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Official Publication of Club Racing
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PCA Club Racing News is the official publication of
Club Racing of the Porsche Club of America, c/o PCA
Executive Director, PO Box 1347, Alexandria, VA
22151, and is published six times per year.

Statements made in the *PCA Club Racing News* are
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Postmaster:

Send address changes to:
PCA Club Racing News
c/o PCA Executive Director
P.O. Box 1347
Springfield, Virginia 22151-0347

Printed By:
Press Tech
Des Plaines, Illinois

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Porsche Club of America



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



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On the Cover:

Action from the Can Am Challenge at MoSport.

Photo by: Michael Coates

Deadline

The deadline for the next issue is:

February 6, 2009

End of the Year Inventory

by: Bruce Boeder, Chairman PCA Club Racing

We've had a great year this past year in PCA Club Racing. Our total number of licensees has remained strong, we continue to have numbers of new racers join us as Rookie Candidates as well as racers come over from other programs as Provisional Candidates. Although the total number of registrations has shown a decline of roughly 10% from 2007 for the same races, our total registrations overall has been essentially the same as in 2007, mainly as the result of a couple of smaller racers not being on the 2008 schedule and being replaced by two strong races, VIR and the New Jersey Motorsports Park. All in all a good performance by the program during some tough times for gas prices and the economy in general.

In my last column I mentioned that with the economic downturn you might see a few less dinners at events or fewer trophies or shirts. Little did I realize how much the economy would tail off this much this Fall. However, I'm encouraged by the fact that all races from 2008 are renewing for 2009. We are very excited to report that Golden Gate Region is hosting three club races in 2009, thus giving West Coast PCA club racers more places to race. Rocky Mountain Region, the host of the first ever club race, is back on the schedule for 2009 at a wonderful new venue, High Plains Raceway. As of now we are scheduled to run at the longer, better track at New Jersey Motorsports Park. All of the host regions and zones have realized that they will likely have smaller participation in 2009 but have agreed that this is a program that's good for all of their members and accordingly, are agreeing to host races again in 2009.

I realize that all of us have budgets for racing and we all have numerous venues to race in. When you make your racing choices for 2009, I'd urge you to continue racing with us. I believe we offer something unique among racing venues. Susan Shire, as part of her "chat" with new racers before their first race, says it better than I can. She sent me the following in an email discussion we had regarding why racers should chose PCA club racing. I don't think I can say it any better:

"I ask every license candidate why they wish to do PCA Club Racing and then I quickly add that there is no right or wrong answer.

More and more the answer is that while PCA Club Racing appears to be, on the surface, more expensive than the other available options (mainly NASA) it won't be if a car doesn't have to be repaired/repainted after every event. Our reputation is that of a 'no contact' venue and, in this economy, that seems to be a strong draw.

At the end of my 'speech' I tell each applicant that while we may not seem to offer 'the perks' of some of the other venues - 'no run-offs, no TV coverage, no merging of race results and anointing of the fastest Porsche 'dude' on the North America continent, no driving scouts in the stands to drag a racer off to F1 or NASCAR, no money coming back, and no umbrella girls' - we do offer something more valuable. We offer a Porsche only Program that includes the opportunity to drive the best race courses in the country. We offer the opportunity to race with people who understand and respect the value of each Porsche ... not just the financial value (they're all expensive) but

for many of our cars, the historical and sentimental value ... our cars are not disposable or easily replaced. We offer the opportunity to race with people who understand how much it costs to fix and maintain these cars. As a rule-driven program, not only are our rules concise and printed, but they have been from the beginning, the driving philosophy of the Program. We do not pander to all small factions or our sponsors. Finally, we offer a program where the ultimate trophy for every participant is to go home at the end of the weekend with a dirty intact car, a big goofy grin on the racer's face, and the need to do it again as soon as possible.

The response from the applicant is usually "Amen" or "Thank you". From applicants who have done other venues, the response is "that's why I'm here'."

The Rules Committee has completed its review of rules changes and clarifications for 2009. Donna Amico has written an article explaining the changes that you'll find elsewhere in this issue of *CRN*. What drove the rules committee this year was a desire to not have any changes that might result in expensive changes to cars in order to remain competitive. We also are trying, as we always do, to have rules stability overall. I think we accomplished that this year. By the way, we all owe Donna a debt of gratitude as she does a wonderful job compiling the rules change proposals, putting them into a coherent package for comment by our scrutineers, stewards and racers and then giving the rules committee direction on what makes sense for changes this year, what should be considered in future years and what changes shouldn't pass. Thanks, Donna!

I mentioned in my last column in *CRN* that I'd been diagnosed with a form of cancer. John Crosby continues to act as temporary chair, although I can't resist sticking my nose in from time to time. The good news I can report is that the treatment at Mayo Clinic is going well. My latest scan came back clean. My doctor said that I may be in remission. As the treatment continues I have longer periods of feeling great and fewer side effects each time. I'll be done with the initial treatment in early December but have to go back to Mayo for a stem cell transplant, which I've scheduled to start right after the Sebring club race in February. Ever since the initial diagnosis my wife, Christie, and I have felt like we were wrapped in the large arms of PCA and its members nation wide. The countless phone calls, emails and cards have been wonderful and have carried us through some rough patches. I continue to be very optimistic that I'll be back up to full speed by sometime in April and have gone from talking about selling the race car to talking about what races I can run in 2009. Thanks for the support





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Highlights of the Rules Changes for 2009

by: Donna Amico, Technical and Rules Chair

After the major rule changes from last year, we approached this year with a bit more restraint. So, if there wasn't a clear consensus to change a rule, it stayed the same. We had some lively discussion among the racers and the National staff about a few of them, but "ties" generally went to the status quo. Many of you are taking a good close look at the racing budget for 2009, so if a change was going to be costly for some racers, we tried to avoid it.

In this article, I'll discuss a few of the rules that received the most interest and comments, starting with the new changes. Then there are a few comments about the proposed changes that we did not adopt or that are still under study. For a complete list of the rules to be adopted for 2009, please see the Club Racing web site at <http://www.pca.org/clubrace/docs/2009%20Rules%20Adopted.pdf>. If you have questions that are not answered here, just drop me an e-mail at donnaamico@comcast.net.

Some of the Rules to be Adopted

Allow removal of AC condenser: There was near-unanimous agreement on this change; it's an inexpensive way to help with cooling of front-engine cars, and the part doesn't weigh much. Furthermore, in those 911s that have a condenser attached to the deck lid, some creative means had to be employed to secure to a fiberglass deck lid and tail. The interesting part was the amount of discussion the Rules Committee had over whether the lines to the condenser could be removed as well. We take this job very seriously! Anyway, the answer to that was "no."

Specify the allowed ABS control units for 997s and 987s. Last year I spoke with several teams that campaigned 997s in the Grand Am Koni Challenge Series regarding the ABS control units. Under race conditions, the ABS behavior was unpredictable and potentially dangerous. The Koni Challenge rules allowed the units to be changed. For 2008, our racers could change as well and about the only limit was "if you can make it work, it's OK." That's not really a good answer long term, so we will include more specific guidance in the rules; this is still a work in progress. Initial thoughts are that we will allow only non-programmable ABS control units that do not help with traction control.

Allow any valve spring in stock class. We've allowed any valve spring retainer for several years, and the retainer will be more effective with a matching spring. This is a change that does not provide a performance enhancement (it's more work to move a stiffer spring, although yes, a weight difference might matter a little). However, it could save a few motors where a rebuild isn't really in the racing budget.

Allow underdrive pulleys as a prepared change, except Boxsters/Caymans, where an underdrive for the power steering pump will be allowed in stock. Underdrive pulleys are marketed for modest performance gains as well as improving the longevity of power steering pumps and alternators that are

run fairly continuously at high RPMs. Because of the performance gain, this will be a "prepared" change for most cars. However, we received a number of reports that an underdrive solution for the Boxster power steering pump is necessary for these cars to race, so this will be allowed in stock for Boxsters and Caymans.

Allow lightweight flywheel substitutions for single mass flywheels as a prepared change. One of the most misunderstood rules has been the rule about flywheel substitutions. The PCA Club Racing rules never allowed substitution of lightweight flywheels for single mass flywheels as a stock or prepared change. Instead, this was a trip to the GT-classes. In the past, the only flywheel substitutions allowed have been for dual-mass flywheels. We are now making the rule consistent for both single and dual-mass flywheels: lightweight (e.g. aluminum) substitutes are a "prepared" change.

Limit the stock class "updating and backdating" rule to models that share the same chassis. In some ways, this isn't a rule change; the rule before the change is: "Updating and backdating is allowed provided the converted vehicle meets all specifications of vehicle to which it is converted, i.e. it is a duplicate in all regards." It's hard to argue that a car is a duplicate if the underlying tub is different. For 911s, this means we will allow updates and backdates among models up to 1973, from 1974-1989, and then only within the models of the subsequent types, e.g. among 964s or among 993s.

Adopt Spec Boxster and 911 Spec. Early in 2008, these 2 classes were added on a trial basis and it was clear by mid-year that Spec Boxster was attractive to a number of racers. We plan to work with BSR and POC to maintain a consistent set of rules for this class across multiple venues. Similarly, 911 Spec will be based on a popular Porsche Racing Challenge class on the West Coast and hopefully provide additional places for these cars to race as well, particularly as we add more California races in 2009.

Allow any non-floating brake rotors in GTC. A number of GTC racers (in at least 2 different GTC classes) have reported excessive rotor wear with the factory cup rotors. Most of us would agree that a set of front rotors should last more than one weekend. This will allow the use of more durable slotted rotors as well as cross-drilled rotors.

Allow GTC1 to substitute monoballs for control arm bushings and maybe trailing arm bushings. For about 2 years, the factory cup parts have not been available to replace these bushings. No one is particularly happy about allowing modifications to monoballs, but a reasonable alternative for these cars has not surfaced – except perhaps for those trailing arm bushings. One of the scrutineers reported recently that there is a UK company, 9M (Ninemeister), that has produced replacement bushings for the RS trailing arms. If this appears

to be a viable solution, we will allow those bushing and not the monoballs for the trailing arms.

Split GTA into GTA1 and GTA2. We don't have a lot of 997-based RSRs in PCA Club Racing yet, but these are clearly faster than the 996-based cars. Unfortunately, there is a report that if you send a 996 RSR motor to PMNA to be rebuilt, the motor will be rebuilt to 997 specs; PMNA doesn't like to stock a lot of parts for older cars. If true, this complicates matters with regard to classifying the cars based on the body style, but the intent is to split the class with 996-spec in GTA1 and 997-spec in GTA2.

Keep GTB as one class by adjusting minimum weights. We were facing the same problem in GTB as in GTA, but with fewer cars in this fledgling class. Consequently we will be keeping the 996s and 997s together for now, but adjusting the weight based on the motors. The minimum weights for Koni Challenge provide an excellent starting point for these, since the series has established a minimum weight for both the 3.6L 996 and the 3.6L 997s. With two numbers to work with, we can fill in the rest of the motor options so the weights are consistent with the relative horsepower of the motors.

Allow water-cooled 986 motors in 993 and earlier chassis in GT rather than GTP. GT was a relatively unlimited class regarding motors until it became clear that stuffing a water-cooled 6-cylinder motor into a lightweight early tub was potentially a class-beater when classes were established solely by displacement. Now that the car weight is considered in the GT-classification, it's time to roll these cars back into the GT classes and class them based on weight, displacement, and engine type. Similarly the water-cooled 6-cylinder turbo-charged motors will all be classed in GT-1, regardless of the chassis.

Require an SFI or FIA certification sticker on all head and neck restraints. The sale of knock-off HANS devices on the Internet has made it more difficult to verify that HANS manufactured before the standards were developed are genuine. PCA racers who were true "early adopters" of head and neck restraints may own a hand-built HANS, which cannot be recertified and issued stickers; these would need to be replaced under this rule. We do not have a good idea of the number of racers with early HANS devices that are affected by this change, and possibly there is an alternative for those who of you who have your original receipts and can prove you purchased your device from Hubbard-Downing. **IF YOU ARE AFFECTED BY THIS RULE CHANGE, PLEASE SEND ME AN E-MAIL AT donnaamico@comcast.net.**

Eliminate the requirement for the driver's blood type on his or her helmet. It was a bit surprising how many racers felt that the blood type should be retained on the helmet, but this practice serves no purpose. No medical personnel will administer blood based on the label on a helmet or suit or anyplace else for that matter. Blood type is always verified by testing first.

Some Rules Proposals that Were Not Adopted

Allow full use of camber plates in stock class. I fully expect to be tarred and feathered at my next event over this one. The National Scrutineers and Stewards are also deeply divided on the issue of camber plates. Those in favor of allowing them want extra camber so tires wear more evenly and don't have to be replaced as often. Others say that the tires are already gone from heat cycles before they start to cord on the outer edge, and some brands of R-compound tires have less problem with this than others. There is a concern that there is already too little difference between stock and prepared and the camber advantage should remain as a prepared modification. We decided to keep the rule the same for 2009.

Make remote reservoir shocks a "prepared" change. This horse is long out of the barn, and it would be very expensive for racers to replace their remote reservoir shocks. Besides, why is a 2-way adjustable remote reservoir shock "better" than the 4-way adjustable shocks with "standard" reservoirs that are available now? If we were going to write new rules around shocks (and we don't plan to), then perhaps the number of types of adjustment might have been a better limitation.

Require factory fuel and ignition settings in cars where those are not controlled by the chip or ECU. Starting around 1983/1984, fuel pressure and ignition are controlled by the ECU. We don't allow changes to the ECU in stock class, so adjustments can't be made. Earlier cars can adjust within the range allowed by the factory, and some perceive this as an advantage. Scrutineers were just about universally opposed to the change. It wouldn't be particularly easy to police, and the variations in rebuilt parts means that some adjustment is necessary just to cope with the peculiarities of the parts available for cars that are now more than 25 years old.

Remove the "S" and "R" distinction in GT classes. It's a bit of an oversimplification, but GT-class racers running "R" wanted this change and those that run "S" did not. Most felt that removing the distinction meant that tires would be "free," which would force the current "S" racers to buy slicks, and yes, that is likely to cost quite a bit more over the course of a season. Another option would be to mandate DOT-approved tires, but I suspect that wouldn't be very popular with those who are used to slicks and have set up their cars for them. We might explore a "points" addition for using S tires that would allow a single set of GT-classes; this would mean that if there were 2 cars with identical motors, the car with DOT tires would have a lighter minimum weight for any given GT class. We don't know what the right amount of points might be, but it could be worth thinking about for 2010 to improve the number of cars in each GT class.

Lengthen mandatory pit stop time for refueling. We had mixed reviews for this. Some felt that 7 or 10 minutes was a long time to sit in the pits. Others felt that the extra time would mean that refueling wouldn't need to be in such a rush, and perhaps would be safer. At the end, we thought that it wasn't a coincidence that this idea came up the same year that we required head and neck restraints, which make it a little more

Continued on next page...

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complicated to get in and out of the car. Maybe all that's needed is a little practice! We decided to give it another year and see if racers still felt rushed trying to refuel in 5 minutes.

Issues under Study

Fuel blends that are predominantly ethanol. PCA Club Racing is willing to explore the use of alternative fuels, although please note that this is still under consideration for GT classes only. In our stock classes, fuel systems must be as delivered from the factory, so we will allow ethanol or other fuels in stock classes when Porsche delivers cars intended to be run on these fuels. Our GT classes are the place for exploring what's possible, so if it's safe, we will consider it. Building the fuel system itself is not difficult. Any fuel fires need to be visible so there are no unpleasant surprises there. The peculiar issue that arose is the possibility that ethanol fuels might be a significant performance advantage; in fact it could be significant enough to warrant different HP/L factors for calculating the GT performance index. Making it possible to use ethanol is great. Allowing the ethanol-fueled vehicles to dominate their class is not what we have in mind.

"Showroom stock." This proposal was not well-understood, with many racers thinking that it would increase the number of classes. As proposed, it would not. Similar to "prepared," this was proposed as a third level of preparation for the existing stock classes. Currently, "prepared" has modifications in addition to those allowed in "stock," and the car runs in a faster class as a result, but there are no separate "prepared" classes.

"Showroom stock" would allow far fewer modifications than our current stock class, and the car would run in the next slower class. The concept was interesting, but many feel that racers would not want to run a car in "showroom stock" configuration for very long before making more modifications. We'll keep thinking about it.

Roll cage design. For now, we are not considering more stringent requirements for roll cage design. There are some additional requirements that could be recommended as "best practices," such as 2 door bars rather than 1. When sanctioning bodies adopt new requirements for roll cages, existing cars are generally "grandfathered" and new cars entering the program need to meet the most current requirements. This is why the SCCA 2008 GCRs contained 3 sets of roll cage specifications. If we were to add requirements at a later time, most like this will not affect cars that already have PCA logbooks.

In Summary

Although we intended only to "tweak" the rules this year and avoid big changes, it was still a very active and lively rules season. I hope this article gives you some sense of the issues surrounding some of the rules proposals, and an appreciation that the deliberations are far from one-sided or clear cut. Sometimes, consensus is hard to come by and we make what seems to be the best call that we can make for the coming year. It is a dynamic process, and it starts all over again on April 1, 2009, when you can submit your proposals for rules changes for 2010.



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View from the Tower

by: Bryan Henderson, Chief National Steward

Common Sense Braking

I investigated an incident in a recent race where a late model stock PCA race car had rear ended a 914 based GT car in the brake zone entering a corner. The driver was surprised when I pointed out to him the 914 could probably lose speed more rapidly than he could. He was pretty sure that his more modern ABS equipped car could out brake the 914 and was basing his corner entry on that assumption. I mean after all a 996 has better brakes than a 914, right. Well, not necessarily.

It is possible that the GT class 914 could have larger calipers than the 996 and ABS as well since it was a GT car. But the more likely situation involved the 914's much lighter weight and equal or better tires. All the technology Porsche can muster in the modern cars still cannot defy the laws of physics. The modern brake systems allow better modulation under certain circumstances and may allow better dissipation of heat. However, the absolute ability to slow a car will always be based on weight and available traction. As long as the 914 has enough brake using progressive application to lock the wheels with its wide slicks and has decent suspension geometry under braking, it will be able to out slow a car 1000 lbs (50%) heavier.

My thought is a driver should never rely solely on supposed superior braking of his car to avoid an incident in PCA racing regardless of the type and year.

Common Sense Awareness

Stewards preach situational awareness consistently in Orientation Meetings and drivers meetings. The message doesn't always seem to get through. We have recently had a few incidents where cars being overtaken by much faster cars lost sight of the overtaking car in their mirrors as they approach corner entry. In one situation the faster car started a pass on the slower car in the brake zone for a tight right hander. The overtaking car got up to the right rear quarter panel at turn in. The driver of the car being passed who could not see the other car in his mirrors, turned in normally as though the overtaking car was not there and was shocked when he found the missing car on the inside just as they made contact.

It has been my experience that nine times or more out of ten when a driver cannot find a car who was coming up on him in the previous straight the car is on his inside rear corner. The common sense approach is to understand the car did not evaporate and I should assume it is near me until I know for sure it is not. Common sense suggests that I should leave racing room on one or both sides depending on the possibilities until I locate the traffic or am sure it is no longer a factor.

The overtaking car in this example has the responsibility to make a clean pass and did not have position at turn in so the 13-13 to the overtaking car is virtually automatic. The real possibility here is that the leading driver could also get a 13-13 sanction for not leaving racing room when he knew or should have know the other car was there.

Common sense when being lapped

Another situation that seems to be popping up occurs when cars who are not involved in a dice with another car try to race the leaders when they come up to lap them. In a recent situation first and second place were running close together about 20 minutes into the race and lapping cars as they went. When they approached a medium speed left hander the lead car went by a car being lapped in the brake zone. The second place car was close behind the leader. The car being lapped tried to pick up the pace to match the speed of the leader and apparently to race with the second place car. This speed at entry was new territory for the car being lapped and it did not work. The car being lapped lost it badly near the track-out and began to spin. The next four cars including the second place car went to the dirt to avoid contact.

This is racing so there is no rule that says you can't race anyone involved in your race group. Certainly if the car that is being lapped is involved in a dice with another car on his same lap he has a right to his race and the leaders just have to deal with that. However, common sense would dictate that if you are running alone when you are being lapped by the leaders you are not really involved in their race at that point. If you are being lapped but hold off the leader for the entire rest of the race you would still lose to him by a large margin.

Racing with the leaders in this situation leads to drivers driving over their head and unnecessary frustration for several folks. In PCA racing with our corner etiquette and the 13-13 rule the overtaking car has responsibilities that restrict his actions more than some venues. It may be safer and faster to assist cars in passing you when you are being lapped. You can do that by being predictable and leaving racing room.

Think

Several times over the last couple of months I have observed cars scrubbing their tires on the out lap during a qualifying session that started under green. You must be aware that if a car moves into a position to attempt a pass as you are scrubbing you are, or may be blocking him and you might be black flagged. If the blocking was bad enough the Steward could decide to end your qualifying session at that point.



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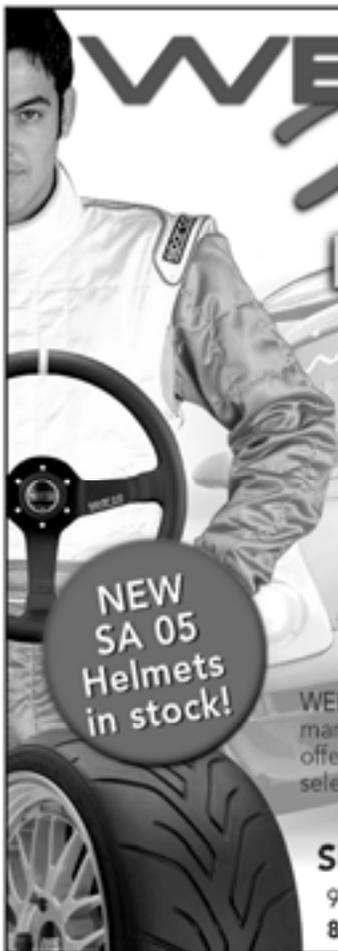
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Welcome Back Marcia

By: Pat Moyle—PCA Club Racer



Marcia and her purple 911.

I assume most of us, when we reach retirement age, start slowing down a bit. We become more selective in our activities, choosing those which dictate a slower pace. This is not so with Marcia Hubbell.

Marcia, who is definitely past retirement age, (I promised not to divulge numbers) seems to pick up speed every year. She, with her late husband Bill, joined PCA in the mid 1980s. They became active members of the Rocky Mountain Region, and Marcia started participating in Driver Education (DE) events, and became an instructor. Additionally, she became a member of Rocky Mountain Vintage Racing (RMVR), both as a racer and instructor, eventually taking a position on the Board of Directors.

Marcia's wheel to wheel racing career started in a 1967 911S vintage racer in RMVR. She and Bill participated in PCA events in their semi-tube framed, fiberglass bodied 914-6. Her involvement included racing in the June 1992 "First Ever Anywhere PCA Club Race" at Second Creek Raceway in Denver.

Time marched on and they decided their 911S, which was as much a concours car as a racecar, was just too nice and too valuable to continue to expose to the potential dangers of wheel to wheel racing. Enter the "Purple Car". Marcia wanted a dedicated wheel to wheel 911 racecar. Thus they bought a 1970 911T tub. Using some of the racy bits, (engine, gearbox, etc.) from the 914-6, they built a beautiful 2.4L powered 911 racecar. Urban legend has it that Marcia went to the painter with a sample of purple (her favorite color) nail polish and said, "This is the color I want my car". However she denies this, saying she just picked the color off a color chart. Personally, I prefer the urban legend. Suffice it to say the car is definitely purple, including the 5 point harnesses and

roll cage. While the car was ideally suited for vintage racing, it was classed as a GT4 car in PCA, and with the normal run group splits, usually ended up in the fastest group. This in itself was not intimidating, but Marcia spent the majority of her time racing with close scrutiny of her mirrors being her highest priority. It just wasn't as much fun as the vintage group, so her PCA participation faded.

In late 2006, Marcia's husband and soul mate Bill suddenly passed away. This left her dear friends wondering how this would affect her life, not to mention her racing career. With encouragement from her support group of racers, all of whom she credits with helping her through this most difficult time in her life, Marcia entered an HSR race at Sebring early in 2007. Later that same year, she participated in the Rennsport Reunion at Daytona. Those two premier events were added to her normal run of local vintage races.

We still missed Marcia in PCA Club Racing. With the advent of the new formula for GT car classification, I approached Marcia with the idea of adding some weight to reclassify the car to GT5S, a class which usually runs in a lower run group. The Club Race at Hastings Nebraska was coming up, a track she had already raced on with RMVR, and she embraced the idea with enthusiasm. So we added 80 pounds, changed the class designation on the car and off we went. I was racing there as well, with my 944S, so I could be there to provide any needed support and encouragement.

The weekend started on a positive note. Since Marcia had been absent from PCA Racing for several years, she had to attend Vicki Earnshaw's orientation meeting the night before and started the weekend with an appreciation of where Club Racing had gone during her absence. "You know," she said "this meeting was so much different than the early ones.

Vicki talked to us like racers and made us feel so welcome. I'm really glad I'm back."

Marcia's first day on track went well. Her most telling comment being related to how much track time she got compared to RMVR. She had to get used to 20 to 30 minute practice sessions and a lot of them. At the end of the day she had a happy smile under her helmet hair so I asked her if she wanted to co-drive with me in the Enduro. "Sure", she said, "which car?" We decided to do it in her car, since I had driven it before.

Come Enduro time Sunday, we had a plan. With all the driving up to that time, Marcia wasn't sure how long she would want to drive. We decided she would start the race and I would go out to the pit wall and signal when 15 minutes had elapsed. Then she could come in when she got tired.

As the race progressed, when 15 minutes elapsed, I went to the wall and gave Marcia a "thumbs up" and started watching for her to enter the pit lane. Thirty minutes went by and I went to the wall with another "thumbs up". Next time around, up the straight she went. Pretty soon I was going out every lap and giving her the signal amidst comments from the pit wall hangers-on like, "She's like the energizer bunny. She just keeps going and going. Is she going to come in?"

Enduro rules dictate that a mandatory five minute pit stop must not start within the last 10 minutes of the race. The penalty for failing to do so is disqualification. This I knew, so I signaled, waited and sweated. Finally, into the pit lane Marcia came. We did a not so graceful driver change; me having forgot about the seat back brace and couldn't move the seat. Out I went and two laps later the checker flag came out. It

turned out that if Marcia had done one more lap we would have been within the 10 minute window and disqualified. According to Marcia, she was having so much fun she kind of lost track of time. This from the lady who wasn't sure she would do more than 15 minutes before she got tired. Hah!

Since then I have heard several times from Marcia how glad she is to be back in the PCA fold. By the time you read this she will have finished the Club Race at Miller Motorsports Park in Utah. She has asked me to co-drive with her in the Enduro at Miller, which I am going to do, but this time we will have a radio.

Finally, if you are at a Club Race and see a purple 911 parked next to a Freightliner Toterhome (yes, she drives it to the races herself) say, "Hi Marcia, glad to have you back."



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Welcome Back Marcia—Afterword

By: Michael Wingfield, Chief of National Timing & Scoring

I had the privilege of working the Motorsport Park Hastings (MPH) race where Marcia returned to PCA Club Racing. Everyone in the race control room knew about Marcia's concern over driving more than 15 minutes before becoming fatigued. Watching her during the Enduro was fun, particularly as Pat repeatedly walked to the pit wall waving his arms in an effort to get Marcia to come onto pit lane.

Pat's concerns over the time elapsed into the race and the need for Marcia to make the pit stop were genuine. When Marcia finally came onto pit road, she had only 43 seconds of eligible time remaining for pitting. Any longer, one more lap as Pat pointed out, and she and Pat would have received a disqualification for failure to make the mandatory pit stop within the required time.

Figure 1 below shows the Enduro Pit Stop log recorded on the Enduro timing system for Marcia and Pat. The column 'Elapsed Tm' indicates the elapsed time of the race. The mandatory pit stop must be started, via entry across the pit-in timing loop, before the last ten minutes of the race. In this case, a 60-minute Enduro,

Marcia had to cross the pit-in timing loop prior to 50 minutes elapsed race time. As circled in the figure, Marcia entered pit road at 49:16.982 - just 43.018 seconds before disqualification. She could not have timed her pit entry any better. The time recorded for Pat and Marcia's "not so graceful driver change" is reflected in the time for their Enduro pit stop - 5:16.986 as shown in the same figure.

Marcia and Pat finished first in class and 14th overall in the MPH Enduro, after running as high as fifth overall before her pit stop. Unfortunately, Marcia and Pat did not compete in the Miller Motorsports Park Enduro else we might have another chapter to the story.

Finally, I twisted Pat's arm (just a little) to get him to write his article. Thank you, Pat. I wanted him to share this interesting racing and personal story with the rest of the PCA Club Racing community. I hope everyone enjoyed it as much as I did.



No.	Name	Laps	Lap Tm	Elapsed Tm	Time of Day
1	Green Flag			0:00.000	12:33:06.393
2	77 M HUBBELL / P MOYLE	0	---	49:16.982	13:22:23.375
3	77 M HUBBELL / P MOYLE	P 1	5:16.986	54:33.968	13:27:40.361
4	Finish Flag			1:01:09.365	13:34:15.758

Figure 1: Marcia and Pat's Enduro Pit Stop Log



REWARD for information concerning a missing 1997 Porsche 911 RSR club racing car - last painted white with #62 ("Derminator2" or "D2"). Last seen in Beatrice, Nebraska in April 2008 [Shamrock/Cahill]. Roll cage serial number 493 100 601. PLEASE CALL DAN PAPE AT (800) 522-3070 WITH ANY INFORMATION - REWARD.

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Mar 13/15	Texas World Speedway*	Lone Star Hill Country	Jim Troxel 713.529.7050 geotrox@aol.com
Mar 27/29	Thunderhill	Golden Gate	Andrew Forrest 650.387.4019 ggrracereg@gmail.com
Mar 27/29	Road Atlanta*	Peachstate	Ian Scott 404.932.3156 idseng@bellsouth.net
Apr 3/5	California Speedway*	Zone 8	Vince Knauf 619.287.4334 vvvince@aol.com
Apr 19/20	Heartland Park Topeka	Kansas City	Chris McIntyre 816.616.3377 chris@merrillcompanies.com
Apr 24/25	Lime Rock*	Connecticut Valley	Jeff Jones 203.799.6938 jjones00@optonline.net
May 23/24	Buttonwillow	Golden Gate	Andrew Forrest 650.387.4019 ggrracereg@gmail.com
May 29/31	Watkins Glen*	Zone 1	Botho Von Bose 416.509.6661 bvonbose@lomltd.com
Jun 26/28	VIR*	Zone 2	Tom Bobbitt 757.259.7823 jthomasb@cox.net
July 4/5	GingerMan Raceway*	SE Michigan	Gary Ambrus 734.558.7810 gla924sem@juno.com
Jul 18/19	Putnam Park Road Course*	Ohio Valley	Rich Rosenberg 513.530.9090 rjrol@aol.com
Jul 31/Aug 2	Mosport International Raceway*	Upper Canada	Wayne Spiegelberg 905.825.2853 spieg57@gmail.com
Aug 1/2	Brainerd International*	Nord Stern	Roger Johnson 763.557.9578 rogerdjohanson@comcast.net
Aug 28/30	NJMP - Thunderbolt Raceway	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Sep 5/6	Thunderhill	Golden Gate	Andrew Forrest 650.387.4019 ggrracereg@gmail.com
Sep 5/7	Road America*	Chicago	Keith Clark 630.690.3381 kc_design@sbcglobal.net
Sep 26/27	Miller Motorsports Park*	Intermountain	Steven Brand 801.944.0051 hillside1801@aol.com
Oct 3/4	Hallet Motor Racing Circuit*	Cimarron	Earl Schott 918.455.2888 eschott@valornet.com
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The Classifieds

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