

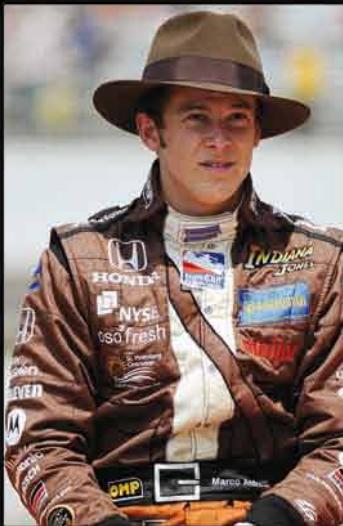
PCA's Club Racing News



PCA's Club Racing Newsletter Volume 09.1
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On the Cover

Five-wide racing into Turn 1 at Eagles Canyon Raceway at the 2008 Maverick Region Club Race

Photo by Hart Photography

Deadline

The deadline for article submission for the next issue is:
April 30, 2009

Photo by Hart Photography

The Revised 13/13 Rule

By Bruce Boeder, Chairman PCA Club Racing

PCA Club Racing, since its original inception, has strictly enforced the so called “13/13 rule” for any and all car damage resulting from “at fault incidents”. If you hit a vertical object whether it was another car, a tire barrier, or a wall, and it wasn’t caused by a mechanical failure of the car, and you were determined by the Steward to be at fault, you received a “13/13”. This places the driver on probation for 13 months, or if it was a second 13/13 within 13 months, results in the 13 month suspension.

As is stated in the Club Racing Rule Book:

“Conduct that is inappropriate to the intent and spirit of the PCA Club Racing Program, jeopardizes safety or results in dangerous or damaging situations will not be tolerated.”

The purpose of the rule is to insure safe driving conduct and to guard against dangerous driving.

For some time the Stewards have questioned whether we are accomplishing the intended purpose of this rule as applied to single car incidents. The Stewards frequently discuss all club racing rules, especially the 13/13 rule. Because we have not had the opportunity to collect data measuring whether or not we would have more, or less, single car incidents in Club Racing without the rule; or whether those incidents would be more, or less, severe without this rule the decision has been made to suspend the enforcement of the single car 13/13 rule for 2009.

We have looked to other sanctioning bodies and frankly see that their racers experience more damage resulting from car to car contact when they do not have sanctions in place, nor consistently enforce sanctions against car to car contact. However, the Stewards’ discussions have never included eliminating the sanction for car to car contact.

What we do know is that the vast majority of single car incidents involve relatively minor damage to the car. We also know that most incidents result from a momentary driving lapse. What we also know is that in many circumstances the difference between hitting something and getting a 13/13, and not hitting something and not getting the 13/13, depends upon the somewhat serendipitous circumstances of whether or not there is a wall or tire barrier where the car happens to go off track. This means that at some of our races there are few single car 13/13’s, as there are few walls to hit. And on the other hand at some tracks, if you go off track by even a foot, you’ll hit something and receive that 13/13.

The rule as applied is also somewhat draconian in that even if the car is only lightly damaged, the racer is still done for the weekend. Unfortunately, if that racer only has one or two opportunities to race in a year, it may be a long time before the racer is able to race again. Does this truly serve any purpose?

The Stewards have come to the conclusion that this is not fair. We are accordingly going to be presenting a rules change to the racers as part of our standard rules change process for 2009 - a change in the rule whereby a single car incident would not necessarily be given a 13/13 with the driver placed on probation. As part of this proposed rule change, we will, as with all rule changes, open up the proposed change to racer comment during the scheduled comment period.

In the mean time, we will be gathering data as to the application of the rule. How will we do that? We have decided to suspend the enforcement of the single car 13/13 for calendar year 2009. This means if you are involved in an incident in which there is car damage, you will still be required to immediately exit the track, whether it is a single or multi car incident, and report to the Scrutineer at the Black Flag station. We are doing that for safety purposes, as unfortunately, when some drivers hit something they encounter “red mist” and don’t realize the possible severity of damage to their car. We want to avoid having a damaged car cause more incidents.

The Scrutineer will fill out the standard Scrutineer’s report about damage to the car. The Scrutineer will also require the driver to fill out the standard driver’s incident report, proceed to medical to be checked out, and then meet with the Steward before being allowed back on track.

The difference between how we have handled incidents in the past and this year will be that if you are involved in an incident in which only your car is damaged, and you’ve met with the Steward, and you are able to repair the car, and the Scrutineers determine that the car can return to the track safely, you then will be able to continue racing that weekend. So in other words, if you hit something in the first session, unlike in the past, you won’t have to go home.

For car to car incidents, we will continue to determine which driver(s) is(are) at fault and give the sanction. Sanctions for cheating and off track conduct not in the spirit of the program will continue. And as always, the Steward may issue a sanction if a driver has engaged in conduct inherently dangerous, whether or not there was any car damage.

What do I mean by that? One example I would give is as follows: A car is stuck in the gravel trap at turn 5 at Road America with the EV Crew truck on site and workers trying to pull the car out of the gravel trap. There is a standing yellow flag displayed at turn 4, as well as a waving yellow flag and white flag displayed at turn 5. A following driver comes flying down the hill, ignoring the yellow flags, loses control sliding into the gravel trap and nearly hits one of the workers. That driver will be sanctioned and receive a 13/13, regardless of whether there was car damage.

A second example is: A driver tries an impossible pass at the start of a race. The only reason he doesn't hit other cars is because the other drivers manage to avoid being hit. The offending driver ends up hitting a wall hard, with significant damage to his car, he's going to get a 13/13. Such driving is inherently dangerous.

This means our Stewards will have some more latitude in invoking the sanction for a single car incident. However, we expect such transgressions to be few and far between. Most single car incidents do not occur because of a driver's inherently dangerous act. Rather, they occur because a driver happens to be pushing just a bit harder than he should.

We will collect single car incident data during the 2009 year. If the number of single car incidents goes up dramatically or if the severity of the single car

incidents goes up significantly from years past, the rule change will not go into force for 2010. The rule will be reinstated. Or if a large number of racers believe that the rule should remain as currently written, based on their comments during the comment period, the rule will stay. We will know more about that later this year.

We have also decided to roll back all single car 13/13's given during 2008. We wish to start with a clean slate. In other words, if you received a 13/13 as the result of a single car incident you are no longer on probation. During 2009, only drivers who have two incidents involving car to car contact or non driving related 13's will be suspended. We don't believe there will be many of those but do expect there will be a few. Frankly, the underlying purpose of the 13/13 is to avoid car to car contact and those drivers who can't avoid hitting other cars should probably be driving in other programs.

This suspension of our current rule did not occur without a great deal of thought and discussion, both among the Stewards, as well as among the Executive Council of PCA, along with input from the PCA National Insurance Chair. We believe it is for the good of the program. It will be interesting to see how it pans out. My bet is that the experiment will be a success and by this time next year, a single car 13/13 will be a thing of the past. 



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Lorem Ipsum

By Michael Wingfield, Club Racing News Editor

The magazine you are currently reading is both something old and familiar, yet something new. The Club Racing News (CRN) is a staple of the PCA Club Racing community and has been the journal for our racers for many years. However, this issue breaks one part of this long standing tradition – the role of editor. Andy Jones, the editor of CRN for the past decade, decided to follow other pursuits at the end of 2008. For 2009, Andy passed the editor baton to me. Thus, this familiar magazine is now something new.

If the CRN back issues have been around longer than your involvement in Club Racing, you owe it to yourself to have a read.

Andy became editor in 1998, taking over for Michael Melton. This is the same Michael Melton for whom the annual “Rookie Award” is named. In the wake of Andy’s departure, he left a trail of CRN issues as a testament to his work and involvement with Club Racing. The CRN archive on the PCA Club Racing web site contains past magazine issues dating back to 2001, the year CRN became available in electronic format on the web site. These issues are there for your reading pleasure and represent a sample of Andy’s work. Reviewing the past CRN issues is something I did before taking over as editor. I learned that those past issues tell a story of PCA Club Racing, one that is somewhat different from today. [<http://www.pca.org/clubrace/newsletters/index.htm>]

If the CRN back issues have been around longer than your involvement in Club Racing, you owe it to yourself to have a read. You will immediately see the difference between then and the last few years. For example, the early issues of CRN contain articles written by drivers and participants of club races, telling the story of races, or events surrounding the race. After all, the journey is sometimes more interesting than the destination. You will also see lots of photos of racers both on and off the track – not sitting in a sand trap, but socializing in the paddock.

These article types, by racers about racing and the racing experience are what I hope to include more often in CRN. This also parallels the recent discussions of the PCA Club Racing Advisory Committee – how to make our sport more attractive, socially and competitively. We are already heading in the correct direction on both points. The CRN 08.4 article “Welcome Back Marcia” received many positive comments from the readers. I thank Marcia Hubbell for agreeing to be the subject of the article and Pat Moyle for agreeing (with

some arm twisting on my part) to write the article. Likewise, the competition has become more attractive with the recent suspension of the single car incident 13/13 rule. You can read more on this development in both Bruce Boeder’s article “The Revised 13/13 Rule” [page 4] and Bryan Henderson’s “View from the Tower” article [page 8].

In order to continue and expand the “by racer, about racers and racing” format in CRN, I need something from you. I need your stories of adventure and your photographs. This magazine can reflect your experiences only if I hear from you. The CRN will continue to be a vehicle where the National Club Racing Staff provides you information on procedural, technical, and rules issues. However, CRN does have room for people-oriented articles and feature stories. Sit down, write your tale, and send it to me. A good example of a humorus look at Club Racing comes from West Dillard, National Scrutineer. His virtual encounter with Mike Rowe appears on page 16.

Likewise, send me your event photographs. I need photos of on track action as well as off track gatherings. One of the interesting details found in CRN 01.1 is Andy thanking the readers for contributing so many articles and photographs. I am starting with an empty folder of photographs. For this issue, I contacted my friend Blair Hartsfield of Hart Photography [<http://www.hart-photography.com>] for photographs from the 2008 Maverick Region Club Race at Eagles Canyon Raceway. His contributions appear on the front cover, the watermarks on the table of contents and the event schedule pages, and other locations in this issue.

This parallels recent discussions of the PCA Club Racing Advisory Committee – how to make our sport more attractive, socially and competitively.

Finally, there are two more new items that accompany this issue of CRN. The magazine is still printed in black and white. However, the electronic version of the magazine found on the PCA Club Racing web site appears in full color. As we move through the year, the electronic CRN will contain more color, with the intent of making your on-line reading more enjoyable. The second new item for CRN is the email address for the editor. Please send your articles, photos, and comments to the new email address: ClubRacingNews@PCA.org.

Read and enjoy. 



The Peachstate Region Porsche Club of America

Extends an invitation to all PCA Club Racers to join us at **Road Atlanta** in Flowery Branch, GA for the region's 16th annual Club Race. Once again, in 2009 the three-day event will feature both **Sprint** and **90-minute Peachstate '225' Endurance Races**. It all begins on **Friday, March 27 and concludes on Sunday, March 29**. Road Atlanta is one of the most challenging tracks in North America offering 12 turns laying over rolling terrain. The course hosts several prominent automobile races each year including the Petite Le Mans, several Historic Races, SCCA races and others.

**Registration for the event opens on 30 January 2009 at 10:00 PM CST
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If you have any questions regarding the event, please contact Ian Scott at:
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(Registration is currently open: <http://register.pca.org/>)

Buttonwillow Raceway Park, Buttonwillow, CA • May 23 and 24

Thunderhill Raceway Park, Willows, CA • September 5 and 6

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Registrar: Andrew Forrest at grrracereg@gmail.com



View From the Tower

By Bryan Henderson, Chief National Steward

As I return from the first race of the year at Sebring it is hard not to look to the future for PCA Club Racing. Hopefully this race will set the tone for the future. The race was a success by all accounts. Racing was fun safe and fast. The new test procedures for single car 13-13's were initiated. Incidents were way down for this race no matter what method you use to measure them with only about a one percent 13-13 rate. If you add back in the single car 13-13's the rate was still only about three percent. The past national average was about five percent with Sebring traditionally being much higher than that. You can use whatever theory you want to explain that. Who knows why it happened but I like it. The trick is to continue the trend.

The National Staff and the Advisory Committee have been reviewing a great deal of what we do with an eye toward the future in a time of uncertain economy. This is an opportunity for us to become better and stronger in the future. Since we are a car club that went racing we have a lot more flexibility during this period than most other organizations that race.

We all want fair competition on the track.

Several new racers will be joining us this year. The 944 Cup series will appear at several races. We have new races opening on the West coast at Thunderhill and Buttonwillow. Many of our existing races will be adding things like DE where they have not previously hosted those activities. PCA can pull together, pool resources and come out of this economic mess better than ever.

You probably have already heard about the test period for removing 13-13 sanctions for most single car incidents. I think you will hear more and more about increased compliance checking at races. The idea is to be a bit more user friendly with 13-13 sanctions and a bit more user friendly with fair competition. We will be flexible and listen.

We all want fair competition on the track. This would be a great time to make certain your car complies with all of the rules. Winning with an illegal car has got to be a very hollow victory. We are looking into several new pieces of test equipment to increase our compliance checking capabilities. We should be able to spot things like ECU program modifications, increased engine displacement, modified compression, non original cams, altered gearing and internal machining much easier in the near future. This effort

started at Sebring and yielded immediate results. It will get stronger and stronger as the year goes on.

Over the last two years I have written several "what if" situations concerning multicar incidents in my column. Starting with this issue I will be reviewing real incidents with an eye toward explaining what happened and why the outcome was decided the way it was. Each of the incidents will be sanitized with the drivers names removed and in most cases the track won't be mentioned. I will look for incidents that are particularly common or those that are hard for some drivers to understand.

I will be reviewing real incidents with an eye toward explaining what happened and why the outcome was decided the way it was.

Incident:

This incident involves the situation where a car spins resulting in an off track excursion and damage for a following car. This situation is easy to understand in theory but when it happens it is particularly hard for the spinning driver and some of the following cars to understand the Stewards decision. In this particular example, video that told the story well was available. That was a good thing since the drivers could not all agree on who was in what order in line much less what each driver did.

On the first lap of qualifying five cars were in a group entering a slow third gear right hand corner that follows a long fast straight. The car leading the group turned in a little shallow then tightened the turn as he approached the apex, rotated near the apex and spun 180 degrees then rolled or slid backward several feet before coming to a complete stop about two thirds of the way toward the left outside edge of the track facing backwards. The spinning car did not hit anything and it was not hit by any of the following cars.

The second car who was about 100 feet behind the spinner had a clear view of the loss of control and spin. He was able to slow slightly, move wide left and run over the rumble strips without problem then go on down the track.

The third car in line had just passed the fourth car and was on the right rear corner of the second car in line possibly trying to make another pass. He too elected to move left to go around the spinner. Since he was further right than the second car he had further left to go to get around the spinner. This made the angle he took toward the edge of the track steeper

than the second car. He went two wheels over the rumble strip into the edge of the gravel trap. With the loaded outside front off the track surface causing an increased steering angle in the gravel trap edge the car snapped back to the right when the left front reached the track surface again. The car spun across the track and impacted the wall on driver's right.

One of the three lost control off track and hit a wall.

The fourth car in line that had just been passed by the third car in line had less of a view and less time to react. The fourth car went wide left as well, putting all four wheels completely in the gravel trap. However, the fourth car did not hit anything or bog down in the trap and continued.

The fifth car in line, which was also on the right side of the track, slowed went inside the spinner and continued down the track.

The Steward found that the spinner who led the pack into the corner was at fault in a two car incident.

The key point here is the other cars in the pack of five all had to respond to the spin of the first car without prior warning (no flag warning) and try to miss that car, to miss each other and miss the walls. Three of the cars behind the spinner went off track. Any time a car goes off track it is a dicey situation.

That is one reason we bring cars into pit lane for going off during practice.

The steward must look at a couple of things in an incident like this. What caused it? Obviously the first car to spin created the situation. Who should have been able to avoid the situation? In this instance any car that came up after a flag was displayed should clearly have been able to avoid this situation. What happened to those in the interim period? In this case three of the four cars directly behind the spinner including all of those electing to go around him on the outside went off track. It is pretty easy to see that the original spin caused three cars to go off track. One of the three lost control off track and hit a wall. It is very difficult to say that any of the cars off track should have been able to drive their car safely while off track.

In these situations it most often also involves a bit of accordion effect. The cars in slot two three and four had progressively less time to react. The car in slot five was further back and had time to react correctly which was to take the inside where there was much more room. Drivers who are reacting to an emergency situation created by someone else will almost always be given more leeway than the car whose spin occurred while facing a normal track situation.

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Event Chair: Jay Koehler, (614) 499-0536, koehlerjk@gmail.com
Registrar: Ginny Barry, (614) 850-9107, midohiocr@gmail.com

See you at SPRING AT THE CAROUSEL!



Race Results Posting

By Michael Wingfield, Chief of National Timing & Scoring

I am aware of an Internet message board discussion concerning the posting of PCA Club Race results. The discussion originally focused on the time elapsed between the end of the race weekend and the posting of results on the Internet at both the PCA Club Racing (PCA CR) website [http://www.pca.org/clubrace/2009_results/index.htm] and the MyLaps website [www.mylaps.com]. The discussion also included questions as to why PCA CR did not post results on the web sites immediately after the race or in real time during the race. This article addresses those questions.

The second question has the easiest answer. PCA Club Racing is not configured to post real time Internet results. To post results real time requires additional hardware and communication services expenses that are not necessary to support our current racing program. The computer Timing & Scoring (T&S) equipment does not include broadband wireless cards nor does PCA CR subscribe to a commercial wireless service to allow Internet connectivity from any location. Likewise, most race facilities do not provide Internet access or only provide Internet access for an additional fee as part of the track rental agreement. This limitation not only explains why T&S does not post real time results, but also Internet posting of results immediately at the conclusion of each race.

The first question about delays in posting race results after a race weekend requires a bit more explanation as delays may occur in three areas. These areas include the transmission of results from the T&S staff at the race to the Chief of T&S, the reviewing, processing and posting of results on MyLaps by the Chief of T&S, and the transmission of web pages and subsequent posting to the PCA CR website by the Club Racing Webmaster.

However, before addressing the posting of post-race weekend results, you should understand a little about the T&S responsibilities during the race weekend. The primary responsibility of T&S at a race is to time and score the event weekend. This task requires T&S to watch every car, every lap, every run session, from practice sessions through qualifying to the actual races. Included in this responsibility is reviewing and printing race results and delivering those results to the race operational staff and the race competitors at the event. T&S performs this task in the most efficient and timely manner possible. At smaller races, where race groups alternate with Driver's Education groups, the competitors may have Practice session results delivered to the hospitality area before all competitors

have exited their vehicles. In contrast, at larger races where race groups enter the track before the previous race group has exited the track, the results delivery process may take longer. Why? T&S must watch every car that has entered the track for the new session and work on the results from the previous session when no cars approach the timing and scoring loops (typically, but not always the Start/Finish loops). In addition, the posting of Qualifying and Race results typically incur delays as vehicles must clear impound before the results become official for release and posting.

At the end of the race weekend, the T&S staff archives all race data and the complete event database gets transferred to a memory stick. At the first reasonable opportunity, the T&S staff sends, via email, this database to the Chief of T&S for review. The first reasonable opportunity may occur the same night after the race weekend, or days later. Why days later? Race tracks are typically not built near major airports. Depending upon the race location and availability of flights, T&S staff may not be able to travel until the next morning. After having to stay an extra night, it is not uncommon for the staff to travel directly to work rather than home and this work may involve yet more travel. In either case, as soon as reasonably possible the T&S staff sends the database to the Chief of T&S for review.

As Chief of T&S, I review each session in the event database after receiving the data. Typically I review the data the same day received. After the data review, I upload the event results to the MyLaps website. This upload requires licensed proprietary software. On rare occasions, the race results appear on MyLaps before some racers make it home from the weekend. Classically, the results will appear on MyLaps between 24 and 48 hours after the event concludes. I also export the race results data and format the results into HTML pages for posting on the PCA Club Racing website. I then zip the results pages and email the zipped file to the Club Racing Webmaster.

The Club Racing Webmaster posts the race results to the PCA Club Racing results web site. The results typically appear on the PCA website between 24-48 hours after reaching the Webmaster.

In each of the data transfers mentioned above, personal and professional commitments may hinder the process. These commitments may involve international business travel or a family emergency. In either case, the commitments take time away from

continued on page 21

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Challenges for PCA Racers in 2009 – and much to be thankful for

By Donna Amico, Technical & Rules Chair

The e-mail arrived this morning, with my husband's report on registration for the Road Atlanta race: "Well, I got us registered, and we both got our numbers. Of course, it is now 20 minutes after registration opened and there are a grand total of 11 people registered. My, have times changed." Just last year we would have been settling for our 2nd or 3rd choice for car number and the event would be half full that on the first evening when registration opened.

*We knew it was not the time
to make rules that force racers
to spend a lot of money...*

So yes, times have changed. And many of us are cutting back on our racing activities, saving more for our families, watching the funds dwindle that we had set aside for our children's education or retirement. It is a difficult time. Those of us who are responsible for the rules and principles that guide PCA Club Racing are aware of this, and are not immune from the current problems.

It used to be true that we didn't really consider the cost when establishing and enforcing rules; since no one can change the fact that money counts when racing. Even if we required that everything be bone stock with no changes, the racer who can afford to blueprint his motor twice a year has an advantage over one who cannot. However, in the last rule change process, we did start looking at cost. We knew it was not the time to make rules that force racers to spend a lot of money unnecessarily in order to make changes to be competitive, or to undo modifications that have long been accepted.

One of the changes in recent years has been the addition of "Spec" classes. We now have five; the three original classes for front-engine water-cooled Porsches, and now Spec 911 and Spec Boxster. These classes have rules based on the rules of other sanctioning organizations so that you can prepare your car to one set of rules and race with two or more organizers. This lets people race competitively on more weekends with less travel. I expect this trend will continue as we identify and adopt more sets of rules designed for Porsches that have been created by others.

If you find that your car isn't prepared to be the absolutely best car in your class, please come out and race anyway, whenever you can. Try one of the races at a less well-known track; you will help the local Region

keep a smaller race alive, and have a wonderful time with a great group of friendly and helpful racers. PCA Club Racing is about enjoying our cars and also about friendship and camaraderie, and the bench-racing at the end of the day is great, even if you don't win. Enjoy your car the way it is today. You can make it more competitive later.

The Scrutineers exist to help make your racing safer, and keep the competition fair. All of them want to help you get out on the track and have a safe and successful weekend – which we always define as taking yourself and your car home in one piece, only just a little dirtier. The Scrutineers will bend over backwards to help you be safe. Minor compliance issues are a note in your logbook – you're OK for the weekend, but please fix for the next race. Yes, if there is something about your car that doesn't comply with your class and gives you a significant advantage in that class, you will find yourself in a different class that weekend, but if it's the same race group, then you are with the same race cars you would have been with anyway. Enjoy! If you are in a different group, I bet you still find others to race with. Figure out where you are, set a goal, and have fun!

*The Scrutineers exist to help
make your racing safer,
and keep the competition fair.*

You may by this point be wondering about my tag line to the title: "and much to be thankful for." I am writing this from a business trip in Uganda, and I head to Rwanda tomorrow. In my "real job," I work for a company focused on public health and medical projects. When I visit our offices in Africa, I work with our highly intelligent and well-educated local employees that are committed to improving the lives of their people. They are not going to be racing, or even owning a Porsche any time soon, and it is very unlikely that their children will either. And these are the fortunate ones. For many, if not most of their countrymen, the struggle is still for clean water, elimination of disease, and maybe, sometime in the next 20 or 30 years, electric power may reach their village.

Let's enjoy our cars, each other, and whatever track time we can find. As residents of North America in the early 21st century, we are all truly fortunate. 

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By OG Racing



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Dirty Jobs Visits Club Racing

By West Dillard, National Scrutineer

If you love automobile road racing, you have probably gotten up early in the morning to watch Formula One racing. It's quite a spectacle with multi-million dollar budgets, a support staff that lives in a mobile city, "beautiful people", and mechanics in sparkling clean uniforms. The racing experience is much different for the thousands of weekend racers around the world. While PCA Club Racing does have its share of "Arrive and Drive" folks with professional crews, most of us are more, shall we say "intimately involved" with the experience. Formula One races are hosted by eloquent Ivy Leaguer, Bob Varsha. We don't have a host, but if we did, it wouldn't be Varsha – perhaps Mike Rowe. If that name doesn't ring a bell, then you're missing out on Discovery Channel's "Talk Show in a Sewer", Dirty Jobs. If you haven't seen it, the host Mike Rowe spends a day or two doing the job of a common man (heretofore Yokel) alternatively cracking jokes and getting hit in the face with "poo". I don't know how much of the show is scripted, but I have taken the liberty of scripting a few scenes:

Scene 1: 8:30 PM - Rowe lies under a Porsche race car. The entire underside of the car is coated with grease.



Photo by John Perser

Rowe: So when one of these little rubber "CV boots" breaks it basically becomes like a little grease spraying machine and coats everything around it in this filthy black goo. How often does this happen?

Yokel: A lot. We blew three in one weekend.

Rowe: So what we are going to do is remove this whole axle assembly just to replace the little boot. Do these funny little bolts ever strip?

Yokel: All the time.

Rowe: How do you get them out then?

Yokel: Don't ask.

Scene 2: Later that same evening - Sparks fly as Rowe finishes cutting the head off a bolt with a grinder.

Rowe: So that's how you get the stripped ones out. Do you do anything with all that grease that's up in here?

Yokel: I kinda try to wipe it up with paper towels and brake cleaner.

Rowe: Whew! Are these brake cleaner fumes toxic?

Yokel: Must be. You should see what they've done to my buddy Phil. Try not to let them ignite, unless you want to find out how you look without eyebrows.

Rowe: I'll do the jokes. When you get your own show, you can do the jokes.

Scene 3: 9:45 PM - Rowe is standing with Yokel in front of a car hauler. The lighting is poor and it's pouring down rain.

Rowe: OK, you worked every night this week to get the car ready. You worked a full day today. We just got to the track at 9:45 and we have to be out by 10 PM. Why is that?

Yokel: I dunno. They just make us leave.

Rowe: But first I have to walk through a puddle and lie on this wet, filthy trailer to unhook the car so we can leave it here tonight?

Yokel: Yep.

Rowe: Do I have time to put on a raincoat?

Yokel: No.

Scene 4: Next day - Rowe stands beside a car on jack stands that has just come in from a practice run with boiled brake fluid. Heat radiates from the brakes.

Rowe: So what you're saying is, I'm going to reach in there and connect this little hose to the "bleed valve" thingie, but I should be careful because the brake rotor is still about 500 degrees?

Yokel: Yep.

Rowe: So do you ever get burned doing this?

Upon Yokel rolling his arms over to reveal a series of little pink burn scars, Rowe gives the camera one of his patented, "What am I doing here?" looks.

Scene 5: Later that same day - Rowe sits with his head in the wheel well holding a small Phillips



Photo by John Perser

screwdriver. The brakes are now cool and he appears a bit more relaxed.

Rowe: Well the brakes are cool now, but apparently this dust from the brake pads collects in all these little holes and can cause the "rotor", which is this big shiny part, to actually crack, is that right?

Yokel: Yep.

Rowe: So I'm just going to take this little screwdriver and poke it through each hole to get the dust out of it. How many holes are there in each one?

Yokel: 144.

Rowe: Gross! < ha ha ha, get it? > Is all this dust that's falling out and blowing around harmful?

Yokel: Probably.

Rowe: But since you are just an individual doing this and not a business or anything, there aren't any EPA or OSHA rules that apply.

Yokel: Nope. Thank God.

Rowe: Because the last thing you need is some government agency coming around to make sure you don't blind, maim, or neuter yourself with all these tools and chemicals.

Yokel: Exactly!

Scene 6: Early afternoon - Rowe stands beside the car on grid in a cheap driving suit.

Rowe: So it's 95 degrees here in Texas, and since we aren't far from Houston, the humidity is about 1000%.

Yokel: More, probably.

Rowe: What did I tell you about the jokes? So



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anyway, I'm wearing a "fire suit" that is basically an oven mitt that covers my entire body.

Yokel: Yep.

(Yokel fed Rowe the "oven mitt" line earlier, but he's learned his lesson about out-joking the host.)

Rowe: Does this car have air conditioning?

Yokel: Nope.

Rowe: So how fast is this car capable of traveling here on this track?

Yokel: About 150.

Rowe: So we haven't actually had any poo in this episode, but it occurs to me that traveling that fast with a bunch of other cars around might introduce some into this situation.

Yokel: My buddy Velo calls that Code Brown.

Rowe: Code Brown. So Yokel, has that ever happened to you?

Yokel: Once I was riding with my buddy Panks, and we spun going 135. I think it was pretty close then.

Rowe: Did anyone get hurt?

Yokel: No but he ruined four brand new tires. Once we figured out we weren't going to die, we couldn't stop laughing.

Rowe: A real knee-slapper eh?

Yokel: Yep.

Rowe: So I'm going to put on this helmet that smells like my gym shoes from the 8th grade, climb into this black car and go out on the track for 90 minutes in stifling heat with 40 other guys and gals who are basically going to try to kill or intimidate me until I let them pass me. All the while I'll be trying not to go Code Brown, is that right?

Yokel: Yep.

Rowe: So if by some miracle I survive all this and I win, I must get a lot of money, right?

Yokel: None.

Rowe: And this is the fun part?

Yokel: Yep.

Closing scene: Later that same evening - It is dark and Rowe sits in a folding canvas chair surrounded by happy, friendly people. He has a plastic glass of wine. Drops of wine seem to jockey for places on his shirt amongst the axle grease, brake fluid and bits of food. He is taking the last bite of a hamburger that has a patty the size of a meatloaf. A tall guy with a Puerto Rican accent who seems to be in charge shouts across the compound: "Hey TV Dude, you ready for another Mondo Burger?"

Rowe: (to camera) PCA Club Racing, it's a Dirty Job.



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Join the Maverick Region PCA for a weekend of racing on May 23 and 24 at Eagles Canyon Raceway in Slidell, Texas.

For Club Racers, the event includes a Fun Race, Sprints, and a 60-minute Enduro. The Drivers' Education is on the same days and is for solo drivers only. Saturday night we'll have a Texas-style dinner for the racers and DE drivers.

Registration opens March 23 at register.pca.org. Mark your calendars and check mav.pca.org for details.

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Enduro Pit Stop Procedures Reviewed

By Geoffrey Ring, National Scrutineer

The 2009 race season is well underway and for PCA Scrutineers it has already been an active year. Those of you who were at the Sebring Club Race know that there was a strong Scrutineer presence checking safety items in all cars, but also vehicle compliance with specific cars and Enduro pit stop safety compliance. We are all volunteers, you the drivers and we the Stewards, Timing & Scoring, and Scrutineers and therefore, we do not do this on a weekly or even monthly basis so mistakes can happen. During an Enduro we have the added risk of fire from fuel and hot cars. Fire from Enduro refueling represents one of the higher risk areas in club racing and based on Sebring, we would like to take the time to review the Enduro Pit Stop process where fueling is allowed.

The pit lane is defined by orange cones at both the entrance and exit of the hot pit lane. These cones correspond to the positions of the AMB pit timing loops. Please take the time at the beginning of the weekend to look at the cone placement to avoid any confusion during the Enduro. The pit entry cones are where you start your pit stop timing stopwatch, and the pit exit cones are where you stop your stopwatch. You must be at or below the pit speed limit of 30 MPH (at ALL PCA venues) by the pit entry cones. For those of you with GT3 cars, that means that you need to set your pit speed limiter to 48 KPH in the Modus software. The penalty for speeding in the pits is a black flag "stop and go" penalty and you would be surprised how many repeat visitors the Scrutineers see. The hot pits have a lot of activity during a race weekend and the speed limit exists for your safety as well as the safety of the volunteer officials in the hot pit lane.

During the Enduro, you must stop for five minutes measured between the pit entrance and pit exit cones. The pits are open after the first 15 minutes of running after the race officially starts and before the last 10 minutes of the published Enduro length. The pits will close during a double yellow flag, but the pit time for those competitors who are already on the pit road continues to run. There will be a sign board at the last flag station to tell you that the pits are closed. Stopping in the driving lane of the hot pits is prohibited and can affect your competitor's race – do not do it. If you happen to short your pit stop (less than five minutes) you will be black flagged and you will have to sit at the black flag station for the amount of time your pit stop was short. If for some reason there is not enough time left remaining in the race for you to serve a "stop and

go" penalty, one lap will be deducted to your race.

You may do minor work to the car in the hot pits and you may think about keeping a spare tire and simple hand tools available in your pit stall during your race. Battery operated power tools and other electrical devices are not allowed in your pit box whether or not you are refueling your car. This is to prevent a spark from igniting nearby fuel. If you have a compressed nitrogen bottle to run air jacks and air tools, it must have a cage around the regulator. At any time you may have a maximum of THREE people over the pit wall - two crew members and one driver or three crew members. Additional people over the pit wall during a pit stop will cost the driver a visit to the black flag station for a "stop and go" penalty.

PCA has a zero tolerance policy for spilling fuel - spill fuel and you will be disqualified.

If you need to refuel during your pit stop, take your time and think about what you are doing. The car will have hot brake rotors and hot exhaust that can easily ignite fuel vapors. PCA has a zero tolerance policy for spilling fuel - spill fuel and you will be disqualified. The refueling process cannot begin until the engine is off with the driver out of the car. This means that the fuel jugs must remain on the cold side of the pit wall with the cap on, not sitting on the pit wall. During refueling no other work may be done on the car including checking tire pressures. Everyone on the hot side of the pit wall (maximum of three) must wear a fire retardant suit, Nomex gloves (not mechanics gloves), and EITHER a full face helmet with the visor down OR a balaclava with goggles.

One person is required to have a 60BC or 60ABC rated fire extinguisher (minimum 10 lbs) with the pin removed. You will need to bring your own fire extinguisher. The fire extinguishers found along pit wall are reserved for track officials. When refueling, remember that plastic jugs leak at the caps and vent hole and you may want to wrap a towel around these areas to prevent spillage. If you use a funnel, make sure it is of adequate size and either hold it or otherwise ensure that it will not fall out. Be aware that wind can cause the fuel to spill while pouring into a funnel. The fireman should stand approximately seven feet from the fuel port with the fire extinguisher hose pointed at the fuel port and be ready to put out any fire that may start. This is your best chance to prevent a catastrophic event if a fire occurs. If you have a car with a double dry break system and are using a single

plastic dry break filler bottle, remember that the fuel cell will be pressurized as the fuel flows in and will need to be relieved by slightly opening the second dry break as you fill. We have had instances where the pressure was not relieved and spilled out when opened after refueling. We have also had instances where too much fuel has been added and it flows out the second dry break as it is cracked.

If you come into the hot pits for a mechanical problem, or receive a mechanical black flag (meatball flag), and the pits are open, you can use this time to serve your mandatory five minute pit stop. If you choose not to use this pit stop as your mandatory stop, you or your crew will need to alert the Scrutineers.

The Scrutineers will relay the information to Timing & Scoring so you will not be assessed a "stop and go" penalty if the pit stop is short.

Please remember that Enduros are long races and you will want to prepare accordingly. Before the Enduro, discuss with your crew these rules and prepare a plan so everyone knows what is expected of them. With new safety requirements and more complicated connections for radios and cool suits, you will need to plan your pit stop more efficiently to keep within the minimum five minute timeframe and allow enough time for you to take a breath, get a drink, and refocus for the remaining time left. Enjoy and have a good 2009 season. ♣

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continued from page 10

the results processing, as it well should. This does not reflect any lack of commitment to posting results by T&S or the Webmaster.

Remember, first and foremost, every National PCA Club Racing staff member working regional races is a volunteer. The staff gives up personal time to work race operations. This time frequently includes travel days before and after the actual race days, not to mention the many days and evenings spent in preparation before arrival at the race track and time spent writing post-race reports. The racers at the

track receive their race results as soon as possible. The Internet posting of results to share with fellow racers takes just a little longer.

Finally, one tangent in the Internet message board discussion asked about the T&S equipment and staff. PCA CR provides all the timing and scoring equipment used at PCA Club Races. Likewise, PCA CR provides the National T&S staff to operate the equipment at the races. Providing both the T&S equipment and staff to Club Races, ensures consistency in the T&S process and operation. ♣

Sebring 2009 Class Winners

Checked Blue Night Sprint Race

<u>Class</u>	<u>Name</u>	<u>Region</u>
B	Grant I Painter	SFL
D	Dwayne Moses	POT
E	Mark T Hupfer	CIN
F	Cory Jump	WB
G	Jimmy T Martin	CAR
GT4S	Robert Neil	SFL
GTC2	Hoyt Ammidon Iii	SCH
H	Greg M Barrows	FLC
I	Carl Tallardy	RTR
SP2	Mitch D Richard	MG

Checkered Red Night Sprint Race

<u>Class</u>	<u>Name</u>	<u>Region</u>
GT2R	Pat Williams	MSO
GT3S	Scott Daiger	PNW
GTA1	Rick Deman	MNY
GTA2	Leh Keen	OCM
GTC3	Scott Ferguson	MAV
GTC4	Charles Scardina	GCT
GTP1	Wal Jarvis	CTV

Orange Sprint Race

<u>Class</u>	<u>Name</u>	<u>Region</u>
B	Rainer Dronzek	CHO
C	George James	POT
D	Dwayne Moses	POT
E	Mark T Hupfer	CIN
F	Cory Jump	WB
G	Jimmy T Martin	CAR
GT5R	Tony Clinton	FLC
GT5S	Larry Hoffman	SFL
GT6S	Richard A Tillotson	SFL
SP1	Patrick James	POT
SP2	Mitch D Richard	MG

Red Sprint Race

<u>Class</u>	<u>Name</u>	<u>Region</u>
GTA1	Rick Deman	MNY
GTA2	Leh Keen	OCM
GTC3	Rafael A Llopiz	NNJ
GTC4	Mitchell Pagerey	FLC
GTP1	Wal Jarvis	CTV
GTP2	Zak Brown	CIN

Green Sprint Race

<u>Class</u>	<u>Name</u>	<u>Region</u>
GT1R	Michael N Levitas	POT
GT2R	Pat Williams	MSO
GT2S	Mike Ollmann	MIL
GT3R	Richard Beecher	GCT
GT3S	Scott Daiger	PNW
GT4S	Gary L Knoblauch	CHO
GTB	Shaun McKaigue	UPC
GTC1	Francis J Cosentino	NIA
GTC2	Jack Gilsdorf	PST
H	Greg M Barrows	FLC
I	Karl W Poeltl	SMT
J	Mark Greenberg	NE

Black Enduro

<u>Class</u>	<u>Name</u>	<u>Region</u>
B	Rainer Dronzek	Cho
C	G. James / P. James	POT
D	Delbert Auray	CTV
E	Mark T Hupfer	CIN
F	Cory Jump	WB
G	Jimmy T Martin	CAR
GT4S	Gary L Knoblauch	CHO
GT5S	Larry Hoffman	SFL
GT6S	Gerry Burger	TN
GTC2	Hoyt Ammidon Iii	SCH
H	Greg M Barrows	FLC
I	Carl Tallardy	RTR
SP2	Mitch D Richard	MG

Pink Enduro

<u>Class</u>	<u>Name</u>	<u>Region</u>
GT1R	Norman S Goldrich	OHV
GT2R	P. Williams / B. Bays	MSO
GT3R	R Duncan McPherson	CAR
GT3S	Scott Daiger	PNW
GTA1	Peter Overing	REN
GTA2	Nick Jan Cramer	GCT
GTB	Shaun McKaigue	UPC
GTC3	Rafael A Llopiz	NNJ
GTC4	Gregory C Frese	OHV

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561 Robert Mohan
(Orange Coast Region) in his
'01 996 T at the
2008 Maverick Region Club Race
at Eagles Canyon Raceway

Photo by Hart Photography

2009 Club Racing Schedule

Dates	Event	Region	Region Contact
Apr 3-5	Auto Club Speedway	Zone 8	Vince Knauf 619.287.4334 FestivaFestivalChair@zone8.org
Apr 19-20	Heartland Park Topeka	Kansas City	Chris McIntyre 816.616.377 chris@merrillcompanies.com
Apr 24-25	Lime Rock Park*	Conn Valley	Jeff Jones 203.799.6938 jjones00@optonline.net
May 15-17	Mid Ohio Sports Car Course*	Mid Ohio	Jay Koehler 740.983.3072 koehlerjk@gmail.com
May 23-24	Eagles Canyon*	Maverick	Joel Nannis 817.721.6077 karnut@att.net
May 23-24	Buttonwillow	Golden Gate	Andrew Forrest 650.387.4019 ggracereg@gmail.com
May 29-31	Watkins Glen International*	Zone One	Botho Von Bose 416.509.6661 bvonbose@lomltd.com
June 12-14	Rose Cup Races at Portland International Raceway	Oregon	TBD
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
July 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 rogerdjohnson@comcast.net
Aug 15-16	High Plains Raceway*	Rocky Mountain	Bob Speights 970.282.3495 bobspeights@comcast.net
Aug 28-30	NJMP Thunderbolt Raceway	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Sep 5-7	Road America*	Chicago	Keith Clark 630.690.3381 kc_design@sbcglobal.net
Sept 5-6	Thunderhill	Golden Gate	Andrew Forrest 650.387.4019 ggracereg@gmail.com
Sep 26-27	Miller Motorsports Park*	InterMountain	Steven Brand 801.944.0051 hillsidetire1801@aol.com
Oct 3-4	Summit Point Motorsports Park*	Potomac	Kevin Oyler 240.505.4332 kevino@scmanage.com
Oct 3-4	Hallett Motor Racing Circuit	Cimarron	Earl Schott 918.455.2888 eschott11@aol.com
Oct 9-10	Daytona International Speedway	Florida Crown Florida Citrus	Dave Rodenroth 904.251.9552 racer914@earthlink.net
Oct 30-Nov 1	Carolina Motorsports Park*	Carolinas	John Alpaugh 803.736.3950 jpa914@aol.com
Dec 4-6	Roebling Road	Florida Crown	Bob Linville 904.272.2998 cblinville@bellsouth.net

* Indicates an enduro event

Photo by Hart Photography

The Classifieds

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03 Terry Kerr (War Bonnet Region) in his '77 911 at the 2008 Maverick Region Club Race at Eagles Canyon Raceway
Photo by Hart Photography



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