



NEWS

Volume 22 • Edition 14.1

PCA CLUB RACING NEWSLETTER

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NEWS

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January - March 2014

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Cover Photo
by Leonard Turner

Deadline for article submission for the next issue is April 25, 2014

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BRYAN HENDERSON CHAIRMAN PCA CLUB RACING

The 48 Hours of Sebring Club Race is in the books. It was a great safe, fun and competitive PCA event.

The event started off with our 2013 National Awards Banquet attended by 95 racers and guests, and was highlighted by our guest speaker Derek Bell. We crowned 32 National Champions from all over the country. There were lots of smiling faces and some great photo opportunities. Good luck in 2014.

It has become clear to me in recent months that not everyone involved in our organization understands how we are organized. I will try to explain how our races are created, organized and managed.

Races begin at the regional level. An influential member, or group of members, convince a region or a group of regions board(s) that a club race is a good idea and that it can be financially and operationally feasible. The regions generally already have a relationship with a track from DE activities. The region approaches the track for a date and usually at the same time contacts the PCA Club Racing National Chairman or Club Racing Program Coordinator concerning a sanction by PCA Club Racing. Any race contemplated by a region or members of a region must have PCA Club Racing approval. The coordination between the region, track, National Chairman and Program Coordinator results in defining a race date that will work in the club racing calendar. The region then submits a very detailed application for a club race which is then approved by the Club Racing National Committee. That application becomes an agreement and

contract between PCA Club Racing and the region(s) involved.

The agreement specifies who will do what, mentioning the people responsible for various actions by name. The documentation with the agreement details how the event will work, the cost for racers, what support personnel and people will be involved and what safety and medical personnel and equipment will be available. The docu-

mentation also indicates who is responsible between the regions and PCA Club Racing for income, expenses, goodies (for example dinners and shirts), coordination, and operations.

Basically, the regions are responsible for a contract with the track and the required on site personnel such as corner workers,

ambulances and wreckers. With the National Program Coordinator's help, the regions put together the registration information, collect the entry fees and pay the bills. The regions are responsible for room and board for the national team while they are at the event. The regions will have a profit or loss for the event after all is done.

National personnel will provide guidance and support throughout the period leading up to the beginning of the race weekend. This begins several months in advance of the event. During that time, schedules are made and the general operation of the track and personnel are confirmed. The idea is that when the national personnel arrive at a race, everything that happens is pre-planned or at least contemplated. At small races there is certainly more flexibility than at larger races. For example, a schedule change after the

You should be able to go to any PCA club racing event and feel at home with the basic schedules, procedure and terminology

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race weekend begins at a large race affects literally hundreds of people who may have made plans based on things happening the way they are laid out prior to the race.

At the beginning of the race weekend, control of the event shifts from the region to the national team assigned to the event. The National Steward becomes the Chief Operating Officer of the event. The prearranged layout of the event and the shift to national control allows us to have consistent events across the country. You should be able to go to any PCA club racing event and feel at home with the basic schedules, procedure and terminology. The relatively small group of national stewards works hard on being consistent across the board concerning virtually all decisions made for club racing weekends.

Our stewards met face to face as did our timing and scoring (T&S) personnel in a joint meeting in February 2014 to discuss club racing procedures and

processes. Our scrutineers met earlier in January 2014.

Our operational national staff is made up of 10 national stewards, 25 national scrutineers, and 11 national T&S members. The national staff includes other support personnel including eight members of the Medical Committee, six members of the Advisory Committee, and five other support personnel. All 65 of those people are unpaid. The national team's travel and other expenses such as radios, timing equipment, and scrutineering equipment are paid from the national club racing budget. Club racing, at this time, has only one paid position, the National Program Coordinator. All income from license fees, sponsorship and sales of club racing related items goes back into the club racing program and PCA.

The Club Racing National Chairman is basically the Chief Executive

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Club Racing News

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2014 CLUB RACING SCHEDULE

Dates	Event	Region	Region Contact
Apr 25 - 26	Lime Rock Park	Connecticut Valley	Bob Bradley 203.458.7120 clubracedirector@cvrpca.org
May 2 - 4	Circuit of the Americas*	Hill Country	David Gross 512.497.1111 dgross@grossandnelsoon.com
May 10 - 11	Buttonwillow Raceway Park*	Golden Gate	Tim Smith 480.381.6297 ggrrtchair@gmail.com
May 16 - 18	Roebing Road Raceway	Florida Crown	Tommy Reinheimer 904.472.3108 Tommy@rmail.us
May 24 - 25	NOLA Motorsports Park*	Mardi Gras	John Crosby 504.909.2767 jlcrosby@crosbydevelopment.com
May 30 - June 1	Watkins Glen International*	Zone 1	Jennifer Webb 514.235.0157 jenniferbischoff@hotmail.com
May 31 - Jun 1	Motorsports Park Hastings	Great Plains	John Kreck 402.995.1470 johnkreck@gmail.com
Jun 20 - 22	VIrginia International Raceway	Zone 2	Mike Andrews 215.589.5633 Mra.1954@gmail.com
Jun 28 - 29	Heartland Park	Kansas City	Dave Stadtmueller 816.510.4832 porschekc@gmail.com
Jul 26 - 27	Brainerd International Raceway*	Nord Stern	Doug Anderson 507.273.5346 porschekc@gmail.com
Aug 8 - 10	Canadian Tire Motorsports Park*	Upper Canada	Mick Oliveira 416.702.4408 aapo@sympatico.ca
Aug 16 - 17	High Plains Raceway*	Rocky Mountain	Brian Leary rmclubrace.com
Aug 22 - 24	NJMP Thunderbolt*	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Aug 30 - Sep 1	Road America*	Chicago	Keith Clark 630.514.5937 kc_design@sbcglobal.net
Sep 6 - 7	Thunderhill Raceway Park	Golden Gate	Tim Smith 480.381.6297 ggrrtchair@gmail.com
Sep 12-14	Mid Ohio Sports Car Course*	Mid Ohio	David Hayden 740.973.0538 davidhayden@windstream.net
Sep 20 - 21	GingerMan Raceway*	S E Michigan	Marc Molzon 248.623.0581 mextremem@hotmail.com
Sep 20 - 21	Miller Motorsports Park*	Intermountain	Otto Silva otto@databaseguru.net
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 10 - 12	Monticello Raceway	Riesentoter	
Oct 31 - Nov 2	Carolina Motorsports Park*	Carolinas	Bill Scarbrough 803.600.6704 clubrace@carolinas-pca.com
Nov 8 - 9	Motorsports Ranch*	Maverick	Pat Heptig 214.649.7909 pheptig@heptiglaw.com
Nov 15 - 16	Buttonwillow Raceway Park*	San Diego	

* Indicates an Enduro



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MICHAEL WINGFIELD

CLUB RACING NEWS EDITOR

What happened to chivalry and honesty in America? Let's start with chivalry. The day after Christmas I was riding my bicycle on the frontage road of a major highway. Traffic on the highway was bustling, while virtually no one traveled the frontage road. Ahead I spotted a motorist displaying the vehicle emergency flashers stopped on the shoulder of the highway. A woman was on her hands and knees looking under the right front of her car. As I approached, I could see her right front tire was flat and she was fumbling with a scissor jack in an effort to change her tire. I got off my bike and carried it up the grass hill to where she had stopped and offered my assistance. She was grateful and accepted my offer.

I noticed that she had incorrectly placed the jack and saved her and the car from possible harm by repositioning the jack. She was thankful for the help in removing the spare tire from the trunk, a task she admitted she did not think she could accomplish on her own. I was thankful to find the spare tire sufficiently inflated. A few moments later, I had the tire changed and she was again on her way home.

My point here is that "once upon a time" a distressed motorist would have had someone stop almost immediately to help. And not meaning to sound sexist, but a distressed female motorist would certainly quickly receive prompt roadside assistance. However, in our new found fast paced lives of mobile phones, assisting stranded motorists seems to be a thing of the past. By the way, this motorist did not have a mobile phone, thus her attempt to replace her own flat tire.

Honesty also seems to have gone away, and is particularly disconcerting during what is supposed to be the 'holiday season' filled with love and cheer. Also in December on a busy Monday morning an SUV driver abruptly turned right from within a left turn only lane and drove his SUV directly into the driver side of my car. I can only speculate that the driver of this behemoth did not see my tiny little car alongside after all,

the bottom of his side window is higher than the roof line of my car, and he realized too late his lane commitment choice. There were no injuries, but as one might expect the larger heavier vehicle suffered almost no damage while my petite garage queen (immaculate 1999 with only 63K miles) was deformed from the center of the door all the way back to the bumper.

We pulled off the road and the SUV driver promptly presented his insurance card, driver's license and an apology. He was visibly distressed over the incident, yet polite, and I accepted his apology. I simply shook my head in disbelief that such an incident had occurred but found solace in that no one was injured, both vehicles were drivable, and the SUV driver admitted his error. It would be an inconvenience to have the car repaired, but cars can be fixed. However, here the story takes a turn.

I have Farmer's insurance and the adjuster looked at my car within four hours of the incident. A quick phone call to my friend and fellow PCA member Hans Hoffmann at RAC Performance pointed me to New Concepts, a body shop, and I had the car scheduled for repair before the end of the same day. The SUV driver had, let's call it Snake Charm¹ insurance. I had dealt with Snake Charm once before when "I" was a Snake Charm customer.

On that occasion, one snowy January morning in Albuquerque, I was stopped at a stop sign patiently waiting for a safe opportunity to cross the slippery intersection. Suddenly, I was rammed in the rear by a driver who failed to allow sufficient stopping distance in the snow. No one was injured, both cars drivable, and we traded insurance and driver license information. As it turned out, both of us had Snake Charm insurance, so one would presume that the damage claim would be simple and easy. Far from it! When I submitted my claim (I believe it was \$1200), Snake Charm

informed me that "technically" the other driver

**It almost worked,
the scare tactic
that is**

1

The name has been changed



was uninsured at the time of the accident since her policy had expired at midnight. Snake Charm then indicated that since they did not receive a policy payment from the other driver until later that morning, they were denying my claim under uninsured motorist, leaving me to foot the entire repair bill. Being a struggling college student at the time, I could not absorb the cost of repairs, so I visited the free legal clinic on campus.

The legal clinic took my case to sue the other driver for the repair costs to my vehicle. Imagine my surprise when the other party counter sued me for some astronomical amount (I forget the exact amount, but I believe it was 45K) for their repairs and "pain and suffering." In near panic I contacted my student attorney who assured me that, "this was how the game is played," and that the other party was trying to scare me into dropping my suit and in return she would drop the counter suit. It almost worked, the scare tactic that is,

since the counter suit was for more money than I had earned in many years combined.

We did end up in court and this was when I received another surprise. Who was representing the defendant and behind the counter suit? Snake Charm! Yes, my own insurance company that refused to pay for the damage to my vehicle was now defending the driver who rear-ended me at a stop sign, and was now trying to take me to the cleaners financially in a counter suit. What was the defense, you ask? The defense alleged that it was my responsibility to see the approaching vehicle in my rear view mirror and take appropriate action to get out of the way. Had I been a responsible driver, in the opinion of the defense, I could have prevented the accident by moving my vehicle into the intersection. Forget about the fact that the cross traffic had the right of way and there were cars in the intersection.

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Chairman's Corner

Continued from page 5

Officer of club racing and reports to the PCA National President and Executive Council. We have a Chief National Steward, a Chief National Scrutineer and a National Chief of Timing and Scoring that manage our operational teams. Those people, the Medical Committee Chairman and Program Coordinator report to the club racing chairman.

Our meetings this winter were fantastic. The scrutineers worked to make our new data equipment operational and tighten rules and procedures. They have some fantastic ideas we hope to have in operation soon. The T&S staff reviewed event operations and worked to ensure consistency in T&S. The stewards reviewed procedures and incident investigation to keep decisions based on the same principles. The goal is a safe, fun, fair, competitive and consistent program. All of these volunteers are working hard for you. 🏁



VICKI EARNSHAW CHIEF NATIONAL STEWARD

VIEW FROM THE TOWER

Here we go - 2014 has started and the 48 Hours of Sebring is in the books. There were a few firsts at Sebring, which included the night race in the rain and delay of morning sessions due to fog. Though Mother Nature threw some glitches into the program, the PCA Gold Coast and Suncoast Regions hosted a well attended race and they should be proud of their hard efforts.

The fog delay at Sebring was communicated to racers via the public address system and texting. Starting this year through the Club Registration website, racers can download their profile and sign up for texting at the track. We texted the racers about the fog delay, and I see this as a way for a steward to have a driver report to them, or for T&S to let you know your transponder is not working or is weak.

We know from our 2013 statistics that the incident rate is very low. This is directly related to the clean competitive racing we are witnessing. Other venues have asked, "How do you get them to follow the rules?" I believe it starts with our Club Racing Coordinator, Susan Shire. I have raced in other venues where you complete an application, pay the fee, and you are on track. But we have someone who cares about every one of you on track. That phone interview with Susan is what distinguishes us from other venues. I have heard her say those are my friends on track and I want to make sure "my friends" will be safe with you on the track with them.

You are required to attend an Orientation Meeting if you are a first time racer, are coming from another venue, have not raced for awhile, or have acquired a 13/13 sanction. The meeting will introduce you to what to expect on a PCA racing weekend. We review the PCA philosophy of doing your very best without contact. A person who has

acquired a 13/13 sanction must attend this meeting at their next race. This requirement states we are serious about being accountable for damage to a competitor's car. The meeting may give some the opportunity to realize that trying a low percentage pass can have a consequence if not completed safely. Yes, all of us have had those moments where we were just lucky there was no contact, but you still are answerable for your decisions.

Racing with PCA means you need to make good decisions when attempting a pass. Bad decisions at Sebring in

turn-3 and turn-10 resulted in multi-car incidents. You should watch where your competitor's corner entry or exist is weakest and pick your battle. I had the "opportunity" to view a few videos at Sebring which showed the driver in front may not have been the best driver. But the driver behind got frustrated and tried a pass that didn't work and resulted in contact. I see PCA racing as a thinking man's game of close competitive racing.

What happens when you have contact with another car or cause another car to have damage?

ALL OF US
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pass, and what was the position of the other cars in that incident.

We look at the scrutineer's report which documents the location and the extent of the damage. For example, there was contact in turn-1 at Sebring. The car on left had right front damage and the car on the right had left rear damage. It seemed simple who was at fault, but after reviewing the video the far right car came across on the car on the left. The car on the left also had a car on his left. The video gave a perspective of these cars coming down the front straight into turn-1. The cars were almost even at the turn in and a hard turn in by the outside car resulted in contact. This contact was avoidable if the outside car had driven the outside line in turn-1 and left racing room for the other cars on the inside of the turn.

A multi-car incident at turn-10 at Sebring was decided by a rear view camera. Six cars came forward from the incident, but not the driver who caused

the contact. A rear camera from the car that was initially hit gave me who was at fault. The video allowed a timely decision and the other racers to fix their cars and get back on track.

My point - cameras should always be working. Consider where you place these so we have a view of each side to see proximity of other cars and a second rear view camera. Finally, if you are not involved in the incident but have footage, please bring it forward to the steward.

Our 2014 season started with training for all three disciplines of PCA racing: scrutineers, stewards, and timing and scoring (T&S). The scrutineers met in Dallas with the exciting news of data acquisition capability in racecars. This collection of data from similar cars will give us information to keep the racing on a fair playing field. Isn't that what we want? Racing against a car not following

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MICHAEL WINGFIELD

CHIEF OF NATIONAL TIMING & SCORING

At the end of each season, the timing and scoring (T&S) equipment heads back to Minnesota for a refresh. It is at this time we remember all of those people and race teams that have helped us throughout the year by hauling not only the T&S equipment, but the scrutineering equipment and the Cup Series banners.

Having the equipment transported from race to race by our racing members helps the health of the program in three ways. First, the host region does not incur the cost of shipping the equipment to the next race. The costs can be substantial to races on the thin line to holding a break even cost event. Second, our racers transport our equipment with a care not afforded by commercial shipping companies. This care helps reduce costs to the national program by reducing the need to replace equipment damaged during transport. Finally, it gives us, the staff, a feeling of comfort knowing the equipment will arrive at the track in a timely manner and not have the potential of being lost in the maze of shipping and occasional routing errors.

We had many racers and race teams assist us in 2013, and each of those volunteering to haul the heavy bulky trunks deserves a word of thanks from every member in our organization. When you see these folks at your next race, please take a moment from your busy schedule to offer a kind word of thanks for their help in keeping the program moving from race to race.

Here is a list of those individuals and race teams that took on the task of ensuring safe transport of our equipment between races during 2013:

- Adam Jaspers (RMT)
- Allen Shirley (FCR)
- Chris Musante (CTV)

- Cory Friedman (PAL)
Autometrics
- Dan Jacobs (CTV)
Hairy Dog Racing
- Dave Rodenroth (FCR)
- Jim Buckley (MAV)
- Kristin Treager (CIM)
- Lon Tusler (NST)
- Brian Weathered (CHO)
Midwest Eurosport
- Mike Courtney (NST)
- Mike Mullian (SDO)
- Phil Blackstone (OR)
- Robb Todd (GG)
BR Racing
- Ron Mistak (SDO)
- Simon Peck (LVS)
- Tim Pruit (PST)

Of special note about some of the helpers listed above, are those that took on the task more than once. For that extra effort, we owe a second helping (pun intended) of gratitude for their doing double, triple, and even quadruple duty. Those exceptional helpers are listed here:

- Chris Musante (four hauls)
- Dan Jacobs (three hauls)
- Midwest Eurosport (two hauls)
- Phil Blackstone (two hauls)



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WALT FRICKE TECHNICAL & RULES CHAIR

THINKING ABOUT RULES

While I think about our club racing rules all the time, most of you don't, and shouldn't have to. But the rules are important to all of us. There is a cycle every year, which is spelled out in the rules themselves¹: a time to submit proposals for change (April and May), and a time to comment on proposals advanced to the next stage (August and September). In the past, Club Racing News (CRN) was the only way of communicating proposals for comment. As CRN has grown, so too has its lead time, and it is no longer a timely way of communicating for these purposes. So racers should look at the club racing website in August to see what is there for comment. About mid-November (we shoot for Nov 1, but don't always make it) visit the website to see what has changed for the next year. Susan Shire, PCA Club Racing Program Coordinator, tries to put a complete new rule book on the website by December 1. In addition, Susan sends out via email, the rules changes to all racers for comment, and the rules changes adopted.

I corresponded with a number of racers who were too late in responding this past year because they didn't read their email, and didn't realize what was up for comment until CRN arrived (by which time the comment period had closed). If you don't get your comments in on time, the Rules Committee won't have the benefit of your reasoning and experience in making its decisions.

Last year I researched and put out for comment the strange treatment of the RS America

(RSA), which can run at two different weights. As is often the case with odd decisions made in the past, it ultimately didn't seem fair to change things. However, cars running as an RSA in G at the lighter weight (or Prepared in H) have to be either one of the 751 RSAs sold (this was a US only model), or be an accurate clone. As far as I know, the only difference between the 964 C2 and the RSA which counts for our rules (since in Stock we allow removal of a lot of the interior, suspension rate modifications, and most of the other things which made the RSA special) is the steering. The C2 has power steering and a faster ratio as a result. The RSA does not have power steering. It is okay to claim that, through update/back-date, a C2 is an RSA, but the car must have the RSA steering rack.

In a couple of years we should have this straightened out

To help scrutineers to understand what a car should weigh, owners of cloned RSAs should register them, both when renewing their racing license, and when signing up for an event, as an RSA. It is okay and in fact preferable, to call it a 1990 (or whatever year the tub is) 964 RSA even though the RSA was not available in 1990. Registering the car this way lets the scrutineers know why the car is in G (or H if prepared), and the required weight.

The 2014 rules contain two new appendices at the back of the book. The first new appendix² is a new set of rules for drivers who wish to race without a seat back brace in front or rear engine cars, and short drivers in mid-engine cars. The seat is about all that protects a driver in a rear

1 2014 PCA Club Racing Rules, Rules Review Procedures, page 37

2 2014 PCA Club Racing Rules, Appendix I - Seats Without A Back Brace



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impact, so the strength of the entire system of seat, mount, slider (if applicable), and chassis mount is very important. It is especially the case if no seat back brace is used as a backstop if there is a failure in the system.

What you see in Appendix I is a safe harbor - building to that specification will insure you are good come 2015. On the table for discussion is additional alternatives and options which may be allowed. The seat part is easy and no change needed - an FIA approved seat within its allotted number of years. The seat mount (the part joining the seat to the next part below it) ought to be easy - the FIA specification is 3mm steel or 5mm aluminum, and there are quite a few makers of these parts.

There are curve balls here. I was recently informed that one popular brand of aluminum mounts are typically only 4.5mm thick. The FIA spec mounts are available, but you have to specify that when ordering. We are not

going to accept mounts for FIA approved seats which don't meet FIA's specifications, so if any of this affects you (and if you have a seat back brace, none of this applies to you as a requirement), you might want to measure the thickness of your mount.

Starting with the 996, the Boxster, and the Cayman, Porsche adopted a common chassis mounting system which attached the seat slider with two 10mm bolts. For seats without power fore and aft adjustment, a very robust and positive slider was adopted which it also installed in its Cup cars. It seemed logical to require this slider for cars of this vintage, because now our cars would have a seat system equal to that in the Cup cars.

Lo and behold, it appears that in order to adapt certain models or widths of seat, or to lower the seat, some racers have used different sliders and mounting methods. If you fit into this category, I'd like to hear why you cannot use

the Porsche system. There are quite a number of seat mounts available which adapt a large number of FIA approved seats to the Porsche Cup type slider. If we are to make allowances, they should only be for those seats for which the Cup slider simply cannot be made to work.

A related issue concerns tall drivers who need, or feel they need, to get the seat lower than the Cup system mount height adjustment allows. This is apt to require cutting and removing some of the factory mounting sheet metal. Professional sports car race organizations deal with things like this with car by car inspection, and case by case approval. They can do this because they deal with a very small number of cars, all fairly new, and almost if not all worked on by professional mechanics, welders, and shops. Their technical inspectors are professionals who make their living in

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STEVE RASHBAUM, CLUB RACING SPONSOR COORDINATOR

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Rookie of the Year - 2013

Pierce Marshall PCA Club Racer (Maverick Region)

I am truly honored to have been considered a finalist for this Award. I never expected something like this after only participating in two races at the end of the 2013 season, so thank you.

I joined the PCA Maverick Region in November 2011 after purchasing my first Porsche, a 2011 Turbo S. While I have become great friends with so many of the Maverick folks through DEs and Club Races, I haven't done much yet

with the region in other activities. The caliber of folks in the club is truly fantastic.

I bought my 2012 GT3 Cup Car in December 2012 after having been given the opportunity to drive a friend's 2006 Cup Car in September 2012 and was hooked immediately! I had been driving high horsepower modified street Corvettes for years on track days and DEs, but quickly realized that a factory-built racecar from Porsche was far beyond

The friends of Michael Melton at European Performance Engineering in Massachusetts, sponsor the annual Rookie of the Year Award. Michael was a fellow club racer who passed away in 1999 from pancreatic cancer and was perpetually known as the "Rookie." Of the 104 Rookies who joined the Club Racing Program in 2013, 7 were eligible for the award by completing five or more incident free races during their first year. The award plaque carries the inscription:

Michael Ward Melton
Memorial
"Rookie of the Year"
Award

"We should pursue our dream of Racing but not to the detriment of others"



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what I could ever build using a street Corvette as a base. I waited until July 2013 (with a completely unanticipated check out drive with Bryan Henderson) to start the process of getting my club racing license. I really wanted to ensure I was comfortable in the car and that my skill level was capable of producing lap times that would be competitive in my GTC5 class.

My first club race was at Road America at the end of August 2013. I had only driven the track once in an AMG Challenge event in 2005. In retrospect, I might have considered a slower track for trying to secure my rookie license, but I'm really glad I didn't. I was fortunate enough to get second in class in the first sprint race and third in class in both the second sprint race and the Enduro. This floored me since my second sprint race was my first rain race ever. I want to credit my driving coach, Eric Foss, for his incredible insight that weekend. There is no

way I could have had such good results without his help.

My second club race was at the Daytona International Speedway at the beginning of October 2013. While I have attended many endurance races there as a spectator, I had never driven the track. I had some bad luck in both sprint races receiving a DNF in each. However, due to some good luck and good strategy I placed fifth overall and first in class¹ in the Enduro.

I'm really looking forward to the 2014 season to see what I can do when I run a full season in my class. I'm also looking forward to running one or two races in my 2004 Brumos Fabcar with a Porsche power plant. Walt Fricke (scrutineer and rules chair) has identified the car for racing in class GTP2. This car is very special to me as it was one of the two cars that the Brumos team (driven by Darren Law and David Donohue)

¹ First and only car in class, but a win is a win!

ran while my father was part of the team as a minor financial supporter. My father also became close friends with two stalwarts in Porsche racing; Hurley Haywood and Bob Snodgrass. My father passed away in 2006, but said the time he spent with the Brumos team was some of the best times of his life.

On the professional and personal side, I am the President and Chief Executive Officer of Élevage Capital Management, LLC, an investment management company focused on a number of areas including municipal bond strategies, venture capital and private equity funds, as well as real estate. I am a licensed attorney and also serve as the Senior Vice President and General Counsel of Trof, Inc., a Marshall family holding company with offices in Dallas and Houston, Texas. I am a graduate of the A.B. Freeman School of Business at Tulane University, securing a B.S. in Management with a concentration in

Continued on page 21

Lorem Ipsum

Continued from page 9

As ludicrous as this defense sounds, the seasoned Snake Charm attorney made mincemeat of my student attorney's attempts to present my case and refute the defense.

Then the judge called a halt to the testimony and prepared to render his verdict. I was shaking in my shoes, knowing that at the end of the day, I was going to be bankrupt. I can recall the judge's words now as clear as if he said them today. The judge said, "Mr. Crookedgrouse², I have seen you in my court on many occasions. However, I have never seen you more WRONG than you are today." The weight of the world came off my shoulders, and I'm not sure what else the judge said on his way to ruling in my favor. The Snake Charm attorney handed me a check for the requested repair amount as he left the building, and my student attorney celebrated his first ever court room case and victory. I cancelled my Snake Charm insurance that day and will never be a Snake Charm customer again, gladly offering this diatribe to any who will listen. But I digress.

The point now is that a Snake Charm adjuster contacted me to say they had concluded their investigation and they ruled I was at fault. They claimed their insured stated I had "cut him off" and caused the accident. I asked the Snake Charm agent how she arrived at her decision given the evidence. She stated, "Our insured pays the premiums and that makes him more credible." Seriously, that was the basis of their determination, he who pays money is believable irrespective of the evidence. The root of their decision had nothing to do with facts, and everything to do with who paid them money. Once upon a time, this would have been called a bribe.

Any reasonable individual could look at the damage to both vehicles and see it is more feasible that the SUV,

² The name has been changed

whose driver could not see the smaller car alongside, turned into the smaller car rather than the driver of the smaller car, whose entire window is blocked by the presence of the SUV would turn into the SUV. Then again, I've learned that Snake Charm is anything but reasonable. Likewise, this "seemingly" honest gentleman at the time of the accident, who admitted fault and was apologetic had offered up a complete lie and Snake Charm took it - and his money. I guess they make a good pair: the "snake" insured by Snake Charm. What has happened to honesty and acceptance of responsibility in America today? 🍷



Thinking About Rules

Continued from page 15

the racing world. This model can't work for the over 2,000 cars of all ages which race with our volunteer organization. As a result, we may not be able to be as flexible as a professional race series can be in some areas. If you need to lower your seat more than the Cup system allows, you might want to suggest some mounting standards which could be used which would provide equivalent strength.

The second new appendix³ lists the widest front and rear rims that were available for all the models of Porsche (about 180) which our rule book recognizes. These were drawn mostly from the Parade Competition Rules, which have an extensive listing of the rim options available. As I suspected, there are discrepancies in this listing. Several racers have contacted me with pages from owner's manuals or PET listings

³ 2014 PCA Club Racing Rules, Appendix J - Maximum Rim widths for Stock and Prepared Cars

showing that some different (usually wider) rim was available. If you find that is the case for your car, be sure to let me know. I'll look into it, and as appropriate notify you with an email you can put in your log book. Bring your documentation to the track with you as well, in case a scrutineer goes by the book (which is all we have to go by, as a practical matter) and questions your rims. In a couple of years we should have this straightened out, at least for the more common models raced.

In Stock and Prepared, the cage elements may not extend outside of the passenger compartment. There is, however, no limit on how many elements there may be, nor on how many places the tubes may be attached to the tub. Joining the front and main hoops to the A and B pillars strengthens the entire car. SCCA requires that there be a tube on each side running forward from the front hoop to the firewall. While not required in PCA, this is allowed and is a good idea because it strengthens the footwell area. I know of two instances where a severe impact distorted the footwell area significantly. In one case the driver's feet were trapped in the pedals, with the brake pedal pushed over to rest on the shift tower. Adding protection in this area is a good idea.

For older 911s in Stock and Prepared, consideration should be given to leaving the factory inflatable spare tire in place, secured in the normal way. A shop owner who services older 911s thinks that having the spare tire installed mitigates, at least a bit, front end damage and protects the fuel tank. Many in these classes now are adding weight anyway, and the spare tire puts weight where you want it - up front and to the right. I know of several shops looking into better ways to protect the footwell other than just a forward stub. More to follow as it becomes available

I have received reports, and been shown parts a shop saved, of cages where some of the welds were not full circle. Unlike SCCA, our cage rules have never directly said that all welds must be 360 degree welds. However, this has always

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been a requirement, and any cages with incomplete welds are cages which slipped through our inspection when the logbook was issued. Only old factory race cars (from the days when drivers were expendable and now mostly too valuable to race with us) can be allowed without full welds on all required elements and mounts. 🍷

View from the Tower

Continued from page 11

the rules does not prove any driving skill or competitive strategy. The stewards and T&S met in Austin for three days of discussion and evaluation of the rules. The goal was to understand the rules and to have continuity at every event. All three of these groups are non-paid volunteers who have a passion for PCA Club Racing. They give many hours of their time, time away from offices and family, to support our program. I am very proud of the dedication of all these volunteers in PCA Club Racing.

Enjoy your season. Be fast and safe,
Vicki 🍷

Rookie of the Year

Continued from page 19

Finance. I then graduated with a J.D. from the Yale Law School. I serve on the board of my family's foundation and on the Board of Trustees of Greenhill School, a college preparatory school in Dallas. I have an incredible 15 year old daughter, Megan. I play tennis, golf and have a small car collection as well. 🍷

2013 National Award Winners

STEVE RASHBAUM, CLUB RACING SPONSOR COORDINATOR

<u>Sponsor</u>	<u>Award</u>	<u>Description</u>
Porsche Cars North America	Worker's Choice	Best race within a race - voted by the corner workers
Trailex	Novice Racer	Best Novice Racer
OG Racing	Safe Driver	Racers with five races without an incident - patch and certificate.
GT Racing	Best Prepared	\$100 gift certificate
Forgeline Wheels	Rookie Racer	\$1,000 gift certificate toward the purchase of a set of wheels

<u>Race Track</u>	<u>Workers Choice</u>	<u>Novice Racer</u>	<u>Best Prepared</u>	<u>Rookie Racer</u>
Texas World Speedway	Michael Hemingway Mark Kemp Thomas Jones West Dillard Wayne Brown Glen Gatlin Jim Buckley	Bassam Alhaddid	Mark Gohlke	Mitchell Butaud
Road Atlanta	Kevin Cyr Siggi Meissner Joe Courtney Lucas Catania Kristen Traeger Jack Gilsdorf Tim Pruitt David Baker	Bryn Owen	Mike McMenamin	Chad Crouse
Auto Club Speedway	Bill Lusk Daniel Davis Craig Ames Darin Kajioka Dan Aspesi Chip Romer	Carolyn Pappas	Eric Olberz	Lars Fallman

<u>Race Track</u>	<u>Workers Choice</u>	<u>Novice Racer</u>	<u>Best Prepared</u>	<u>Rookie Racer</u>
NOLA Motorsports Park	Jim Weller Harold Petit Mike Haydel Wayne Ducote Gary Small Brian Amond	Mitchell Butaud	Mark Murray	Max George
Lime Rock Park	Bill Hufnagel Roy Walzer Dick Strahota Mike Piera Van Svenson Bob Bullis Kim Estep Jack McCarthy	Jason Krikorian	Andy Jenks	Franklin Pray
Buttonwillow Raceway Park	Peter Czajkowski Charles Sharp Mike Steele		Robert Murillo	John Tavernetti
GingerMan Raceway	Gary Ambrus Claudio Kaempf Mark Hill James Leslie	Rob O'Donnell	James Leslie	Larry Hebenstreit
Kansas Speedway	Brian Forsythe Brian St Denis Lon Trusler	Tim Roberts	Mike Lyle	
Mid-Ohio Sports Car Course	Chip Henderson David Block Bill Rudtner Andrew Marks Mike McGrath			
Brainerd International Raceway	James Leslie Jerry Greene Alan Weiner Rick Polk		Ben Merriman	Michael John

Race Track	Workers Choice	Novice Racer	Best Prepared	Rookie Racer
Putnam Park Road Course	Greg Turek Gary Boss Mark Hupfer Kristin Treager Rich Rosenberg Glen Sapa	Todd Brown	David Adams	Jay Carlson
High Plains Raceway	Richard Bennett David Donner Adam Jasper Michael McGrath	Paul Friedman	Lisa Bryan	Myrna Hall
NJMP - Thunderbolt Speedway	Mike Pierra Chris Musante		Ken Nielson	
Watkins Glen International	Michael Stach Van Svenson Louis Betstadt Kevin Cyr Charlie Bellardo Craig Mahon Bill Pelochiewski Chris Wally Rogern Johnson/Brady Refen- ning William Slowikowski Bill Pelochiewski/Andrew Davis	Harry Vegler	Bill Pelochiewski	
Road America	Bill Peluchiwski Seth Davidow Dan Clark John Uglam Karl Poetl John Machul Matt Alexander Keith Clark	Peter Hootis	Gary Pennington	Pierce Marshall
Thunderhill Raceway Park	Ken Peat Bob Murillo Phil Blackstone		Mike Cullivan	

Race Track	Workers Choice	Novice Racer	Best Prepared	Rookie Racer
Daytona International Speedway	Jeffrey Freeman Claudio Kaemf Nat Nertham Claudio Rodriguez Brian Wethered Angus Rogers	Pierce Marshall	Angus Rogers	Roger Halverson
Hallett Motor Racing Circuit	Kai Bach Richard Hook Kristin Traeager Jim Buckley Bernnard Nussbaumer Jim Buckley Bernard Nussbaumer Rich Bennett Kevin Hansol	Rich Altmann	Chad Cox	Chris Drake
Buttonwillow Raceway Park	Gene Sigal Nathan Johnson Charles Sharp	Nathan Johnson	Jim Copp	Fred Powell

Club Racing National Stewards



The PCA Club Racing Stewards and other staff [clockwise around the table from the bottom left]: John Crosby (MG), Dave Rodenroth (FCR), Allen Shirley (FCR), Mike Hoke (NST), Bob Jones (INT), Vicki Earnshaw (RMT), Susan Shire (CHO) [Program Coordinator], Steve Rashbaum (CHO) [Sponsor Coordinator], Gary Knoblauch (CHO), Bruce Boeder (NST), West Dilard (HCT), and Bryan Henderson (MAV) [not pictured because he is behind the camera]

2014 HARD CHARGERS

Michael Wingfield, Chief of National Timing & Scoring



Name	Region	Class	Description	Start	Finish	Index	Race
Sebring International Raceway							
Marco Cirone	UPC	GTC6	GT 14 GT3 CUP	32	9	23	Blue Sprint 1
Jean Audet	REN	GTC4	GT 09 GT3 CUP	28	16	12	Blue Sprint 2
Keith Fritze	NST	SPB	P 97 BOXSTER	13	8	5	Orange Sprint 1
Mark Murray	FLC	SPB	P 99 BOXSTER	7	3	4	Orange Sprint 2
Omar Hilmi	POT	G	S 90 911	35	12	23	Green Sprint 1 *
Bryan Berry	GCT	GT5	GT 73 911	44	21	23	Green Sprint 1 *
Alan Benjamin	RMT	GTC1	GT 90 911 CUP	25	12	13	Green Sprint 2
Doug Miller	FLC	GT4	GT 96 993	30	11	19	Red Sprint 1
Chris Dooley	PST	J	S 04 GT3	20	7	13	Red Sprint 2 *
Angus Rogers	SFL	GT4	GT 73 911 RSR	30	17	13	Red Sprint 2 *
Jay Carlson	MSO	D	S 78 911 SC	44	23	21	Black Enduro
G Paterson / N Greensall	FST	F	S 93 964	48	24	24	Purple Enduro
M Vess / J Hart	WIC	GTC4	GT 09 GT3 CUP	36	6	30	Pink Enduro
TJ Larsen	CAR	H	S 93 911 RS	6	4	2	Check Blue Night Sprint *
Claude Reed	CHO	SP911	P 84 911 CARRERA	9	7	2	Check Blue Night Sprint *
Frederick Seipp	MAV	GTC4	GT 09 GT3 CUP	4	3	1	Check Red Night Sprint
Texas World Speedway							
Steve Coomes	MAV	SP1	P 86 944	34	8	26	Blue Sprint 1
Edwin Bomer	LST	SPB	P 99 BOXSTER	19	12	7	Blue Sprint 2 *
Todd Butaud	LST	SPB	P 99 BOXSTER	22	15	7	Blue Sprint 2 *
Charlie Lacy	MAV	SPB	P 98 BOXSTER	33	16	17	Blue Sprint 3
James Dean	HCT	E	S 87 911	33	4	29	Red Sprint 1
Jim Buckley	MAV	E	S 81 911 SC EURO	28	11	17	Red Sprint 2
Charles Bray	MAV	SP996	P 99 996	30	12	18	Red Sprint 3
Al Tomita	LHN	D	P 73 991 T	44	22	22	Combined Sprint

* Indicates a tie

Club Racing National Timing & Scoring



The PCA Club Racing Timing & Scoring staff [clockwise around the table from the bottom left]: Shelly Robinson (HCT), Deni Knight (INT), Simon Pontin (FLK) [obscured], Cathy Crosby (MG), Chuck Perelli (POT) [obscured], Franklin Kalk (HCT), George Schaefer III (CHO), Dick Ward (INT), Jon Beatty (NST), Dave Anderson (NST), Roland Nieves (GPL), Michael Wingfield (MAV)

Club Racing National Scrutineers



The PCA Scrutineer staff [left to right]: Brian Thomas (CMR), Dan Jacobs (CTV), Jeff Burger (HV), Steve Tarkett (INW), Chris Blazer (KSC), John Rickard (San Diego), Joel Nannis (MAV), Mark Repka (NST), Donna Amico (POT), Brent Knoll (MSK), Mike Mulligan (GPX), Brian Gay (KSC), Mike Avitt (SDO), Jim Buckley (MAV), Walt Fricke (RMT), John Poor (GCT), Chester Bailey (Wichita)
Not pictured: Lori Mauthe (MAV), Ken Mack (GG), Ray Newman (NST), Nadine Saville (CAR), Scott Slauson (CTV), Lou Smith (CAR), John Cotter (INT)

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 Chris 206.948.2900
 chris@pallis.net (14.2)



911

1976 911

Burgundy, black int. Street & DE vehicle. SC body with fiberglass bumper and GT 3.6 wing. 3.2l, SSI heat exchangers & sport muffler. Clear bra. Full cage. Konig seats, 5 point harness. RS door panels, 911 SC brakes, front bumper mounted oil cooler, front & rear sway bar. Lightweight battery. Camber truss. No sunroof. 127000 miles \$22,500
 Jay mazzola
 jjjnoah2@msn.com (14.2)

914

1976 914/4 converted to 6

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Program Details: PFC Brake Pad Guarantee applies to any purchase of current PFC pad compounds, shapes & applications. Discontinued or special order part numbers are not eligible for this program. Pads must be returned after ONE event or within 30 days (whichever comes first). Pads may be exchanged for an equivalent Pagid or Hawk shape OR OG-Racing Store Credit up to the purchase price of the returned pads. Other terms or limitations may apply. OGR Inc reserves the right to cancel or modify this program at any time and for any reason.

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