and bestow upon them your business whenever possible. Likewise, if you see someone from any of our sponsors at a race, be sure to thank them for the support they give our sport.

This issue also includes an array of event advertisements for races fast approaching on the calendar. Look over the calendar and then give notice to the specific event ads as they may just entice you to adventure to a new venue for an event out of your typical racing season. Along these lines, included herein is a pre-race article on the repaving of the Daytona International Speedway. I had the opportunity to work that first PCA Club Race at Daytona back in 2006. It was a wonderful facility and the host regions put on a phenomenal weekend. I have spoken with Allen Shirley (Daytona race cochair) and hear that this year will likewise be exceptional – if for no other reason than the incredibly smooth racing surface.

As always, you will find racer written articles in this edition. There is also an article with a different perspective on racing, a crew chief's point of view. These articles are the backbone of the entertainment value of this publication. Many of the positive comments I receive reflect on the enjoyment our racers glean from reading the stories of other racers. Since CRN is published quarterly, the articles will always cover events in the previous quarter. This issue contains articles from Sebring and Texas. (What, no Road Atlanta

article?) I trust there are writers out there that will provide coverage of events occurring during the second quarter of our season, April through June. You have plenty of time to get your articles to me before the July 29 deadline for CRN issue 11.3.

While on the topic of articles, I ask you to please limit your articles to 1,000 - 1,500 words. Longer articles receive substantial editing, and I no doubt may eliminate parts you thought critical to the story line. Likewise, please include photos to illustrate your articles whenever possible. Optionally, provide a link to a photographer that has photos relevant to your article.

We are on a mission to build and restore the PCA Club Racing archives

Speaking of photographs, I would be remiss if I did not thank those who continue to provide excellent photos for inclusion in each issue. This issue contains professional photos from a couple of my regular contributors: Doug Pawlak of Cafe Photos (www.Cafe-Pics.com) and Henry Kowalski of ColourTechSouth (www.ColourTechSouth.com). Both of these gentlemen provided discs packed full of race coverage. When I review these discs, I wonder how many of you are patrons of their work. Visit the local track photographer at your next race, you may be astounded at the action shot they have of your car.

Likewise, thank you to the photo hobbyists who contribute pictures for use in CRN. The hobbyist typically provides illustrations to specific articles and sometimes finds

that unique shot that simply cannot go unnoticed. Look at the covers of CRN 10.3 and 10.4 to see what I mean.

In this issue I continue the use of mug shots of the staff contributors. I originally intended to only show Bryan and Vicki in CRN 11.1 since they took new positions this year. However, I received comments from readers stating they enjoyed seeing the faces behind the article and position. I will also be happy to include mug shots of our feature article contributors. Simply send a mug shot along with your article.

Finally, are you a collector? Specifically, do you have past PCA Club Racing information, paraphernalia, or memorabilia, and in particular, back issues of Club Racing News? If so, then our new Historian Bruce Boeder and I want to hear from you. We are on a mission to build and restore the PCA Club Racing archives. As some may know, when the PCA website crashed a couple of years ago we lost much of the history of our sport. This includes soft copy back issues of CRN. We are trying to locate all of the original issues of CRN, both hard and soft copy, especially those from the first two years of the program, 1992-1993.

We are also looking for help in locating Tom Tauscher, the first CRN editor, and Andy Jones my predecessor. If you have any information on how to locate Tom or Andy, we would be grateful. I am hoping Andy still has the soft copies of CRN from his years as editor and we may be able to recover those issues to our history. My contact information appears in the back of the issue. You may contact Bruce at BBoeder@BoederLaw.com, or 952.475.7040. 🏁

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View from the Tower

By Vicki Earnshaw, Chief National Steward

We are now well into the 2011 race season, and Club Race Coordinator Susan Shire reports that our membership is in good standing and that new applications are steady. This indicates that our program is meeting the needs of Porsche racers.

Each of us has a stewardship responsibility to the program in how we race, how we scrutinize our own cars, and how we share camaraderie with our fellow racers. We all know the old adage that a race is not won on the first lap or in the first few corners after the green flag. But at Sebring the field found it difficult to get through Turn-7 before a multi-car incident occurred. The narrowing of the Turn-3-4 complex meant that it was over driven by some of the leaders, which caused an off-course excursion, which kicked up dust, so the field behind took evasive action, and a few cars were damaged. These types of incidents can bring five to seven racers to the tower to tell their stories. In Turn-7 at Sebring, it meant reviewing many videos until



Photo by Leslie Mitcheltree (PST)

The Group 1 sprint race at Road Atlanta uses a missing man formation for the pace lap to honor Dick Dobson

the driver who had made a mistake in a racing move was identified.

There are two lessons here. First, to verify your position on the track in an incident or to help a fellow racer if you are behind an incident

and share your video. It is very important that your camera is working. Second, remember that the race is not won on the first lap, and your overly aggressive move may not damage your car but could impact the racers behind you. The incidents above illustrate a situation where racers would receive a 13 even though their cars were undamaged.

After Sebring it became apparent that some drivers have chosen not to report to the black flag station after contact. The message from a few racers was that there is no consequence for not coming in after contact. That thought is incorrect. The rules state that not coming in after contact allows the steward to assume that you are at fault. [ed. See 2011 PCA Club Racing Rules, Driver Requirements, Rule 4.D] When you fail to report to the black flag station after contact, two things happen: First, timing and scoring stops scoring you at the point of contact, so staying on track will not improve your position. Next, since the rule states that you are assumed to be at fault for not coming into the black

flag station, the steward can assess a 13/13 upon you.

I am sure that every racer understands that a yellow flag means no passing. A double-yellow means no passing and that the pace car is



on the track or will be entering the track. If it is raining at the start of the race, the meaning of a double-yellow does not change. If it is raining, or you are late to grid, the meaning of the double-yellow remains the same, "No Passing." Remember, the




Photo by Leslie Mitcheltree (PST)

Scrutineers Ray Newman, Walt Fricke, and Chris Blazer stand in observance of their fallen comrade during the missing man lap at Road Atlanta

penalty for passing under a yellow flag during race laps is a stop-and-go penalty at the black flag station; during a non-race session you will not be allowed back onto the track for that session.

At Road Atlanta we honored our fallen past Chief Scrutineer Dick Dobson. Leh Keen had the pole position and fell back for a missing-man formation for one lap before the start of the first sprint race. Dick gave many years to PCA Club Racing and helped develop the scrutineering program. His knowledge and dedication to Club Racing is appreciated. We will miss his quiet demeanor and soft smile. Take a lap in his honor this season.

We want you to have a great race season. You will want to watch the schedule. There could be some possible additions this fall.

Vicki 



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PCA Racing

From Start to Finish

By Michael Wingfield, Chief of National Timing & Scoring

One of the many tasks I get to perform as chief of timing and scoring is the generation of the post race Hard Charger award winners. The members on this award winners list is the number one generator of questions to me after each issue of CRN gets published on the PCA website, and then again as issues of CRN arrive in our racers' mailboxes. The typical question concerning the published list of award winners is, "Why did I not win the Hard Charger award for," this race or that race? I've covered that question in my column in previous issues of CRN ¹, so I will not revisit that topic here.

However, earlier this year, shortly after CRN 11.1 was published to the PCA website, I received a new question; one about the award I had not been asked before. The question came from racer Sandy Steckman (GPL) who simply asked, "What happened to the 2010 Miller

¹ CRN issues 08.3, 09.2, and 10.2 cover the Hard Charger award

Motorsports Park Hard Charger award winners?" Sandy correctly pointed out that the winners were not published in either CRN 10.4 (the issue in which the winners should have appeared), or CRN 11.1. The answer to Sandy's questions was simple enough if not a little embarrassing.

The answer was simple enough if not a little embarrassing

The 2010 Miller club race Hard Charger Award winners were computed and the list of winners sent to the appropriate club race staff members back in September 2010, within a few days after the race, for award winner notifications. That is, the winners list was sent to all but one essential staff member, the Club Racing News editor. Simply put, the



CRN editor could not publish a list he had not received.

The very astute will see the irony in this omission. It was a case of the left hand not knowing what the right hand was doing, or more aptly put, one hand not knowing what the other hand had already done. The error was my oversight in keeping data in too many separate pages in a spreadsheet and not properly consolidating the data after the Miller race.

While a bit late, and somewhat outdated, the list of Hard Charger award winners from the 2010 Miller club race appears later in this issue on page 35. I want to thank Sandy for spotting the omission and keeping me on my toes. The Miller race award winners deserve the same accolades and opportunity to see their names in print as other race award winners. My apologies for the delay. Going forward, I will try to get all lists of the Hard Charger award winners to the CRN editor in a timely manner. Am I listening to myself? 🏁

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The Ohio Valley Region Announces

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Test and Tune and DE on Friday July 15th | DE on Friday Saturday & Sunday

The format will be the same as last year with lots of practice, two sprint races and a one hour enduro. Putnam Park Road Course is a safe, well maintained 1.8 mile course located 40 minutes west of Indianapolis.

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Boots on the Ground

By Ray Newman, Chief National Scrutineer



Well gang, it seems like what I am about to cover should be common knowledge, but it appears when the mist gets involved, we as drivers forget the basics of proper pit road behavior. I will start with a basic of our series: the registered driver is responsible for the entire crew. Simply put, following the rules is NOT up to the crew, but up to the driver. During an Enduro, the driver is responsible for ensuring all rules are followed.

The driver is responsible for ensuring all rules are followed

Here is a short list of some of the rules for pit stops. When I see violations, I wonder if the Enduro protocols are not clear, or if the crew was not at the Enduro Crew meeting. Each of the following items appears in the 2011 PCA Club Racing Rule Book, Appendix E – Enduro Protocols. The specific rule number appears in brackets after each item:

- Maximum of three bodies over the wall including the driver [Rule 4]
- No Electric tools or batteries for Enduros with refueling [Rule 6]
- Air tanks must have a cage over the valves [Rule 6]
- Fuel jugs must have a cap, empty or full. Tape is not a cap, it is a wick [Rule 7]
- No work on the car is allowed during fueling, driver must be out of the car [Rule 7]
- Pit road speed limit is 30 MPH, and has been for quite some time [Rule 3]

- You must supply your own fire extinguisher and pull the pin during refueling. You are not to use the fire extinguisher provided by the track on pit road during your refueling [Rule 7]
- A Black flag open at all corners (Black All) is not a pit stop. If you get out of line and pull into the pits, you just lost your position and will go back on track last, unless you got lucky and were in the pits already. [2011 PCA Club Racing Rules, PCA Club Racing Flags (page 8), and Appendix E - 2011 Enduro Protocols, Rule 15 (page 38)]

Here are some additional common sense items to remember during pit stops:



Proper refueling technique by Stephen Roach and crew during the 2011 Sebring Enduro

- The fireman is there to protect the refueling person first; he should not stand so close that if a fire occurs he will also be involved
- Staging a fuel jug on the wall should have a hand on the jug at all times
- Think about the wind when refueling with a funnel
- Five minutes is a long time; be deliberate when fueling to prevent spills
- No animals are allowed in the pits, other than your crew members

The Black Flag Station

If you are given a black flag on the track, or involved in an incident that has contact with either a car or a horizontal object, it is not an option to drive past black flag and use your pits as an alternative. You must put the car in the black flag station out of the traffic pattern on pit road. If you don't see a scrutineer at the station, pull in to the black flag station anyway; we are not far away. The decision if you and your car are okay to go back on track is made by the National Staff, and then your crew. I can empathize that after contact, the scrutineer at the black flag station is not the first thing on your mind. Drivers should also

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pay attention to the scrutineer when driving past the black flag station if we are pulling you over for other


If you are given a black flag on the track, or involved in an incident, it is not an option to drive past black flag

reasons. We try to be as big as we can when flagging you over, but help us out with this, okay?

Another thing I want to remind you as a driver is that you need to know the lay of the land. Aside from where the air hose, fuel station, and rest room are located, you need to know where the Scales and Tech Impound are located. I am surprised

by how many drivers don't know where these areas are located when shown the "TO TECH NOW" sign. Also, when you see a sign flashed by a scrutineer at the black flag station or are given a verbal instruction, please acknowledge the instruction and then comply without going to your paddock. A short stop in the pits for tire temps is fine before proceeding to the tech area.

Your log book should be in the car when on track. [2011 PCA Club Racing Rule Book, Compliance Requirements, Rule 13]

Last, a big thank you to all those that participate in the program. It is great fun, and I will remind you that we scrutineers are there for you. If you have questions, please ask. If we don't know the answer, we know somebody that does. 

Club Racing News

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Rules Season Again

By Walt Fricke, Technical & Rules Chair

It seems that no sooner has the dust settled on the rules changes for 2011 than the process for considering changes for 2012 has begun. Starting April 1, and ending June 1, you can send suggestions for changes to me (crrules@pca.org). The rules committee (Chair Bryan Henderson, Chief Steward Vicki Earnshaw, Chief Scrutineer Ray Newman, and me) discusses these, seeks input from the Club

Some sports car traditions are worth keeping

Racing National Staff, and selects those suggestions which seem worth further discussion. These are then published as potential rules changes for general racer comment later in the year.

There are several perennial rules suggestions which I would like to discourage. The first is the banning of remote reservoir shocks in the Stock classes, or making them a mandatory Prepared option. While many feel these should never have been allowed, the fact is that an interpretation allowed them. By now quite a few racers have installed these, in justifiable reliance on our rules interpretations. It is at least as unfair to require that these be removed as it is to, arguably, disadvantage those who can't afford them. While these are unquestionably easier to tune, the fact is that a cost-is-no-object racer could carry around a truckload of differently valved shocks, and with a crew, accomplish the same thing. Saturday night stock car racers do just that.

Last year many urged that the weights of all cars within a Stock

class be adjusted so all would have the same nominal weight to power ratio. The format of our rule book encourages this thinking because it includes this ratio in the class and weight table. However, there are simply too many other variables which affect race performance to expect that much equalization would be achieved from such an arbitrary step. Several cars already are in a different class than their ratios would suggest as a result of actual track experience. Alternatively, Prepared modifications move a car up a class (some move it up two classes) without changing the weight, and this seems to work well enough. This kind of broad brush approach isn't going to happen.

Even less useful is consideration of adjusting individual model weights up and down – that kind of thing works in professional racing where drivers and owners understand that close competition is in their financial interest. I also have a suspicion that driving skills are closer in professional racing, at least among lead drivers for teams. But for us, where competition is its own and only reward, the endless tinkering and politicking which would ensue is not going to increase the fun factor overall.

A number of you urged that Stock class cars should be able to delete the passenger seat, citing better egress, more room for cool suit coolers, or both as reasons. While our rules have evolved to the point where many Stock cars are far from street legal any more, and near gutting of interiors is allowed (if

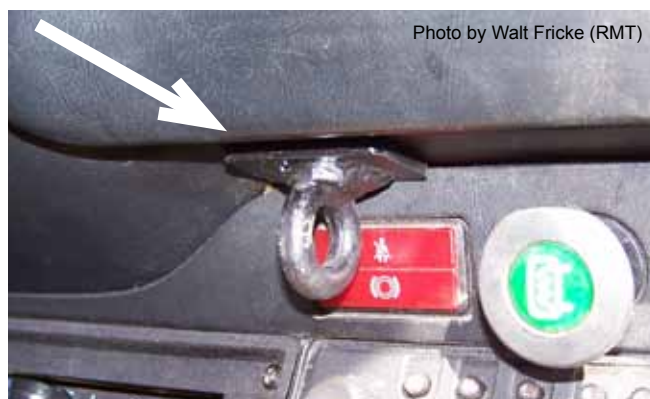


tastefully done), some sports car traditions are worth keeping. A passenger seat is one of those, and nothing has happened between last year and this year to change that.

SAFETY

As part of tending our safety rules, I have reviewed the rules of quite a number of other organizations, including: SCCA, FIA, NASA, Grand-Am, LeMons, and ChumpCar. Some of these organizations require things we don't. I don't think we need to aspire to being a greatest common denominator in this regard, but there are some things a racer should at least consider doing to his car if he hasn't already.

We require a single door intrusion bar. Others require at least two. Why not add a second bar below the first, and join the two in several



Dash mounted eye bolt for interior net installation

places by short verticals? The top bar governs the ease of entry (and, more importantly, exit) already.

Unless you have one of the relatively new "halo" race seats, where the top of the headrest wraps around the sides of the helmet, and there are deep torso bolsters, adding an interior net is inexpensive extra

protection. NASCAR mandates these, and so, it turns out, does NASA. The main roll hoop and the harness cross bar of the cage provide a ready mounting spot in the rear. There will be a suitable place on the lower dash to install an eye bolt with backing washers to attach the front.

With the advent of mandatory roll cages, the reason for our allowance of the window net to be attached to the door frame had gone away. Newer Porsche sports cars don't have upper door frames anyway. If you are still using this method, you ought to change to a roll bar mount system. It is not hard to fabricate mounting brackets which can be held to the bars with hose clamps, so you can avoid having to weld near upholstery, assuming you still have some of that.

The windshield and rear glass in older Porsches is held in by a rubber gasket. While this works well, from time to time at high speed with door windows open (as is required) and a cross wind, the glass has been known to blow out. Where Lexan is allowed




Double door bars with two vertical braces

as a substitute, additional securing is even more valuable. Some venues require windshield clips and external strapping for the rear glazing. Adding those is good insurance.

Cool suits are very useful for keeping drivers comfortable, and thus safer. But they are one more umbilical to deal with in the case of an emergency exit. We've all seen drivers momentarily tethered to their cars by radio attachments, and these

are the same or even worse until disconnected, in a panic, with gloves on. You can purchase breakaway hose connectors and adapt them to your hoses. By installing them near the end of your shirt hoses and reusing the male connector you cut off with a bit of the tubing, you will have created what amounts to an adapter, and so will still be able to plug into

someone else's cool suit box, and they into yours. Normal exit, disconnect as usual. Hasty exit, just get out and they will separate without hindrance or damage. 

A Sophomore at Sebring

By Frank Vento, PCA Club Racer (Potomac Region)

Sebring International Raceway was never on my bucket list, but since it was the first race of the 2011 season, I was going to figure out a way to get myself there. At 3.7 miles, it is one of the longest tracks PCA visits. It also means over 250 racers would be there, and at least 10 cars in D-class. With race groups of 80 or more cars, it was likely there would always be someone around with which to race. All in all, it is one of the premier events on the PCA calendar.

“What the hell are you doing out there?”

On Thursday morning, fellow Potomac member Dwayne Moses asked if I was excited and I told him I was a little anxious about learning a new track, which is not one of my strengths. He told me not to be intimidated by the 17 turns of the track; it was easy to learn as there were no blind turns like Road Atlanta. The biggest challenges are Turn-1 and Turn-17, fast and wide turns where you are constantly counter-steering as the car steps out each time you hit one of the many bumps. Done right, these turns make you feel like you're going to lose control at any second. After the first Test & Tune session the nervousness was gone and the

excitement took over; it is a fun and challenging track, although the lack of elevation changes and similarity of some of the sections left me wondering what was coming next on more than one occasion. The Test & Tune sessions were 90 minutes long, another challenge, as I had never driven more than a 60 minute stint in practice or a race.

By the end of the day, I had done my two practice sessions, resolved some minor car issues, and had a pretty good idea which turns came next. I had no idea what my lap times were by design, although I knew I was slow, as that is just the way I roll on the first day of an event. With official timing and scoring to be set up for the next day, the race practice sessions would tell the tale of just how much ground I needed to make up.

Friday dawned foggy, but it burned off quickly and my race group was the first out for practice, in which 71 of us participated. My best time was fifth out of nine cars in class, but worlds away from the class leader. I had two more practice sessions to cut down on that greater than 10 second difference. In sessions two and three, I cut three seconds off my best lap

time from the first session. However, the practice starts and fun race did not go well as I spent too much time nervously looking in the rear view mirror and getting passed by cars I should have easily been staying ahead of. When I returned to our paddock spot, Charlie Murphy of Intersports Performance was there and despite the fact that I had just met him that morning, he gave me



Photo by www.colourtechsouth.com

Frank Vento in his D-class '83 911 SC

a friendly whack on the back of the head and asked, “What the hell are you doing out there?” We talked through exactly what I was doing and he encouraged me to stop driving defensively, start thinking ahead, and planning my strategy for the start. As we talked, I realize that I was reacting to the other drivers out there instead of proactively planning and driving my own race. I spent the rest of the evening mentally flogging myself and planning how I would turn things around for qualifying and the sprints the next day.

On Saturday, I had a game plan for the starts that I was going to try out in the warm up session and qualifying sessions. I needed to make some real strides in order to get my lap times down and move up the grid so I could be a class contender in the sprints. The warm up session was encouraging, as I knocked another two seconds off my best lap time. My confidence for qualifying was

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aided by some fresh tires and I boldly predicted I would find another two seconds. Charlie pointed out that fresh tires do not make as big of difference on the bumpy Sebring concrete as they would at an asphalt track. Despite that, I found another 2.5 seconds and qualified fourth in class, 3.5 seconds behind the class leader, Dwayne. My starting strategy looked sound, based on the number of cars I got by at the starts of the warm up and qualifying sessions.

I started the first sprint race 54th out of 82 cars, and my starting strategy worked brilliantly, as I had passed ten cars by the time I was exiting Turn-1, including the third and second place D cars. Good thing too, as a front runner went four wheels off at Turn-3, came back on the track, and caused a huge multi-car incident with cars and tires littering the track as I came through. The incident took five laps to clean up and we got only two full hot laps before another incident resulted in a black flag for the whole field and the race was over. The second place D

car managed to get back around me on one of those hot laps, so I finished third in class, 33rd overall. Even though it wasn't much of a race due to the incidents, I was thrilled with my start and the results, and really excited for the second sprint race and the chance to get my best class finish ever in a sprint.

I wanted to punch myself in the face when I realized I could not finish the race

Unfortunately, too much excitement can lead to mistakes, and I made the most basic mistake of all for the second race. I didn't check the fuel level until I got to the grid. I wanted to punch myself in the face when I realized I could not finish the race on 3/8 of a tank. I

resolved not to let it bother me, and to use the race to practice my starting strategy. It worked like a charm, but my race was over after three laps due to fuel starvation in the long 180 degree Turn-17. My paddock mates commiserated with my oversight and said it happens to everyone, which Gary Church immediately proved by running out of gas on the pit straight. Fortunately, he was able to get behind the pit wall where we could push him back to our paddock and the race was not interrupted.

At that point, my weekend as originally planned was to be over but I just could not let it end that way. I immediately sought out the registrar and steward and signed up for the Sunday 90 minute Enduro. Dwayne agreed to co-drive if needed, but my plan was to try and complete the entire race myself. It seemed feasible given the temperate conditions and the fact that I had done two 90 minute Test & Tune sessions on Thursday with no excess fatigue issues.

Sunday dawned foggy, cool and drizzly and I was debating a

switch to rain tires over coffee in the paddock and decided against it based on the forecast for scattered showers. I skipped the morning warm up session and prepared the car for the race, cleaning the windows, fueling up and installing a video camera. The grid was to be set by best lap times of the sprint races, rather than finishing positions, and I was directed to spot 41 on the grid. I noted the positions of the D-class competitors who were gridded just ahead of me, and was determined to get by all of them on the start.

At Sebring, and some other tracks I have been to, when you are gridded below the top quarter of the field, you are not in a position to see the green flag at the start of the race. A pit crew and radio communications can overcome this disadvantage; otherwise you are left to make an educated guess. Since racing starts when the green flag drops, you can pass anywhere you are, the accuracy of your guess can be critical to your race results. If you pass someone before the green drops you get a one lap penalty. You can follow someone with a radio or listen for the sounds of full throttle, but both of these techniques are reactive and provide no advantage. Earlier in the weekend, I had calculated the number of seconds after the leader passed start finish that it took for the middle of the pack to reach start finish. I used that information to pick a spot on the track that I would start my race, rather than react to the cars around me.

The start/finish line at Sebring is on the long pit straight, so even a minor speed differential exiting Turn-17 onto the pit straight translates into a big difference by the time you reach Turn-1. Turn-17 is a high speed right hander, and wide enough that many cars can fit side by side. By my calculations, the green flag would drop when I was in the

braking zone for Turn-17, so that was where I planned to begin racing. All weekend, the guys around did not seem to be racing until the exit of Turn-17, so at the start of the Enduro I had already passed a number of cars at that point. By Turn-1, I was by at least ten cars, passed a few more at Turn-2, Turn-3, Turn-4, and a few more entering and exiting the hairpin - almost 20 cars in less than a half lap. These passed cars including all of the D cars except Dwayne, who I could see just ahead of me, a sighting as rare (for me) as a Florida whooping crane in Maryland. Then a minor disaster struck, as the gearbox



Dwayne Moses and Charlie Murphy check on Gary Church during the Black Enduro

got balky exiting a second gear corner and it took one, two, three, four tries to find third gear as I watched helplessly while a gang of cars I had passed earlier got back around me.

I didn't let the technical difficulties get to me, as I had 90 minutes to get it all back, but I knew I would have to fight for every one of those precious spots. The first seven laps of the race were under green flag conditions, and I was able to pick off one or two cars on every lap before the first double yellow flag flew. Three laps later the green came out and I continued picking my way through the field only to see another double yellow come out after another three laps. A 944 broke an oil line and was spinning down the pit straight at high speed engulfed in smoke. I learned later that Gary,

co-driving Dwayne's car, came upon the spinning, smoking 944 and guessed correctly when he went inside of him through the cloud. The ensuing clean up took five laps, and the restart was a bit frustrating, as the cars ahead of me did not seem to recognize the importance of catching up to the field under the double yellow. An uninformed spectator would have thought we were doing parade laps for charity, given how slow and separated the field was.

I did another hot lap, and pulled in for my mandatory pit stop, as did my closest D-class competitor just ahead of me. Tony Pagonis was pitted in the adjacent box and when he left, my crew had me move up into his space but I ended up too close to the car in front to get out without backing up. The lengthy caution periods meant no refueling was needed, so I just had a drink and waited for the five minutes to elapse. I learned that the first and second place D cars from Sprint 1 were retired due to mechanical issues, so I was thinking that I had at shot at first in class. I learned later that the class leader was in the pits when the first double yellow came out, so in reality I did not have a chance to catch him. I also learned later that I almost got disqualified for briefly using reverse gear in the pits, but my crew convinced the steward not to penalize me.

I did get out of the pits ahead of the D-class car that led me in, and I needed to keep him behind me, as we were dicing it up earlier and I could not get by him. After the pit stop there were four more hot laps before the checkered flag. For the first time that weekend there was no traffic so I focused on doing fast consistent laps in an effort to catch the class leader. I never saw him in those last seven laps and ended up second in class and 35th overall, my best class finish ever without a co-driver. 🏆



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Pit Notes

A Crew Chief's Journal

By Cliff Blackshear, Boardwalk Porsche Mechanic (Maverick Region)

Monday Jan 31

Returning to Sebring with six Texas Spec Boxster (SPB) drivers including Michael Hsu (HCT), Greg Wallace (LST), and fellow Mavericks Bernard Nussbaumer, Denis Boule, Thomas Jones and my Boardwalk Porsche workshop colleague John Gladwill.

Transporter arrived to pick up the cars. Greg Wallace came to the shop in his RV and hooked up to a 40 foot racecar hauler belonging to Michael Hsu. We packed the hauler full of spares, tools, gear etc. John talked to Greg and transport driver about what we consider as an ideal spot at Sebring paddock, hoping they could grab that location. Dear Mav friend Kim Zeh indicated she was willing to come out and use her photo skills to record everything. This is what makes a family out of a group of people going racing. Good stuff.

Thursday Feb 3

In DFW the winter storm from hell was occurring. Left 19°F weather

behind in Texas. It was mid 70's when we arrived at the track. Good time for a club race in Florida

Gary Tomlin (life-long friend, track rat, safety/flag guy) and I arrived

“We do not show up and not finish”

at the end of test and tune day. I was most anxious. My wish was for all cars to perform correctly and drivers to work on their skills. Arrived at Chateau Elan Hotel as Michael cruised up on his pit bike. He informed us of the following:

John recorded a 2:31 flat (not official but from Track Mate Data Logger) during practice with ¾ tank of fuel. That's over a second off the SPB lap record (which John set last year). Oh my! All cars were performing as designed; no problems. Honestly, I really expected this news but was totally paranoid something awful might have happened. That's racing – no matter how well you prepare, expect the worst is my motto.

Michael was in the 2:34 range and unhappy. I was not worried and knew his times would improve. Besides, 2:34's were very competitive for SPB. He will get

better with experience. I installed a communications radio in his car. It was so weird when I was installing it, sitting on right floor board, temp was near 83°F, no ventilation inside car and I was sweating like crazy. Hours earlier I was in cold weather directing dash vents to blow at steering wheel 10-2 position to warm my hands while heading to DFW airport.

Thomas seemed happy. He started PCA racing in the last year same as Michael, and his times were amazing for someone with so much time to learn in front of him. He was turning mid 2:33's. Wow!

Denis and Bernard were learning the track and having a great time. The two of them had Topp Racing look after their cars after we got them to the track. There was no way John and I, even with Gary's help, could deal with six cars during the weekend. It was great to have Todd from Topp looking after them. Plus, Maverick Billy Stevens was there with his GTCA Cup car also with Topp. I wish he had come out with his SPB car, but if I owned a Cup car that is what I'd take to Sebring. As a group we were having the time of our lives in Florida enjoying the weather. Everyone got a tan while DFW was frozen over.

Greg had everything under control. His car performed flawlessly. Just needed tire maintenance and fuel. Twist the key and go. He provided much lateral support for the entire effort. It was extremely necessary and helped so many things go as well as they did.

Friday Feb 4

A great day for Gary and me. No one broke anything or had an issue. John accused us of “sloughing off.” Watched night race practice - always interesting. Witnessed a Cup 997 whose lights went out for about two seconds on entry to Turn-14. Do not know who the driver was but jeeezzzee, it was an interesting moment. The track was not fully lit and very dark when the lights blipped off. The car was carrying about 90 MPH into the corner.



Cliff talks setup and strategy with John

Saturday Feb 5

All hell broke loose. Thomas got squeezed going into Turn-5. Just before Turn-5 a couple cars went off track (driver's right) and kicked up a huge dust cloud. The pack of cars coming in

could not avoid impact with the tires. The left side of the car was damaged. Front nose as well with left radiator involved. Driver's door mirror was gone.

I cannot begin to explain how well all the safety equipment worked

had to agree, as it was now a mission for all of us to get Thomas back out there. And I mean all of us.

Michael also had problems. While everyone else started taking Thomas' car apart, I looked into Michael's problem. He reported on the radio that the engine died then came back to life after a few seconds. Plus, he was down on power big time. I hooked up the PIVIS system tester and found that the air mass circuit was open and his car was running on a default software map. Removed top, accessed engine compartment and found MAF (mass air flow meter) connector had disconnected. Reconnected, started engine and looked at MAF numbers to see if all was well. It was not. The voltage reading was flat and completely out of range. Replaced MAF with spare we brought and all was well.

Back to Thomas: the guys were pulling off the front nose and getting ready to remove hood and left fender. Everything came together from there.



Photo by Kim Zeh (MAV)

Gary Tomlin, Cliff Blackshear, and Thomas Jones assess the effort to get back on track

could see near nothing in front of them. Suddenly, a car in front of Thomas came in view from driver's right, immediately off his nose. Thomas had to make a millisecond decision: have a metal to metal collision or drive off track driver's left and deal with whatever happens. He chose driver's left. A bridge was there with a tire wall protecting it. He

for Thomas. Cage, window net, HANS, harnesses, helmet, face shield, etc. He came away sore, yet intact. The car was another story. I simply looked at it in the paddock and went blank as to if we could get it back together for Sunday. John had no hesitation in his assessment. "We do not show up and not finish," was exactly what he said. I



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Photo by Kim Zeh (MAV)

Denis Boule #811 chases Michael Hsu #188 during the Saturday Sprint race

Door was beaten out and still latched properly. Another racer loaned us a driver's door mirror. Left fender was removed and John beat it back into a usable shape. We replaced the radiator with a spare John had that was somewhat questionable yet had been proven to be okay. Reassembled everything and bled cooling system.

When we started the engine it ran terrible. Barely idled and had sluggish throttle. Hooked up system tester and ran some checks. Found O2 sensors flat lining indicating air leak. I had pulled the left air inlet off earlier during repairs as it was smashed and air snorkel leading to air cleaner was blocked with debris. Cleared debris and reassembled. Only thing I could deduce was that we had some kind of intake air management issue. The car ran as if running lean, as if air was entering combustion chambers that MAF could not see. Brian Bell (MAV) came by and got involved. We all agreed that it had to be an air leak somewhere. We looked in engine compartment and listened for an air leak. Not easy on the water-cooled cars as they already have a lot of air movement noise inherent to the design. Finally, I put my hand on throttle valve housing to rev up the engine and by sheer accident I found the leak. A tube coming off intake that is normally blocked by a closed plug for race application had come off. My index finger covered it as I reached for the butterfly shaft cable mount and the engine perked right up. How funny and lucky was that? A 3mm inner diameter pipe was allowing air into the engine that was not being managed by DME. Next, we had to find a plug. Could not find the plug that came off and no one

in paddock had a plug. Jeeze. Then in just the right light, Brian spots the plug and we fish it out. It had a crack in it and apparently the impact forced it loose. I repaired it with shrink tubing and all was well once again.

John drove the car around paddock to check suspension clearance, that steering wheel was on center, and determine if suspension might be

He immediately ducked into the pits - bad move

suspect. Plus, Thomas had reported that third gear was starting to grind on up shifts. John indicated transmission was not good and suspension needed alignment and adjustment. At 7:00 PM we began replacing transmission with a spare we brought. At 10:00 PM transmission was replaced and worked correctly. We had to wait until morning to get Topp to align and give us vital numbers for suspension geometry.

Sunday Feb 6

Todd at Topp was overwhelmed with things to do. John eyeballed the suspension into what he thought would be close. Todd checked it with his

equipment and it was dead on. How cool is that? During warm up runs the repaired radiator let go. While we pulled off nose another radiator was found and borrowed. Installed, bled and here we go again. Whew!

90-minute Enduro: Each car had to come in for a mandatory five minute pit stop. I talked with drivers and each gave me the time they wanted to pit. Michael would come in at 30 minutes, Thomas at 45 minutes, John at 60 minutes, and Greg at 65 minutes.

Thomas suddenly showed up at 18 minute mark. Only driver with a radio was Michael, so I had no idea why Thomas was in. Thomas reported a vibration from the rear. I looked at right rear wheel and found dirt packed around the wheel. I asked if he had gone off track. He answered, "Yes, I spun off into the dirt." This became his five minute stop. Cleared dirt from both rear wheels and checked car over. Got Thomas back out and all was well.

Just before Michael was due in, a 944 Turbo had an engine grenade on the front straight right in front of us. Gigantic cloud of smoke, looked like when engine let go it locked up and simultaneously locked up rear wheels and poured oil beneath car. The locked up rear wheels sent the car spinning by us straight down the front straight.



Photo by Kim Zeh (MAV)

Crowded Enduro pit stalls as Greg and John pit at the same time

The car did not hit anything, it just spun round and round and came to a stop driver's left on the front straight. Full course yellow.

One cannot pit under full course yellow in PCA racing, so Michael

Continued on page 24



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Pit Notes

Continued from page 22

stayed out. Clean up took forever. Workers were picking up debris from engine and cleaning oil. Michael's stop was starting to crowd John and Greg schedule stop. Finally, the yellow flag lifted and full on racing was on again.

The green flag came out just as Michael approached pit in and he immediately ducked into the pits - bad move. After a full course yellow you have to go by start/finish, complete a lap then come in. I was caught off guard and did not realize we had screwed up. Guys in pit next to us ran over and made sure I knew this was not going to count toward the five minute stop. Arrrgh. Sent Michael back out. Before he could make another lap another full course yellow flag came out. Someone dumped coolant all over Turn-10. More waiting to get all stops completed.

The folks next to us knew we had four cars to service, only two pit boxes

assigned to us, and three cars still in need of a stop. They came over to let me know the pit box behind them was unassigned. When green flag came out all three cars came in. I stopped John as far forward as possible, checked his tire pressures, then moved to Michael's car with same check, while looking downstream for Greg. Sure enough, in came Greg. I ran into neighbors pit

Next year we will have radios in all cars or I'm gonna kill somebody

and let them know I had third car to pit behind them. Pointed Greg into position and checked him over. Good grief.

Next year we will have radios in all cars or I'm gonna kill somebody. Plus, I will be more attentive to pit strategy, make better notes, and have

more meetings with everyone over entire effort.

Results? John finished first in SPB class. I never doubted that outcome barring a mechanical malfunction. Denis finished sixth, Thomas eighth, Greg tenth, Michael eleventh, and Bernard twelfth in class.

Next year we must do better. All cars finished this year and that was very important. We have to go back next year. So John, Denis, Bernard, Thomas and Michael start getting ready! Plus, fellow SPB Mavericks Steve Watkins, Glen Smith, Bryan Henderson and Cheryl McNally need to join us. Ha!

Billy Stevens spent all his spare time in our paddock despite the fact that he was driving a Cup car. While we worked feverishly he brought us food, and constantly worked with everyone helping in a number of ways. Billy was always there to help calm drivers and give advice. Thank you so much Billy!

Trying to not early apex in life!



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A - Dan Morris (GCT) #54 in his E-class '86 911 makes an inside pass on the D-class '83 911 SC of Dwayne Moses (POT)

B - Chris Dooley (PST) with the rotors aglow during the night race in his #890 J-class '04 996

C - Mark Nasrallah (FCR) showing some fuel burn while shifting gears in his #25 GTC2 '95 993 Cup

D - Jimmy Locke (NCT) shows the longevity and durability of the racing Porsche as he pilots his #22 B-class '68 911 around the bumpy Sebring track

E - Alex Welch (RMT) #20 catches air as the front tires skip over the Sebring bumps in his GTC4 '07 GT3 Cup



The \$30,000 Martini

By Pat Heptig, PCA Club Racer (Maverick Region)
with Jeff Wiggins, PCA Club Racer (Maverick Region)

So here I am, early March, one week out from the “Texas Two-Step” club race running a high race fever. I’ve got my ‘87 Carrera suspended in air; I drop the oil plug, and BAM! — a chunk of metal drops out. “You’ve got to be kidding.”

I make an emergency visit to Buckley Racing to meet Jim Buckley. It turns out the errant piece of metal is part of a valve spring that cannot be fixed in time for the race. Just as I see my race weekend slipping away, out of the corner of my eye I see parked in Buckley’s garage, a pristine ‘83 911 SC Euro race ready machine sporting Martini racing stripes. It didn’t take long after Jim delivered the verdict on my Carrera for him to begin his best Monty Hall

impression: “Or...you could buy this Euro SC.” Ah, the slippery slope of racing...and my \$30,000 Martini weekend journey begins. Did I mention I’m still married?

I’m off to College Station to Texas World Speedway (TWS). The weather is absolutely perfect at 75°F with scattered clouds. The race field is stuffed with 20 E-class cars and 17 Spec Boxsters, all future National champions in the making. Great friends and racing competition from all over Texas and surrounding states gather for this annual race. This is going to be fun.

The Martini car (E-class #714) handled like my Carrera, but lighter and more nimble in the turns. The Euro SC versus Carrera power to

weight debate is done as I shaved 4.5 seconds off my lap time. The car felt great. During the Saturday morning warm-up, Jeff Wiggins (E-class #735) laid down a screaming 1:55.453 (the fastest lap in E-class so far). Jeff’s lap time is only 0.4 seconds off the track record of 1:55 flat – a record coincidentally held by Jim Buckley (E-class #711). Jeff’s ear-to-ear grin does not go unnoticed by Jim.

In the very next qualifying session, Jim lays down a jaw-dropping 1:53.985 – a new TWS track record! Now that’s what I’m talking about! Jim remains “King of the Hill.” To put this in perspective, Jim’s lap time would have gridded him third among the Cup cars, and fourth in the other race group. I was pretty happy with my qualifying time of 1:56.741, dropping me into the third grid slot behind Buckley and Wiggins, while Niels Meissner (E-class #06), driving yet another Buckley prepared car, gridded fourth with a 1:57.669.

The stage was set for Sprint 1: “Battle of the E-class Buckley cars.” At the start, George Kopecky, in a GT5S ’70 911 S, got a lightning fast run (is that nitrous under that hood?) and shot his tie-dyed #97 911 forward for an impressive kamikaze dive bomb into Turn-1, squeezing between me and the first and second place runners of Buckley and Wiggins respectfully. It didn’t take long before Buckley and Wiggins checked out, and I overtook Kopecky. Game over for the top slot as Buckley drove away. Leaving no room for errors, Buckley finished first, Wiggins second, and I rounded out the top three overall. Meissner took fourth in class, sixth overall. I collected a glass boot podium finish award for the trophy case.

As the weekend progressed, Sprint 2 played out the same except Wiggins



Photo by Wendy Shoffit (MAV)

Jeff Wiggins #735, Jim Buckley #711, Pat Heptig #714, and Niels Meissner #06 in Buckley Racing E-cars lead George Kopecky #97 (GT5S) at the start of Sprint 1



Pat Heptig #714 enjoying his \$30,000 Martini

got pinched by the tie-dyed 911, leaving him unable to close the gap with the leaders. Overall, Buckley finished first, I came in second, and Wiggins took third. Unfortunately, Meissner bent a valve in an earlier session and was done for the weekend. Yet another Buckley car sweep, and another glass boot to go with it.

Now for those of you unaware, Jim Buckley has a rare combination of skills: master 911 mechanic, ridiculous driving talent, and fierce competitor - all while lending a helping hand on and off the track. There must be something about the Maverick region since John Gladwill from Boardwalk Porsche is another master mechanic (Porsche Certified), possesses all the same characteristics as Buckley, and swept first place in all four Spec Boxster races at TWS and Sebring this year.

After the Saturday races, the Lone Star Region treated us to a sit down reception dinner, second to none, in a country club setting. We

ended the day with a cold beverage on the clubhouse verandah looking out over the 18th green. It just doesn't get any better than that.

The Sunday races kicked it up a notch. Each race was longer in laps and time than the Saturday races. Thinking ahead, I brought out my secret weapon Sunday morning - a fresh set of tires. Wiggins rolled his eyes when he saw this. Qualifying placed me on the pole position for the first time at a 1:55.605. At this point, I'd lost all prior knowledge of car expense.

Getting to choose your lane on the start was a new experience, so naturally I asked Buckley for advice. With an eye twinkle, he recommended the outside lane (one I have never seen him take). I chose the inside lane. The start of Sprint 3 was a rush. I made a bad shift in

Turn-1, which allowed Buckley to take the corner and the lead. I was able to stay glued to his bumper (nothing like fresh rubber) lap after lap, turning consistent 1:56 lap times until I started lapping traffic. I was doing everything possible to hang on to Buckley as we pulled together another trifecta. Buckley took first, I finished second, and Wiggins rounded out the top three.

The final race of the weekend combined both race groups and placed us in the top third of the pack. The start was pretty hairy as we made our way through the field. Buckley, Wiggins, and I were all over each other during the first few laps, until the dreaded double black flag came out due to a serious single car incident. Thankfully, the driver was not injured. Kudos go to the emergency response crew for taking care of the driver.



Photo by Wendy Shoffit (MAV)

Buckley Racing prepared E-class competitors

On the restart, the Buckley prepared cars continued battling again, until Buckley himself developed a wheel-bearing problem. Wiggins worked on his tire smoke screens and dirt throwing tactics to no avail. Wiggins struggled mightily to keep his car on the track while simultaneously making his car as wide as possible. Finally, with four laps to go, Turn-1 produced the opportunity one hopes for as Wiggins locked up a rear tire and went wide with enough room for me to make an inside pass ... and on to the checkered flag - first in class. I also received the coveted Workers Choice Award!


Martini anyone? 



Photo by Cafe Photo www.Cafe-Pics.com

Pat Heptig (R) paces Jim Buckley (L) and the rest of the field for Sprint 3

Texas Two Step Pictorial

Photos by Cafe Photo www.Cafe-Pics.com



A



B



C



D



E

A - Thomas Jones (MAV) #40 back in the saddle of his '99 986 SPB after the woes of Sebring [ed. read Pit Notes on Page 20]

B - Phil Harris (HCT) #202 driving his GT3S '86 951 looks through the carousel of Turn-10

C - Spy vs. Spy clad #204 SP996 of Bryan Bell (MAV) sits on the grid next to #281 the often Spy ride GT2S '89 951 of West Dillard (HCT)

D - James Shoffit (MAV) illustrates that Zone Reps can race too as he pilots his #64 D-class '78 911 SC

E - The '02 SP996 of David Hodges (LST) #41 does battle with fellow LST driver Claus Nielsen #5 in his GT4R '74 911 S



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By Allen Shirley
Daytona Club Race Cochair (Florida Crown Region)

Photos courtesy of the Daytona International Speedway

It took over 30 years but Daytona International Speedway finally has a new friendlier racing surface. I'd like to think that it was done to promote our annual club race but they tell me that was not the case. Even though they consider us in the top tier of their customers, they assured me that the new surface was for "all their racers"— imagine that!



Original track paving in 1958

This is the second repaving project since the track was built by Bill France Sr. in 1958. The last repaving was done in 1978. The current repaving project began immediately following the July 2010 Coke 400 weekend and was completed in time for the Rolex 24 in January of this year. As a result of

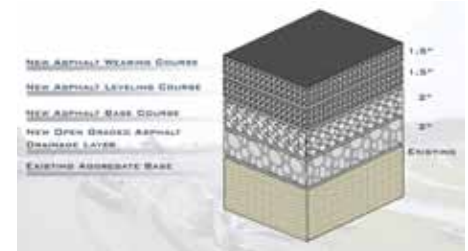
the track closure our 2010 club race had to be postponed until our 2011 date, October 7-9.



First track repaving in 1978

The Daytona staff was kind enough to arrange a tour of the project to let us see what they were doing and how it was going to making the racing at Daytona even more exciting. Or in some cases less exciting; remember the bump in turn-4? Well, it's gone. If you had the opportunity to watch the 24 hour on TV or in person, the drivers had nothing but positive comments about the new racing surface.

Bert DeVelano (my cochair), Bob Linville (Roebing Club Race Chair and my Daytona Key Grip), Tom Gorsuch (PCA National Treasurer), and I met with Bill Braniff the Director of Construction for a



Track section

morning tour of the project. When we arrived in late 2010 the crew had already completed the paving of NASCAR turn-3 and turn-4. However, they were in the middle of repaving turn-1 and turn-2, so we were able to see firsthand just how the 31-degree banking was paved. If you've never had the opportunity to stand at the bottom of the banking do so at our October club race. You'll be surprised how steep it feels when looking from the ground to the top compared to actually driving on the banking.

The planning for the resurfacing project began years ahead of the actual execution date. One area that I was particularly interested in was how they determined the angle of the banking back in 1958. The engineers have a process they use to determine the maximum angle a material will maintain its integrity without sliding



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to the ground. They basically take a soil sample and sift it into a pyramid until it obtains a maximum angle without the face of the slope falling apart. They call this the angle of




Paving crew works on the 31-degree banking

repose. A point of interest is that the Talladega Superspeedway has 33-degree banking (angle of repose) due to the different composition and characteristics of the local soil.

The actual resurfacing process that began in July of 2010 required the removal of all the asphalt down to the original aggregate base from 1958. At that point the engineers did a laser

scanning survey of 300 million data points to ensure a smooth racing surface. The multiple layers of asphalt and drainage material were laid and the surface rolled and smoothed. The 50,000 tons of asphalt used for the project were produced onsite to assure the necessary quality control of the product. The polymer modified asphalt was designed

to tolerate high lateral loads and formulated to provide an elevated softening point to withstand the abusive racing conditions.

So how does all this work translate to our 7-9 October club race? Smoother surface, more grip, less tire wear, and better racing. Make your plans now and don't drain your 2011 racing budget before October. When October 2011 comes around it will have been two years since our 2009 race and we're expecting a great turnout to one of the best racing venues on the PCA Club Racing tour. Come out and test your meddle on the new super surface—it's gonna be fun. If you have any questions or input, give me a call at 904.338.2324 or email me at turbo91188@comcast.net. 

2011 Early Season Hard Chargers

By Michael Wingfield, Chief of National Timing & Scoring



Name	Region	Class	Description	Start	Finish	Index	Race
Texas World Speedway							
Brian Amond	MAV	SPB	P 99 986	34	24	10	Blue Sprint 1
Brian Amond	MAV	SPB	P 99 986	29	20	9	Blue Sprint 2
Mike Hamza	WHB	E	S 89 944 S2	36	25	11	Blue Sprint 3
Scott Johnson	WB	F	S 93 911 RSA	18	14	4	Red Sprint 1
Scott Johnson	WB	F	S 93 911 RSA	17	12	5	Red Sprint 2
Jay Boulas	MAV	GT2S	GT 87 951	23	17	6	Red Sprint 3
Ken Laborde	MG	F	S 89 951	26	16	10	Super Sprint
Road Atlanta							
Marc Villeneuve	REN	GTA2	GT 07 GT3 RSR	26	2	24	Group 1 - Sprint 1
Fernando Pena	NST	GTC5	GT 11 GT3 CUP	12	2	10	Group 1 - Sprint A
Craig Smid	CHO	F	S 88 951 S	29	18	11	Group 2 - Sprint 1
Alain Goulet	REN	G	S 88 951 CUP	13	6	7	Group 2 - Sprint A
Bryan Berry	GCT	GT5S	GT 73 911	16	6	10	Group 3 - Sprint 1
Louis Foubare	GCT	GT6S	GT 68 911	9	8	1	Group 3 - Sprint A
Craig Smid	CHO	F	S 88 951 S	15	8	7	Group 4 - Combined
Robert Seitz	UPC	GTC3	GT 05 GT3 CUP	6	2	4	Group 5 - Combined
Jeffrey Freeman	PNW	GTC3	GT 02 GT3 CUP	29	11	18	Enduro A
Brent Knoll	MSK	SP1	P 83 944	12	7	5	Enduro B *
KC Ladnier	FLC	SP2	P 84 944	17	12	5	Enduro B *
Auto Club Speedway							
Steven Gerken	SDO	G	S 93 911 RSA	10	6	4	Blue Sprint 1*
Peter Czajkowski	SDO	GT4S	GT 75 GT4S	11	7	4	Blue Sprint 1*
No advancement from eligible competitors							Blue Sprint 2
Chris Pedersen	SDO	GT3S	GT 80 911	20	15	5	Green Sprint 1
K. J. Greenberg	INT	GTA1	GT 02 GT3 RS	15	8	7	Green Sprint 2
Les Long	INT	GTC3	GT 03 GT3 CUP	13	5	8	Blue-Green Sprint
Peter Czajkowski	SDO	GT4S	GT 75 GT4S	13	8	5	Enduro
Heartland Park							
John L Gladwill	MAV	SPB	P 99 986	11	9	2	Blue Sprint 1 *
Brian Amond	MAV	SPB	P 99 986	12	10	2	Blue Sprint 1 *
Charles Bray	MAV	SP996	P 99 996	15	13	2	Blue Sprint 1 *
Jack Baker	GPL	GTB1	GT 10 CAYMAN	18	16	2	Blue Sprint 1 *
Dean Johnson	RMT	SPB	P 99 986	21	19	2	Blue Sprint 1 *
Rainer Dronzek	CHO	SPB	P 97 986	18	16	2	Blue Sprint 2

Photo by www.colourtechsouth.com

Name	Region	Class	Description	Start	Finish	Index	Race
Bernard Nussbaumer	MAV	SPB	P 98 986	15	9	6	Blue Sprint 3
Pat Heptig	MAV	E	S 83 911 SC EURO	12	4	8	Red Sprint 1
Bret Bailey	NST	E	S 86 911	21	15	6	Red Sprint 2
Bret Bailey	NST	E	S 86 911	18	12	6	Red Sprint 3
Lime Rock Park							
Stephen Cloud	CVT	F	S 93 911 964 C2	16	10	6	Green - Conn. Valley
Antonio Lepore Jr	CTV	F	S 90 964	19	13	6	Green - Lime Rock
David Seuss	NER	GTC3	GT 04 996 GT3 CUP	19	10	9	Orange - Conn. Valley *
Cliff Sander	CTV	GTC2	GT 97 993 CUP	25	16	9	Orange - Conn. Valley *
Michael Ferra	CTV	GTC3	GT 01 996 CUP	18	13	5	Orange - Lime Rock
Chris Reinsborough	CTV	E	S 91 911 C4	20	12	8	White - Conn. Valley
Frank Osborn	NE	E	S 86 951	25	13	12	White - Lime Rock
H Roger Funk	CTV	GT4R	GT 76 911	9	3	6	Yellow - Conn. Valley
Steven Abrams	CTV	I	S 06 911 S	14	9	5	Yellow - Lime Rock *
Salvatore Strocchia	NNJ	GT4R	GT 03 996 C4 S	22	17	5	Yellow - Lime Rock *
Thunderhill Raceway Park							
William Pickering	LPA	SPB	P 97 986	28	22	6	Sprint 1
Alex Steele	GGR	GT4S	P 95 993	16	5	11	Sprint 2

* Indicates a tie

Photo by www.colourtechsouth.com

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john@northstarmotorsports.com

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Mike 312.498.9996

mike.keck@comcast.net

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2010 Miller Motorsports Park Hard Chargers

By Michael Wingfield, Chief of National Timing & Scoring

Name	Region	Class	Description	Start	Finish	Index	Race
David Banazek	RMT	GT3R	GT 73 911	8	3	5	Sprint 1 *
Henry Luft	PNW	GT3R	GT 70 914	22	17	5	Sprint 1 *
Robert B Thompson	GPL	G	P 72 911 CARRERA	22	18	4	Sprint 2
Behrouz Salehi	SDO	GT3S	GT 73 911 S	9	3	6	Enduro

* Indicates a tie

Photo by Bill Ibsen (PST)

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Photo by Bill Ibsen (PST)

Robert Fabricatore (SFL) blends into the Georgia sunset at Road Atlanta in his GT5S classed 1972 911 RS



Photo by Bill Ibsen (PST)

Mark Villeneuve (REN) lights up the rain darkened track of Road Atlanta while climbing the Turn-1 hill in his GTA2 classed 2007 GT3 RSR

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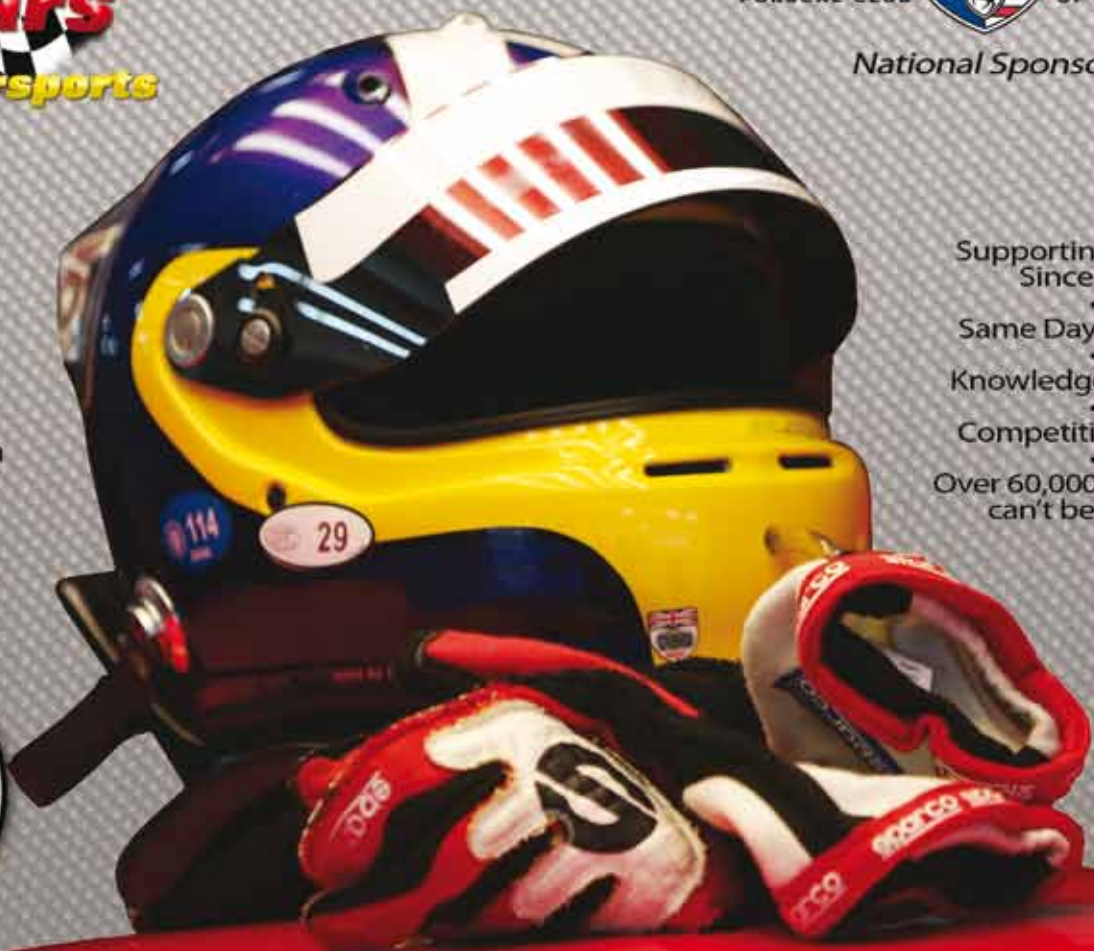
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