



NEWS

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PCA CLUB RACING NEWSLETTER

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Photo by Greg Phillips (SDO)



On the Cover
A moment to reflect and remember each competitor who has ventured to the track to race...and did not come home

Deadline for article submission for the next issue is January 31, 2014

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CHAIRMAN'S CORNER

BRYAN HENDERSON, CHAIRMAN PCA CLUB RACING

As many of you may be aware, we suffered a serious incident in which one of our racers, Jerold Schouten, was fatally injured. You will see more about this elsewhere in this issue of Club Racing News¹. The Schouten family is in our thoughts and prayers.

In light of this incident our Safety Committee and our Medical Committee are reviewing our safety and medical protocols to see if there are some things we can do better. PCA already has some of the stiffest requirements placed on our regions and tracks in amateur racing. Regions can expect even more concise information and equipment prerequisites beginning in 2014. Drivers can expect some more detail in the required race physicals. Our review should be complete by the end of October.

There are some things drivers can do to make your racing safer. Along with proper hydration, being physically prepared to race and driving well, you can review your personal strategies for getting out of the car in an emergency situation. A good way to do this might be to park the car in a soft area like a grassy spot. You could then get into the car and hook up all of your systems like cool suit and radio as well as strapping in with the HANS device properly in place. You need to be fully dressed in your racing gear including suit, shoes and gloves. While a helper times your exit, close your eyes and keep them

closed while you turn off your systems, simulate setting off your onboard fire system or grabbing your fire extinguisher and then get out of the car as quickly as possible. There are a variety of reasons your vision might be impaired in such an emergency situation so keep your eyes closed unless you are having trouble or are unsteady. Be safe. You will learn some things you might not have

**we are looking at
a device that will
allow us to monitor
systems in your car**

known about finding all of your connections and the difficulty the helmet and HANS add when trying to exit the car in a hurry. Practice using both sides of the car as exits. One door may be impossible to open. Be safe while doing this and it will allow you to properly think about how and what you need to do. After you have practiced this drill and thought about it, the time saved in a real situation might be very important to you some day.

During the third quarter we completed a new sponsorship agreement with a newly formed race tire support company, JX2 Performance Group. We will be working with the same people that we have been working with at JMG for the last two years. As a result of this multi-year agreement we will specify

Pirelli race slicks and rain tires for our GTC3, GTC4, and GTC5 racecars. JX2 will be the sole provider of tires for those classes beginning January 1, 2014. This agreement will provide a consistent sales and support opportunity for JX2, a great highly visible exposure for Pirelli with the number one amateur racing organization for Porsche cars, and great stability for PCA Club Racing. The agreement also provides increased contingency pay outs, stable tire support at many of our races, and technical and engineering support from Pirelli for all racers in those classes. Pirelli and JX2 will also provide an all expenses paid trip for two to a Pirelli motorsports event for a selected PCA Club Racing member participating in the Pirelli PCA Cup Series.

As a result of our increased stability we are looking at a device that will allow us to monitor systems in your car during practice, qualifying or a race. The idea is to continue to level the playing field for all drivers in PCA Club Racing. The device will provide the same data that you use to evaluate your driving like G loading and accelerations as well as drawing a track map that corresponds with all of the data collected.

The device is a small electronic box that connects to your controller area network (CAN) bus through the OBD2 connector or a special connector in Cup Cars. Older cars can be monitored through clip on connectors in the engine bay. The OBD2 system gives us many data points to determine the mechanical make up of your race car.

1 "A Big Heart" on page 26



Photo: Porsche AG

The older car connectors will still allow monitoring many things including rev limits, shift points, gear ratios, and acceleration performance. That data can be compared with other similar cars to find cars that do not conform to the norm. Those cars can be

further evaluated. The system is being tested as I write this in late October. If all goes as it appears it will, you can expect to see this monitoring system at Sebring in 2014.

Our yearly rules revision cycle is drawing to a close. Many comments have been collected from our racers. The rules committee is reviewing comments and should have the revisions for the 2014 season posted by the first of November. They are also available in this issue of Club Racing News². If you did not get your favorite rule change in the system this year remember that the rules cycle starts again April 1, 2014 for the 2015 season.

2 "2014 Rules Changes" on page 20

One of the rules changes this year that affects quite a few racers involves combining the R and S in the GT number classes. The distinction between cars on slicks and DOT tires has been dropped. For example GT-3R and GT-3S now become simply GT-3. The use of R or S tires is up to the racer. Those using R tires will incur a 50 lb. weight penalty in the minimum weight for the class formula

We received many comments from our racers concerning the proposals and tailored the rule revisions to match the driver's desires when possible. Although we received many comments we are not happy with the amount of meaningful input from our racers. We have a plan that we are going to try that we hope will improve this situation.

We want to identify an Advocate for each spec group and some combina-

Continued on page 7

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LOREM IPSUM

MICHAEL WINGFIELD, CLUB RACING NEWS EDITOR

Some would say I have a critical eye and am detailed oriented. When you combine those characteristics with a genetic predisposition for perfectionism, you end up with what some call “impossible.” At least that’s how I have heard it said, “Michael, you’re impossible.” To hone such abilities, I work in an industry where every jot and tittle can be expensive, so ferreting out noncompliant details is a way of life for me.


In the last issue of CRN, I illustrated the “Porche 911” episode on How It’s Made: Dream Cars as one of my noncompliant details. I continue to be amazed at what passes across the airwaves without proper scrutiny. One bank card commercial currently has its benefactors proclaiming, “We own a stationary gift store...” Does the bank

card not work equally well for a mobile gift store? Not to be outdone, a class action lawsuit appeal states in the ad, “If you, or someone in your family, have died from...” Did you catch that? Who is this ad trying to reach, dead people?

This brings us to the point of this column, perfection - or the lack thereof within these pages. I have a great team of proofreaders that comb the pages of each CRN issue before it goes to press. I am thankful to them for finding typos and other errors that invariably appear.

With each issue, no matter how hard we try, occasionally an ‘oops’ will get through. When you stare at something for a while, it will read the way you want it to read, which might not be what it actually says. Between issues, with the mind clear and a fresh look, I peruse the pages of the CRN hard copy

when it arrives. How embarrassing to find those sneaky errors that have lingered.

However, believe it or not, I sometimes intentionally leave errors within the articles. As I explained to a reader recently who inquired why I had so many grammatical errors in an article, the intent was to keep the original flare or style of the author. Yes, I could have edited the content, but it would have lost much of its characters. For example, would the comic strip “Snuffy Smith”¹ have half its appeal if it were written with proper English? I grew up with Snuffy and Maw, an’ shucks, I ‘ave kin dat still tawks dat waa. Thankee fer readin’ 

1 Barney Google & Snuffy Smith
by Fred Lasswel



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Chairman's Corner

Continued from page 5

tions of classes in our stock and GT classes. This person would be an asset for both the drivers and the rules committee. They would keep the drivers aware of the rules cycle dates and the proposals that might affect the class or classes involved. These racers could help foster paddock discussions about issues. They could help the rules committee interpret the proposals and their effect on the race cars.

Our National Championship Points Rules have been very stable over the first two years. The only addition for 2013 was to add a minimum race requirement to qualify for a podium finish in the final standings. Rule VII has been amended to include in part:

A racer must successfully complete a minimum of 6 race starts in point scoring races to be eligible for a National Podium Award.

The only rule change in the points system for 2014 is to change the minimum race requirement from 6 to 5 making it more realistic

The only operational issues we have heard this year in our points system involve the three or four times that racers have inadvertently failed to finish a race on the track as required by rule VI which states in part:

And to qualify as finishing the racer cannot finish in the pits and must take the checkered flag on the track after it has been shown to the leader.

What happens is that the leader will be coming up behind a slower driver as they approach the start/finish line on the leader's checkered flag lap. The checkered flag which must be shown early enough that the leader can see it as the leader approaches the starter's stand is interpreted by the slower driver about to be lapped as being for this nearly lapped driver. The slower driver about

to be lapped crosses the start/finish line in front of the leader and therefore is the last car on the checkered flag lap and has the rest of that lap to continue racing. The driver who incorrectly thought the race was over cools the car down and comes into the pits and paddock without crossing the start/finish line on the track at the end of the race as required for points. This results in a Did Not Finish (DNF) being shown on the score sheet. Notice I stated, "as required for points." The DNF does not change the standings shown for the race. It does however cause no points to be earned for the DNF racer.

When this happens, some have suggested that we use a hot pit loop crossing to determine the finish for the racer who made the mistake of not taking the last lap, and to not score this racer as a DNF. The problem is that in the points system you are not competing just with the cars at the race in which this occurs. You are competing with cars all across the US and in Canada at many other races at other race track.

Numerous tracks do not have traffic flows that allow the driver to cross the pit loop in the hot pits after exiting the track. To be fair we must have rules that work at all tracks across the country. In some cases the car involved is the only car in class or the race is an Enduro and the driver may have finished in front of other cars in class. The DNF does not affect the finishing order in the local race. It just means no points awarded to the driver receiving the DNF. How can we justify giving a driver winners points when the driver doesn't finish the race? In that case, the driver would get the same points as a car finishing fifth in a 12 car field.

Our race statistics are in good shape. With three race event registrations still open we have had close to 2900 race entries for the year. This will be the highest number in our history. Our number of active racers is back up to 2007 levels.

We have added two doctors to our Medical Committee and retired one. The new members are Wayne Brown

from East Texas and Stephen Heim from the Chicago area. Ron Foust from Minnesota has retired from the Medical Committee.

We already have 14 race dates confirmed for 2014. This is a very high number for this time of the year. It looks like our regions are planning ahead and securing good dates in a tough market. Racing and DE at all levels is putting a strain on the number of available weekends at many tracks.

The National Championship Awards Banquet for the 2013 season will be held Wednesday evening January 29, at the Chateau Elan hotel near turn-7 at the Sebring International Raceway, the night before the 48 Hours of Sebring Club Race gets underway. Make your plans to be there. Award winners can attend and bring a guest at no charge.

BE SAFE 

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2014 CLUB RACING SCHEDULE

Dates	Event	Region	Region Contact
Jan 30 - Feb 2	Sebring International Raceway*	Suncoast Florida Gold Coast	David Herndon 727.804.1439 Davidh2310@gmail.com
Mar 14 - 16	Texas World Speedway	Lone Star	Gregg Platt clubrace@lsr.pca.org
Mar 28 - 30	Road Atlanta*	Peachstate	
Mar 29 - 30	Thunderhill Raceway Park	Golden Gate	Tim Smith 480.381.6297 tgsmith4845@aol.com
Apr 4 - 6	Auto Club Speedway*	Zone 8	Vince Knauf 619.287.4334 vvvince@aol.com
Apr 25 - 26	Lime Rock Park	Connecticut Valley	Bob Bradley 203.458.7120 clubracedirector@cvrpca.org
Apr 25 - 27	Circuit of the Americas*	Hill Country	
May 10 - 11	Buttonwillow Raceway Park	Golden Gate	Tim Smith 480.381.6297 tgsmith4845@aol.com
May 16 - 18	Roebing Road Raceway	Florida Crown	Tommy Reinheimer 904.472.3108 Tommy@rmail.us
May 24 - 26	NOLA Motorsports Park*	Mardi Gras	John Crosby 504.909.2767 jlcrosby@crosbydevelopment.com
May 30 - Jun 1	Watkins Glen International*	Zone 1	
May 31 - Jun 1	Motorsports Park Hastings	Great Plains	
Jun 20 - Jun 22	VIrginia International Racway*	Zone 2	Mike Andrews 215.589.5633 Mra.1954@gmail.com
Jul 11 - 13	Putnam Park Road Course*	Ohio Valley	
Jul 26 - 27	Brainerd International Raceway*	Nord Stern	Doug Anderson 507.273.5346 argosy@cluemail.com
Aug 8 - 10	Canadian Tire Motorsport Park*	Upper Canada	Mike Edmonds 416.738.5562 mike.edmonds@rogers.com
Aug 16 - 17	High Plains Raceway*	Rocky Mountain	Brian Leary 303.619.1864 beleary36@yahoo.com
Aug 30 - Sep 1	Road America*	Chicago	Keith Clark 630.514.5937 kc_design@sbcglobal.net
Sep 20 - 21	GingerMan Raceway*	S E Michigan	Marc Molzon 248.623.0581 mextremem@hotmail.com
Sep 26 - 28	Summit Point Motorsports Park*	Potomac	Fred Pfeiffer 301.729.2407 clubrace@pcapotomac.org
Sep 27 - 28	Willow Springs International Raceway	San Diego	
Oct 3 - 5	Daytona International Speedway*	Florida Crown Florida Citrus	
Oct 4 - 5	Hallett Motor Racing Circuit	Cimarron	Jon Jones 918.740.7951 jjone20@aol.com
Oct 31 - Nov 2	Carolina Motorsport Park*	Carolinas	Bill Scarbrough 803.600.6704 clubrace@carolinas-pca.com
Nov 15 - 16	Buttonwillow Raceway Park*	San Diego	

* Indicates an Enduro

Photo by Tim Rogers (CTV)

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VIEW FROM THE TOWER

VICKI EARNSHAW, CHIEF NATIONAL STEWARD

We are coming to the close of the 2013 racing season. The 2014 season calendar is filling in with the old favorite tracks and the return of Circuit of the Americas (COTA) and NOLA Motorsports Park (NOLA). Some events have changed dates so keep reviewing the dates for the races on the PCA Club Racing website.

After the last race this season, the tallying of the points for the PCA National Championship for each class will begin. We hope you can join us at the championship series banquet to be held before the 2014 Sebring International Raceway club race which kicks off the start of the 2014 season.

The Championship rules are followed throughout the year. One of those rules is if you acquire a 13/13 sanction during a season you are not eligible for the Championship Award for that season. A common question I get asked is, "If I get a 13/13 in 2013 does it take me out of the Championship for the following year since the 13/13 probation goes into that year?" The answer is, no. The 13/13 sanction only disqualifies you for the Championship for the year in which you acquired the 13/13 sanction.

We had a competitive 2013 racing year and incidents have proven to be low. If you have an incident where you are found at fault, we do have an appeal process. You are allowed 30 days to request that appeal. You may present more information such as videos from your car or videos from other cars that you have been able to acquire. If you are going to claim a mechanical issue caused

the incident, it is important that you present evidence of the mechanical problem at the track. You must inform the scrutineer and the steward about the mechanical failure. Any mechanical information will be collected at the track so we can investigate and photograph the evidence. I will again mention that videos and telemetry are important pieces of information in

deciding incidents. Make sure these are running in ALL sessions.

Safety has always been a concern for PCA Club Racing. When you register for an event on ClubRegistration.net you will be required to enter your emergency contact information. The website will not allow you to register for the event without this contact information completed. By requiring you to update this information we hope to maintain

current contacts in case of an emergency.

When we talk about safety you want to remember to prepare both yourself and your car. If hot weather is forecast, hydrate on the days prior to the race weekend and make certain your cool suit functions properly. During the event, always evaluate your potential. Recognize if you're stressed about a situation. Ask yourself if you are feeling up to racing medically and physically. I have had racers come to the tower who have had close calls and said they were leaving because they felt it was not best to keep racing that weekend. Take time to evaluate your capability of making good decisions on the track. Just like a car that is experiencing brake failure, staying out and thinking that in the next corner maybe the failure will improve will likely result in an incident. Our health will not usually improve by stressing it with racing. Racing is a sport that demands constant good decision making so take care of yourself and your fellow racers.

In the last issue of CRN, Bryan wrote about the passing rules that will appear in the rule book. Here is a quick summary:

1. The car making a pass has the responsibility to complete the clean pass
2. The car ahead at turn-in has the corner
3. Everyone must leave racing room

RACING IS A SPORT THAT DEMANDS CONSTANT GOOD DECISION MAKING

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FROM START TO FINISH

MICHAEL WINGFIELD, CHIEF OF NATIONAL TIMING & SCORING

I was asked to review the Black Enduro race results from the OktoberFast club race held at the Daytona International Speedway (Daytona). The inquiry focused on the overall race winner, Chris Musante (#72), and if he had actually completed a valid five minute pit stop. The question was posed based on another competitor who reviewed the lap times for Musante. The premise was that using the pit-in lap, the five minute pit stop, and the pit-out lap for Musante produced a lap time of slightly more than eight minutes. The proposed conclusion was that if Musante was lapping the track at 1:55 laps +/- and had a five minute pit stop, the total time (in lap + pit stop + out lap) should be over nine minutes. Thus, Musante could not have made a valid five minute pit stop.

The first point to note about Daytona is that the pit lane is very long. The entire time a competitor travels down pit lane is counted as part of the five minute pit stop. Therefore, a competi-

tor is allowed to travel from pit in at the exit of NASCAR turn-4 all the way down to pit exit at turn-1, the entry into the infield as part of the pit stop time. When you realize this time allocation over the distance of the pit lane, it

is almost like short cutting the track. From a conceptional perspective, the lap no longer starts and stops at the start finish, but rather has the distance of pit road removed from the lap since the conceptional lap begins at one location (pit entry) and ends at a different location (pit exit). I will revisit this notion later. Also, the PCA Enduro rules do not state the competitor must have a five minute wheel stop as prescribed by other race

organizations. In PCA Club Racing, the pit stop time is defined as, "The elapsed time shall be from the time the car passes through Check In until the car passes through Check Out before entering the track."¹ The savvy racer takes this travel time between the pit entry

and pit exit into account when determining the actual wheel stop time to spend in the pit stall, and this results in an actual wheel stop of considerably less than five minutes.

The second point to consider is the pit stop time recorded by the pit stop timing scoring computer. This system measures precisely the time elapsed between when the racecar crosses the timing loop at pit entry and the timing loop at pit exit. This elapsed time is the parameter used for determining if the required five minute pit stop (time between pit entry and pit exit) is executed within the rules.

The third point to consider is the lap time of the pit entry lap (the lap immediately before the actual pit stop) and the pit exit lap (the lap immediately after the actual pit stop). These laps do have a consistent start/stop location - start/finish line scoring loops located on both the track and the pit lane. However, and this is critical, the pit-in and pit-out lap times may differ drastically based on the actual location of the competitor's pit stall. Here is why: if the competitor has a pit stall *before* the pit lane scoring loop, the competitor will have an extended pit-in lap and a quicker pit-out lap. This extended pit-in lap it created since the competitor will not score an actual completed lap until after the wheel stop pit stop and the competitor once again starts moving and travels over the pit lane scoring loop. Thus the pit-in lap includes all actual wheel stop time on pit lane. After

**This type
of analysis
is exactly
why we
implemented
electronic pit
stop timing
in the first
place**

1 PCA Club Racing Enduro Protocols rule #3.

59	PIERCE MARSHALL	GTC5	5:02.127
122	MARC VILLENEUVE	GTA2	5:03.232
7	DOUG BIELEFELD	GTC4	5:03.322
15	ANGUS ROGERS	GT45	5:03.789
72	CHRIS MUSANTE	GTA2	5:04.013

The top five quickest pit stop times from the Black Enduro

the pit stop the competitor travels at pit lane speed and does not stop in the second half of the pit lane, thus adding the second half of pit lane to the actual exit lap.

Similarly, if the competitor has a pit stall *after* the pit lane scoring loop, the competitor will have a quick pit-in lap and an extended pit-out lap. This quick pit-in lap is created since the competitor scores a completed lap while traveling at pit lane speed to the competitor's pit stall without stopping during the first half of pit lane. After the pit stop, the competitor travels the remaining distance on pit lane at pit lane speed toward the pit exit. The extended pit-out lap is

created since all of the wheel stop time on pit lane is scored as part of the actual exit lap.

The first and second points above are a metric measured directly by the timing system – the competitor's pit stop time. The scoring system verified that Musante did indeed have a valid five minute pit stop. In fact, the scoring system showed that Musante was not the quickest competitor on pit lane. Rather, four other racers had pit stop times quicker than Musante. In other words, these other four racers completed the distance between the pit entry scoring loop and the pit exit scoring loop, and made a wheel stop in less

time than Musante. This data alone is sufficient to answer the original question; did Musante have a valid pit stop? The answer is, yes, with a pit stop time of 5:04.013.

However, to be thorough, I also evaluated the pit-in and pit-out laps to determine how could Musante complete those laps, plus the pit stop in less than nine minutes as proposed. It is on these laps that Musante shines, and shaves seconds off his laps that others appear to leave on the track.

In the scoring system, we have a segment that times competitors from the exit of pit road back to the main start/finish line. I will call this the pit-out segment. It is not a full pit-out lap since the segment excludes the distance from the pit lane start/finish line to the pit exit scoring loop. Within this segment, Musante pulled away from the competition. Musante had a pit-out

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From Start to Finish

Continued from page 13

segment time of 6:47, while the next closest competitor, #38 Robert Seitz (the second place podium) scored 6:52. Thus, Musante was five seconds quicker on the pit-out lap than the closest competitor Seitz.

72	CHRIS MUSANTE	P 31	31	2:08.415
72	CHRIS MUSANTE	32	32	6:47.520

Musante's pit-in and pit-out lap times

I also did comparable calculations of the pit-in lap and pit-out lap times, which is what was used to generate the original inquiry. The sum of the lap times for Musante calculates to 8:55 (under nine minutes). Meanwhile, the eight next closest competitors scored in ascending order: 9:07, 9:07, 9:11, 9:11, 9:17, 9:22, 9:24, and 9:35 (reads like a list of Porsche models). Thus, Musante

38	ROBERT SEITZ	P 14	14	2:43.210
38	ROBERT SEITZ	15	18	6:52.731

Seitz's pit-in and pit-out lap times

was 12 seconds quicker when using both the in lap and out lap. I've already shown that Musante was five seconds quicker on exit. This leads us to believe that the Musante was even better on pit entry, where he was seven seconds quicker than the competition when getting onto pit lane. This means Musante carried more speed closer to the pit in cones (pit speed limit marker) and slowed his car quicker in a shorter distance than the competition.

This type of analysis is exactly why we (PCA Club Racing Timing & Scoring) implemented electronic pit stop timing in the first place. One simply cannot validate a pit stop time by reviewing the combination of pit-in and pit-out laps. The above scenario illustrates why we cannot use the pit-in and pit-out lap times to determine whether or not the actual pit stop met the five minute requirement. The scoring sys-

tem handles that job very well, and as noted above Musante was compliant in the pit stop, while four other competitors were actually quicker on pit lane than Musante. Simply because Musante had the quickest combined pit-in and pit-out laps is no indication of the amount of time spent on pit lane.

Unfortunately, for the competition,

it appears that not only was Musante the quickest competitor getting onto and off pit lane, Musante was also quicker on the race track. We can see this if we look at the average lap time for the top two competitors. When looking at all race laps (which include the five minute pit stop lap), we see that Musante has an average lap time of 2:01.479, and Seitz has an average of 2:03.634.

This is a 1.5 second advantage Musante has over Seitz per lap for the duration of the race. While I have written articles before about how the quickest car does not always win the race, for the Black Enduro at Daytona it appears that the quickest car did indeed win the race.



View from the Tower

Continued from page 10

These are our passing rules, but not every situation is this black and white. If you are the lead car at turn-in and have opened the door so wide that you gave the car behind the indication it is their corner, then you must go through the corner with coexistence. There is a need to be AWARE of that racer's position. I know this has been said many times but the only way this is evaluated is with video. Car contact will not give us enough information. There is an art to passing and awareness will avoid contact.

You will be reading this as we finish our 2013 season. I want to thank all the racers who have allowed PCA Club Racing to grow and be distinguished as one of the top racing venues. I want to thank our volunteer staff who with their own particular expertise relinquish weekends with family and travel around the country to deliver a safe, fun, and fair Porsche Club Race. Thanks to each and every one of you.

Vicki 



ICE - A KEY TO SAFETY

HARRY KINTZI, MEDICAL SAFETY COMMITTEE CHAIRMAN

Many of you know me from years of racing with the Porsche Club. I am an Emergency and Trauma Physician and also the PCA Club Racing Medical Safety Committee Chairman. This article describes how our committee tries to keep all of us safe while racing and enjoying our favorite hobby.

PCA Club Racing formed a Medical Safety Committee many years ago after a few incidents required medical attention back in the early days of the club racing program. We realized that not all ambulances are created equal and medical attention, when needed, must be the best that it can be. Much of the work of the safety committee is done behind the scenes. Prior to each race, many safety items must be in place before the weekend can start, after any incident, and before an event can continue.

As per PCA Club Racing rules, in order to have a race sanctioned and organized, on track safety needs must be met. We require two Advanced Life Support (ALS) ambulances to be at the track at all times in order to attend to any racer who may be injured during competition on the track or in the paddock, or attend to any person at the event who may require medical attention. This at-track support also extends one hour past the end of the final race of each day. This ensures timely care if and when anyone is injured. As with all traumas and medical emergencies, time to treatment is critical and we ask that the paramedics on the ambulances have the necessary training and equipment to appropriately attend to anyone injured


or suddenly taken ill, and be able to expeditiously transport the person to the appropriate hospital as necessary. This may at times require helicopter transport to a trauma center.

Each year or two as we renew our PCA racing licenses, one of the requirements is to have a medical form completed by the racer's physician. In order to keep not only the racer safe, but all the competitors around the racer safe as well, we ask the racer's physician to consider all the racer's stresses during the weekend of competition and preparation prior to signing a medical release allowing one to compete. This is a very important step that helps ensure that all of us are at least prepared to race from a medical standpoint. As our organization has matured, so have many of our racers. This competitor maturity also requires careful attention to one's medical history and medications. Many of the other racing organizations such as NASCAR, Grand AM (now United Sports Car Racing) and even SCCA have a much younger demographic of racers. As such, these organizations typically do not have to consider the multiple diagnoses of hypertension, diabetes, heart disease, and neurovascular problems possible in some of our racers, who may also be on multiple medications.

Another important factor as part of our licensing and signup procedure is to make sure every racer has the correct contact information available for the race officials in case there is a need to notify family or significant others of an incident and the need for hospital transport. This contact information is com-

monly called ICE, an abbreviation for In Case of Emergency.

Important procedures for our competitors to practice include: quickly activating any fire suppression systems if needed, immediately shutting down the main power switch after a crash, and exiting the vehicle as quickly as possible (if uninjured), out the driver or passenger side windows if necessary. Lastly and most important, each racer should prepare themselves before and during each race so that they are in good shape, well hydrated, have appropriate cooling to prevent hyperthermia and heat exhaustion, and that their medical conditions/medications would have a minimal chance of causing the racer to lose control of their vehicle, possibly injuring themselves or others around them.

In conclusion, we would like to thank all the hard working and well trained emergency personnel who spend hours sitting in ambulances and rescue trucks prepared to render aid if and when needed during our race weekends. Likewise, we would like to thank the committee members and medical liaisons who volunteer their time and expertise in providing for a safe racing weekend. I trust you all had a safe 2013 season and are looking forward to a great and safe 2014 season of PCA Club Racing. 

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BOOTS ON THE GROUND

MIKE MULLIGAN, CHIEF NATIONAL SCRUTINEER

As things are wrapping up on another year of club racing I am again impressed with what a great group of people gather under the banner of “racer.” From coast to coast the folks I encounter at the races are universally friendly, quick with a smile and, very often, a cold beverage (at the appropriate times of course). It becomes a cliché after a while, but this group is made up of an incredible variety of folks from many different walks of life with but one thing in common; we still play with cars! You guys are really a remarkable group and I really enjoy the time I get to spend with you at the track.

Another aspect of our group I find amazing is the quality of the cars that you guys bring to the races. I have yet to see a car at a PCA Club Race that I would be reluctant to jump in and drive myself. Truth be told, I would run over my grandma in cleats for a chance to drive some of your cars! Whether it is a brand new Cup car or an old 914 on a tight budget, you guys manage to bring good, safe cars to the races. Of course, insuring that our safety standards are maintained is a big part of our job as scrutineers. Your attention to

safety shows in the cars we see at the track and it makes our job much easier.

That being said, there is always more that can be done to insure safety. Some of you may have noticed that we were on a bit of a crusade over kill switches this year.

Kill switches are one of those things that gets mentioned in the Chief Scrutineer column so often it becomes somewhat humorous, but we still find some kill switches don't quite work the way they ought. So, here begins the inevitable plea from the Chief Scrutineer to double check all of the safety equipment in your car - but wait! Please don't flip over to Walt's column just yet. There may be a

couple things you haven't thought about for a while.

I think most of us do a pretty good job of checking the usual suspects like belts, fire bottles, seats, suits, helmets and kill switches. Those items fall under the heading of safety equipment and, as pieces of equipment, they stand out as items that require our attention. But we all suffer from the “can't see the forest for the trees” syndrome every now and then and we can overlook some very basic things.

It might be a good idea in the "off season" to get in there and see how the old girl is really holding up

One thing that came up in a conversation the other day is how often we check the overall condition of the basic car itself. Yes, I am a geek and such conversations are not infrequent with me. As I stated earlier, you guys really do bring some nicely prepared hardware to the track, but when was the last time you really inspected the basic tub of your car? Some of these old war horses have been around for quite a while and have a lot of hard racing miles on them. I have seen more than a few that started to develop cracks. When you think about it, some of the 993 tubs are already twenty years old, and we have a lot of 911s and 914s that are much older. It might be a good idea in the “off season” to get in there and see how the old girl is really holding up.

While you are down in your heated garage checking over the tub and listening to the snow flurries outside, there is another thing you can think about that you may have never even considered before. How long does it take you to get out of your car in an emergency situation? I have seen hundreds of racers climbing out of their cars and, quite honestly, it can sometimes be humorous. But it often makes me wonder if we give enough thought to “emergency egress,” as it is often called. Maybe the next time you are out in your snow-bound garage sitting in the racecar making engine noises (Don't lie. I know you all do it), grab your helmet and HANS, strap in, fasten the window net, put on your gloves and see how long it actually takes you to get out of the thing. If you



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are surprised by how long it actually takes, perhaps a bit of practice is in order. In particular, those of you using halo-type seats need to make sure you have room to get out in a hurry. I see a lot of these seats that are really close to the A-pillar part of the cage and create a pretty small hole through which to climb. Oh, and if you are one of those guys that says, "I'll just go out the passenger side," please give it a try. You may find it isn't as easy as you thought it was going to be. It is a WHOLE lot better to learn about these things in the garage rather than when you really need to be out quickly.

Something else that would be good to check before you go flying out the window again is trying to improve on your best time for getting out of the car. (Again, don't lie. I know you guys will do this. You are all way too competitive not to try) If you have a hand-held fire bottle in your car make sure that you can actually reach it while you are

strapped in tight. Oh, and no looking! You may need to keep your eyes on the road when the moment comes. The same goes for cars with a built-in fire system. You should know where to find that handle or button without having to look. In an emergency situation having practiced these procedures will pay dividends.

Like I said at the beginning, insuring that our PCA Club Racing safety standards are maintained is a big part, perhaps the biggest part, of our job as scrutineers. To that end we can double check your cars, as frustrating as that may be sometimes, and we can check your personal equipment to make sure your old suit doesn't have a bunch of holes, and to make sure your helmet is in spec. But the one thing we will never be able to check is where your head is as you climb into the racecar. As you guys know, driving a racecar is a physically and mentally demanding activity and we need to be sure to take a moment to

evaluate our state of body and mind before we strap in and head onto the track. Track days seem to be made to throw us off a bit. Lack of sleep, fatigue, not eating properly and dehydration can adversely affect our physical and mental performance and none of those things are rarities on a race weekend. Outside factors enter into it as well. If you get in a rush because you are late getting to the grid, for example, you can be very distracted and it may be a good idea to pause for a moment and gather your thoughts before heading out on track.

When it comes right down to it, you are the only one at the track that can determine if you are physically and mentally up to the task at hand. I know you've heard it before, but I think it bears repeating - there is no shame in missing a practice session or even a race if you are not feeling up to scratch. Oh, and if your buddy's behavior is a bit

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2014 RULES CHANGES

WALT FRICKE, TECHNICAL & RULES CHAIR

[Ed. The following 2014 Rules Changes were sent to PCA Club Racers in an email blast on November 7, 2013]

SAFETY

SEATS WITHOUT A BACK BRACE

Unless modified during 2014, starting in 2015 in order to race without a complying seat back brace or other exception, all the following conditions must be met:

- 1) An FIA 8855-1999 approved race seat, within six years of its manufacture, or an FIA 8862-2009 approved seat within eleven years of its manufacture, and installed in accordance with the FIA's and manufacturer's specifications.
 - 2) A metal seat mount, with each separate side formed from a single sheet of steel 3mm thick minimum, or aluminum 5mm thick, commercially available as a race seat mount, and mounted in accordance with the FIA's and manufacturer's specifications. Mounts may be modified as needed to clear Cup car sliders.
 - 3) If a slider is used, it must be:
 - a. For 996s and later 911s, 996 and later Cup or other factory race cars, Boxsters, and Caymans, the slider used on the Porsche Cup cars (996.521.929.00) or the similar part used on the other specified models when delivered without a power seat slider.
 - b. For all other models, any slider other than the Cup type must be approved by the PCA Club Racing Rules Chair, and must mount to the chassis with at least one M8 grade 8.8 bolt at each end of each slider. Earlier cars which used 6mm bolts must have the chassis mounting modified to accept 8mm or larger bolts. At present only the Sabelt double locking slider is approved if a Cup or equivalent Porsche slider is not used.
 - 4) The chassis mount must be modified if not made to take an 8 or 10mm bolt, and in any event must also be reinforced by additional steel welded around the mount if a floor pan mount, or connecting a cantilevered mount to the floor pan, so it cannot flex, and the sheet metal holding the chassis attachment is reinforced to prevent pull through. If a slider, seat mount, or bottom mount seat is bolted through the floorpan, a steel backing plate at least 4"x4" x 1/8" must be used for each fastener. It is recommended that the backing plate be welded to the floorpan.
- Racers installing or changing seats during 2014 should keep these changes in mind, as they will be enforced in some substantially similar form on all cars starting January 2015.

STOCK

- 5) The 1997-99 2.5 liter Boxsters are moved from E to D. These cars have to weigh 255 pounds more than the Spec Boxsters, and existing D class cars should not find themselves outclassed.
- 6) Seven inch wide rims are allowed for cars which came stock with 5.5 inch wide rims or less.
- 7) McPherson strut spindles may be gusseted to the strut.
- 8) Parts substitution on Stock class 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.
- 9) M96 and M97 sump-in-block motors (Boxster, Cayman, 996, and 997) may make the following modifications, which may not also serve as a performance advantage: after-market oil pump hex drives, re-

placement of the oil to water cooler with an oil to air cooler and fan, any Porsche internal oil pump, additional oil scavenge pumps with allowance of an electric brake booster, any deep wet sump and baffling, any drain plug, any thermostat, and additional oil filtration.

PREPARED

- 10) McPherson strut spindles may be raised.

SPEC CLASSES

- 11) SP 1, 2, and 3 rules changes will be incorporated into the PCA rule book after the parent entity has decided upon them. It does not appear that there will be any changes in SP911.

SPB

- 12) Any rear toe link is allowed as long as it does not alter suspension geometry beyond being longer and does not function differently than either of the other allowed toe links.
- 13) The Tarett front roll bar #996FSBK is allowed.
- 14) The exhaust system may be wrapped.
- 15) The air dam and bumper provisions are reworded to clarify that "stock" and "Boxster" parts refer only to the 986 model, but include any exact replicas, as do the allowed 1999 C2 US parts.
- 16) 500 lb springs may be used in front, and 450s in rear, but the spring distribution may not be "square."
- 17) If hood pins are installed, stock hood latches may be removed or disabled.
- 18) The windshield wiper arms and blades may be removed. Note: removal of the wiper mechanism is not allowed.

SPEC 996

- 19) The previously "optional top scoop" on the Getty spec 996 wing is no longer allowed, assuming that it ever was allowed under the rules as written. Logbooked cars with this top scoop may continue to run the scoop until the end of 2014.
- 20) A Gurney flap on the Getty spec 996 wing with a height not to exceed 1" is allowed.
- 21) The minimum wheel/tire combination weights are 40 lbs for fronts, and 46 lbs for rears.
- 22) The oiling modifications approved under Stock are NOT allowed.

GTB

- 23) The ITC wing is permitted.
- 24) The permitted wings may be raised to improve rear visibility, but no more than 4'8" above the ground at the top of the wing, and may be no farther to the rear than it would be if in its standard position. If this proves to be substantially higher than necessary for good rear vision and ease of enforcement, it might be reduced in subsequent rules.
- 25) The oiling modifications added to Stock may be incorporated in the engines in GTB.
- 26) GTB1 Caymans with the PDK transmission must weigh an additional 100 pounds.
- 27) 2014 Caymans will race in GTB2 at a minimum weight of 2750 pounds. It is unclear how the active suspension components on these new cars will affect performance potential, but no data exist to make adjustments so it is comparable to the cars without these improvements.

GT

- 28) 25) The HP/L factor for the 4 cylinder 4 valve water cooled engines is reduced from 125 to 115.
- 29) 26) The HP/L factor for the 4 cylinder 2 valve water cooled turbos is reduced from 200 to 185.
- 30) The class distinction based on tire type is discontinued, but cars running R tires must add an additional 50 pounds to their minimum weight. It does not appear that this will change substantially the podium finishes in the National Points series, nor at individual races. The issue will be revisited for 2015 to adjust or remove the weight penalty, or return to two classes if the determination that this change will have more of an effect than contemplation of race results and participation currently suggests.

GTC

- 31) Consumables, as specified in the second paragraph of the Stock Cars rules, are free as long as they cannot serve to increase the car's performance.
- 32) The 2014 Cup cars, in GT America trim, will race in GTC6. Whether these cars, in European Supercup trim, will run in this class as well remains to be decided.

ENDURO REFUELING

- 33) The Enduro rules concerning refueling will specify that the person acting as fireman may have no other duties while fuel is being added and must be back from the car far enough to perform those duties reasonably should fire occur. Additionally, if refueling involves a cranked fuel container on the cold side of the wall, there must be a person with full safety gear at the point of fuel entry into the car monitor-

Continued on page 27

Destination – COTA



BY BRIAN WEATHERED, PCA CLUB RACER (CHICAGO REGION)

I paused when I reached the front gate of Circuit of the Americas (COTA) located outside Austin, Texas. It had taken some time to get here. I'm not just talking about the drive from our shop in Bensenville, Illinois, but also of the many years of racing and working on Porsches that I've been involved with over the past 30 years. I wanted to take in the sight and my feelings before entering the grounds.

COTA sits on 890 acres devoted to racing at the highest level – Formula 1

(F1) that is. In order to even conceive, plan and finally construct such a stellar facility took time and considerable cooperation among the various organizations that would be involved in both construction and actual operation. All the requirements and concerns had been addressed, ground broken, and a fully functioning and quite modern operation was now here in the hinterlands of Texas. To start things off there had been an F1 race on November 18th of last year (2012) and since then there

had been a number of events held at the facility.

COTA is the first purpose built F1 track in the United States. It's a counter-clockwise track, and has some elements incorporated into it that draw from the essentially F1 European heritage. In particular, a number of famous turns from famous tracks have been duplicated on the Texas soil. A couple of notable turns are a sequence of turns modeled after Silverstone in England and also the arena bends from Hocken-



Photo by Mary Ann McKenzie (MIL)

Team Eurosport at Circuit of the Americas 2013

(Left to right) Jason Hartnell, Glenn Sapa, Chris Sliwerski, Chuck Reiter, Matthew Weathered, Ed Dalton, Charlie Reiter, David Ellis, Jon Astredes, Bob Klaskin, Mike Faemes, Denny Hiffman, Paul Thelen, Tony Reyes, Brian Weathered, Anna Reyes, Dan Schubkegel, Gary Knoblauch, John Crane, Joe Crane, Tim McKenzie



Photo by Sideline Sports Photography, LLC © 2013

Bob Klaskin #65 (CHO) leads Eric Boueilh #863 (UPC) in a GTC4 class battle

heim in Germany. The track is wide, with room for five cars side by side in some sections. There are also significant elevation changes which provide a number of blind apexes. The seven slow hairpin corners provide considerable opportunities for passing. Some of these facts I learned before I left the Chicago area and I looked forward to experiencing them on my own, as I would have an opportunity to drive the track.

COTA incorporates the latest and greatest. It's an asphalt track and was built in layered construction. Once all the required ground preparation had been done, a base course was laid to handle vertical loads. Over this layer went the binder course which accommodates those critical horizontal forces from acceleration and braking. To top it all off was placed the wearing course which provides the critical grip component especially significant at high speeds. As one might expect, it should be possible these days to provide an extremely stable, durable, and smooth racing surface (unlike some of the legacy

tracks that we also visit). The final need is for the run-off areas and perhaps not surprisingly, after all we are in Texas, these I learned are Astroturf rather than natural turf. My customers and I do visit these run-off areas on occasion and perhaps I'd be getting acquainted with the benefits of Astroturf over natural turf by the end of the weekend.

COTA incorporates the latest and greatest in overall race site technology. Most notable is the over 250 feet in height observation tower with a clear view of all areas of the track. The tower includes a clear floor allowing for an unobstructed view of the track below the tower. I was anxious to see how these surroundings might provide for a different sort of race experience.

I had driven our five-car transporter from the shop over the past several days after it had been carefully loaded with all of the required cars, supplies and other assorted items needed for a full weekend of racing. I've been doing this for a number of years now, supporting a core group of customers who are keen

on experiencing club racing at a serious level. While we're more organized these days in getting everything and everyone to the races, it's still quite a bit of work and I'm always grateful to actually be on the road and have a chance to unwind as the miles go by.

As mundane and uneventful as driving a truck primarily along interstate routes is, I find myself able to relax a bit and think over what has been happening in the shop as well as think ahead to the upcoming event once I've gotten myself in the right frame of mind. Typically there's been a nettlesome problem with one of the customer cars that I need to come to grips with in the first few miles. However, once I'm comfortable in either deciding what the next course of action needs to be or on occasion having one of those eureka moments when I realize what I might have missed, I allow myself the luxury of thinking ahead to a break from the worries and concerns of the work week.

Continued on page 25

Eight Maidens A-Racing

BY DAVID SCHMIDT, EDITOR HIGHGEAR (ROCKY MOUNTAIN REGION)

On August 21-22 of this year, an unprecedented event took place at the Rocky Mountain Region Club Race at High Plains Raceway (HPR): Eight women drivers registered and participated in the race!

Motorsports, and the hobby surrounding it, are overwhelmingly dominated by males, so it was an unexpected surprise to see so many ladies behind the wheel of these pure and powerful racing Porsches.

For Rocky Mountain Region (RMT) member Myrna Hall, this year's Club Race was her first PCA race weekend. "It was intense and fun," exclaimed the former rookie racer who got started in DEs with her first Porsche, an '01 996 back in 2005. After eight years of autorosses and DEs, she finds herself addicted to racing.

Vicki Earnshaw racing in the very competitive SP1 class is also an RMT member, but she's an experienced racer with 22 years of driving with a rollcage wrapped around her. "I started with SCCA in the Central Division with my home track being Mid-Ohio," Vicki said. "I lived seven minutes from that track, which was great. My best finish ever was first place at Hastings, Nebraska (Motorsport Park Hastings, MPH) a few years ago."

Some of the ladies came from outside the state to take on the challenge of HPR. Sally Knapp hails from Omaha and is in the Great Plains Region of PCA. She came out to HPR the month before the race to better learn the track.

"My first race was at Motorsport Park Hastings in 2008, and Vicky Earnshaw was the steward; this is my 6th year," she said. "My first Porsche was a 1992 968 cabriolet which I still have. My first racecar was a 1983 944 which I also still have. I'm currently on my 3rd racecar," Sally continued. "This was the first new track I've been at in a long time, so I was a little unsure about racing here. It was great to see so many other women racers; I'm the only one in my whole region."

Kristi Schmidt of the Lone Star Region, driving the #308 Spec Boxster (she placed 9th out of 13 SPBs), came all the way from Katy, Texas to race at HPR. "This was my first year racing," Kristi said. "I'd like to give a shout out to my Spec Boxster racing peers – the greatest group of drivers and mentors ever!"

One of the first women to apply for a Club Racing license (way back in 1995) is RMT member Kathy Fricke, who has been racing now for more than




Photo by Brian Leary (RMT)

Top row: Myrna Hall, Vicki Earnshaw, Gennie Hemingway, Kathy Fricke, Alexandra Sabados, Sally Knapp
Kneeling: Lisa Bryan, Kristi Schmidt

14 years. "I had to take a medical hiatus for a while, but am now back actively competing again," said Kathy, who owns two 911 racecars and a 2007 Turbo with her husband, Walt.

Racing is clearly in her blood. "Over the years, I've traveled as far as Thunderhill (Thunderhill Raceway Park) in California to Las Vegas, Utah, Texas, Oklahoma, Kansas, Minnesota and all the way to Florida to go racing," Kathy stated. She has first, second, and third place podium finishes over her many years of Club Racing. "My most exciting award was my first Workers Choice Award given to me at Second Creek Raceway in 1998. Since then, I've received three more Workers Choice Awards," she said proudly.

"HPR is my home track, and it is the most familiar for me to race on," Kathy finished. "But I do enjoy the challenge of racing on all the race tracks across the country where I have the good fortune to race and I love to see

more and more women take on the challenge of racing their cars!" 

Thanks to Editor David Schmidt for this article and allowing this adaptation. The original article appeared in HIGHGEAR, the Rocky Mountain Region newsletter Vol. 67, Edition 9 • August 2013


Boots on the Ground

Continued from page 19

peculiar, even for him, it might be a good idea to see if he is feeling okay. I know these things are not much fun to think about, but a little forethought and perhaps a bit of self-evaluation can go a long way to enhancing the safety of our program.

On another subject, though possibly no more pleasant for you guys to think about, there is something you could do to make things a bit easier for the scrutineers. As you know, you are

supposed to have your car class displayed on the front and rear of your car. At several of our recent races we have noted cars that didn't have any class designation at all, and others that had class designations that were not visible from the front, like up near the windscreen on the flat part of the hood. If you guys could make sure your car has class (sorry, couldn't resist) and that it is easily read from the front it would be a great help to us. A good guideline would be to stand about 50 feet in front of your car and check to see if your class designation would be easily read by Mr. Magoo. Very often we are looking for cars of a particular class as you guys are coming off the track, even the 35 mph pit lane speed doesn't give us much time to see who you are. If you would be so kind as to make sure those numbers and class designations are clear to a myopic individual with A.D.D. it would be much appreciated!

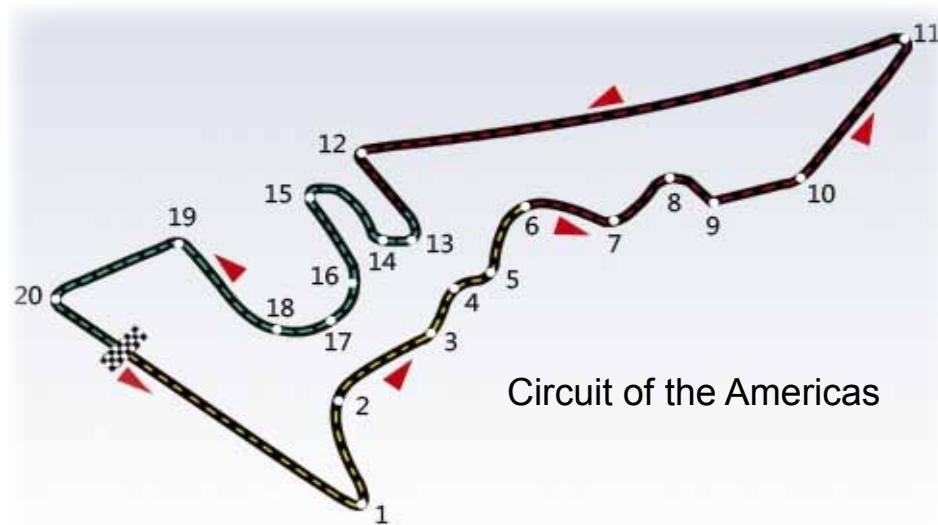
Thanks guys! See you at the track,
Mugs 

Destination – COTA

Continued from page 23

I have a great crew at my shop, and great customers. The race weekends provide an opportunity for these two groups to get together and spend some very memorable time together. My primary role after ensuring the customer's cars are ready for racing is to get the vehicles to the facility so that the drivers can focus on the track and have some time to unwind as well from the pressures of their own work weeks. A number of them will fly to the various race tracks we visit over the course of a season depending on the distance from our home base. While their livelihood and backgrounds vary, on race weekend we're all one big family and share common goals of driving cars and enjoying our time away.

My customers that are involved with the race weekends can be a conge-



Circuit of the Americas

nial bunch much of the time but they tend to have a competitive streak, as their interest in racing suggests. They also like accomplishing things and when word of a new track started surfacing I learned quite quickly that many of them wanted to put it onto their "must

attend" list. Thus, quite early on I had started getting ready for this weekend.

At the shop I had prepped the customer cars for this particular event. I had prepped my customers by encouraging them to be ready for new experi-

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A BIG Heart

BY VICKI EARNSHAW
PCA CLUB RACER (ROCKY MOUNTAIN REGION)

In the August 2013 Rocky Mountain Region PCA Club Race at the High Plains Raceway, there was an incident. During the first few laps of the Enduro, the racecar driven by Jerry Schouten (RMT) hit a wall, and the impact resulted in a fire. Jerry was rushed to the University of Colorado Hospital in Aurora via Life-Flight for treatment. During Jerry's stay in the hospital, his daughter Rachael sent this update

"We have posted every card that he has received to his ICU room wall (we are running out of room) and the doctors and nurses are amazed by the love and support he has. One doctor said 'He must be a great man to have so many people who love him.' They are all so excited to 'meet' him."

A few weeks after the accident, Jerry passed away while fighting a very tough battle for recovery.

You may remember Jerry in his racecar: a bright yellow and blue, older 911, displaying car number 911. He won the best prepared award a few times with that car. He was very competitive and an experienced racer. Jerry raced at

the First Ever PCA Club Race at Second Creek Raceway in 1992. He competed in one or two races a year with PCA and he also raced with the Rocky Mountain Vintage Race group, where he was known as an upbeat guy and serious competitor. He shared his car with his son Jerrel, or as we know him, Little Jer.


As I reflect back, I recall the time Jerry and I took our racecars to the Mid-Ohio Sports Car Course 11 years ago so I could instruct him at my home track. During the test and tune sessions before the official race weekend, he told me he could not go full throttle through turn-1. He gave me some story about a short wheel based car, yada, yada, yada. So the next time we went through turn-1, I applied a little pressure to his leg on the throttle, and wouldn't you know it, we made it! We laughed all the way around that lap. He ended up at the top of the PCA Club Race results that weekend.

Jerry was a person who loved racing Porsches and attended some of the Rennsport Reunions. Jerry is remembered by his friends as a man with a big heart and he would do anything for them. If you would like to honor the memory of Jerry, the



family requests donations to the following organizations, which are very near and dear to the Schouten family, be made in Jerry's name:

World Vision
P.O. Box 78481
Tacoma WA 98481
Or Call 1-888-511-6519
Please reference account #105429612

Christian Living Communities
7000 E Belleview, Suite 150
Greenwood Village CO 80111
www.christianlivingcommunities.org
Please reference "Clermont Park" 



Jerry #911 leads Walt Fricke #33 during the First Ever PCA Club Race at Second Creek Raceway



2014 Rules Changes

Continued from page 21

ing the hose and able to hold it in place if needed.


- 34) "Splash and go" refueling is not allowed. Any car refueled during an Enduro must be in the pits for a minimum of five minutes during any refueling pit stop.

RESLEEVEING 6 CYLINDER ENGINE BLOCKS

No proposal for this was adopted. The issue of the use of aftermarket pistons to allow resleeving of the water cooled six cylinder motors which have an engine block rather than separately removable cylinders will eventually have to be faced. While the D chunk may be fairly rare with these motors in racing, and allowed oiling, bearing, and seal modifi-

cations may have addressed the main current reliability issues, the fact is that cylinders wear, and at some point exceed wear limits. This can be even more of an issue if the wear is oval rather than circular. No shop has shown that it is feasible (durability equal to original) to use the stock pistons designed for the stock Lokasil cylinder in a resleeved motor. The shop most involved in resleeving these blocks has tried to use the stock pistons, but reports that this simply will not work. No one has asserted the contrary, much less pointed to actually doing it successfully. Lokasil is not a coating or surface treatment which can be applied after machining or to a sleeve the way Nikasil can. It is matrix impregnation done as part of the process of manufacturing the block. New blocks continue to increase in cost, and at some point will be no longer available. And used blocks are going to have cylinder wear, and those still within specifica-

tions will become harder to acquire and at a higher cost.

The majority of those opposed to allowing aftermarket pistons as part of resleeving were mainly concerned with cheating and opening Pandora's Box to illegal engine modifications. None offered an alternative for increasing the life span of these engine blocks. Because bore and stroke and compression ratio can be measured with the engine in the car, and it is unlikely that the stock piston dome is not optimized by Porsche, the remaining significant variable here is piston weight. The best option yet suggested seems to be some form of certification by the seller or the shop doing the work, and perhaps an agreement with manufacturers for something distinctive indicating a stock weight. If these motors are to continue to be raced, this issue will come up again. 



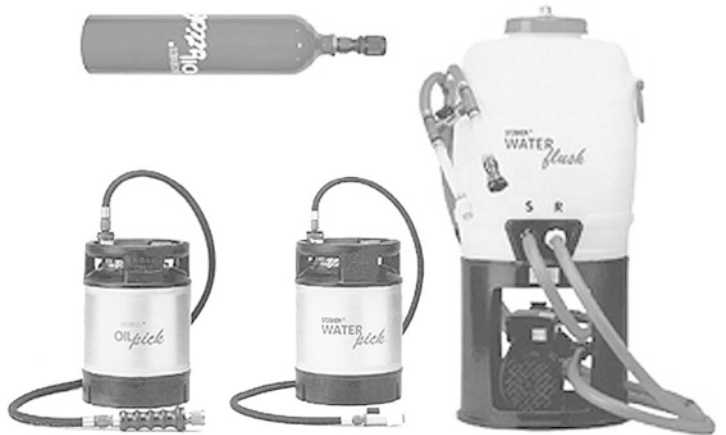
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Destination – COTA

Continued from page 25

ences. I had prepped myself by doing some of the basic research on the track and getting my own car ready. Now I needed to find my way to our “home” for the next several days. My further observations and experiences would need to wait until I’d gotten the team properly situated and gotten us ready for what I expected would be a particularly invigorating weekend.

After the first day of racing it was apparent to me that COTA was the smoothest track I have ever driven. The cars don’t hop and produce tire worms as with other more rough surfaced tracks. This means you can pass off line and the cars come off the track com-

pletely clean with no black marks. The only tire debris to speak of was a fine, sawdust-like film that we wiped off the cars. I went off the track in turn-1 and realized quickly the surprising amount of grip the Astroturf provided. Getting back on the track I didn’t drag any debris with me as with conventional grass run off areas.

The green-flag starts were particularly exciting as the track is wide enough for five cars going side by side into the turn-1 hairpin. Coming down the hill into a relatively quick turn-2, the track is wide enough for three-wide. Things change quickly after that with turn-3 to turn-10 dealing a series of switchbacks ending in a tight second gear turn-11. A good launch out of turn-11 is needed for a good run down the longest straight

and a good lap time. Turn-12 through turn-15 encompass the slowest part of the circuit, mimicking the legendary Hockenheim Stadium section. This section is great for spectator viewing. Turn-16 through turn-18 is a fast multi-apex carousel where a smooth line is needed to stay on track in this section. A quick turn-19 brings you to turn-20, a slow last hairpin which leads you back onto the uphill front straight.

Overall the weekend was a success. Everyone turned their fastest lap time on the final day of racing, revealing there were still faster times to be had next year. Team Eurosport is excited to race at the Circuit of the Americas once again in 2014. 🏁



Chuck Reiter #28 (CHO) gives chase to fellow E-class competitor Bret Bailey #182 (NST)

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Dust Anyone?

PHOTOS BY GREG PHILLIPS (SAN DIEGO REGION)

Joseph Bajo #36 (LV) may need more than a Dyson Ball or a Shark to get his car clean after this off course excursion through the silt of Buttonwillow Raceway Park 





Top Gun Challenge Putnam Park Road Course

PHOTOS RON CARR, ZONE 4 REPRESENTATIVE (MID-OHIO REGION)

SPRINT



- 2. Scott Denmark (CHO)
- 1. Krisatin Treager (CIM)
- 3. Bob Klaskin (CHO)

ENDURO



- 2. Bob Klaskin (CHO)
- 1. Krisatin Treager (CIM)

STCH

High Plains Thunder High Plains Raceway

PHOTOS BRIAN LEARY (ROCKY MOUNTAIN REGION)

SPRINT 1



- 2. Tommy Dean (RMT)
- 1. Fred Seipp (MAV)

SPRINT 2



- 2. Tommy Dean (RMT)
- 1. Fred Seipp (MAV)

STCH

Oktoberfest Hallett Motor Racing Circuit

PHOTOS LYNN FRIEDMAN, ZONE 5 REPRESENTATIVE (LONE STAR REGION)

GTC3



1. Mark Kemp (MAV)
2. Dan Crossett (OZK)
3. Clint Sawinski (NST)

GTC4



2. Kristin Treager (CIM)
1. Fred Seipp (MAV)



1. Kristin Treager (CIM)
2. Fred Seipp (MAV)



1. Alan Weiner (NST)
2. Clint Sawinski (NST)
3. Mark Kemp (MAV)

SPRINT 3

SPRINT 3

OktoberFast Daytona International Speedway

PHOTOS DAVID O'NEAL, ZONE 12 REPRESENTATIVE (SPACECOAST REGION)

GTC3



- 2. Phil Gilsdorf (PST)
- 1. James Leslie (NST)
- 3. Jeffrey Freeman (PNW)

GTC4



- 2. Doug Bielefeld (MAV)
- 1. John Goetz (CTV)
- 3. Eric Boueilh (UPC)

GTC5



- 1. Jay Policastro (ALL)
- 2. Pierce Marshall (MAV)

SPRINT

Texas Showdown Eagles Canyon Raceway

PHOTOS LYNN FRIEDMAN, ZONE 5 REPRESENTATIVE (LONE STAR REGION)

GTC3



- 1. Mark Kemp (MAV)
- 2. Pat Heptig (MAV)

GTC4



- 2. Frederick Seipp (MAV)
- 1. Doug Bielefeld (MAV)
- 3. Mike Vess (WIC)

GTC4



- 2. Doug Bielefeld (MAV)
- 1. Jason Hart (MAV) & Mike Vess (WIC)
- 3. Frederick Seipp (MAV)

SPRINT

ENDURO

2013 HARD CHARGERS

MICHAEL WINGFIELD, CHIEF OF NATIONAL TIMING & SCORING



Name	Region	Class	Description	Start	Finish	Index	Race
NJMP Thunderbolt Raceway (ARCA)							
Kevin Healy	MNY	H	95 993	19	12	7	Race 1
Ralph Marra	JSH	GTB1	08 CAYMAN S	18	10	8	Race 2
Putnam Park Road Course							
Richard Altmann	CMR	GT1R	GT 10 911 T	8	4	4	Blue Sprint 1 *
Harry Covington	NOO	GT3R	GT 97 3.8 RSR	11	7	4	Blue Sprint 1 *
Rob O'Donnell	CHO	F	S 91 911	13	9	4	Blue Sprint 1 *
Andreas Fischer	CHO	GT4S	GT 87 911	12	8	4	Blue Sprint 2
Douglas Dearmond	CIN	SP3	P 89 944 S2	17	6	11	Red Sprint 1
Tim Mclean	CHO	SP3	P 89 944 S2	11	6	5	Red Sprint 2
Ched Crouse	BGS	H	S 99 CARRERA COUPE	10	7	3	White Enduro
Richard Rosenberg	OHV	GT5S	GT 75 914-6	7	2	5	Yellow Enduro
High Plains Raceway							
Fred Veitch	RMT	GT1R	GT 01 996 T	23	14	9	Green Race 1
Klaus Viljanmaa	WIC	GTA2	GT 11 GT3 R	8	1	7	Green Race 2
Lisa Bryan	RMT	F	S 89 944 S2 FIREHAWK	22	12	10	Yellow Race 1
Ricardo Goncalves	RMT	D	S 77 911	20	13	7	Yellow Race 2
NJMP Thunderbolt Raceway							
Evan Close	POT	E	S 84 911	8	2	6	Blue Race 1
Frank Vento	POT	E	S 83 911 SC	20	17	3	Blue Race 2
Evan Close	POT	E	S 84 911	3	1	2	Blue Race 3 *
Dennis Wasser	RTR	E	S 89 944 S2	5	3	2	Blue Race 3 *
Carl Tallardy	RTR	GTP2	GT 95 911 FAB CAR	18	10	8	Red Race 1*
Ken Agena	SCH	J	S 04 GT3	30	22	8	Red Race 1*
Robert Newton	CTV	GTC3	GT 01 GT3	31	23	8	Red Race 1*
Charlie Boyer	NNJ	GTC3	GT 03 GT3 CUP	12	4	8	Red Race 2
Tim Holt	RTR	GT3R	GT 04 GT3	11	8	3	Red Race 3
Charles Belluardo	JSH	I	P 07 CAYMAN S	14	3	11	Yellow Race 1
Doug Fero	RTR	H	P 93 RSA	25	14	11	Yellow Race 2
Vernon Chevalier	JSH	H	S 09 CAYMAN S	21	11	10	Yellow Race 3
Matt Distefano	UPC	SPB	P 98 BOXSTER	19	8	11	Orange Enduro
Carl Tallardy	RTR	GTP2	GT 95 911 FAB CAR	7	3	4	White Enduro *
M Ferra / B Jacobs	CTV	GTC3	GT 01 996 CUP	10	6	4	White Enduro *
Thunderhill Raceway Park							
Tony Mazzagatti	LV	SP911	P 82 911 SC	16	7	9	Race 1
Glen Duthie	PNW	GT1R	GT 86 911	3	1	2	Race 2 *
Robert Murillo	GG	SP911	P 85 911 CARRERA	5	3	2	Race 2 *

Name	Region	Class	Description	Start	Finish	Index	Race
Michael Cullinan	GG	SP911	P 77 911	7	5	2	Race 2 *
Trygve Isaacson	GG	SPB	P 98 BOXSTER	13	11	2	Race 2 *
Doug Boccignone	DIA	SPB	P 97 BOXSTER	15	13	2	Race 2 *
William Pickering	LPA	SPB	P 97 BOXSTER	16	14	2	Race 2 *
Robert Murillo	GG	SP911	P 85 911 CARRERA	9	3	6	Race 3
Road America							
Brooke Van Horn	WB	H	S 90 911 CARRERA 2	42	33	9	Blue Race 1 *
Jim Collins	CHO	SP3-EX	P 88 951	47	38	9	Blue Race 1 *
Tim Green	CHO	GT5R	GT 71 914-6	48	39	9	Blue Race 1 *
Kurt Konrath	CHO	GT5S	GT 87 911	21	7	14	Blue Race 2
Randy Alexander	MIL	E	P 82 911 SC	49	27	22	Green Race 1
John Machul	GCT	E	S 87 911	39	16	23	Green Race 2
Dwayne Moses	POT	GTC3	GT 04 911 GT3	34	14	20	Red Race 1
Pierce Marshall	MAV	GTC5	GT 12 GT3 CUP	12	6	6	Red Race 2
Darren Fenz	LST	H	P 90 911 C2	51	16	35	Purple Enduro
Andreas Fischer	CHO	GT4S	GT 87 911	47	25	22	Yellow Enduro
Miller Motorsports Park							
Tim Martin	INT	E	S 85 911	22	16	6	Super Sprint
Tommy Dean	RMT	GTC4	GT 07 GT3 CUP	2	1	1	Sprint Race 2 *
Doug Turnquist	INT	SP3	P 88 951	8	7	1	Sprint Race 2 *
Philip Blackstone	AK	I	S 95 993 RS CS	9	8	1	Sprint Race 2 *
Tim Martin	INT	E	S 85 911	15	14	1	Sprint Race 2 *
Gus Stribakos	INT	GT4R	GT 75 911	16	10	6	Enduro
Summit Point Motorsports Park							
Mark Francis	POT	GTC3	GT 05 996 GT3 CUP	23	17	6	Red Race 1
Scott Bresnahan	POT	GTB1	GT 02 996	22	15	7	Red Race 2
Glenn Schattman	CTV	GTB1	GT 04 996	18	15	3	Red Race 3 *
Lawson Wilder	POT	GTA1	GT 02 GT3 CUP	6	3	3	Red Race 3 *
James Stanislaw	CAR	K	S 02 996 TT	13	10	3	Red Race 3 *
Jeffrey Neiblum	CTV	G	S 69 911 CARRERA RS	36	27	9	Black Race 1
Louis Betstadt	NIA	F	P 88 911 CARRERA	26	19	7	Black Race 2 *
Bela Sztanko	CTV	F	P 01 BOXSTER S	27	20	7	Black Race 2 *
Mike Bono	SCH	H	S 99 996	17	11	6	Black Race 3
Damon Decastro	NNJ	SP3	P 87 951	23	17	6	Green Race 1 *
Patrick Rhodes	POT	E	S 86 911	12	6	6	Green Race 1 *
Damon Decastro	NNJ	SP3	P 87 951	18	15	3	Green Race 2 *
Russell Bong	POT	E	S 88 911 CARRERA	8	5	3	Green Race 2 *
Peter Kauffman	BRI	E	S 77 911	21	18	3	Green Race 2 *
Tom Vahle	POT	SP3	P 91 944 S2	23	17	6	Green Race 3
Ken Nielsen	RTR	K	S 04 GT3	19	9	10	Orange Enduro
S Yaninska / C Simpson	POT	G	S 91 964	23	11	12	Yellow Enduro *
Damon Decastro	NNJ	SP3	P 87 951	28	16	12	Yellow Enduro *
William Johnson	CTV	SP2	P 84 944	37	25	12	Yellow Enduro *

Name	Region	Class	Description	Start	Finish	Index	Race
Daytona International Speedway							
Tony Clinton	FLC	GT5R	GT 71 914-6	13	7	6	Blue Sprint 1
Peter Boll	CTV	F	S 07 CAYMAN	9	4	5	Blue Sprint 2
Warren Cooper	GCT	GTC3	GT 01 GT3 CUP	31	16	15	Red Sprint 1
Joe Mansfield	NNJ	GTC3	GT 03 GT3 CUP	29	17	12	Red Sprint 2 *
Glenn Schattman	CTV	GTB1	GT 04 996	31	19	12	Red Sprint 2 *
Kim Estep	CTV	GTB1	GT 11 CAYMAN	25	10	15	Black Enduro
Mike Walsdorf	CHO	E	S 90 944 S2	14	9	5	White Enduro *
Keith Davis	MSO	D	S 81 911 SC	20	15	5	White Enduro *
Hallett Motor Racing Circuit							
Earl Schott	CMR	D	S 80 911 SC	30	25	5	Blue Sprint 1
Steve Coomes	MAV	SP1	P 86 944	24	17	7	Blue Sprint 2
Stacie Virden	HCT	E	S 88 951	28	22	6	Blue Sprint 3
Frederick Seipp	MAV	GTC4	GT 09 GT3 CUP	4	1	3	Red Sprint 1*
Mike Strommen	NST	GTB1	GT 09 CAYMAN	12	9	3	Red Sprint 1 *
Mark Kemp	COB	GTC3	GT 02 911 CUP	10	5	5	Red Sprint 2 *
Mike Strommen	NST	GTB1	GT 09 CAYMAN	11	6	5	Red Sprint 2 *
Mike Strommen	NST	GTB1	GT 09 CAYMAN	10	9	1	Red Sprint 3 *
Mark Kemp	COB	GTC3	GT 02 911 CUP	9	8	1	Red Sprint 3 *
Richard Heck	CMR	GT1R	GT 10 911 T	4	3	1	Red Sprint 3 *
Miguel Potolicchio	GCT	SPB	P 98 BOXSTER	21	10	11	Yellow Sprint 1 *
Dean Johnson	RMT	SPB	P 99 BOXSTER	33	22	11	Yellow Sprint 1 *
Laurence Jitts	LHN	SPB	P 98 BOXSTER	17	12	5	Yellow Sprint 2
Keith Fritze	NST	SPB	P 97 BOXSTER	22	15	7	Yellow Sprint 3
Eagles Canyon Raceway							
Ken Biermacher	MAV	SP996	P 03 911	20	11	9	Sprint 1 *
Chris Harsdorff	MAV	SPB	P 98 BOXSTER	33	24	9	Sprint 1 *
Steve Coomes	MAV	SP1	P 86 944	33	28	5	Sprint 2
Chris Blazer	KSC	SP1	P 87 944	29	22	7	Enduro
Carolina Motorsports Park							
Rob Purviance	CAR	H	P 93 964 RSA	20	13	7	Black Champion
Michael Stenko	MNY	GT1S	GT 81 911	25	16	9	Black Feature
Peter Burman	TN	GT6S	GT 84 944	19	14	5	Orange Champion
Gene Raymondi	CNY	E	S 04 BOXSTER	14	8	6	Orange Feature
Slaveya Yaninska	POT	D	S 80 911 SC	24	9	15	Enduro
Buttonwillow Raceway Park							
Paul Young	SDO	D	S 79 911 SC	22	16	6	Sprint 1
John Seidell	GG	SPB	P 99 BOXSTER	19	11	8	Sprint 2
Michael Steele	GG	GT3S	GT 76 911	5	3	2	Enduro

* Indicates a tie

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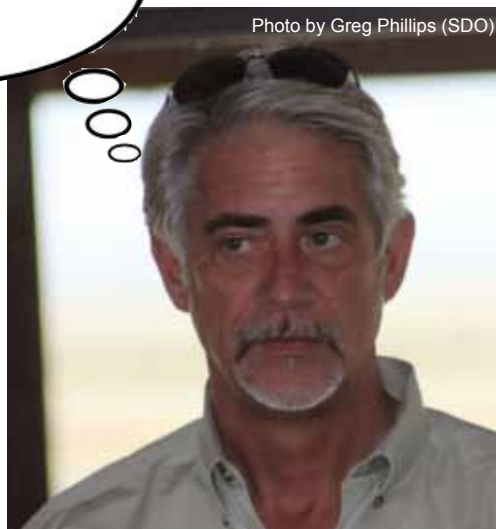
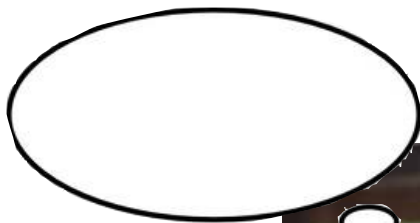
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All in a Ray's Life...



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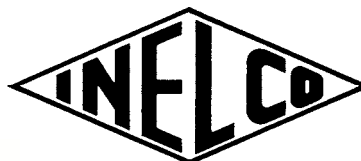
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