

PGA Club Racing

NEWS

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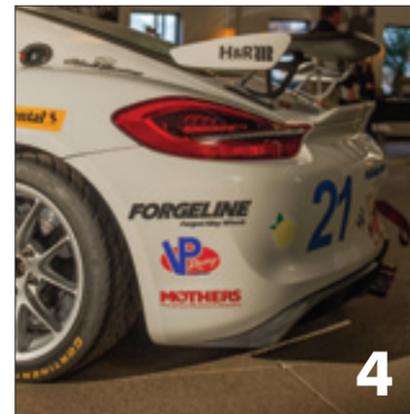


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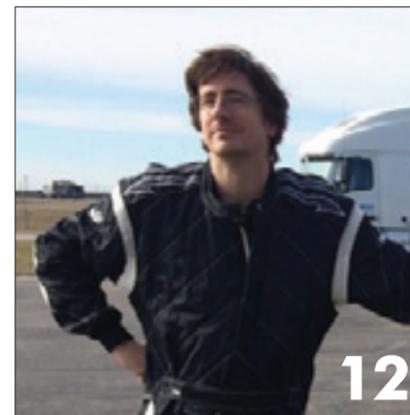
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On the Cover: Cover photography by John Remus III, sponsored by Speed Freaks USA
GT4 Clubsport courtesy of TRG-AMR North America, LLC. GT4 (white) courtesy of Anish Ramrakhiani at Speed Freaks USA

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TRG GT4CS at 2016 Sebring 48 Hours

PCA CLUB RACING READY TO START INAUGURAL SEASON

CAYMAN GT4 CLUBSPORT TROPHY EAST SERIES

STORY & PHOTOS BY F. ALLEN SHIRLEY, SERIES COORDINATOR

2016 is off to a great start with our Sebring 48 Hours race now in the books. Our next PCA Club Racing milestone for this season is the commencement of the new GT4CS Trophy East Series. Yes, it's a departure from what has been the norm over the last 25 years. Yes, this year we celebrate 25 years of Club Racing that our visionary Alan Friedman spearheaded in 1990... Always evolving, yet keeping our fantastic traditions!

Last March Porsche Motorsport North America (PMNA) President/CEO Jens Walther reached out to Club Racing Chair Vicki Earnshaw, asking if we were interested in organizing and

managing a spec series for Porsche's new Cayman GT4 Clubsport. Vicki, not known for shying away from a challenge (and after conferring with her contemporaries and mentors) responded affirmatively with her typical enthusiasm and focus. At that point she and Bryan Henderson, our Chief National Steward, began the process of building a race series from the ground up. This is easy, right? Not so much.

We've all worked a flurry of contracts, agreements, applications, press releases, competitors' bulletins, rules and regulations, legal oversight, sponsorship, continuous coordination, PMNA, PCA, PCNA... You get the picture. But

soon the adminstrivia will be over, the dream will come to fruition, and we'll launch into an exciting new race series!

The track-only Cayman GT4 Clubsport has already shown its thoroughbred heritage at this year's Continental Challenge race at Daytona with a 3rd place podium (a mere 5.5 sec behind the leader at the finish). I had the opportunity to speak with the car owner, C.J. Wilson, at Daytona. He was as excited as a little kid describing his first baseball glove! He was amazed at the car's new PDK and its incredible braking. With its 3.8 liter, 385 horsepower mid-engine, it was all the Mustangs could do to keep the nimble car from overtaking in the closing laps

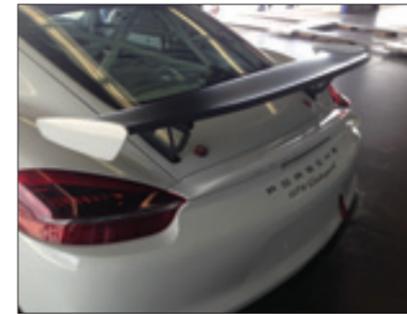
of the 200-mile race. While we are already well into the development of the series, for those of you still looking for a way in, there may be a slight chance to still join the exciting inaugural series. If you've got a PCA racing license and the ability to fund the car (it's a \$165K++ investment), we may still be able to squeeze you into this first group. If you are interested, drop me an email *now* at: CaymanGT4CS@comcast.net.

So, just after a year of being invited to run the series by PMNA, our inaugural series begins at Road Atlanta on April first... And that's no April Fool's joke!

The one-make series has its own run group during six 2016 racing events, with the finale at Daytona:

NOLA	April 15-17
Watkins Glen	June 3-5
VIR	June 24-26
Road America	September 3-5
Daytona	October 21-23

We'd love to see you come on out and witness all of these races; they're going to be thrilling!



CJ Wilson Motorsport GT4CS at Daytona Roar Jan 2016



Clubsport open for viewers at L.A. Auto Show



A derivative of the 991 Cup brake package



Clubsport interior



LA Auto Show world debut Cayman Clubsport and Trophy Series East contract signing. Left to right: Vu Nguyen, Jens Walther, Matthias Scholz, Allen Shirley, Vicki Earnshaw, Bryan Henderson, Paul Gregor, 19 Nov 2015



From the Chair

VICKI EARNSHAW • PCA CLUB RACING CHAIR

The 25th year of PCA Club Racing began with the 4th annual PCA National Championship Banquet at the Chateau Elan on turn seven at Sebring International Raceway. One hundred sixty invited guests toasted the PCA National Champions. Alan Friedman, founder of PCA Club Racing, shared his experiences from the initial years. He reminded us how simple those days were with volunteers doing timing, race cars driven to the track, fewer volunteers to run an event, and memories of tracks that have faded.



Vicki Earnshaw & Alan Friedman



Brian Redman with Mike Mulligan

We then heard from a man who has a great deal of passion for racing: Brian Redman. His accounts of racing at LeMans and in Formula 1 took us back to an era of racing when safety equipment was far from the standards of today. Reliving these memories was a great way to celebrate the 25th year.

Recognizing the Championship racers for their ability to race a full year in competitive classes with no contact is a credit to their driving skill. A full listing of these champions can be found on page 46. They received polo shirts, there were raffles for sets of Pirelli tires as well as certificates and equipment from sponsors, a day of coaching with David Murry, and a free registration for any 2016 PCA Club Race. The Cup Car Series winners received trophies and 1st place winners were honored with a set of Pirelli tires. It was a great gala. We offered congratulations to the National Point Championship winners, Cup Car Series winners, 944 Cup winners and Geoff Isringhausen: the GTB1 three race winner.

PCA Club Racing is in a strong growth pattern. The sponsorship and contingency programs have allowed us to improve the program for the racers. We have replaced our timing equipment with new decoders and software. To assure we keep the racing field fair, we added equipment for scrutineering. An additional gear checker and two more data acquisition systems were also purchased this year.

This year the stewards, timing & scoring staff and the scrutineers will have training programs. In January our nine stewards

met in Atlanta for three days. This gathering allowed us enough time to review rules and procedures, to look at incident videos and discuss PCA Club Racing. We will have a March meeting in Dallas for the timing /scoring and scrutineer teams.

The current 2016 rule book is posted on the website — there are changes. The new Spec Cayman class rules are also located there.

After the 2015 COTA race, one racer's comments seeded a change in the 13/13 rule. After consulting with the stewards we have changed the reporting procedure. As stated in the 2016 rule book, if you have damage or have caused another car to have damage, you must come in at the time of the incident OR choose to report to Black Flag at the end of the session. Some racers had concerns that some competitors would not report at the end of the session. We have made the penalty a DQ for any driver involved in the incident who does not report to



Bryan Henderson presenting Geoff Isringhausen with the Pirelli Triple Trofeo Championship trophy for GTB1

PORSCHE

PCA CLUB RACING

CAYMAN GT4 CLUBSPORT

TROPHY EAST

Black Flag. A DQ eliminates your time for that session. Think about the consequences. If that was a sprint one race that set your grid for sprint two, you would go to the back of the grid for sprint two. The rule states that everyone is to report, not just the at-fault driver. After the steward evaluates the incident, the not-at-fault party will keep their time and position for that session if they reported to black flag immediately at the end of the session. If I could remember the racer from COTA, I would thank him because now the innocent party in an incident will not be punished.

Also, late last year the Potomac Region, who hosts the race at Summit Point, asked us to consider a Vintage group. The stewards reviewed this request and the 2016 Summit Point race will run one group for Vintage cars. They will race under our PCA Club Racing rules, our safety equipment, and the 13/13 rule, but will not run for PCA National Championship points. This group has a desire to race with 1983 and older Porsches. There will be four classes: Four cylinder over and under 2.4-liter (V4O, V4U), and six cylinder over and under 2.4-liter (VO / VU).

The Vintage group will be available in a very limited number of events on the PCA schedule. It is appropriate that the 25th year of Club Racing has a vintage group at Summit Point. This is Alan Friedman's Porsche region and the Potomac race was on the schedule the first year.

There is excitement in 2016 with the introduction of the Porsche GT4 Cayman Clubsport Trophy East Series. When Alan Friedman started the program, he observed that those partici-

pating in driver education who wanted to race had to leave PCA. The opportunity to race was in a vintage group or SCCA. He saw the need to create a race series within PCA to continue that camaraderie with fellow Porsche owners. Last March PMNA (Porsche Motorsports North America) approached PCA Club Racing and PCA asking us to manage a semi pro series in factory prepared GT4 Caymans. We have seen racers leave PCA to advance to pro series; this was our opportunity to create that bridge from amateur racing to pro racing with a semi pro series within the PCA Club Racing program.

The decision to accept the management of the GT4 Cayman Clubsport Trophy East Series was not based on "if we don't someone else will" or to acquire financial opportunities. It was our opportunity to create the bridge for racers to stay with PCA where they are familiar with our organizational skills, our ability to give quality track time, be fair about penalties, and race with ONLY Porsches.

The regions and zones who have accepted the Clubsport series at their event for 2016 are: Peachstate for Road Atlanta, Mardi Gras for NOLA, Zone 1 for Watkins Glen, Zone 2 for Virginia International Raceway, Chicago for Road America and Zone 12 for Daytona. The six races will have David Murry available for coaching all race groups when he is not working the Clubsport group. Racers may bring their videos to David for review and comments. This is an opportunity to lower your times and improve your racing skills.

We want to recognize and thank Jens Walther for giving this opportunity to PCA Club Racing. Allen Shirley, a PCA

National Steward, is the Clubsport Trophy East Series Coordinator. If you have any questions about the series, please contact Allen. His email address is: Turbo91188@comcast.net

The PCA Club Racing program's growth and stability is strong. But I assure you that those fundamental guiding principles of 25 years ago remain the foundation of this program.

Enjoy the 25th Year and may you have your best lap ever !

Vicki

ON THE COVER

PCA Club Racing NEWS



Cover photography by John Remus III, sponsored by Speed Freaks USA

GT4 ClubSport courtesy of TRG-AMR North America, LLC

GT4 (white) courtesy of Anish Ramrakhiani at Speed Freaks USA



View From the Tower

BRYAN HENDERSEN • CHIEF STEWARD

WHY THE INCIDENTS WERE DOWN AT SEBRING

We just got home from the 48 Hours of Sebring, a fantastic weekend. Things are getting better on the incident front at Sebring. The incident rate was very low for any race of this size. In fact, last year was the first time I know of, ever, that we were able to finish incident reports and get out of the tower and to the Saturday evening dinner before it was over (They were just starting to take the food away, but we were able to get a bite).

We cleared the tower at 5:10 and had time to go to the hotel and relax a few minutes before heading to dinner. It was a very good celebration, including good food, a charity auction and more. I wonder what we have missed over the last 10 years or so at these events.

We spent some time talking about why the incidents were down at Sebring. The atmosphere in the paddock seemed to be a bit more relaxed. Most seem to think that the larger social activities present at the event had something to do with it.

The National Championship Awards Banquet was Thursday night. That was something special with 160 attendees. The special guest speaker of the evening was Brian Redman. If you've never had the opportunity to listen to Brian speak, you've missed something special.

On Friday night there was a great party in the Legends Building with hundreds in attendance — standing room only! Then there was the before mentioned

dinner on Saturday night. The feeling was that this extra time for drivers to mingle, bench race, and share adult beverages brought home the fact that we really are friends racing with friends.

The incidents we did have were overall pretty much in the minor category. The three that resulted in badly damaged cars were all single car. Most of the car to car contact resulted in relatively light damage. The theme that cropped up several times was not looking far enough ahead to adjust your driving to the conditions you were coming into. I think this is a habit we get into driving on freeways. We get to staring at the rear bumper of the car in front of us. All of a sudden that car, whose driver was also looking at the bumper in front of him, gets hard on the brakes. We are surprised that he is slowing and brake hard, all the while looking in our mirror hoping that the car behind will not hit us.

Since Sebring is the first race of the year and occurs months after the last time some of us have been in the car, we tend to carry over a bit of our street driving in this area. The higher speeds result in some front to rear taps.

We also had several issues where a driver chose a line that told the other drivers he was giving them the corner. In some cases he was actually driving a very inefficient line with a very wide and very late turn in. In this racing situation the driver was actually not being predictable. The trailing car moved into the very

wide open door and was surprised when the door was slammed shut. These situations are tough for the stewards to work. The car on the bad line was ahead at the normal turn in. However he did not own the corner so, when the passing car filled the empty space, the car on the bad line owed the passing car racing room. We are trying very hard to stop dive bomb passing, but that is not what this is. The passing driver in these situations was on a reasonably regular line and not trying to jam his nose in by racing the car to the apex. The passing car's expectation was, due to the wide late turn in, that the car being passed would slip in behind and follow him out of the corner. In these incidents the car "off of the normal line" was found at fault.

Our new procedure for reporting to black flag after an incident worked well for not penalizing those who were not at fault in an incident. The problem was that some drivers did not report to black flag at the end of the session. The procedure allows drivers who are involved in an incident to stay out as long as the car is safe to drive and is performing normally. The penalty for not reporting is disqualification (DQ). If things go correctly and both drivers report to black flag, the driver at fault in the incident will have his race stopped at the time of the incident and will likely be classed as DNE. The driver not at fault would receive no penalty or loss of time. If either or both drivers do not report to black flag that driver or drivers will be DQ'd regardless of being at fault or not.

One thing you should be careful of is if you stay out after an incident, and are later involved in another incident - for example, later have a mechanical failure as a result of the original incident - you could be in double trouble. Be careful with the car and pay attention to how it is performing. Use good judgement.

In January we had a steward's meeting in Atlanta. We spent about three days going over virtually everything we do. In these meetings we review all of our new and old procedures and rules. We look at quite a few incident videos with an eye toward seeing the same things in the incident. We talk about unusual situations that have happened and possible solutions.

The meeting's goal is to create consistency in our decision making and uniformity of the event operations. The bottom line is these meetings are designed to make PCA Club Racing a great experience for the racers. This was a very good meeting.

We will have a timing tech and scrutineer meeting in Grapevine Texas in March. It will have the same goal as for the stewards. Thirty to forty people take part in these meetings. The scrutineers will work on improving equipment, procedures and communication. The time techs will work on understanding our new timing equipment and making sure the product we put out in the form of score sheets and final results are the most accurate and descriptive possible.

The timing crew at Sebring proved their resourcefulness and adaptability when, during a points sprint race, we had a total power failure in the timing room. The decoders all shut down. They went to the old fashion way of scoring by manually recording each lap on lap charts. One of the time techs, Franklin Kalk, placed his cell phone on the window with the video camera recording the passing of each car at start finish to back up our recovery process.

Ultimately they got the system back up in short order, collected all of the information they needed and completed accurate scoring of the race. This morning one of our guys suggested that we acquire video in the timing tower to back up our system in emergencies. Great Job guys. Kudos to Franklin Kalk and Chuck Pirelli who worked the Sebring race.

Be Safe.



Sebring timing techs Franklin Kalk and Chuck Pirelli

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THE WCS WILL FOLLOW THE NATIONAL CHAMPIONSHIP SERIES RULES, with the exception that awards will be determined by the totals of the best 8 championship races from the 9 West Coast Events. Each West Coast Event will have 2 championship races. Ties for the first three positions will be broken by the highest total in the 9th race, then the 10th race etc... You may review the rules on the Club Racing website via PCA.org

FOR MORE INFO: wcs@pca.org



MICHAEL MELTON AWARD ANDREW GILLIN

THE FRIENDS OF MIKE MELTON 2015 AWARD WINNER

STORY & PHOTOS BY ANDREW GILLIN

The friends of Mike Melton at European Performance Engineering in Massachusetts sponsor the annual Rookie of the Year Award. Mike was a fellow club racer who passed away in 1999 from pancreatic cancer and was perpetually known as the "Rookie". Of the 84 rookies who joined the club racing program in 2015, thirty-two were eligible for the award by completing five or more incident free races during their first year.

My interest in cars came very late in life. Up until my 40s, I'd only ever owned SUVs. I knew nothing about sports cars, let alone Porsches. But then one day I saw a picture of Tesla's roadster, and I found the idea of an electric sports car fascinating. I did some research and realized the Tesla wasn't quite ideal, but it had already put the bug in my head that I wanted something fun to drive fast. However, since I didn't feel like getting tickets, I also researched nearby race

tracks and found MSR Cresson. I called them and learned about DEs, and we talked generally about what kinds of cars would be most suitable for the track. I even asked if a Porsche SUV would work out, but they thought that that was not a good idea.

I made a trip out to MSR on a DE weekend and got a ride with Porsche instructor Brett Gabriel in his wife's red Carrera. Experiencing the action on the

track blew me away. The hard cornering and working through traffic was absolutely thrilling. At the end of the session I opened his door and threw up, but I knew I really wanted to do this.

I launched into a search for a track car. I researched and test drove everything from Mazdas to Ferraris (clearly my budget increased the more I learned). I eventually found my way to Boardwalk Porsche where Sir Gladwill patiently answered all my newbie questions. I like the Cayman, but I play hockey and it didn't have enough space for all my gear (I brought my bag to the shop and tried!). But then finally, after four months of searching, I saw on their lot a black/black Carrera S Cab with some sweet pimp wheels, and I was sold.

Three months later I was at my first DE terrorizing the green group. In fact, I was such a terror that my instructor, Scott Posavitz, moved me to blue at the end of my first day. I began to realize that this was something I might actually be able to do, ignoring the fact that I spun off the track and started a grass fire!

I also met future Boxster racer Chris Drake with his red Cayman. Since we were both new to DE, we connected and talked cars the whole time. Fast forward past several years of DEs together and Chris starts racing his Spec Boxster. I have to admit that, at the time, I had no interest in racing myself. The danger of it was one thing, but I also loved my PDK and really, really didn't want to have to learn how to drive a stick. But Chris deviously convinced me to test drive a Boxster that Chris Amond was selling, and the challenge it presented lured me in. So I bought it on the spot and for a year followed Chris and the Texas Boxster crew to most of their club races. I had a great time doing DEs while they race, but eventually I reached the limit of what I could accomplish in a DE and I decided that I was going to take the plunge into racing.

By the time 2015 came around I felt ready to give racing a try. With the exception of some vehicle problems and

medical issues, I had a pretty successful first season, the highlight of which was setting the track record at Motorsports Park Hastings in Nebraska. I also traveled to Virginia, Ohio, Colorado, and Oklahoma that year. VIR is a really exciting track to drive, and the environment is absolutely beautiful. So is Mid-Ohio, and I discovered that it truly is the hardest track to drive in the rain. High Plains Raceway in Colorado is a gorgeous place to race too, and my favorite memory from there is, after a mishap in qualifying, making up 19 places in the race. I also managed to somehow win two Workers Choice awards at Mid-Ohio and Hallett Motor Racing Circuit in Oklahoma.

This year I plan to scaling things back and mostly doing regional races plus Road Atlanta and possibly Colorado again. Last year I missed my two home races at Texas World Speedway (illness) and MSR Cresson (injury), so I'm looking forward to having an even better season this year!

Despite my playing hockey and being single, racing has become the most exciting thing I do. Although I'm fairly certain it's going to drive me into the poor house (especially with Chris talking about Cup cars), I hope this is something I'll be doing for a long time. I love making videos of every race and traveling to all the beautiful locations and famous tracks. It is truly an amazing experience. Laguna Seca is our next big adventure.

I play hockey at the Dallas Stars Center in Plano. It's a highly organized league with a 9-month-long regular season and a summer season, including playoffs and a championship. My team is called the Ice Jets, and we're a bunch of upper-middle-aged guys who've mostly been playing together for around 20 years. We play 1-2 times a week, drink beer in the locker room afterwards, then go to a bar to drink some more. We have a camaraderie that's very much akin to what I've found in the racing community.

Hockey teaches anger management (since we're not allowed to beat on each



other like the pros), and that does transfer over into racing. There are decisions that other drivers make during a race that may seem... shall we say... counterintuitive, and these can inspire momentary feelings of hostility. But unlike in hockey where a hip check or slash only lands you in the penalty box, an aggressive racing move can result in a "fender check" with much greater consequences. So good racing is like good hockey: controlled aggression.

By the way, I make my living as an independent investor (primarily stocks, but occasionally real estate and startup companies), and my other great sports hobby is ice hockey. I have no wife or kids, so I'm free to pursue all the racing (and hockey) I desire :).

Thank you PCA for playground you've created for all of us.



2016 Club Racing Schedule

DATES	EVENT	REGION	REGION CONTACT	PHONE	E-MAIL
Mar 4-6	Texas World Speedway	Lone Star	Greg Platt	281.433.6136	clubrace@lsrpca.com
Mar 12-13	Thunderhill	Golden Gate	Richard French	950.995.6136	rf@richardfren.ch
Apr 1-3	Road Atlanta*	Peachstate	Mike Hopper	404.379.6877	hopperm993@gmail.com
Apr 8-10	Auto Club Speedway*	Zone 8	Tom Brown	619.491.0150	tb911@tbsoftware.net
Apr 15-17	NOLA*	Mardi Gras	John Crosby	504.909.2767	jlucrosby@crosbydevelopment.com
Apr 22-23	Lime Rock	Connecticut Valley	Bob Bradley	203.458.7120	clubracedirector@cvrpca.org
Apr 23-24	Gateway Motorsport Park	St. Louis	Dan Sokol	314.971.4742	ibinmo@gmail.com
Apr 30-May 1	Willow Springs	San Diego	Greg Phillips	619.395.7506	phigreg@gmail.com
May 6-8	Circuit of the Americas*	Hill Country	David Gross	512.497.1111	dgross@grossandnelson.com
May 13-15	Mid Ohio*	Mid Ohio	Kevin Hennessy	740.369.1595	Club.Race@morpca.org
May 14-15	Buttonwillow	Golden Gate	Richard French	950.995.6136	rf@richardfren.ch
Jun 4-5	Motorsports Park Hastings	Great Plains	Tom Cooper	402.779.2261	tcooper40@cox.net
Jun 3-5	Watkins Glen*	Zone 1	Pete Tremper	856.881.7049	tremper9146@aol.com
Jun 24-26	VIR*	Zone 2	Brian Minkin	215.519.4140	bminkin1@comcast.net
Jul 8-10	Monticello Motor Club*	Riesentöter	Chris Karras	215.850.4040	RTR-RaceChair@nazg.com
Jul 22-24	Mazda Raceway Laguna Seca	Golden Gate	Richard French	950.995.6136	rf@richardfren.ch
Jul 23-24	Brainerd International	Nord Stern	Doug Anderson	507.273.5346	argosy@cluemail.com
Aug 5 - 7	Canadian Tire Motorsports Park (Mosport)*	Upper Canada	Mick Oliveira	416.702.4408	aaapo@sympatico.ca
Aug 19 - 21	NJMP*	Schattenbaum	Dan Petchel	609.298.2277	carsinc@comcast.net
Sep 3 - 4	Thunderhill	Golden Gate	Richard French	950.995.6136	rf@richardfren.ch
Sep 3 - 5	Road America*	Chicago	Keith Clark	630.514.5937	kc_design@sbcglobal.net
Sep 10 - 11	High Plains Raceway*	Rocky Mountain	Brian Leary	rmclubrace.com	beleary36@yahoo.com
Sep 17 - 18	Utah Motorsports Campus* (Miller)	Intermountain	Otto Silva	801.889.3511	otto@databaseguru.ne
Sep 23 - 25	Summit Point*	Potomac	Fred Pfeiffer	301.729.2407	clubrace@pcapotomac.org
Oct 1 - 2	Hallett Motor Racing Circuit	Cimarron	Jon Jones	918.740.7951	Jjone20@aol.com
Oct 21 - 23	Daytona International Speedway*	Zone 12	Allen Shirley	904.338.2324	turbo91188@comcast.net
Nov 12 - 13	Buttonwillow*	San Diego	Greg Phillips	619.395.7506	phigreg@gmail.com
Nov 12-13	Motorsports Ranch*	Maverick	Pat Heptig	214.649.7909	pheptig@heptiglaw.com

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MOSPORT — AUGUST 5-7



A NEW ERA: MOSPORT REBORN

ONE OF THE MOST HISTORIC AND EXCITING RACE TRACKS IN NORTH AMERICA HAS UNDERGONE A MAJOR TRANSFORMATION

STORY BY JOHN AMARDIEL

New owners, including racing legend Ron Fellows and Carlo Fidani, bought Mosport in 2011 and have invested heavily in improving this epic facility. A new press and hospitality center and an access tunnel under the track are amongst the many improvements made.

The legendary track was widened in areas to improve safety without changing its breathtaking challenge or speed. The huge, paved paddock area – with 24hr access for any size rig and on-site fuel – add to the enjoyment of the racing.

HISTORY

Mosport has a storied history dating back to the 1950s when it was built. It is one of the fastest and most challenging tracks in North America, and the world. High speed, flat out corners and significant elevation changes make it a favorite of some of the best drivers in the world.

Formula One raced at Mosport from 1967-1977.

Fourteen Formula One champions, including Mario Andretti, Emerson Fittipaldi, Jackie Stewart, Jack Brabham and James Hunt have won at Mosport.

Bobby Unser, AJ Foyt and Dan Gurney have won in Indy cars at Mosport.

Mark Donohue, Stirling Moss (who won the first race at Mosport), Bruce McLaren, Al Unser Sr., Alan Jones, Jackie Ickx, Jochen Mass, and Derek Bell have won at Mosport.

Of course, Canadians Jacques and Gilles Villeneuve have won here, too.

The lap record for the ten turn, 2.459 mile track is: 1:04.094 (Dindo Capello, Audi Sport North America R10 TDI, 2008, ALMS LMP1)

TODAY

Current race series include; WeatherTech United Sports Car Series, Pirelli World Challenge, NASCAR Truck Series, Continental Tire Sport Car Championship, CASCAR Super Series, Canadian Super Bikes and Canadian Touring Car Championship, among others.

Mosport has also hosted the following: American Le Mans Series; Can-Am; IndyCar; FIA GT; USAC Champ Car; and many more since 1961.

In 2001, the entire circuit was repaved to meet FIA specifications, and is now 42 feet (12.8 m) wide. Almost all the “racing lines” have been maintained.

In February 2012 the facility name was changed from Mosport International Raceway, to Canadian Tire Motorsport Park.

This year’s PCA Club Race at Mosport will be hosted by the Upper Canada Region (PCA’s largest region) from Friday, August 5 – Sunday, August 7.

Sprint races on Saturday will be followed by the enduro on Sunday. In recent years, all the groups were combined into a single morning enduro race.

With the Canadian dollar hovering near all-time lows, this will also be a more affordable opportunity to enjoy Mosport! See you in August!

FOR FURTHER INFO, VISIT:

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or event chair:

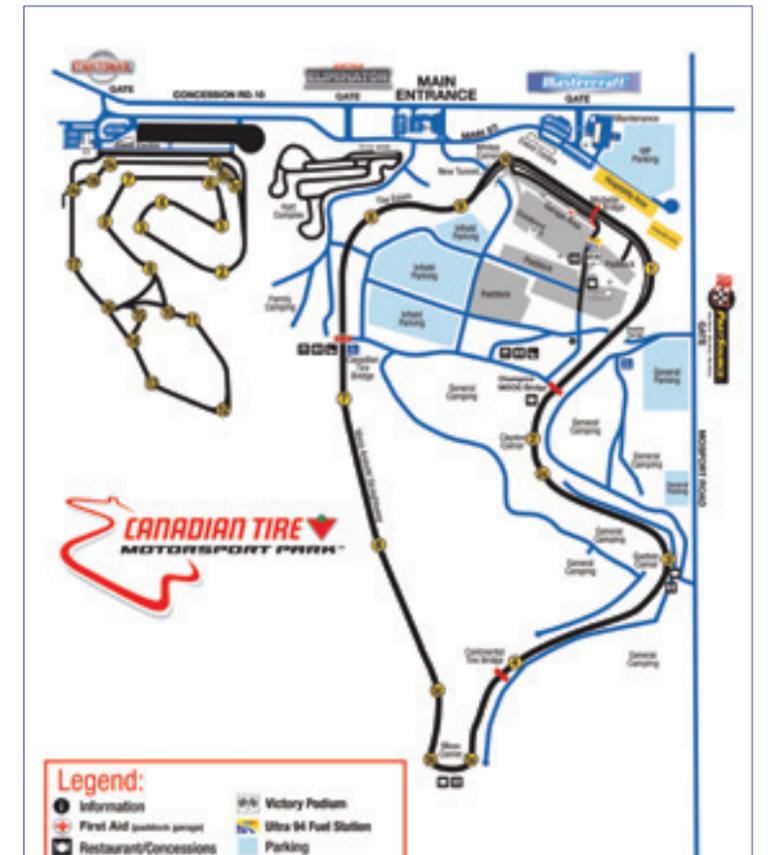
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Editorial License

SKIP CARTER • CLUB RACING NEWS EDITOR

Writing this just two weeks back from Sebring, there's going to be a lot in this issue related to that event: the inaugural Spec Cayman running, the Cayman Clubsport, the annual Club Racing Awards Banquet, the largest PCA Club Race of the year, the first PCA Club Race of the year.

There is at least one more personal first for me — This was my first trip to Sebring! I've been to Florida several times. Suesan and I got to Vero Beach for the last Dodger Spring Training. I've been to both Daytona Rennsport Reunions, the Porsche Parade in Tampa and other visits. Then there's my 500 mile rule... (If I'm ever within 500 miles of Tampa, I find a way to get to Bern's Steak House). We've been to Key West, St. Augustine and several other stops over the years, but never to Sebring.

But all that aside, I was very excited to be coming to Sebring for the first time. One of my friends in San Diego (and the guy who restored my '64 SC Cab), Wayne Baker has told me stories about driving Sebring in 1983 in a Porsche 934. My

favorite story is how he learned to drive at night. During the day you would count seconds from different corners. At night, in the dark, with no moon, no lights and no reference points, you would (literally) come out of a corner and count seconds to your next brake and/or turn-in point.

By the way, I was tickled to see a model of Wayne's winning 934 on display at the airport cafe next to the track (see photo below). There it was with a card showing Wayne as the overall Sebring winner in 1983. He also took the IMSA GTO championship in 1983. Like so many back in those days, Wayne's team was a rag tag, underfunded group of PCA enthusiasts that figured out a way to make miracles happen.

I hadn't seen Wayne for several years. His shop, Personalized Autohaus, is about 20 minutes away from me. So, I arranged for a visit with long time friend, Mike Mulligan, who you might recognize as our Chief National Scruit. Before Mike had his own shop we used to visit places like Wayne's regularly, so this was a treat.

Our three hour visit was fabulous. Wayne is a great story teller and has a crystal clear memory. After about fifteen minutes it dawned on me to grab my phone and record the conversation. That was the best move I could have made. I won't go into any more detail now, but you can expect a revisit to the subject at some future date.

As you have no doubt noticed, there is a different look to Club Racing News this issue. Mid 2015 Vicki, Bryan and Vu started talking to me about a new CRN format. They were going to engage Richard Baron, who is responsible for the new look of Pano, to work with me and create something similar with CRN.

The process started last year. Things that I would ordinarily take for granted have been stumbling blocks that have taken days to resolve. Font selection, templates, library items and other InDesign functions that I had never used (or even knew about in some cases) had to be learned. By early February I started laying in articles and other pieces, which spawned another set of issues. Through it all, Richard was there at all hours day and night to offer advice and get me through tough spots. (Thanks Richard).

You may also notice that we've expanded to 52 pages. With all the event ads, new advertisers and everything else, this largest CRN (in my memory) just fell into place.

I want to thank Anish Ramrakhya from Speed Freaks USA. Besides being a new national Club Racing sponsor,

Anish was able to send a professional photographer, John Remus III to The Racers Group shop in Sonoma to photograph the GT4 Cayman Club-Sport for our cover photo. The TRG cars had just returned from COTA. These folks were extremely helpful and gracious to work with (thanks Danielle and Weston). They had the cars prepared and ready for our photographer to show up at the last minute and get the photos.

Anish is also proof reading for us and is on board as our Technical Advisor. These are two areas that I need a lot of help with, so a very special thanks him for his volunteer efforts.

While I didn't do a separate Sebring article, there are several bits and pieces of the event that show up throughout this issue, including some photos near the back. We had several great photographers there, including Steve Rashbaum, Damon Lowney, Allen Shirley, Steve

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Kidd, Roger Johnson, Wendy Shoffit, Anish and several others.

Special thanks go to Vicki Earnshaw and Vu Nguyen for their help in getting this new format up and running.

Lastly, I want to thank my lovely wife, Suesan, who will occasionally holler from the bedroom at 2 am: "What are you doing out there?" To which I usually reply "processing photos hun..."



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Thinking About Rules

WALT FRICKE • TECHNICAL & RULES

RULES AND SAFETY GTB QUESTIONS & SOLICITATIONS

PCA Club Racing safety rules are a bit like parts of building codes: they are the minimum required, but that is not necessarily the best way to build a house or a race car. In most areas no rule prevents you going farther. Let's look at a few of these:

Roll Cage — Our rules are pretty minimal, but we have few limits on what more you can do. For instance, we do not limit the number of attachments of the cage tubing to the chassis. So it is a good idea to weld, with short joining pieces if needed, the two main hoops to the A and B pillars where they are close to those structural members of the car. Those members are pretty stout in themselves, but joining the two increases strength overall. It also increases torsional rigidity, and that consequence of doing this is allowed, whereas in most classes welding in more sheet metal and so on as stiffeners would not be allowed.

We don't get into a lot of construction detail specifics. You can bolt in a cage, but you really should weld it in so the floor pan isn't a significant part of the system. We only require one lower door bar to resist side impact intrusion, but two are better and some use three.

Nothing prevents you and your cage builder from looking to the FIA and the SCCA roll cage provisions for additional good cage design practices. For instance,

the SCCA has a limit on the number and degree of bending there can be in any tube member. Bends obviously don't resist buckling as well as straight members do. Newer Porsches, starting with the Boxsters, have windshields, and thus A pillars, which are much more laid back than their predecessors. This is great for aerodynamics, but not so great for rollover strength. You can get strength back by adding an extra bar from the top of the windshield on each side down to the longitudinal under the door. If this is going to be too great an impediment to entry and - especially - exiting, running it from where the tubing over the door starts angling down to the base of the front hoop serves as a long gusset and should still leave adequate room.

Early 911s are wonderful track cars, but in heavy frontal impacts they have some bad characteristics. The front clip tends to bend down and move rearward. This pushes one or both front tires into the rear of the fender well, which deforms into the passenger compartment. If the hit is straight on or to the left, this means the pedal cluster is deformed rearward and toward the center tunnel, and sometimes the dash is moved up and rearward as well. This can be as much as eight or ten inches at the floorpan, and floor mounted pedals can be bent over to hit the shift tower. This can lead to broken legs, foot entrapment, and spinal injuries. SCCA requires sedans to run a

stub tube forward from the A pillar roll cage tubing to the firewall on each side of the car. While we don't allow running the cage through the firewalls in many classes (Stock/Prepared being the largest), this addition is allowed in every class.

Consideration could also be given to welding in bracing on the floor pan in the driver's footwell area as further protection to reduce distortion of this area. There is no suggested design for this at this time, although at least one shop has been working on it. Door bar configuration should also be considered. NASCAR style door bars, bent out and then coming back in at the rear, are great for side impact absorption but are less resistant to buckling in a frontal impact, and thus do less to protect the footwell (by transferring more force to the B pillar area) that the straighter tubes Porsche uses in its race cars, which lie much more in a plane.

For those cars which can be stripped down well below where needed for minimum weight, and thus have to be heavily ballasted, more roll cage tubing would seem to be a better way to add weight back in than the minimal gains from lowering the CG a bit.

Fuel cells — We don't require them, but they are allowed in all classes, often with a requirement that they be in the stock location and that only as much

surgery on the sheet metal as is required for their installation is permitted. We don't require foam in the cell, but you give up a lot of its value if you don't include that.

Steering wheel locks — Except for SPB, we don't require that you disable or remove these. But unless you are still driving the car on the street, where theft prevention is a real consideration, you should consider removing, cutting off, or simply disabling these. In an SC all that is needed is to drill, with the wheel unlocked, a hole up through the housing between the ignition and the steering column which contains a sliding rod. After drilling through the housing and the rod, you can install a cotter pin. This won't affect operation of the ignition switch, but will defeat the lock.

Interior window nets — We don't require these, but many other venues do, especially if a full head containment seat is not used. They are not expensive, roll cage attachments are easily fabricated, and they aren't in the way. They should be installed in careful accordance with the manufacturer's instructions and, where anchored around roll cage members behind the seat, provision should be made to prevent lateral motion. They must have a quick release mechanism so they can be dropped if exiting or access from the right side of the car becomes necessary.

GTB — I know some in this class think enough rules changes were made in 2015 and for 2016, but I think we still have a ways to go to have a set of rules where 98% of readers have the same understanding of what is and what is not allowed. GTB became a class in 2008 for 996s and 997s which were modified beyond Prepared, but which (because these modifications were for professional or semi-professional race series which allowed very few engine and transmission modifications) were not modified enough to compete in the GT class into which their engine and weight would place them. It was not until 2010 that the Cayman S was added to allow the then new Interseries cars a place in GTB.

Unfortunately, as time passed and Porsche models evolved, what seemed like obvious limitations became clouded, to say the least, especially as racers began building cars for GTB rather than under the much more specific rules of some other series. Here are areas where I invite comment directly, whether as part of the regular rules cycle or not for this class.

Bodywork: The GTB rules state that bodywork changes are limited to those found in GT3 Cup cars. This rule worked adequately at the start when only 911 based cars were in the class, but not so well when Caymans were added, and now it allows things not contemplated, like putting the front fenders from a 997 on a Cayman. Yes, they fit, but they don't look like a Cayman. As of 2015, many body parts for this class may be fiberglass or other alternate material reproductions. Should the rules limit bodywork shape changes to select areas, like front spoilers and splitters, and rear deck lids, and require that the shapes original to each model otherwise be retained?

Wings: GTB rules have always allowed the GT3 wing. When Caymans were added the Interseries wing was allowed as an alternative for them, and since a number of ITC Caymans were racing with us, their wing then got added. Those series are gone, and now a popular wing is from the GT3RS - a style not found in 2008, but a GT3 wing nonetheless. Its attraction seems to be mainly aesthetic, but it can't be said to be clearly non-compliant, and it is not clear that it should be if the widely held belief of many mechanics that these small wing distinctions are irrelevant to lap times is correct, because there are no longer any exterior series for appearance comparisons. An alternative would be to treat wings in GTB more like GT wings, with height, width, and fore and aft location restrictions, which are easy to check with tape measures and don't require a compendious knowledge of sixteen years of Porsche parts changes. What would be the pros and cons of that approach?

Where does the GT part start? GTB rules, after describing some parts or

systems, go on to say that everything else is GT (which in general means you can do what you want). This is what allows the flash to be free in the stock ECU, and the brakes to be free, and the ABS to be a race system costing as much as a new tub, much of which allows modifications well beyond what the parent series contemplated. And the line between what the GTB rules specifically limit or specifically allow, and everything else which is GT, is not all that bright a line. Electro-hydraulic pumps for power steering falls into that area, which was resolved by calling it GT and allowed, but good rules should not require interpretation on matters of that significance. I'd be interested in hearing what area/parts of a GTB race car should fall under GT, and which should not. Without a whole lot of work and extra words, it should be possible to make the GTB rules a lot closer to the semi-spec series it was intended to be.

GTA vs. GT — GTA was created to find a home for Cup cars which had been modified to run in other professional race series, as well as a home for the other race cars (cars which are not street legal when sold) which Porsche periodically manufactures based on street production tubs, like Rs or RSRs. It cannot be determined from the wording of the rules that GTA is the exclusive class for these cars, so they also can run in GT with the class depending on the usual GT class equation. Is this appropriate, or should GT be restricted, so to speak, to cars which were "street legal" (at least somewhere) when Porsche sold them?

By the time you read this, the rules proposal window for the 2017 rules will be open. That closes June 1, and is followed by time to comment on a winnowed list of proposals. But on these aspects of GTB I solicit comment as if they were proposals. Send e-mails to crrules@pca.org will do the trick. As they will for whatever other rules racers not in GTB wish to propose for consideration as part of the regular rules cycle.

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DATA ACQUISITION — BENEFITS & USES

Data acquisition is a hot topic right now. Everyone wants to use it and we are becoming more educated on how to use it. There are many people and manufacturers giving seminars on the different systems and how they work. The first question to answer is “what are the uses and benefits to using data acquisition systems.”

We can use data systems to improve performance of us as drivers, and to improve the car as well. For both of these uses we need to be sure the data we are gathering is enough to make decisions on making changes in driving and/or car setup. For example, if we put a pro driver in the car and he recorded a fast lap, then we drove and recorded our lap. When we overlaid the two laps on the data interpreter we see it says the pro is going 5 mph faster in turn 1. This is where data is limited and it could lead to going off track or crashing. We know the car has the ability to go 5 mph faster because the pro did it, but more information is needed to have a complete evaluation.

Some things that affect this would be the driving line; did the pro drive the same line as us? What were the conditions of the tires, track, fuel load, setup, etc. We can't use a reference lap from last hour, day, week, month or year and expect the car can do the same fast lap today. Using video in conjunction with data is the best. I usually like to use an AIM Smartycam which has video and puts some data on the video to get the

bulk of the improvements, then use data graph overlays to fine tune that last bit.

Data can also tell you where not to look. Sometimes we have a hunch that we are losing time in one corner and work harder trying to go faster in that corner. We could fly off the track because we really didn't have any room for improvement there when all along it was another corner that we just needed to change the technique to go faster.

Data and video can also be used for consistency and control. Look at the lap times and see what the variance of the lap times are. If you have data laid onto your video with lap times, you can see if the slower lap time is a result of something like traffic or track conditions where someone dropped a wheel off the track and brought dirt on it. You can learn that, as a driver, how you can drive better but have slower lap times because of conditions or tires losing grip, etc. If there are no conditions that are affecting lap times, then look at the data to see if there is something you are doing wrong consistently, like pumping the brakes or throttle or jumping off the brakes. Then you have to fix it by changing your muscle memory.

Another important use for data/video is to evaluate when something goes wrong. We don't like it, but there are times we will go off the track and even hit things. When this happens we are consumed as a driver trying to avoid what is coming and don't remember everything clearly.

Even when we are just driving and racing normally we don't remember exactly as it happens most of the time. This is because there is so much happening our brain processes what it needs and discards that information immediately after so we have plenty of “RAM” to use as needed for what's coming next. Data and video can be used to go back and evaluate situations in detail. You can see things in the car inputs if you have them, things such as brake pressure, wheel speeds, throttle, steering angle, etc. We can usually evalu-



Data acquisition system required in the new Cayman GT4 series

ate exactly what happened and use that to prevent the same thing from happening again.

Another great use is prove innocence or accept guilt after an incident on track. Data and video can be used to determine fault. If something happened on track and it truly wasn't something you could have avoided, it is good to have something to back you up. At the same time, if you did something to cause an incident, there is a good chance you didn't perceive it was your fault as it happened (never our fault of course). If you evaluate your data and video first before jumping out of your car and pummeling the other driver involved, the data and/or video may just make you realize it really was your fault. Now you can suck it up and apologize. No one tries to cause an accident, but we all do at some point. My favorite saying was by Mark Martin when the video was showing a 20 car crash at Talladega going 200pmh - “We all try to do things

from time to time that we just weren't quite up to that day”.

Is data acquisition and video worth the investment? Both have become so affordable, how can you not have them. There are many different manufacturers of data systems, and most attempt to do the same things. But the way they do it is a matter of personal preference, price, expandability, and reliability. Choose a system that fits your needs and budget. Ask yourself what specific information you are looking to collect and what you will use it for. Find one that data works together with a video camera/system.

Read the manual and then talk with the manufacturer about what features are available. Learn how to use them. You need to decide what information you need to improve the field you want to work on.



David analyzing data with his co-driver

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2016 – THE DNF REPRIZE

In the last Club Racing News issue I described the 2015 scoring procedures surrounding a DNF competitor. The highlights of that column included these points:

- Prior to 2005, race results did not denote a competitor as DNF
- In 2007, the DNF competitor maintains the last scored position unless another competitor actually passes the DNF competitor within the race during a race lap
- Prior to 2012, the DNF had little implication other than informational
- In 2012 through 2015, the DNF had Championship Points Series ramifications

For 2016, some of the above points have changed, notably the DNF competitor will no longer maintain the last scored position. Because the DNF competitor no longer maintains position, the allocation of Championship Points also changes. While the points awarded per position remains the same from 2015 to 2016, how a competitor receives those points has changed with the repositioning of the DNF competitor. This change in the scoring practice appears in the 2016 PCA Club Racing Rules, Appendix H – 2016 PCA Club Racing National Championship Points Rules, III. Rule III states in part:

General Points: All races where points are available will have the same basic structure for earning points. Cars which do not finish will not be awarded points and will not be shown in a finishing position in race results. They will be shown at the bottom of the score sheet as DNF. To finish the race, a car must be running on track when the winner crosses the finish line and subsequently cross the finish line timing loop on track or in the hot pit. However, if with normal traffic flow, it is not possible to cross the finish line timing loop in the hot pits then the finish must be on track to avoid a DNF. Only races with standard starting and scoring will be points scoring races.

The critical change to note above is, “Cars which do not finish will not be awarded points and will not be shown in a finishing position in race results. They will be shown at the bottom of the score sheet as DNF.” This is a major change from 2015 and the scoring practice for DNF competitors back to 2007 where the DNF competitor first maintained the finishing position.

Under this new scoring practice, the DNF competitor appears on the race results below competitors that complete the race. Thus, it is possible for a DNF driver with more laps completed than laps completed by some other competitors to appear on the race results sheet behind competitors with fewer laps that completed the race. The overall scoring result will show preference to competi-

tors who complete the race, regardless of lap count, over any competitor who does not complete the race (DNF).

By virtue of moving the DNF competitor down the finishing positions order, the class results and consequently the Championship Points awarded change. No longer will a DNF competitor appear on race results ahead of fellow class competitors who complete the race. Likewise, the awarding of points will no longer have points go un-awarded due to the placement of a DNF competitor.

This concept is best illustrated by example. Consider a race with five competitors in class where the second place in class competitor (car #63) fails to complete the last lap, but was a lap ahead of the remaining in class competition with “one to go” in the race. During the 2015 race season, the position points awarded for this race would appear as shown in Table 1.

Note in Table 1 that the second place competitor (car# 63) receives no championship position points by virtue of the DNF. Also, note that since the second place in class competitor did not score second place position points, those seven points (second place ‘finisher’ earns seven points) go un-awarded. In essence, there are no second place position points for this example race. The third place in class competitor does not receive second place position points, only third place position points.

Now compare Table 1 with Table 2, which shows the new 2016 scoring practice of repositioning the DNF competitor. Since car #63 did not finish the race, the competitor moves to the bottom of the finish order even though the competitor completed more laps than three other competitors in class completed. With the repositioning of car #63, the remaining competitors in the class receive more position points than they would earn under the 2015 scoring practices. In essence, the 2015 third in class competitor now moves up to second in class, receives second in class points, and thus for each subsequent competitor who completed the race, as each earns more position points in 2016 than were awarded in 2015.

This scoring practice changed based of comments from our racers. The 2016 championship is poised to have tighter in class racing as position points no longer go un-awarded.

Table 1: 2015 DNF & Championship Points

Car #	Laps Complete	2015			
		Class Position	Scoring Designation	Position Points	Bonus Points
29	20	1	1	10	3
63	20	2	DNF	0	0
76	19	3	3	5	2
50	19	4	4	4	1
37	19	5	5	3	0

Table 2: 2016 DNF & Championship Points

Car #	Laps Complete	2016			
		Class Position	Scoring Designation	Position Points	Bonus Points
29	20	1	1	10	3
76	19	2	2	7	2
50	19	3	3	5	1
37	19	4	4	4	0
63	20	5	DNF	0	0

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Visit the Zone 1 website at <http://zone1.pca.org> and <http://register.pca.org> for event details.

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From the Medical Corner

HARRY KINTZI, MD • NATIONAL MEDICAL COMMITTEE

I AM IMMORTAL - I AM AGELESS - ALWAYS HAVE BEEN

As we begin a new Club Racing season, one of the requirements is an up to date physical exam. Usually there are no problems noted and our Club Racing secretary files away the forms and a license is sent out or renewal is issued.

As our racer demographic begins to age, multiple medical problems begin to crop up and our job as a medical committee is to make sure none of these issues could suddenly deteriorate causing the racer to lose control, crashing or causing others to crash.

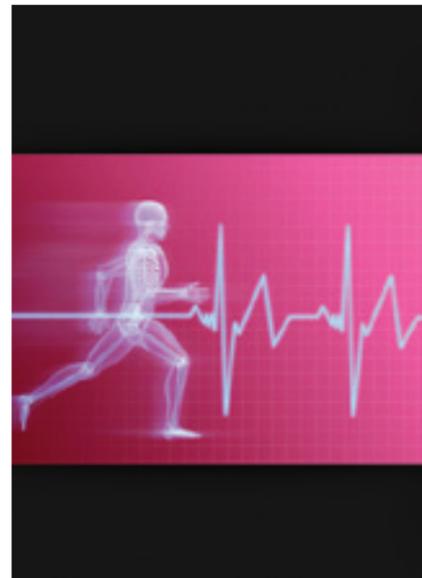
As an example, a few years ago a very disappointed racer, who invested much time and money in preparing for Sebring, submitted a medical that just could not be cleared in time for the race. The following is his story, printed with his permission:

I am immortal. I am ageless. Always have been. The years have passed, but I still feel 18 years old. I've been athletic, I work out and go to the gym. Every time I go for my checkup everything is hunky dory. So, naturally, I waited until the last moment to have my annual checkup for my race license. What could go wrong?

Only this time, the EKG wasn't clean. They found atrial flutter. Next thing I know I am off to get an echocardiogram and meet with a cardiologist. The echo shows that my ejection fraction is way low. What does that mean? Well, if the chambers don't inject and eject (pump) in perfect sync, the heart doesn't pump out as efficiently what it takes in. But I felt fine and was symptom free.

So, I send all of this information to PCA, but PCA medical tells me they won't approve my medical. But I feel fine! I want to talk to PCA medical! Dr. Kintzi called me to explain and was incredibly patient and understanding. He is a racer

too and understood how I felt – "I feel fine!!" "No, he tells me, you are not. With an ejection fraction this low I couldn't renew a commercial trucking license much less my race license. And then he said "Its not just your life we are



concerned about. We need to make sure that everyone is safe out there."... Pretty hard to argue with that. I was massively disappointed and, honestly, even a little embarrassed by my apparent mortality. I haven't told anyone about this whole thing until now.

When the heart beats irregularly (ie: atrialflutter/fibrillation) blood can pool and clots can form causing a stroke or make one pass out. My cardiologist wanted to treat me just with drugs – beta blockers, blood thinners (notice all those commercials for blood thinners? This is why). But that wasn't going to correct my irregular heartbeat.

I did a lot of research (A LOT). I Learned about all the treatment options and was not happy with drug therapy alone. After discussing this with Dr. Kintzi he suggested I may want to consider cardiac ablation which can convert this irregularity back to normal. I asked my doctor for a referral and it turns out that I was an excellent candidate.

After the referral to a cardiac electrophysiologist, he performed an out patient procedure. Essentially a few zaps here and there to get the signals back in proportion and sync. I was home that same afternoon, followed by a week of taking it easy. No pain, no discomfort. No heavy lifting. (By the way, I am a computer architect and I was able to watch the procedure. This is super cool!!)

Now my EKG is back to normal. Another echocardiogram showed that the ejection fraction was back where it should be and my heart was beating at normal efficiency.

Remember the part about no symptoms? Well, first time I went back to the gym I noticed that my heart rate was lower and I wasn't working as hard to compensate for its inefficient cycle. I really did feel better. I felt great actually. Still do. I sent the new medical information to PCA and Dr. Kintzi checked the new results and, after careful review, I was back to racing.

For the record, I am grateful to Dr. Kintzi for his patience and understanding. He knew how hard and frustrating this experience was for me. I am also equally grateful for all the time he took to explain so much to me and suggesting treatment other than what my own cardiologist was recommending, which turned out to be the right corrective treatment.

Three years later, my EKG remains normal and I feel great. To be honest, I think PCA medical kind of saved my life. But I also have a new appreciation for how important the medical tests are for all of us.

Dan

At times, events play out for the best. Sometimes the racer's physicians can't always discern the dangers a medically challenged racer may face on a hot race weekend and clearance to drive to the grocery store is not the same as driving down a 150 mph straightway with 50 other racers inches from his doors.

When we ask a racer's physician for clarification of an issue, it often takes more than a few days to get the office to respond with the appropriate information. Therefore we strongly encourage racers to submit their medicals many weeks in advance of their race so the medical committee can clear them if there are any significant medical issues or medications.

As we enter our 25th year of Club Racing, we wish all the racers a happy, safe and successful race season.

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PIRELLI CUP CAR SERIES SEBRING 2016 PODIUM FINISHERS

PHOTOS BY JOE FITT & STEVE KIDD



GTC3 1st
Ken Laborde



GTC4 1st
Ian Darcy



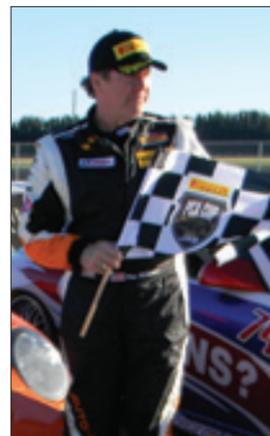
GTC5 1st
James Leslie



GTC3 2nd
Tom Kerr



GTC3 4rd
Don Clarke



GTC5 3rd
Mac McGee



GTC6 1st
John Goetz

MID OHIO RACE OF CHAMPIONS SEPTEMBER 2015 PODIUM FINISHERS

PHOTOS BY DOUG HARRIS, MORPCA CLUB PHOTOGRAPHER



GTC5 Enduro 1st place Car #91
Joe Lombardo and Chip Herr with
Zone 4 Rep Michael Soriano



1st place Joe Lombardo and Chip
Herr, Zone 4 Rep Michael Soriano,
2nd place Andrew Gucciardi

GTC5 Enduro 2nd Place Car #17
Andrew Gucciardi and Zone 4 Rep
Michael Soriano

GTC3 Enduro Winner #112
Duke Lardon

CTC6 Sprint Winner Car #99
Rene Robichaud





TRG CAYMAN CLUBSPORT SEBRING 48 HOURS

STORY & PHOTOS BY WESTON FARMER, THE RACERS GROUP COMPETITION DIRECTOR

The Racers Group is running turnkey operations on three Caymans now and are awaiting delivery for our fourth customer's car. These will race in the Pirelli GT3 Cup Trophy USA West by Competent Motorsport. During a track day at the Circuit of the Americas last weekend, TRG's experience with preparing and racing these cars came in handy for other Clubsport drivers who are still working out the kinks.

We prepared two cars for the PCA Sebring 48 Hours, and the following are my post event thoughts.

Clubsport Great Things:

Not a lot of prep needed to be done before the race.

The car comes with two deutsch connectors to supply auxiliary power to the electronics. This made it easier to install a radio, Cool Suit, transponders,

and MoTeC rather than having to splice a battery.

It's great that it comes with adjustable ABS. Traction and stability control can be turned off individually, which is really nice.

TRG Upgrades:

At the 48 Hours of Sebring, regulations required that we race with the windows down. An issue with that was the side window buffeting. We crafted window gurneys and trimmed them to fit the front of the A-pillar. Problem solved!

We added tear-offs on the windshield and headlights to protect them from debris.

We installed Cool Suit systems.

We installed a MoTeC system.

GT4 Clubsport thoughts:

Cars are stout and not a lot of post-race work required other than checking fluids, bleeding brakes.

The setup is very stiff, which accentuated an already rough ride at Sebring.

Price point is great. It's an affordable racer. Anyone could have fun in this car, from an entry level driver to a pro.

It's very forgiving and well-balanced. Slightly underpowered but it makes up for that in the braking and the cornering.

Drivers said the car is confidence inspiring

"I think Porsche got the formula right. This car has huge potential.

Between the performance, price point, and having the backing of a company like Porsche, this is what's been missing in sports car racing."



2016 HARD CHARGERS

BY MICHAEL WINGFIELD, CHIEF OF NATIONAL TIMING & SCORING

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Name	Region	Class	Description	Start	Finish	Index	Race
SEBRING INTERNATIONAL RACEWAY							
JOHN MACHUL	GCT	E	P 87 911	60	11	49	BLACK ENDURO
LEW BOUCHIER	HCT	GT1	P 76 911	42	17	16	BLUE SPRINT 1
ERIC BOUEILH	UPC	GTA2	P 997 CUP	16	7	9	BLUE SPRING 2
MICHAEL SCHMITZ	MIL	H	P 996	41	22	19	GREEN SPRINT 1
RANDY ALEXANDER	CHO	E	P 911 SC	26	10	16	GREEN SPRINT 2
LOUIS BETSTADT	NIA	F	P 911 CARRERA	31	15	16	GREEN SPRINT 2
MARK WEBER	MIL	SP3	P 89 944 S2	53	26	27	ORANGE SPRINT 1
DANA MARTIN	NE	SPB	P 99 BOXSTER	35	20	15	ORANGE SPRINT 2
JOSEPH LOMBARDO	NOO	GTC5	P GT3 CUP	20	9	11	PINK ENDURO
LOUIS BETSTADT	NIA	F	P 87 911 CARRERA	48	27	21	PURPLE ENDURO
ANGUS ROGERS	SFL	GTR4	P 73 911 RSR	39	15	24	RED SPRINT 1
GEOFF ISRINGHAUSEN	CHO	GTB1	P 12 CAYMAN	12	4	8	RED SPRINT 2
CHED CROUSE	BGS	SP996	P 99 CARRERA	27	19	8	RED SPRINT 2



Zone 2 PCA Club Race

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Virginia International Raceway, Alton, VA

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Registrar: Kevin Douglas 610.331.6733 kjdougla@ptdprolog.net

PCA CLUB RACING

2015 NATIONAL CHAMPIONSHIP SERIES

PODIUM WINNERS

B	No winner	GT3	1st Ryan Rounkle 2nd Tom Weber 3rd Brad Lano	GTC5	1st Joe Bank 2nd Joseph Lombardo 3rd Barry Fromberg
C	1st John H Shafer	GT4	1st Maurice Smith 2nd Matthew Evans 3rd Brian Forsythe	GTC6	1st Ken Finch 2nd Rafael Llopiz
D	1st Rob Hale 2nd Keith Davis 3rd Paul Young	GT5	1st Roger Johnson 2nd Kurt Konrath 3rd George James	GTP2	1st Carl Tallardy
E	1st Evan Close 2nd Jim Buckley 3rd Niels Meissner	GT6	1st Dave Foreman	SP1	1st Chris Blazer 2nd Steve Coomes 3rd Randy Bergum
F	1st Sebastian Juneau 2nd Douglas DePietro 3rd Lee Lasberg	GTA1	No winner	SP2	1st Nort Northam 2nd James Rothenberger 3rd Jeffrey Muller
G	1st Omar Hilmi 2nd John Collier 3rd Jeremy Wensinger	GTA2	1st Chip Romer 2nd Andy Wilzoch 3rd Normand Houle	SP3	1st Dennis Hiffman 2nd Brian Weathered 3rd Karl Poetl
H	1st Ryan Magrab 2nd TJ Larsen 3rd Michael Schmitz	GTB1	1st Spencer Cox 2nd John Uglum 3rd Charles Belluardo	SP911	1st Robert Murillo 2nd Claude Reed 3rd Bob Engling
I	1st Bill Coulter 2nd Todd Pajonas	GTB2	1st Adam Merzon 2nd Ron Kirshner 3rd John Frank	SP996	1st Bill Smith 2nd Glenn Wiedenbeck 3rd Keith Jezek
J	1st Ken Nielsen 2nd Brent Asplundh 3rd Scott Asplundh	GTC1	1st Alan Benjamin	SPB	1st Thomas Jones 2nd Chris Drake 3rd John Gladwill
K	1st Randall Joe 2nd Francois Faust	GTC2	No winner		
L	No winner	GTC3	1st Dwayne Moses 2nd Mark Kemp 3rd Jon Fairbanks		
GT1	1st Mark Martin 2nd Leslie Shrem 3rd Richard Heck	GTC4	1st Eric Mies 2nd Jason Krikorian 3rd David Baum		
GT2	1st Rick Uhler				



2015 Championship Series winners accepting awards at the annual awards banquet at Sebring this year

A FEW SEBRING PHOTOS



Rain - probably not the most fun John Poor has had on a race track (open 914)



James Shoffit with "Best Prepared Car" award

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2015 944 Cup Champions in attendance: (l to r) Nort Northam, South Chapter Champ, Denny Hiffman, Midwest and South SP3 Champ, Karl Poetl, 944 Cup National SP3 Champ and Dave Derecols, PCA 944 Cup Coordinator



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