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# NEWS

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**On the Cover:** Photographer Steve McLaughlin took this photo of Gavin Narburgh's 914-6 at Lime Rock. **Club Racing News (CRN)** is the official publication of the Porsche Club of America, Club Racing, and is published quarterly. Written contributions and photographs are welcome and can be mailed to the editor. Opinions expressed are those of the authors and do not necessarily represent the official position of the Porsche Club of America, Club Racing National Committee, its officers or members. Permission is granted to reproduce any material herein provided full credit is given to the author and PCA Club Racing News. PORSCHE®, the Porsche Crest®, CARRERA®, TARGA®, Cayman® and Boxster™ are trademarks of Porsche AG. The editor shall reserve the right to edit and publish only those articles felt to be in the best interest of the members of the Porsche Club of America. Commercial advertising inquiries should be directed to the CRN Advertising Coordinator. Postmaster: Address Change to: PCA Club Racing News, c/o PCA Executive Secretary, P.O. Box 6400 Columbia, MD 21045 Copyright 2018 / Porsche Club of America



# From the Chair

VICKI EARNSHAW • PCA CLUB RACING CHAIR

## Vintage Racing

This spring I attended a few Club Racing events to meet, chat and listen to racers. You may have seen me in the paddock at COTA, Lime Rock or Mid-Ohio. This was my first visit to Lime Rock Park with the Connecticut Valley region. It is a historic track and was the perfect setting for the first vintage race of the year. Eighteen racers in a separate race group enjoyed close racing and great camaraderie.

## Vintage classes for wing cars

The VGTO and VGTU (vintage classes for the *wing cars*) were added this year to level the competition in Vintage racing classes. The five-race series will continue at Monticello, then to Summit Point, New Jersey and the last will be at Hallett. Added this year is a point system for awards at the end of the event. Each of the three 30-minute races will have points awarded and the accumulation of those points will decide the winner of the class for the weekend. A PCA Vintage Class plaque will be awarded for each of the classes. A couple of these race cars and drivers raced with PCA in the earliest years

Lime Rock Vintage Group Saturday podium groups in VU (left to right Bobby Singh, Ted Geones and Frank Pray; VO (John Koster, David Hutchins and Jeff Nieblum) and VGTO (Donald Jacobs and Gavin Narburgh)



of Club Racing. Check out car number 75+5! Spectators are enjoying the return of these cars to PCA racing.

## Scrutineer Request

Here is an important request from your *Boots on the Ground* Scrutineers. When cars are coming off track into the pits, it is often difficult to see car numbers (hood number graphics are sometimes too creative). One suggestion is to put car numbers on the upper right side of the windshield. White windshield numbers are easier to spot because the windshield is more upright. And, as Walt Fricke has mentioned, this allows for all the creativity on the hood you desire. These white numbers do not need to be larger than four inches high with a one-inch stroke. We could read them from the hot pit at Sebring as cars passed. This is an alternative to the otherwise required 8" number on the hood. And, it's not a bad idea to make the scrut's job easier. Thank you for your help.



Here is an example of the new request for windshield car numbers



Jim Scott, running in the Vintage Group at Lime Rock, celebrating his 75th birthday



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### Timing & Scoring Request

The T&S team also has a request.. Transponder numbers must match the car being driven. You provide your transponder number in two ways: on your license application or renewal form and in your vehicle information on your ClubRegistration.net account vehicle description. Hopefully it is the same in both places. If not, or if your transponder number changes, inform Susan Shire at PCAClubRacing@aol.com at least one week before the event. She can then update her database and provide T&S the correct information.

If you have to let us know at the track itself, let T&S know before your first session. Otherwise, the extra work and stress this creates on the first day for Timing and Scoring makes no one happy. When a transponder number is incorrect the car becomes *unrelated* on the timing results and could mean that your car does not get timed for that session. Timing then needs to track down the missing car, so please help them. This is another group of volunteers we want to keep happy!

### Road Atlanta Issues

The Road Atlanta race had a collection of flagging and re-grid situations we had not seen for years in PCA Club Racing. The importance of managing flag conditions is reviewed in Bryan Henderson's CRN article in this issue. This is for your safety and everyone with whom you race. We have reviewed these procedures with the stewards and have set up new protocols with our teams. I would ask you to remember that this is Club Racing, and the event race goal is that it be Fun, Fair and Safe. This simple statement by David Murry, our PCA pro advisor, can give you some great racing results: *Race with Physics and not Emotion.*

### Rennsport Reunion VI

RRVI at Laguna Seca is promising to be an amazing four-day event in September. We had 165 PCA racers

register for the event. The problem is that only 50 can participate in the Friedman-Sholar race group (our only group). The criteria that we used was racing history, the driver's time and effort given to the program and an attempt to represent all geographical areas.

Even if you are not racing, please try to join the Porsche enthusiasts at Rennsport Reunion to see PCA Club Racing. You will also see famous

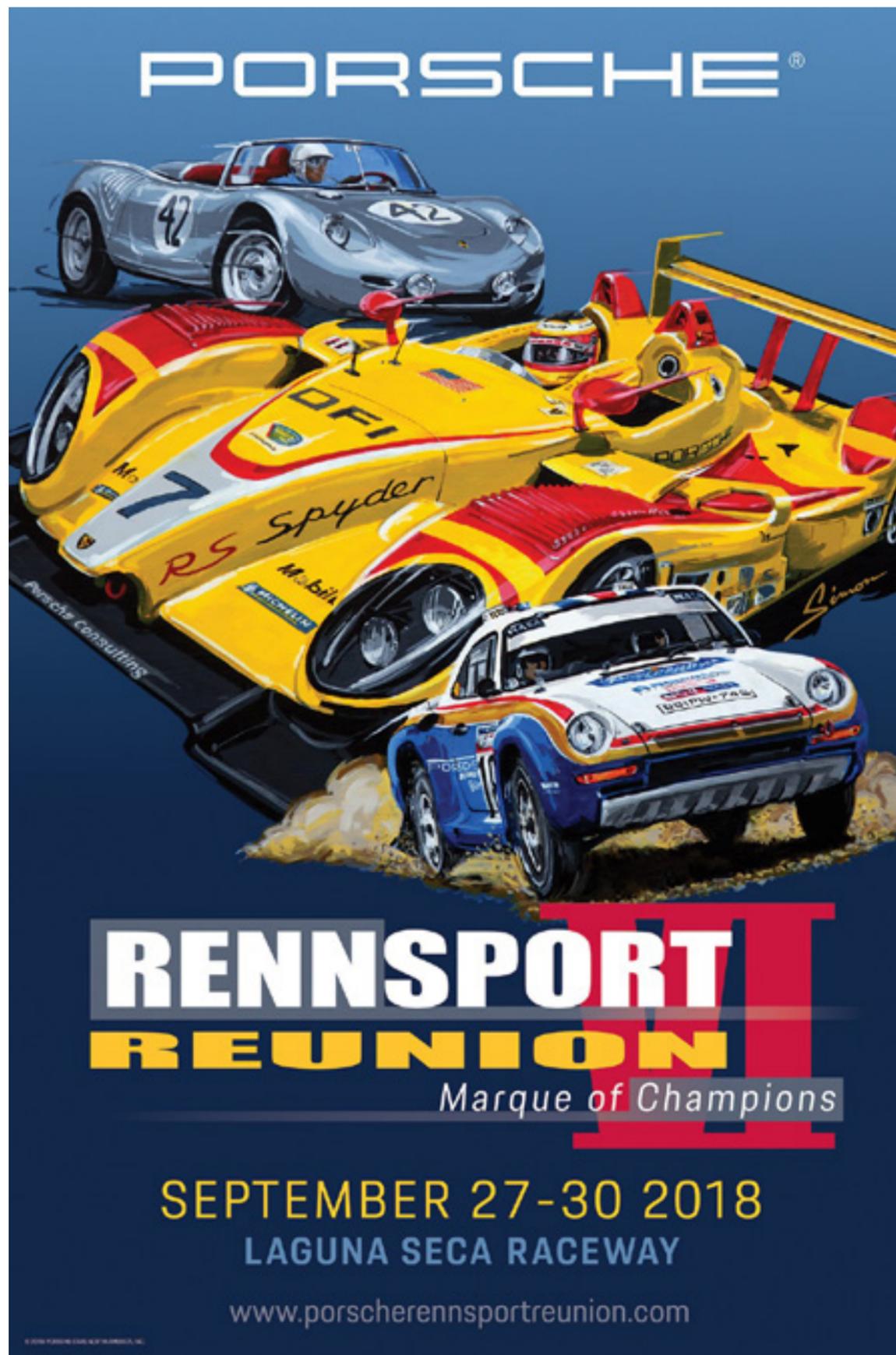
Porsche race cars that you read about or have seen in museums. This is a one of a kind event for all of us who enjoy racing. The simple truth is that there is no better event anywhere where you can see the most incredible collection of historic Porsche vehicles and diverse. You will be blown away!

Enjoy your PCA Racing Season,  
Vicki 🏁

## ClubRegistration.net Car Numbers

Are you tracking your car with plain numbers? If so, that is like racing Spec before you made it a Spec. ClubRegistration.net has countless styles and can even print your numbers in your favorite college colors. We can also make custom orders. Call our office and let us help you to put your sponsors, company logo, etc. on your car. You can even get your numbers on reusable material to overlay your doors in case you didn't get your regular number. It removes easily and can be used for years.

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# View From the Tower

BRYAN HENDERSON • CHIEF STEWARD

## Reordering the field during race

At Road Atlanta the first weekend in April we had several incidents that created some havoc and caused us to reorder our fields during races. It became apparent that we need to have a discussion about flags, what they mean and what they tell us to do. We also need to talk about what is done in reordering the field when it is required due to a specific type of interruption in the race.

## Red Flag

A Red Flag is considered our most critical flag, indicating a very serious situation on the track. It also has the potential of creating more dangerous situations as drivers respond to it. For example, if a driver were to stop just over a hill and the following driver did not see the Red Flag, we could have a second serious incident to go along with whatever caused the red flag to begin with. Stewards normally have a pre-thoughtout list of reasons why they would go to a Red Flag. Examples: 100% track blockage, a serious car fire, a car that has rolled and ended up on its roof, a hard impact where the car is severely damaged, the driver is very likely injured, and no apparent movement from the driver would be good reasons to go All Red.

## Yellow Flags

There are three types of Yellow Flags. The book says: (1) Stationary (hazard ahead, no passing), (2) Waving (danger, slow down safely,

no passing), (3) Double Yellow (caution, no passing, full course yellow, form up in single file on the lead car and resume racing with a Green Flag at start/finish).

In our driver's meetings we ask the leader to slow down when a Full Course Yellow is displayed. *However, that instruction is not in the rule book and does not always happen, especially in an enduro* when, possibly due to pit stops, the leader may not know he/she is the leader.

At Road Atlanta the field did not slow behind the leader on two occasions. If a Double Yellow is displayed you absolutely know the entire track is yellow. This almost always indicates a serious situation that requires extra caution and awareness. You can also expect the pace car to be sent to the front of the field.

Quite often the steward will ask for a Standing Yellow to be displayed at the corner preceding a Waving Yellow. This flag again says there is a hazard ahead, no passing. If you don't see an incident you need to take a close look at the next flag station.

Yellow Flags (and particularly the Waving Yellow) are where we have had dangerous non-compliance with flags instructions. I am told that many drivers are concerned about losing ground to a competitor if they slow down for a Waving Yellow or even a Full Course Yellow. The Waving Yellow is the only flag that says *SLOW DOWN* and *DANGER*. Every driver is expected to do exactly what the flag indicates. The car should be slow enough to maneu-

ver through any situation you encounter ahead including going off track or possibly even coming to a complete stop, since that is a local flag and there may be 100 percent blockage.

You will be hearing about a penalty that will be imposed if you haven't heard already. If the pass or lack of slowing is egregious, a 13-13 will be issued.

## Flags Take Effect

Flags take effect at a line drawn perpendicular to the track at that flag and stay in effect until you are past the incident and the next station ahead is no flag. So, if we see a Waving Yellow it says to us there is *DANGER* ahead. It says *SLOW DOWN*. It also tells us that the danger is between that flag and the next flag station. If it is shown with a Debris Flag (Yellow/Red stripes) it tells us there is something on the track. No other flag set up will give you that much information. The Steward (me) at Road Atlanta ordered this flag believing it gave drivers the most information about what was ahead. We still had drivers racing through what was a serious incident just past Turn 12.

The flag station at 11 is arguably the most important flag station at Road Atlanta. The Turn 11 station is at the crest of a blind hill with the next station (the starters stand) visible ahead from the crest of the hill. It is about a 70-foot drop from that station to Turn 12 below and then the front straight. The photo on the next page is a picture of Road Atlanta's

Turn 11 flag station *that many drivers did not see*. You may notice that the corner worker is out of the stand and standing on the wall. That should give you a bit more information. Not following the instructions from this flag will put you and others in danger. We are better than that.

When a Red Flag is displayed, every driver is expected to safely pull over to the side of the track, bring the car to a full stop in site of a flag station and await further instructions. Those instructions will likely be a Black All, verbal instructions from the flagger or even a Full Course Yellow.

The Full Course Yellow recovery of a stopped field would occur only after the pace car has been put on the track in front of the leader (while all cars are stopped). The pace car can be put on the track if no one has passed while stopping or the passes can be undone by the corner workers on the track. The pace car can also be put on the track if the passes can be undone



on the front straight or in the hot pit by the Scrutineers. This should be a relatively simple and quick reorder.

If we have a Black Flag All, the field comes in beginning with the first car to come to the pit entrance after the Black All is displayed. The field is almost always out of order when they come into the pits since the on-track leader is seldom the first one in.

Under our current rules this requires us to go back to the last green lap to reorder the field. The leader of that lap will be put in P1 right behind the pace car. The Scrutineers will then send the cars (in order) into position. The running order behind the leader on the last green lap determines who is next, continuing through the field. The order has nothing to do with who

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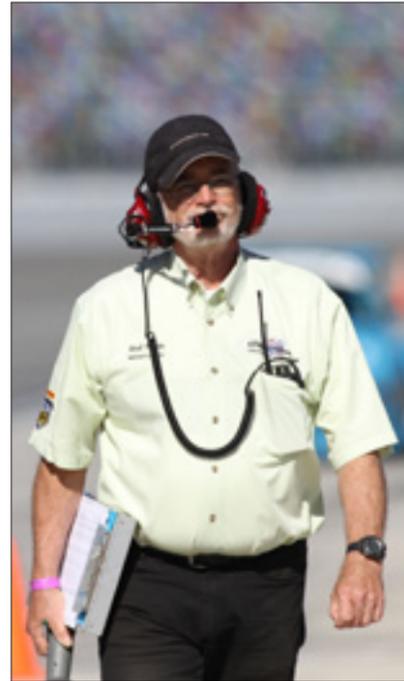
is leading in any class. You may see a car in your class right in front of you that you know should be behind you. That could be someone you passed after the last green lap was completed but before the Black All came out. It may not even be on the same lap (meaning that you might be about to lap it). It is the order you were running on that last green lap. If it is an enduro, the leader on track may not even know he/she is the leader.

For a Full Course Yellow we have several options. If the field is under control behind the leader and the last car has passed pit-in, we can display a Black Flag with a Full Course Yellow. This will signal the field that we are going (in order) into the pits and allows us to restart without reordering the field. If the field needs to be reordered (for example when we did not pick up the leader) we can slowly bring the field to a stop on the front straight and accomplish our reorder there. In that situation the

reorder is usually very simple but may include sending several cars (who are between the pace car and leader) slowly around the track to stop at the rear of the field.

If we must display a Red Flag All or a Black Flag All during an enduro, in our current rules we have a different set of problems. The cars in the pits (if any) must stop their pit stop clocks, but the main race clock will keep going. These pitted cars with stopped clocks can restart their clocks when the Green Flag comes out for a restart. Cars who have not pitted for their timed pit stops must still start their pit stops prior to the last ten minutes of the scheduled race length. The cars who have not pitted for their timed pit stops must also pass the Green Flag on track prior to starting their timed pit stops. Whew!!!

Be Safe! Follow the flags! 🏁



Walt Fricke scrutineering at Daytona Club Race in 2017. Photo by Juha Lievonen



# Boots on the Ground

BRIAN GAY • CHIEF NATIONAL SCRUTINEER

## A second set of eyes

As a high school shop teacher (and former BMW Master Tech), I often tell my students that one of the things that sets a Master Technician apart from a Shade Tree Mechanic is the patience to step back at the end of the job and double check your work. It is a quick check that can really save you, especially on the track where a little mistake can cause big problems.

That approach is nice and rosy as long as there is no crunching deadline, like that track day is just 48 hours away and you've got a two day drive ahead of you. The pleasures of wrenching in preparation for the track (or, worse yet, at the track) often override the ability for double checks. That's where we scrutineers can help.

As scruts we are often the first face you see at paper tech and, as I have

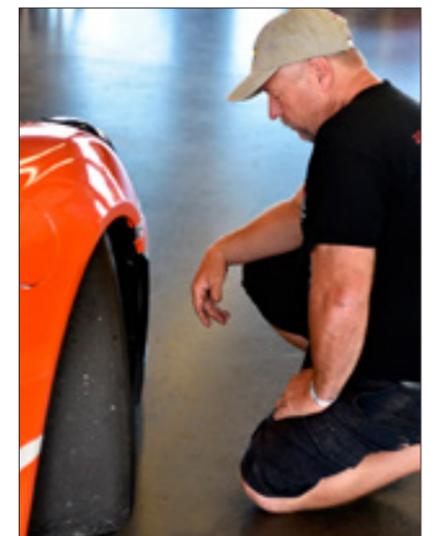
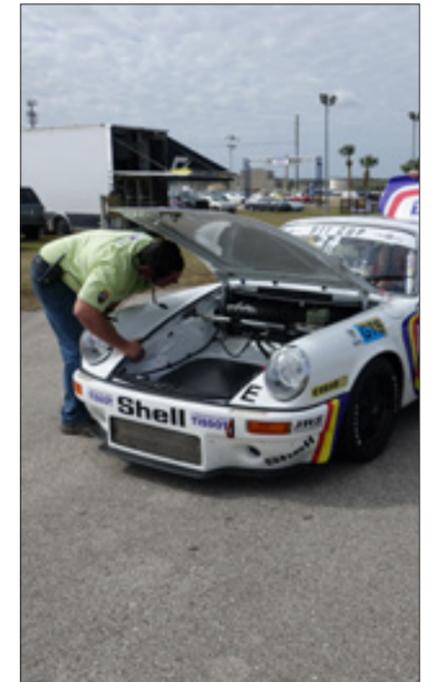
heard, hopefully the last time we are seen. Just remember that we are there to help get you on the track safely.

## Use us as that second set of eyes

If you have just done a job on your car, feel free to roll it through tech at the beginning of the weekend and have us take a quick look. A second set of eyes can really help, especially if yours are still blood shot from the late-night prepping of the car and the drive to the track.

Lots of people are intimidated by the *green shirts*. Don't be. I can guarantee you that when you see someone wearing a green shirt, they are also a Porsche driver, just like you. As scrutineers we are here to help.

Just remember... Patience and a second pair of eyes may be a real-life saver before you hit the track. 🏁




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# Down to Business

RYAN CARIGNAN • CLUB RACING BUSINESS MANAGER

## Sponsor & Contingency Updates

In the last edition, I outlined our contingency programs for 2018 to ensure you are aware of what is being offered to you by our sponsors. As I hoped, our list of programs and sponsors has grown since that article was written, so I'd like to explain them to you here.

## Michelin

One new contingency program is an exciting one offered by long-time Club Racing sponsor, Michelin. They have offered a special Michelin Front Runner Championship for 2018. This program is a five-race championship offered to all open-tire GT classes in Club Racing. The races involved are Road Atlanta, Watkins Glen, VIRginia International Raceway, Road America, and Daytona International Speedway.

Points for the championship will be determined using the PCA Club Racing Championship points system, using the highest points total from eight of the ten possible championship races in the series for each eligible class. There will also be tire contingencies available for these five races paying out two Michelin Racing Slicks for first place (with five or more cars in any eligible class), and one Michelin Racing Slick for second place. If only three or four cars in an eligible class start the race, the winner is eligible for one Michelin Racing Slick.

Each class champion will be recognized by Michelin and receive a tro-

phy at the 2018 PCA Club Racing Awards Banquet. A grand prize will be awarded to one Michelin Front Runner Class Champion, the winner will be determined by a drawing after each class Champion has been determined and confirmed.

## Grand Prize

*The winner (and guest) of the grand prize will be Michelin's guest on an all-expense paid trip to the 2019 Rolex 24 Hours of Daytona!* The package will include lodging, transportation, tickets and hospitality for the IMSA race weekend and is sure to be a fantastic experience.

To be eligible for the Michelin Front Runner Championship, you must run Michelin Competition slicks or rain tires purchased from Jackson Motorsports Group (proof of purchase required). Jackson Motorsports Group will be on site for tire support at each of the five race events. You must also display Michelin decals over the left and right front wheel arches, and the front of your vehicle. You can get the full program details on the PCA Club Racing website under the Sponsor Contingency section.

## PennGrade Motor Oil

I'd like to let you know about a new sponsor of PCA and Club Racing, PennGrade Motor Oil. They are not new to the Club Racing scene as their product has been used by racers for years and has served as the official oil to the Indianapolis Motor

Speedway since 2016. PennGrade will have a presence at all major PCA events like Treffen, Parade, Werks Reunion and the Club Racing Annual Awards banquet.

They are excited to initiate a 10-race contingency program with us. The program began at Road Atlanta and continued again at the California Festival of Speed under a temporary format, but for the remaining eight races it will operate in the following way. First, PennGrade will sponsor a certificate good for a free case of oil to be presented at one of the Driver's Meetings at each of the 10 races. The next part of the contingency will be open to all racers in the D and E classes and will pay one case of oil to the 1st Place finisher in each class (if participating). To participate in the contingency program, racers must register with PennGrade by contacting Malia McGovern at malia.mcgovern@klipschma.com and provide your name, email, class and car number. Once registered, you will be sent official PennGrade decals to be displayed on your car and helmet. Each winner will then be entered into a drawing for a 2018 year-end prize package from PennGrade Motor Oil. Details on the prize package contents will be forthcoming.

## Social Media

I also want to remind everyone that Club Racing has a presence on social media. We have established a Facebook Page and an Instagram

account, just search for PCA Club Racing. I use both platforms to send out race updates, notices of new sponsorships and programs, highlight racer's cars or shops, thank sponsors, or just to show everyone pictures from our events. To continue to do that, I need to have quality pictures from races, so if you are an event chair and your region has hired a photographer to cover your event, please pass me their information so I can get pictures to post and publicize your race. If you have some cool pictures or videos from a race, hanging around in the paddock, or prepping your car, send those to me as well. The followers of the accounts really like to see what other racers are up to. When you or your team are posting on social media, don't forget to tag us so we see your post, @PCA-ClubRacing, and #PCAClubRacing. The more tags we have out there, the more eyes get on our pages, and the more attractive Club Racing is to sponsors; which means more programs and benefits to you! 📷



Cathy Fricke with Keith and Kim Fritze at Daytona in 2017. Photo by Juha Lievonen



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# Thinking About Rules

WALT FRICKE • TECHNICAL & RULES

I've been at this for long enough that I tend to be out of new topics. It used to be that two of my articles wrote themselves: Rules Proposals for Comment, and Rules Changes Adopted. But we have moved away from CRN for the rules cycle so we can adhere to the rules cycle schedule and not have proposals come out about the time for comment is closed. So I have to work as hard as my longstanding colleagues in coming up with new topics for articles. This time, it is a sort of mish-mash.

## GT rules

It has been quite a number of years since Donna Amico, with a lot of help from racers and shop owners, came up with our current system using weight and theoretical engine type horsepower to classify the GT cars. It seems to have worked out pretty well. The only grumbling I have heard involves the M96 motor's theoretical horsepower. The suspicion, which is probably well founded, is that if you can coax 135 hp/liter out of one, it won't last long. However, this is GT - building a hand grenade motor used to be common in the 356 heyday. Cruel though it may be, the answer probably is *either live with a horsepower disadvantage, or use a sturdier engine type*. In the stock classes the rules make some allowances to balance the performance of a class, but that's not the GT philosophy.

However, the 997 engines, at 140 hp/liter, predate the direct injection

997 motors, so we have no other power factor to use for those cars in GT, nor do we have a power factor for the 991 engines. Talk to your engine builder to see if there is any experience based data which could be used to come up with factors for the DFI 997 and the 991 type engines. For that matter, what about the new four cylinder turbos? At present, the factor for a four is 230 hp/liter, and a turbo six is 240. But the engine behind the factor for the four is the 944/968 in line four, not the boxer four in the current models. What should the rules have to say about that?

## GTB

The GTB bodywork rules allow use of appropriate GT3 front bumper covers. The Cup version has a small flat plastic piece which attaches to the bumper cover at the front of the wheel well. It diverts a little air outward, either helping pull brake heat out of the wheels, or smooth air flow, or both. The GT3 part (which has a number) is allowed with the GT3 bumper cover. Enterprising racers have fabricated this uncomplicated part and installed it. Since reproduction bodywork is allowed in GTB, this is OK. However, not unnaturally some of these home made reproductions stick out farther than the approved piece. This you can't do. If you have one, cut it down to the stock dimension. Don't ask me what that is though. We shouldn't need a giant list of detailed specifications

in our rule book. Only a few of the scruts know these cars down to that kind of detail. Look at competitor's cars, find one with the proper piece, and measure that, which is pretty much how scruts approach some of these things - look over a bunch of cars in the same class, compare, and quiz the drivers about anything which looks different.

## SPB

This is about the most spec of our several spec classes. It has been around quite a while. Most drivers are fully on board with the mantra of "if no rule allows a modification from stock, you can't do it." In particular, there is much opposition to allowing more things which might make the cars faster. Not only do such things typically cost real money, but these cars, in racing trim, are stressed well beyond their design limits, so service life of some parts, like rear wheel bearings, is much shorter than it is for street driving

However, our rules have never quite described all of the deviations from stock which are commonly found on these cars, and are generally accepted by experienced racers in the class. The same is true for most spec classes, and stock/prepared, to some extent. Questions on what might seem to be fringe areas usually come from racers who are relatively new to the class, and are carefully using the rule book to turn a street car into a race car. Sometimes they come from observing other cars, and not finding



...a bad day

a good day...



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a rule which says something is OK. Often one hears the observation that allowing some things is just common sense. The fact is, there is no such objective thing as common sense. What we mean by that phrase generally is that something is insignificant when measured against a set of goals, or lacks a sense of proportion. However, we all see things a bit differently based on our backgrounds, tinged in some cases by what we want, for some reason, to do.

Here are a couple of things which are OK for Spec Boxsters, and for most other classes absent a rule which would preclude this. SPBs can remove interior upholstery and sound deadening. By extension this means they can remove anything similar in the engine bay (including heat shielding) or trunk, and undercoating. Rubber weather seals can be removed - there are several pounds of this here and there in the car. It may be better to leave those which seal things to keep out dirt and water, but that's up to you. A number of electrical accessories can be removed (convertible top motors and equipment because the tops can be removed, air conditioning, stereos, and so on), so it is OK to remove wiring associated with those things. But you should leave the stock wiring (aside from repairs) alone for everything else, apart from adding switches or fuses you think are useful. You are just asking for trouble if you try to make a whole minimalist loom. Since you can remove all the convertible stuff, you can modify the attachment of the "clamshell" to the chassis. You need to retain the stock part, but can Dzus it in place or otherwise modify what holds it in place.

What you can't do is make modifications ostensibly for one purpose, but which have the effect of improving performance. For some historical reason, SPBs are allowed scoops for the rear fender side inlets. Fine, but you can't create one which also acts like a rear dive plane. If you want to be creative, race in GT. SPB is a driver's class. The SCCA rule book is

sprinkled with allowances for this or that, to which the phrase "but may serve no other purpose" is appended. Our rule book doesn't say that, but it is implicit.

Care must be taken, however. I was asked if the windshield wiper motor and equipment could be removed from an SPB car. Well, the rules say you may remove the wiper arms and blades. From this it follows that the rest of the wiper system must remain. The notion behind removing just the exterior parts is that a sensible racer will have them in the trailer, to be put back on for wet weather, and their weight and aero are insignificant. The motor and the rest of the mechanism, however, has meaningful weight associated with it, but you can't get rid of it. You may never race in the wet,

or believe Rain-X alone is adequate, but the rules are for everyone.

While it is too late for the 2018 rule cycle, we are always receptive to adding a word or two here or there to cover things commonly and openly done to save some weight by one's fellow racers. Spec class cars never see the street, and the stock classes have been unmoored from their streetable former requirements. Many rules were developed back when the idea was to discourage turning these cars into single purpose race cars, and there are small left over areas which bedevil conscientious scrutineers. Far better that such things are cleared up ahead of time, with consultation and the ability to sleep on something, than in the hurley burley of a race track paddock. Let me know when you spot things like this. ❏

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# Coaching Perspective

DAVID MURRY • CLUB RACING DRIVING COACH

## Multi-Class Racing

When there are multiple classes racing at the same time there are a number of things to think about and consider. We need to decide who are we racing and what our goals are. When the results sheet comes out it lists finishing position by class but also overall. There is usually not a trophy or year end points given except by class but sometimes there are only a few cars in our class and often those car/drivers are not close in lap times. We may want to actually race against all of the cars for the best overall finish but, we should keep in mind a few things.

First, by racing against a car in a different class it will probably slow us down and could allow a car that is in our class to catch us or drive away if they are ahead of us. Our first goal should be to finish high in our class then think about overall.

Another thing to keep in mind is the driver we are racing in a different class may have different goals and other cars in their class that are close by. We don't want to ruin their race with cars in their class by racing them hard.

Different classes make lap times in different ways. One car may have a lot of power but not great cornering ability compared to a car that has good cornering but not great power. This can certainly provide frustration for the driver of the car with good cornering and low power if they are behind and trying to pass the car with more power.



Gunnar Jeannette 908-2 passing Elan DP01 Mazda Prototype (photo courtesy of The Revs Institute)

This is not a new phenomenon, so don't let it get you to make a mistake; just keep staying close and wait for an opportunity which could be either a mistake by the driver in front or traffic creating an opportunity to pass. Be patient and not emotional.

If you happen to have the car with more power than the car that is trying to get by you, think about the entire situation. Is that car in your class? If it's not in your class are you holding them up and affecting the race in their class? If so, think about letting that car pass before they get impatient and try to make a pass you will both regret.

Traffic is a big part of passing opportunities in multi-class racing, especially when lapping of the slower class cars begins to occur. As passing of slower class cars by the faster

classes (and when cars in either class attempt passes on each other) it creates opportunity for passes.

No matter what our goals are and what we think and hope other drivers on track goals should be, we can't count on that. Just because you catch another car and are faster doesn't mean they have to let you pass. In driving in DEs we are encouraged to let someone pass if they catch up and then see if we can learn why they are faster. There is a distinctive difference from DE to racing. The concept of racing is to not let others pass and try to pass them. 🏁

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# FIRST PCA VINTAGE GROUP AT LIME ROCK

STORY BY JERRY CHARLUP

PHOTOS BY BOB REINCKENS, JAY HARDER & STEVE MCLAUGHLIN PHOTOGRAPHY

The first Vintage Class race at Lime Rock Park was held on April 20-21. The Twin Sprint Rumble 2018 featured two sprint races for each of four groups.

Fifteen racers were registered for the event with cars in each of the four Vintage classes.

The cars in the group ranged from Chip Reichhart's #92 1967 911S to Dennis Howard's #145 1983 911SC.

While I am the Region's volunteer to assist with PCA Timing & Scoring, I was also asked to write about the Lime Rock Vintage Group. Of interest was why the racers came to

the Vintage group.

During the race I interviewed four racers and common reasons for their participation in the Vintage Group emerged:

- Able to race other class cars but not in groups with much faster cars
- Drivers showing more respect for competitors thereby being less pressured racing
- Learning how to drive and race their cars through feel and not technology
- The chance for race spectators to see and watch vintage cars typically not in PCA Club Races.

## Chip Reichhart #92 1967 911S

Chip got into Vintage Racing at the suggestion of a local PCA friend familiar with the new Vintage series. While Chip had never raced, he had autocrossed early cars for many years and DE'd in a '04 GT3. At the race, Chip's Red 1967 911S was the corner workers choice as the Best Prepared Car for the weekend. Chip is very enthusiastic about participating as the Vintage class is a great way for spectators to enjoy seeing and hearing classic cars. He plans to continue in this year's races and the future as well.

## Richard Strahota #8 Silver 1973 911 RSR

Richard has been a long time PCA Club Racer. His Porsche bias has always been to older Porsches, both 356 and 911s, so the introduction of the Vintage race group was very welcomed. Richard has raced in other vintages series. This was Richard's first Vintage race at his home track so, as expected, he did very well. Richard prefers to race against cars of the same era and is very glad PCA has made the effort to develop the Vintage class and that PCA has gone out of their way to make the racers feel very special. He hopes his schedule will permit him to go to future vintage races.

## Kurt Smith #19 1975 914-6

#19 has a fantastic PCA Club Racing history. Purchased in 1985 by Kurt's father, Arnold, the car was raced in the beginnings of PCA Club Racing. Kurt has been racing in PCA Club Racing for years, usually winning his class but very uncomfortable being in race groups with much faster car classes. Kurt finds the Vintage class drivers a great group of respectful drivers, especially welcomed given the emotional attachment to the car. Kurt's son, Justin, will be starting DE soon, so we can expect to see the car for many years to come.

## Frank Pray #20 1969 911

Frank was a participant not only in the Vintage Class, but also ran in the GTB1 class with a 2012 Cayman S. Having a great support team helped him jump from one car to the other. His two groups ran back to back. Lime Rock was his second PCA race in the Vintage Class. He says that racing in both classes provides an interesting perspective: "you have to master the mechanics of the vintage car to drive it." So, that means that Frank must learn to drive the vintage car and focus on driving and not the competition that is required in the Cayman class.



All four of these drivers were very enthusiastic about the Vintage series and will continue to participate. The gentleman driver respect by all the drivers was very appreciated by all.

Regarding the two Sprint Races, both were exciting to watch as Richard Strahota #8 and Donald Jacobs #51 (1974 914) had spirited battles for the group lead and best lap time in both races. Richard had the best lap time in the Connecticut Valley Sprint (Race 1) at 57.282 followed by Donald's 57.407. In the Lime Rock Sprint (Race 2) Donald's best lap time was 57.213 followed by Richard's 57.224. Very close racing!

For perspective, the fastest race lap was 53.931 by a GTA2 car over the 1.53 mile track.

I know the Vintage racers were glad to have a race at Lime Rock and hope for future races as well. 🏁



**Previous page:**

Richard Strahota: #8 1973 91RSR  
 Kurt Smith: #19 1975 914-6  
 Frank Pray: #20 1969 911

**This page:**

Dennis Howard: #145 1983 911SC  
 John Koster: #573 1978 911  
 Gavin Narburgh: #172 1973 914

**Facing page:**

Mike Spraggins: #86 1970 914  
 Jeffrey Neiblum: #249 1969 911  
 Donald Jacobs: #51 1974 914  
 Gavin Narburgh: #172 1973 914-6  
 Bobby Singh: #35 1970 911  
 David Hutchins: #310 1972 911  
 Ted Goneos: #97 1968 911  
 Chip Reichhart: #92 1967 911S (Chip received the Best Prepared Car award).



# GAVIN NARBURGH 914-6

CLUB RACING NEWS COVER PHOTO TAKEN AT LIME ROCK PARK VINTAGE GROUP

STORY BY GAVIN NARBURGH; COVER PHOTO BY STEVE MCLAUGHLIN PHOTOGRAPHY

This 914-6 is a 1973 car that I have owned for four years. The documentation that came with the car goes back to 1995 but it was set up for racing prior to that, so when it was converted from street use is not known. There is an old picture of the car with its present body style with sponsorship signage of *Pocono Snowmobile* and *Arctic Cat*, so maybe someone out there remembers her from that time.

The two previous owners I know about are Ray Vanzelst (who owned the car from 1995 to 2008) and John Fried (who sold it to me in 2014). Both men did extensive work on the

car, even stripping it down to the bare tub and reworking every aspect of the car. I believe that the engine has been modified/rebuilt at least seven times and the transmission refreshed six. I have rebuilt both twice, mostly due to over revs and missed shifts.

So what's it like to drive this car? Fantastic! She only weighs 2100#, sits a few inches off the ground, has 12.5" slicks in the rear, no roof, no windshield and 250 RWHP. Once the tires warm up, it brakes hard, corners with fantastic grip but, as every driver complains, it could use more power.

So what's different about driving this car? Well with no roof you have

to strap your arms to your lap belts (which can be mentally confining). There are no doors so, to enter you need to slither in over the top of the cage or through the side. It has no windshield so, when it rains, water not only streams around the outside of your helmet but gets inside as well.

Those of you who have driven at MidOhio know the weather is always iffy, especially in the Spring and Fall. Any one out there know the sound of hail hitting your visor at 120 mph? You have to remove bugs and the black smears from marbles thrown by the car in front, but how about them hitting you in the face, huh?

All this is what makes the car unique and so popular. It is amazing how many people come up and tell stories about racing their 914s in the past. The car is also very popular with the race volunteers and track employees, so popular in fact that it has won four Corner Worker Awards in the last two years.

We run in GT4 Modified which, in most races means it runs with much more modern and capable cars and I am loath to admit, more capable drivers. However, with the introduction of Vintage Racing we are grouped with older air cooled Porsches. This has attracted a diverse group of cars from 4 cylinder 356s and 912s to many varieties of 911s and a pack of very fast 914s. This year the higher horsepower and more modified cars have been moved into their own class, VGTO and VGTU. This allowed the lower powered less modified cars to compete with each other much more



competitively in VO and VU. This had the unfortunate result of moving me into the top group which has some very competitive drivers who have been honing their skills for decades.

The season is now half over; there are four more Vintage Races left:

Monticello Motor Club, New Jersey Motorsports Park, Summit Point Motorsports Park and Hallett Motor Racing Circuit. Hopefully the Vintage Races will continue to grow.

There is something special about having your own series to race in! 🏁

**Golden Gate Region invites you to a  
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Register at <http://register.pca.org/>  
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Club Racing Forms/Info: <http://pcaclubracing.org/> or call 847.272.7764



# 2018 Club Racing Schedule

Register at: <http://register.pca.org>

Schedule, News, Forms, Information: <http://PCAClubRacing.org>

\*\*\* As of March 22, 2018

This schedule will be updated as new information is available

**New or different Club Race date for 2018**

Dates Region/Zone	Event Additional info	Event Contact
Jul 13 - 15 Riesentoter Region	Monticello Motor Club* 944 Cup North Vintage Run Group Trophy East Series Race	Chris Karras 215.850.4040 ClubRace@rtr-pca.org
Jul 27 - 29 Golden Gate Region	WeatherTech Raceway Laguna Seca 944 Cup West West Coast Series	Jim McClelland 925.286.2336 mcclelland.ggr@gmail.com
Jul 28 - 29 Nord Stern Region	Brainerd International Raceway* 944 Cup MidWest	Dave Sorenson 952.807.1414 dsorenson@leancultureinc.com
Aug 3 - 5 Upper Canada Region	Canadian Tire Motorsports Park* 944 Cup North	Terry Cassan 613.848.1301 tcassan@interlog.com
Aug 17 - 19 Schattenbaum Region	New Jersey Motorsports Park* 944 Cup North Vintage Run Group	Dan Petchel 609.298.2277 carsinc@comcast.net
Sep 1 - 3 Chicago Region	Road America* 944 Cup MidWest Triple Trofeo Series Race Trophy East Series Race 911 Cup	Keith Clark 630.514.5937 Kc_design@sbcglobal.net
Sep 8 - 9 Golden Gate Region	Thunderhill Raceway 944 Cup West West Coast Series	Jim McClelland 925.286.2336 mcclelland.ggr@gmail.com
Sep 14 - 16 Rocky Mountain	High Plains Raceway* 944 Cup West, West Coast Series, 6 Hour Super Enduro	Doug Bartlett 970.214.7279 clubrace@rmporscheclub.com
Sep 21 - 23 Potomac Region	Summit Point Motorsports Park* 944 Cup North Vintage Run Group	Ken D'Angelo 301.801.8301 clubrace@pcacpotomac.org
Sep 27 - 30	Rennsport Reunion VI WeatherTech Raceway Laguna Seca	Vicki Earnshaw 720.244.1532 vicki.earnshaw@pcaclubracing.org
Oct 5 - 7 Cimarron Region	Hallett Motor Racing Circuit 944 Cup Nationals West (West/SouthWest) Vintage Run Group	Jon Jones 918.740.7951 jonesjon843@gmail.com
Oct 27 - 28 Golden Gate Region	Sonoma Raceway 944 Cup West West Coast Series	Jim McClelland 925.286.2336 mcclelland.ggr@gmail.com
Oct 26 - 28 Zone 12	Daytona International Speedway* 944 Cup Nationals East (North/MidWest/South) Trophy East Series Race	Steve Williamson 407.435.0344 steve@stevewilliamson.com
Nov 10 - 11 Maverick Region	Motorsport Ranch*	Pat Heptig 214.649.7909 pheptig@heptiglaw.com
Nov 10 - 11 San Diego Region	Buttonwillow Raceway Park West Coast Series	Greg Phillips 619.395.7506 phigreg@gmail.com

\* Indicates an Enduro

# HOW TO BECOME A VINTAGE GROUP RACER

## APPENDIX M – PCA CLUB RACING VINTAGE GROUP RULES

At selected Club Races there may be a Vintage Run Group for eligible cars. Drivers must have a PCA Competition License obtained under the normal Club Racing rules. Cars must have, or acquire at their first event, a regular PCA logbook, which must include the two annual compliance forms. All of the applicable safety rules for driver and car equipment apply. All of the rules for on track conduct, including the 13/13 rule, apply.

### Vintage Races on 2018 Club Racing calendar

Jul 13 - 15	Monticello Motor Club
Aug 17 - 19	New Jersey Motorsports Park*
Sep 21 - 23	Summit Point Motorsports Park*
Oct 5 - 7	Hallett Motor Racing Circuit

For more information on our Vintage Run Group, including how to become one, please contact Susan Shire at [PCAClubRace@aol.com](mailto:PCAClubRace@aol.com)

**1. Eligible models:** Only 1983 or older air cooled (356, 911, 912, or 914) Porsches.

### 2. Classes:

- V4O four cylinder over 2.0L
- V4U four cylinder under 2.0L
- VO six cylinder over 2.4L,
- VU six cylinder under 2.4L
- VGTO high winged and/or aero bodied (Sheridan, AIR body kits) cars over 3.0L
- VGTO high winged and or aero bodied (Sheridan, AIR body kits) cars under 3.0L

**3. Performance:** Air cooled engine displacement is open, subject to the six class criteria. Cars must, at a minimum, be eligible to run in PCA Club Racing. Tires are free.

**4. Practice and Sprint Run groups:** The Vintage Group will run in separate, Vintage only, sessions. Races will be 30 minutes or less.

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Latest info [www.pcasdr.org](http://www.pcasdr.org)  
 Points from this race apply to West Coast Series and PCA National Championship



# GORDON & CORY FRIEDMAN FRIEDMAN SPIRIT AWARD

STORY BY GORDON FRIEDMAN; INTRODUCTION BY VICKI EARNSHAW  
PHOTOS BY STEVE RASHBAUM

*The Friedman Spirit Award started two years ago to acknowledge Alan Friedman who tenaciously worked to organize the first four PCA Club Racing races in 1992. His spirit and passion will continue to be recognized through this annual award.*

*The Friedman Spirit Award is given to a volunteer who exemplifies the same spirit and passion for the Program.*

*The 2017 recipients, Gordon and Cory Friedman, (no relation to Alan) are very deserving of this award. Their continuous support of the Program has included bringing new racers to PCA Club Racing, helping us with the transfer of equipment, and their valuable, excellent technical support. It was*

*our pleasure to acknowledge the many years of enthusiasm and support by Gordon and Cory, as well as the entire Autometrics Motorsports group, with the 2017 Friedman Spirit Award.*

Gordon began his career with Porsche automobiles by working for a Charleston, South Carolina based Porsche dealer in 1980. It was there that he discovered a passion for the German brand. He and his wife, Karen, opened an independent repair shop that specialized in European street cars soon after. The original name of the shop was changed to Autometrics a few years after opening the doors.

In the late 1980's Gordon was invited by a friend to join an IMSA race team as a crew member. The team ran the venerable Porsche 962 all over the country and Gordon acted as one of the teams technicians and also a rear tire changer during pit stops. "There wasn't a pit lane speed limit in those days, so changing an outside rear tire during a stop with cars racing by only a few feet away was quite exciting! Some of the prototype cars must have been doing over a hundred miles per hour in pit lane."

From there Gordon continued to work for various teams throughout the 90's while continuing his street

car operation in Charleston. Around 1993-1994 several of Autometric's Porsche street car customers began attending PCA drivers education events. They would bring the cars in for service and performance upgrades and talk about how much fun it was! The idea of getting behind the wheel instead of just wrenching on the cars started to sound very interesting. Gordon and Karen had been PCA members for years and enjoyed rally's and autocrosses that the local club would put on, but getting out on track would soon become a big part of the Autometrics business.

Gordon's eldest son, Cory, was in high school at the time and was racing motocross on the weekends, so he also had been bitten by the racing bug. Cory would attend the races at famous tracks like Daytona and Road Atlanta to watch, but when he was old enough would eventually start working alongside his father as well. He worked the famous 24 hours of Daytona as a fuel man during pit stops for a prototype team and one year at the 24 spent the week as a tire fitter for a race tire vendor. Cory too liked the idea of getting out on track and the PCA drivers education programs at the time looked like the best way to do it.

Gordon and Cory signed up for their first PCA drivers education together in 1994. They signed up with the Florida Crown region to attend an event down at Roebing Road Raceway in Savannah. Cory owned a 1985 normally aspirated 944 that he and Gordon restored together. It was the perfect car to start with and they both knew there was more to come. Cory ended up replacing the normally aspirated model 944 with a 1987 944 Turbo and eventually Gordon finished restoring a 1981 Euro 911 SC and soon they were attending PCA DE events around the southeast.

The next step in their driving careers was PCA club racing. Cory had modified his 944 turbo to compete in one of the stock classes and Gordon had built a different 911SC



**Facing page:** Alan Friedman and Vicki Earnshaw present Gordon and Cory Friedman with the Friedman Spirit Award at this year's Award's Banquet at Sebring

**Top:** Cory Friedman driving the 2007 RSR

**Bottom:** Dan Smithyman receiving the first Friedman Spirit Award in 2017

for himself. Cory drove the 944 to his college classes during the week and then to the race track to compete on the weekends. Gordon used a borrowed open car trailer and would tow his car to the races using a small pickup truck that the shop owned. Cory had his track tires in the bed of the pickup and would swap them out after driving the car to the track. The first race Cory won was down at their home track of Roebbling Road. Gordon chuckles "During that race, Cory actually lapped me! We soon started to see which of the two of us had a little more ability". From then on Gordon did less driving and focused more on the team management role. As time went on, more of Autometrics customers were getting into racing and the street car business was quickly being overtaken by track day work. Cory and his younger brother, Adam, both attended Clemson University to study mechanical engineering with the plan of working full time for the shop's quickly evolving race team after graduation.

In 2001 Cory and Adam both graduated and started working full time at the family business. They officially started Autometrics Motorsports as a standalone company at that time. The two entities shared a building in Charleston, but Gordon, Cory and Adam's focus shifted more and more toward the racing efforts.

Along with the steady schedule of PCA races, the team started entering professional level events such as the 24 at Daytona and 12 hrs of Sebring, traveling and competing all over the country and into Canada and Mexico. An invitation from a UAE GT team resulted in a trip as far away as the Dubai Autodrome and Yas Marina in the Middle East. As the team expanded, its primary core was still centered on customer racing. "The professional level racing we do is where we learn and improve. We then carry that over to our club racing efforts to provide a better service for our drivers" Adam states.

"Our pro racing schedule changes year to year but the one thing we are



certain of is that we will always have full calendar of PCA events." Cory adds "PCA racing is our home. We have made lifelong friends in the paddock and are blessed with the opportunity to make a living doing what we love." For the last several years the team has become a mainstay in the PCA paddock with a large group of racers from all over the country calling the Autometrics Motorsports tent their *home* for the weekends.

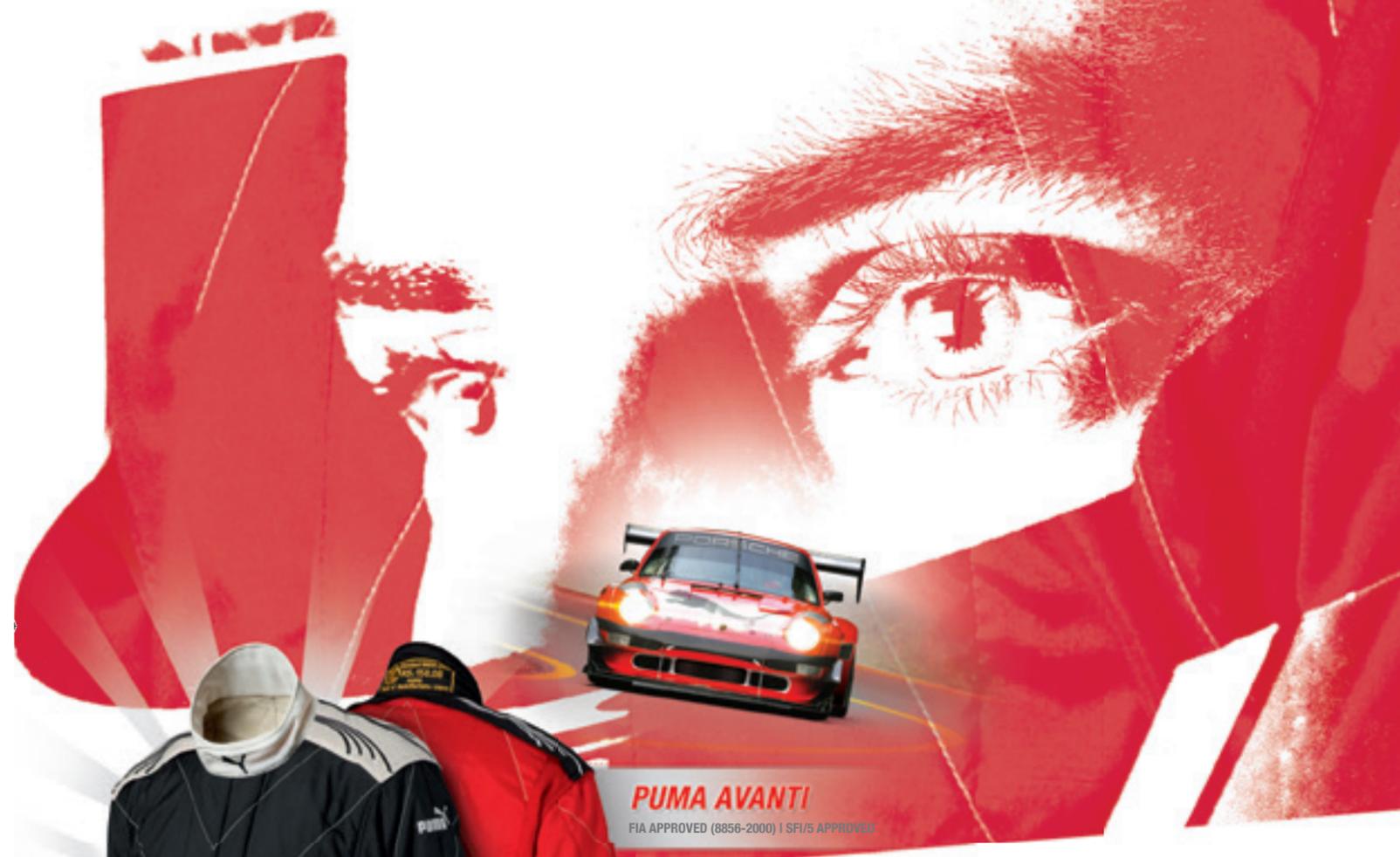
In 2017 Gordon and Cory received the "Friedman Spirit Award" from PCA club racing. The award is named after the father of PCA club racing Alan Friedman. While there is no relation in the last name, Gor-

don, Cory and Adam all share the passion for the PCA series that Alan had when he came up with the idea of club racing. "It was a huge surprise and an honor to be the recipient of the 2nd annual Friedman Spirit Award at the banquet this year. We hope Cory, Adam and I can do a good job exemplifying what the award stands for." ❏

**Top: Adam Friedman downloading data from 997 Cup car**

**Bottom: Corey Friedman at Summit Point in 2017**

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# 6-HOUR SUPER ENDURO AN UPDATE

STORY BY PAT HEPTIG

The first 6-hour “Super Enduro” in PCA Club Racing will be held at High Plains Raceway on September 16, 2018. The Super Enduro will be on Sunday and will cap off a full PCA Club Race weekend at High Plains Raceway just outside of Denver.

The complete and official rules for the PCA 6-hour Super Enduro are available online at: [www.rmclubrace.com](http://www.rmclubrace.com) and <http://pcaclubracing.org/rules/enduro6hour/>.

## Registration opens July 16

Registration for the 6-Hour Super

Enduro at High Plains Raceway will open on July 16, 2018, which is 14 days earlier than normal. Please sign-up early for the Super Enduro and get your cars and teams ready.

## Super Enduro Rules

We published a condensed set of rules and procedures at our Sebring race, in CRN 18.1, on the new Club Racing website and on the Rocky Mountain Region website. Questions about the rules should be directed to Vicki Earnshaw, PCA Club Racing Chair, at [Vicki.Earnshaw@pcaclubracing.org](mailto:Vicki.Earnshaw@pcaclubracing.org) or Pat Heptig at [pheptig@heptiglaw.com](mailto:pheptig@heptiglaw.com).

[pheptig@heptiglaw.com](mailto:pheptig@heptiglaw.com).

## Driver Minimums

We have had a couple of questions regarding the minimum number of drivers needed for the Super Enduro. Each car must have at least two drivers. There is no maximum. Each driver must drive a cumulative minimum of one hour, but no driver may drive more than three hours continuously. And, a pit stop is not considered a break in continuous drive time.

## Licensing

We also received a number of questions about licensing for non-PCA

racers for the Super Enduro. We want to make this as easy as possible, but yet satisfy the club insurance and safety requirements. All drivers must be current registered PCA members (be advised that an associate member attached to a regular PCA membership will satisfy this requirement). Talk to your PCA member friends about this possible option. Or just fork out the \$46 for an annual membership and get the PCA national magazine as a bonus.

With the exception of a reduced licensing fee (see below), the normal PCA competition racing license requirements must be satisfied by all drivers. PCA Club Racing licensing requirements and forms are found at <http://pcaclubracing.org/licensing/>. PCA Club Racing will work with racers coming from other race organizations to help make this as smooth and easy a process as possible. But, please do not wait until the last minute. It could jeopardize you

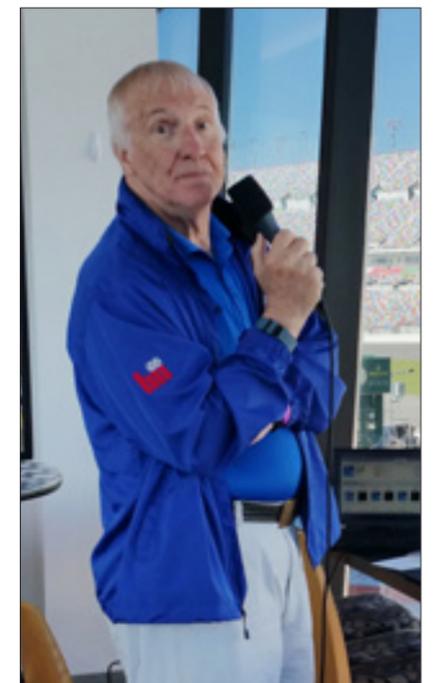
getting licensed in time.

Inquiries regarding licensing requirements should be directed to Susan Shire, PCA Club Racing License & Program Coordinator, at [PCAclubrace@aol.com](mailto:PCAclubrace@aol.com) 847.272.7764

## Racing Super Enduro Only?

Those who are racing ONLY the Super Enduro may request a PCA Club Racing license for \$40 (rather than the normal \$110 license fee). This would mean that you are racing ONLY the Super Enduro and not the regular sprint races. If you race another PCA race in 2018, then the balance of the regular racing license fee would be due. Inquiries about racing licenses for the Super Enduro should be directed to Susan Shire, PCA Club Racing License & Program Coordinator, at [PCAclubrace@aol.com](mailto:PCAclubrace@aol.com) 847.272.7761.

Good Luck 🍀



Dick Kjellsen, the voice in the sky at Sebring, Daytona and other club racing venues



# 944 CUP UPDATE

STORY BY PATTI MASCONI; PHOTOS BY JUHA LIEVONEN, ALAN GONICK, TED LIGHTIZER

## Checking in on East Coast 944 Cup Racing

By the time the days get longer and the temperatures are on the rise, the 944 Cup has already motored through nearly half of the 26 events across the nation scheduled for the series' 17th season. Let's look at the five Chapters that comprise the regional championships for the series held in the East and West, to find out who might just have a head start on championships.

## Warm-Weather Races Ignite Southern 944 Competition

With Sebring, NOLA and Road Atlanta on the books to open the sea-

son for the South, fields have begun to take shape – 68 total entries in all for the three 944 Cup classes. While the faster SP3 944s have typically led the way in car counts in recent years, this season shows that the pure spec SP1 cars are now fighting for the claim to the most populated 944 class.

944 Cup Veterans Brent Knoll, Larry Helm, and Denny Hiffman have blasted out of the gates to take the early lead in their respective classes for SP1, 2 and 3. But the pack behind lingers close with drivers like Mitchell Butaud, Rodrigo Herrera and Karl Poeltl boasting a combined total of 10 wins to date,

keeping the pressure on for the second half of the season.

## Halfway in the West

With now half the season behind the drivers in the West Chapter, Randy Bergum and Jack Mohn claim the top two spots in SP1, with the later bringing home three wins while the former continues to plug away with more finishes. Other drivers remaining in contention include William Kendall, Greg Phillips and Tim Meyer. Stay tuned as Buttonwillow, Laguna Seca, High Plains and Hallett remain to be decided for the balance of the season.

## North Chapter sets the Stage at Lime Rock

As if the official start of the North season did not create enough anticipation, four drivers in SP3 are all within 12 points of each other going into Round 2, with Denny Wasser makes his presence felt occupying the top spot.

Next up is Watkins Glen, already bragging of a 40 car field for the 944 Cup classes as of this writing. Not going unnoticed is the welcomed return of former Cup champ Jim Rothenberger, who had his season unexpectedly cut short in 2017, but has returned to SP2 to take the early lead in the standings. Long time 944 racer Dave Mann hopes to spoil the champs return as he rides just behind in second place.

## Mid-Ohio Opens for Midwest

SP3 and the Eurosport stable has long dominated the 944 Cup series in the Midwest Chapter, and its shaping up for an encore in 2018 with multiyear champ Denny Hiffman tied for first place with Jim Hamman who is mounting a legitimate effort to unseat the champ with solid finishes in the opener. But the chapter championship is far from being decided with nine races still to go and some of the best drivers and cars in the country staging for another barn burner in the class.

## SP1 reigns Supreme in Southwest

In last year's 944 Cup National Championship West race at Hallett, SP1 drivers set a record count for PCA and 944 Spec cars anywhere with 35+ cars. SP1 is poised again to bring these phenomenal numbers back to the track in the Southwest with huge fields showing up at COTA, NOLA and the Heartland tracks. The warm weather at these events has allowed the chapter to already run 9 of 11 races in the books with Mitchell Butaud taking a stranglehold on the Southwest crown with 7 wins.

The last two races of the season at Hallett include two double



points races, giving hopeful SP1 drivers like Bruce Kingsley, Steve Coomes and Jose Ayala a chance to upset the leader.

#### 944 Cup Nationals

The 944 Cup Nationals is a one race head to head competition to determine the 944 Cup National Champions for each of the three 944 Cup classes that take place in both the East and West.

The venue for the 944 Cup Nationals East will be at the iconic Daytona International Speedway on October 26-28. The venue for 944 Cup Nationals West will be in Hallett Motor Race Circuit on October 6-7. The best of the best and those trying to elevate their skills will be in attendance at the 944 Cup Nationals.

Any PCA club racer who has participated in at least one regional 944 Cup event during the season is eligible to become either or both East and/or West 944 Cup National Champion. 🏁

Below: Dave Derecola and what's his name at Amelia Island. Ya gotta love Magnus Walker! (OK, Dave does a pretty darn good job too!)



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# THE SOUND AND THE FURY OF PORSCHE IN ANGER

PCA Porsche Clash — Watkins Glen June 2018

STORY LUIS MARTINEZ; PHOTOS BY LUIS MARTINEZ & SKIP CARTER

As we quickly approach the 70th anniversary of this larger-than-life racetrack, we should recognize what this venue means to sports car racers, as well as to NASCAR and Formula 1 enthusiasts. Try this - ask an experienced racer, "Have you done The Glen?" and then watch their eyes light up, their eyebrows rise and with a broad smile they will tell you all about their first date with The Glen. This is mecca - this is The Glen! Experienced drivers and race fans will also share about schlepping through the muddy bog to the outhouses at Watkins

Glen International. Well, I do admit some things have not improved. But, hey - character - right?

In August, 2000, a visionary leadership team of the Riesentoter PCA (Philadelphia) decided to invite the Porsche Clash to The Glen. RTR President Bill O'Connell with Track Chair Mike Andrews, Social Chair Craig Rosenfeld and Event Chair John Chatley "managed to pull off the coup of the Century" by staging a 3-day HPDE and the very first Porsche Clash at the Glen - all on the same weekend! I remember distinctly participating in the DE, and

I still have a copy of that schedule observed by hundreds of DE drivers and Clash racers while we shared the track for 3 days. Congratulations to Riesentoter for starting history!

Fast forward 19 seasons, the PCA Clash at The Glen is organized under the leadership of PCA Zone 1. We are still witness to hundreds of racers towing in from many parts of the country. This weekend we had 265 drivers representing 52 PCA regions, and as far away as Canada (East and West), Florida, Alabama, New Orleans, Dallas, Chicago, Pacific Northwest, Connecticut,

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Michigan, Oklahoma and South Carolina. The 265 racers are divided into four groups: Green, Blue, Yellow and Red, with Red being the most sophisticated and powerful cars among the entrants. Regardless of class, the individuals represented in each group range from nervous neophytes to calloused, wizened hands. From 2010 to 2014 I was the Pace Car Driver at the Clash. The number of racers was so large that, on the Formation Lap, as I drove into the Bus Stop at the end of the back straight there were still cars leaving the false grid and entering the track, a mile behind me, and all of them starting on the same lap.

There are at least 265 reasons to show up at the Clash. Each racer has their own agenda so I paused to interview a couple of them – testimony to completely different purposes. For example, the story goes that John Uglum had a Porsche 911 (997.1) Turbo and was fond of driving fast. The White Plains, NY denizen found his way to Spencer Cox's shop, SpeedSport Tuning in Danbury, CT. Uglum chatted with Cox and learned that he could purchase a Cayman S race car for use at the track, where he could really stretch its legs. Well, after trying it out Uglum was hooked - on speed. Uglum also learned about Monticello Motor Club in upstate NY. He became a regular there and managed his way around the very technical, 18-turn, European style track. Fast forward seven seasons (we can only drive on track six months a year in the Northeast) and I found Uglum exploring the edge of his talent envelope at The Glen piloting a blue GTC6, the 711 car, putting down some fast laps. Uglum turned his best lap on Saturday afternoon's Sprint Race 2, Red Run Group, with a fantastic 1:54.382. If you've had a date with The Glen, you're drooling now. That put Uglum on a podium step – P3. Sunday's White Group enduro was another challenge, starting under light drizzle which progressed to a full rainstorm, but also brought

another podium – P1. Uglum's next event will be in Germany, racing a Porsche Cayman in the fourth race of the 2018 VLN series, run at the legendary Nürburgring using the full Nordschleife + Grand Prix configuration.

From a totally different perspective, I've known Riesentoter's Maureen McVail for many years. Back in the 1990s she was hustling a beautiful black 911 (964) around the fast banking at Pocono. I caught up with McVail in the paddock at The Glen where she was excitedly advocating a different concept – increasing the number of women in racing. McVail's MoRacing (Mauh-racing) is focused on advancing women's involvement in motorsport and automotive industries. McVail explains: "The MO Racing team works to advance motorsport opportunities on and off track for women, opening the door to automotive industries and motorsports." McVail has three cars for her aspiring women drivers (Porsche Spec Cayman, Porsche GTB1 and BMW M3). Her team of workshop speakers, novice & advanced drivers and advocates is gaining momentum. Savannah Ivanitski, Amy Dilks and Yoyi Fernandez are accomplished drivers who are involved with the initiative. McVail adds, "My agenda is to create that spark in the eye of a woman or girl that has discovered this incredible pastime. A recent green student 'just wanted to try this for her bucket list'. After the first session - she was shopping for used Porsches." You can monitor McVail's venture through her website, <http://moracing.net/>

Watkins Glen International, nestled in the bucolic countryside of the Finger Lakes region of upstate New York, is small town America with villages, hamlets and dozens of wineries situated on the shores of numerous panoramic lakes. On race weekends, the area is redolent of smoke from wood fires as campers gather with friends and family around burgers and steaks on BBQ. Family friendly, dog friendly, bike/scooter friendly,



Watkins Glen International is right at the heart of my home region PCA Finger Lakes. As Hurley Haywood said: "I always love going back to the Glen, it's one of my most favorite race tracks in the world."

Come see us, soon! ☒

*\*"At Maximum Speed" is an occasional column by Luis A. Martínez, sometime Track Anthropologist for Victory Lane Magazine, Motorsports Marketing Resources, The Frontrunner (Finger Lakes Region - Porsche Club of America) and Genesee Valley Chapter BMW Car Club of America.*



## MIKE'S SWAIN COATED ENGINES LAST TWICE AS LONG

Mike Loescher, 30 year owner of FinishLine Racing School has taught Jeff Gordon, Kevin Swindell, Craig Kinser and other big and small names. He started using 358 small block Chevs. After 5,000 laps the engines were torn down. The valve trains were tossed and engines rebuilt. Swain suggested Mike coat his engines for longer life. Mike coated one engine with all of Swain's coatings on valves, rods, pistons and domes. Mike ran that engine for 10,000 laps and pulled it down. It looked new and no parts needed replacement. He's been using Swain coatings in all his cars for 25 years. Mike even coats headers with White Lightning™ because his cars run cooler and have more power. He says "why would I change, the stuff works." It's really Swain Tech durable coatings or more frequent tear downs.



Mike Loescher, big name race instructor saves a ton of money using Swain coatings in his school cars, [www.finishlineracing.com](http://www.finishlineracing.com)



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This is Mike Moran and his new rocket ship with all his old and new tricks

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Mazda Laguna Seca Raceway

September 8-9  
Thunderhill Raceway

September 14-16  
High Plains Raceway

October 27-28  
Sonoma Raceway

November 10-11  
Buttontwillow Raceway



# 2018 MARDI GRAS CUP

NOLA MOTORSPORTS PARK

STORY BY JOHN CROSBY, PHOTOS BY RENY RAMOS PHOTOGRAPHY

The 2018 PCA Mardi Gras Cup held in March at NOLA Motorsports Park was a resounding success. The NOLA track has numerous configurations and the 2.75-mile circuit with the “esses” was the venue for the weekend. The event format included a separate NASA race group, NASA HPDE and Time Trial groups, along with the PCA race group.

Thursday afternoon kicked off the event with a Test and Tune hosted by the track. The schedule for the rest of the weekend was a little different than the typical Club Race weekend. On Friday there were practice sessions, fun races, and a 60-minute Enduro points race. On Saturday, after a morning warm up, there were two sprint

races with the second being a 17 lap points race.

After a Sunday morning warm up the PCA race group participated in an *Australian Pursuit* race. There are no classes in this type of race as each driver is handicapped based on their qualifying time. The grid is inverted and there is a staggered start from the pit lane. You old timers will remember this race format as a *Loonacy Race* or *Top Gun Challenge*.

After the Pursuit Race there was a victory celebration with all of the racecars pulling up to the podium with trophies and champagne for the top three finishers. On the Pursuit Race podium were Max George in an SP3 944 overall winner, P2 Randy Greff in a GTC3 Cup and P3 Barry Bell in 997 GTC4 Cup.

The PCA part of the weekend was over at noon giving everyone an early start for the trip home.

Social events included a party with much to eat and drink hosted by Jon Scheurich at the NOLA Sport Shop located on the property adjacent to the main paddock. In his steward’s report, Gary Knoblauch commented “The Friday night social at the NOLA Sport Shop was a huge success. There was good food and beverages as well as many vintage and race cars to view.”

Mardi Gras beads were flying at the Awards presentation on Saturday night held in the Events Center at the track. Approximately 150 people were in attendance. Emcee for the evening was Ron Gaubert, event co-chair. After the NASA awards

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were presented, Ron presented awards to the Enduro and Sprint Race 2 participants along with the Workers Choice awards. The Workers Choices winners were Sprint #1 Alejandro Galindo, Sprint #2 Mitchell Butaud, and for the Enduro, Gavin Narburgh. After the awards presentation numerous door prizes were handed out.

Additional comments by the Chief Steward: "The awards presentation was well attended and the awards dinner was very good. The facility is very well maintained and does not have many places that can damage a car that might go off track. The NOLA race facility is among the finest that we attend." The other Club Racing National staff members at NOLA were Simon Pontin, chief of timing, and scrutineers Walt Fricke and Tom DiCesare, a.k.a. the "Jack Man".

NOLA Motorsports Park is located only 14 miles from downtown New Orleans and many of the racers came in a few days early or stayed in town after the event to enjoy the many attractions, restaurants, and activities that New Orleans has to offer. Plans for next year's race are already underway. 🍀



Previous page: The Pursuit Race podium winners along with the entire field at Sunday's trophy presentation

Left: John Crosby and registrar, Michelle Crosby at awards celebration



Top: Jose Ayala, Mitchell Butad and Alek Timmons at the NOLA Sport party Friday night

Middle: There was plenty to eat and drink at the Nola Sport shop thanks to Jon Scheurich and company

Bottom: The Pursuit race grid line up in the pit lane



# JOHN CROSBY AND NOLA

STORY BY JOHN CROSBY; PHOTO BY SKIP CARTER

I was a sports car enthusiast since high school in the late 60's, but did not own a Porsche until 1981. A friend told me about the Porsche Club of America so I joined not having any idea what I was getting into. One of the club members was a pilot at the Houma airport south of New Orleans and arranged for the use of some apron and taxiway areas for an autocross. Club events were regularly held at this location and that is where I first got stuck with the needle.

There were no dedicated racetracks in the New Orleans area at that time, so autocross was it. I joined SCCA in 1984 (again, due to the lack of a local track). Their events were all autocrosses held on abandoned runways at the Naval Air Station.

Ironically in the early 1950s these same runways had been converted to a 2.8 mile road course, regularly used by SCCA in those days (a little before my time). I read that shortly after World War II many military bases were decommissioned, which opened the door for racing organizations to convert to racetrack use. You may be familiar with one in central Florida, which is still around and hosts a 12-hour race each year. The New Orleans Naval Air Station track only lasted a few years. If it had stuck around maybe it could have become another Sebring.

I eventually moved to time trial and DE events, but that took some traveling. I earned a novice race license from SCCA in the late 80's, which I

did not use much because of the travel required. I was getting more involved with PCA, attending a few Parades. In 1991 the national board meeting was held in New Orleans, which is where I met this guy named Alan Friedman who was promoting a plan for PCA to start a racing program. I became immediately interested. The program was approved in late 1991. That vote was not unanimous by any means. The first four races were held in 1992, and you know the rest of that story. Due to work and time constraints, I did not get involved in Club Racing until 1994.

In the early 1990s downtown New Orleans was the venue for several IMSA races. The last was going to be held in 1995, so I wanted to be

in it. I bought a ride in a GS Mustang, did a 6-hour race at TWS the month before to get used to the car and then the 3-hour evening race in New Orleans. It was pretty cool driving past City Hall at sunset in my hometown at 120 mph. I did a lot of PCA racing in the 90s but still no dedicated track around New Orleans. My involvement in Club Racing management grew during those years. I became a scrutineer, a steward, and eventually the Club Racing Chairman from 2001 to 2006.

There were always rumors floating around that a racetrack was going to be built in the New Orleans area, especially after the IMSA street races. Nothing came to fruition until 2000.

A new drag strip was being built between New Orleans and Baton Rouge. A few of my road racing friends got involved, talking the owner into adding a road course. The road course was an afterthought. The design was done with hand sketches on paper and became the Circuit Grand Bayou at No Problem Raceway. (*No Problem* was the nickname of the owner, a big drag racer.)

The road course was a tight, twisty 1.8 mile circuit. It was all we had and was much appreciated. The Mardi Gras and Whiskey Bay PCA Regions hosted Club Races there until 2010. I chaired several of these races, always hoping for bigger and better things. The aforementioned pilot (at one of the earlier Club Races in 2002) landed his plane on the drag strip straightway, picked up the Kelly Moss crew and drivers and flew them to New Orleans for the evening. There is way more to that story!

In 2009 word was out that a new track was going to be built on the west side of the Mississippi river very close to downtown New Orleans. Rumors had come and gone over the years about tracks, so I was skeptical. My skepticism ended when I learned that this was a personal project of Laney Chouest. I did not know Laney, but I knew of his fam-



John Crosby,  
Club Racing  
Steward at  
the 2002 race  
at Portland  
International  
Raceway

ily and their offshore boat building business. His brother was part owner of the New Orleans NBA basketball team, and they definitely had the funds to make it happen. The numbers being thrown around were not for the faint of heart. Laney made a personal effort to get local car clubs involved and held numerous parties and luncheons, attending club meetings and soliciting input from car enthusiasts. This piqued their interest and let everyone know what was being planned.

When I finally met Laney we hit it off pretty well. He knew of my involvement in racing and seemed especially interested in my input. I was invited to a meeting with only himself and Alan Wilson, who designed the NOLA Motorsport Park facility. We viewed Alan's power point presentation on the track design, a far cry from the paper sketches we used to design the Circuit Grand Bayou facility. It was interesting to see what goes into designing a racetrack. There were overlays that would show potential run off areas and run off distances from the track in all of the turns. If the run off areas overlapped that meant there was a need to install barriers between those turns or to change the design layout.

NOLA Motorsports Park opened in late 2011. The first PCA Club Race was held in 2012 and every year since. The facility is truly world class. It is 20 minutes from the French Quarter and convenient to the entire metro New Orleans area.

The 2.75 mile track configuration with the "esses" is most commonly used. There are numerous other configurations which include the Indy circuit which was used in 2015 for the Indy Grand Prix of Louisiana and a 2.4 mile version with a 5,200 foot straightaway.

In addition to the road course, the 1,700 acre park includes a 40 acre karting facility, a 34,000 square foot events center building, a 20,000 square foot full service race shop, a 7 acre autocross pad, 25 acres of paved paddock area, private garages, several miles of off road courses, a shooting range, as well as administration and maintenance buildings. The NOLA Motorsports Park website is: <https://nolamotor.com>

The karting facility includes 30 acres of track area with three separate circuits, one of which is lighted. It is the largest kart track in the country. The daily rentals and rental leagues are very popular. There are many different race series that come to NOLA.

The race shop is the home of NOLA Sport, located adjacent to the paddock area of the main track. As part of the NOLA Sport Team, we are competing this year in the PCA Trophy East Series in a Cayman GT4 Clubsport. You can read more about the PCA Trophy East Series here: <http://clubsport.pcaclubracing.org>

The Mardi Gras and Whiskey Bay PCA Regions have always enjoyed a great rapport with the track management and hope to continue that relationship. ☒

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# RACING AND THE SUBCONSCIOUS BRAIN

STORY BY ALAN FRIEDMAN

Yogi Berra said that baseball is 90% mental and the other half is physical (or something like that). And racing is ---?

I'm an older racer. When I started, there was not much available compared to today with schools, sim-

ulators, data acquisition systems, coaches, etc. Mostly there were a few books, stop watches, and in-car instruction at PCA drivers education. Books were helpful. I liked Alan Johnson's 1971 *Driving in Competition*. I was taken with the idea that

racing was not some seat of the pants, super fun, throw caution to the wind activity, but one that involves intense work, focus and preparation. I liked the idea that he never put the car on the track for any session without a clear set of measurable objectives.

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This got me pondering the mental aspects of race track driving, and then racing, and how we use our brains to carry out this complicated activity.

In addition to PCA DE in my early years, I also did a couple of years of autocross in the local sports car club council series. This resulted in an *a ha* moment about the role of the subconscious part of my brain in driving. I observed that the winning driver in my class, more often than not, did his best run on his first run (this series was a typical track walk plus three timed runs autocross), and that often his 2nd/3rd runs were not as good as the first. Huh? What was going on here?

#### A tennis idea

Illumination came when I read a book my teenage son was engrossed in called *Inner Tennis* by Timothy Galway. Lots of good stuff in there, but the basic thing that got my attention was (to paraphrase): your subconscious brain (something like 90-95% of our internal computer and sensory linkage) can play tennis fine but your conscious brain screws it up!

Galway presents lots of tricks to use in tennis to keep the conscious brain from screwing things up. The one I liked was *conscious breathing* between points. It is hard to carry on a mental conversation with yourself if you are really doing *conscious breathing*. Effectively, by conscious breathing between points it's impossible to think about what happened at the last point, or to plan for the next point. Then, when the next point begins, the subconscious brain (which can play tennis well) takes over.

An autocross is a pretty dynamic event, sort of like an intense tennis point that goes on for 60-90 seconds, 20+ turns, huge numbers of decisions about speed, braking, throttle, turning, and huge numbers of visual/tactical/and acceleration sensory inputs. Way too much for the conscious brain to handle without screwing up.

#### The subconscious can drive

So, I concluded that the guy I was trying to beat was doing his best run on the first run because he wasn't thinking about any specific corner; he was letting his subconscious drive and get through the whole course.

I tried this. As I approached the starting line for my first run I just focused on breathing consciously. When the flag dropped my subconscious took over — And it worked! I started getting great first runs. Then, with the time between runs, I could think about which corners I could do better on. My 2nd and 3rd runs were generally not as good as my first one (so, my conscious brain screwed it up). Usually I found places to try to get faster, but then blew some other part of the course. So, my subconscious brain turns out to be a decent autocross driver.

Not a surprise, the subconscious is key, and does most of the work. On the racetrack, with your subconscious well in control, you can use your conscious brain for the new things that come up (like deciding on effective passing maneuvers). As we all know, keeping the racing part of our subconscious tuned up takes regular practice.

#### Training the subconscious

As an aside, for people who worry about balance and how to *exercise* for balance, the experts say it's pretty simple - do lots of things that require balance. That keeps the subconscious functions tuned up. Any activity that involves rapid physical reactions (tennis is a good one) is good for maintaining the brain's subconscious balance wiring and algorithms.

I've have also gotten the sense through my own driving/racing that, if I could train my subconscious a lot more, I could have better *feel* for the car, and that would allow me to drive/race even better. *Feel* to me must be the internal circuitry in my subconscious that connects all the sensory inputs: eyes, hands, inner ear, butt, skin accelerometers... and

feeds the internal programs that use these inputs to guide my feet and hands to keep the car on the track at something like the actual limits of the car.

So, how do we train our subconscious? Obviously this is where seat time, methodical practice, simulators, data acquisition feedback, coaches, etc. come in. Note that when PCA Club Racing began, we specified that rookie candidates had to have significant seat time. That at least assures a reasonable level of subconscious training for driving the car at speed on a racetrack. I think PCA was the first racing organization to recognize this.

#### How much training?

But how much training does our subconscious need? One interesting answer comes from the book *Outliers* by Malcolm Gladwell: to get really good, we need a huge amount of training. He makes convincing arguments that any of us can achieve professional level skills in almost any discipline by putting in 10,000 hours of concentrated practice. That's a lot (5 years of 40 hours per week). And he indicates that there may not be such a thing as raw talent, but rather some people just have a ton of desire to devote huge blocks of time and big parts of their life to a single pursuit.

So, let's see: In my almost 40+ years of driving and racing while raising a family and having a career, I figure I've got maybe 1,200 hours of seat time. OOPS - that ain't going to cut it Friedman!

#### Conclusion

Darn all those kids starting in go-karts, continuing to racing schools, etc., before getting to high school. Kids do have a chance of getting to 10,000 hours and being the next amazing pianist, or an Olympian, or the next F1 world champion. They'll have the time to properly train their subconscious brains to get closer to the 10/10ths whenever it is needed under any conditions. . ☒

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# ROCKY MOUNTAIN REGION LADIES' DAY

PAST, PRESENT AND FUTURE CLUB RACERS

STORY BY LYNDA LOVE; PHOTOS BY DAVE PHILIPS, LYNDA LOVE, DAVE CHANCE, BRIAN LOVE, BRIAN LEARY, KRISTA TURNER, WALT FRICKE & HAP HENDERSON

Rocky Mountain Region's annual Ladies' Day is the largest women-only track event in PCA. RMR also has more female DE drivers than any other PCA region. Finally, RMR has more licensed female Club Racers than any other PCA region. How does the culture of RMR encourage female DE drivers, and why do some of those drivers decide to pursue racing? To provide

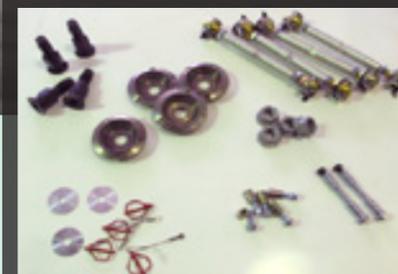
reasons for RMR's success, I interviewed RMR licensed Club Racers Lisa Bryan, Vicki Earnshaw, Kathy Fricke, Sarah Henderson, Lisa Hunsicker and Alexandra Sabados.

There are multiple factors in RMR's success at fostering women racers. The first is historical: back in 1998 a group of five RMR women who were participating in DE events at the now defunct Second Creek

Raceway in Denver, CO thought that more women should be driving on the track. They came up with an idea to introduce more ladies to high speed performance driving so they too could enjoy the satisfaction of DE driving. From that conversation the Rocky Mountain Region's Ladies' Day was born. Long-time PCA Club Racer Kathy Fricke wrote, "My feeling is that we do not set the bar so

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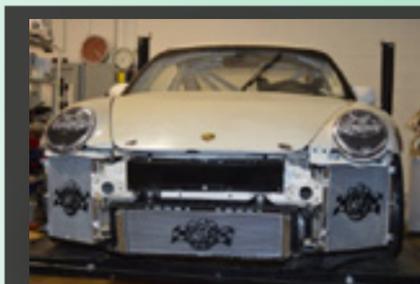
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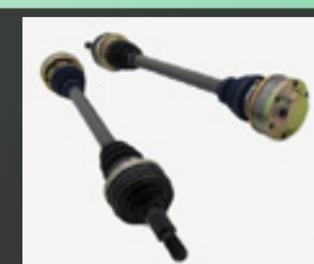
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high that our ladies feel intimidated. The Ladies' Day track event held once a year is just the ticket for their entry into experiencing what it is like to be on a racetrack. They attend this event because every gal knows we will not put them under any undue pressure! We assist and share with them what we Instructors know, in a low-key atmosphere. That's right, no men allowed on the track unless they are instructors. When our ladies attend the Ladies' Day, they truly understand that passion their husbands or significant others have already felt. They go home with a smile and wondering when they can do this again."

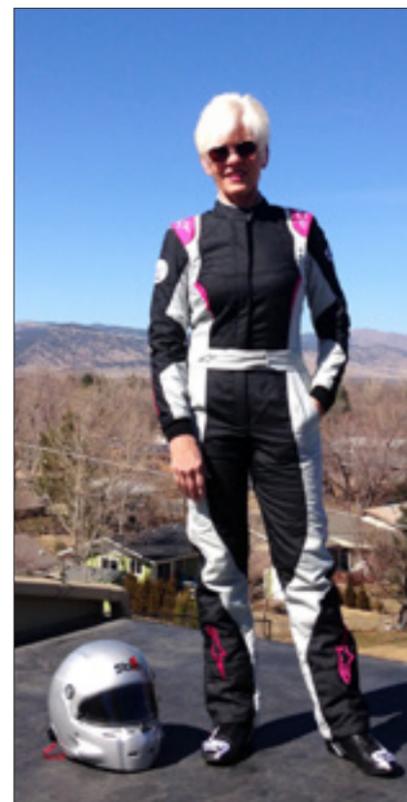
The men of RMR have a history of supporting RMR's women track drivers over the years. Lisa Hunsicker mentioned their friendliness and enthusiasm at the track. She has continued to feel that camaraderie in her racing career. Indeed, Ladies' Day would not be a success

without the involvement of RMR's male instructors and volunteers. Most instructors, whether male or female, say that Ladies' Day is their favorite event to attend and instruct.

Additionally, the women instructors of RMR have served as role models for other female racers in the RMR community for many years. Lisa Bryan mentioned Vicki Earnshaw and Kathy Fricke as important role models. Lisa and Sarah Henderson are continuing to race, as well as instructing the next generation of women DE drivers.

Finally, Vicki Earnshaw and Lisa Hunsicker feel the culture of Colorado in general fosters women racers. Colorado has an active, adventuresome populace that is accepting of outdoor activities and female athletes.

But why did these women make the jump from DE driver to Club Racer? For Lisa Bryan, it was a love



**Title photo: RMR DE drivers and club racers at the June 2017 PCA Club Race held at High Plains Raceway. (L-R: Sarah Henderson, Lynda Love, Susan Bucknam, Alexandra Sabados, Kathy Fricke, Vicki Cox-Jones, Luann Dodge and Debbie Kelsing. Kneeling: Lisa Hunsicker and Lisa Bryan**

**Top: Rocky Mountain Region's Ladies Day DE attendees, July 2017**

**Left: Kathy Fricke, senior female driver in Rocky Mountain Region**

**Right: Lisa Hunsicker at COTA in March, 2018**



of racing itself. Lisa wrote, "In August 2009, I watched my first wheel-to-wheel club race at HPR and fell in love with racing." Alexandra Sabados and Sarah Henderson both followed their fathers into racing. Additionally, Alex mentioned racing's similarities to downhill skiing. Meanwhile, Sarah loves racing's adrenaline rush, especially at the start of a race.

Lisa Hunsicker had a different, important take on why she decided to pursue racing. Lisa bought a racecar because she wanted to upgrade her equipment. She wanted the proper safety equipment, including a roll cage and a Hans device. "If I'm going to do this, I need to be safe," she said. Lisa also loves to travel and finds other tracks and racers to be approachable and friendly.

What is the future for RMR women racers? Last July I co-chaired RMR's Ladies' Day at the small State Patrol Track in Golden, Colorado. Sixty-two women participated and 24 of them were complete novices. At RMR's September DE, six women from the Green group took the next step and came out to HPR. Will these women someday become PCA Club Racers? A lot of RMR members are working to make that a strong possibility.

(Special thanks to Luann Dodge for her contribution.)



Top: Sarah Henderson  
Center: Lisa Bryan  
Bottom: Alexandra Sabados

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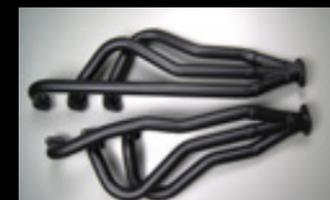
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# FROM THE BASEMENT... APEX PERFORMANCE

STORY BY CLARK HAMERLY; PHOTOS BY CLARK HAMERLY AND SKIP CARTER

I joined PCA in 1991 and, at that time owned a 1981 911 SC. I attended the Allegheny Region's annual All-Members dinner and unexpectedly won a free driver education weekend at Nelson's Ledges. I had never considered going to the track, but I had to give it a try. I absolutely loved it and knew that this was something I wanted to get as much of as I could get. I was 46 years old (not exactly a kid), and did as many DEs as possible over the next 2-3 years at Nelson's Ledges, Mid-Ohio and Summit Point. I couldn't get enough.

In 1994, I acquired a purpose-built racecar that had won the SCCA Runoffs in 1981 and was on

a 1981 Porsche factory race poster. The car is a 924DP (or 933) raced by Tom Brennan. I still own this car. When I say purpose built, I mean purpose built. Everything was trick and constantly needed attention. I only drove it three times before it got pushed to the side of the garage in favor of some 944s that were much easier to track.

In November 1996, I got divorced from a woman who failed to see my fascination with cars (much less going to the track).

In February 1998, Linda and I got married. I told her up front that Porsches and going to the track were a big part of my life. She said she understood and wanted to join me

(win-win!). She had a Camaro and did a couple of PCA DEs. We were having fun and she liked it.

In 1999, I purchased a 1995 968 that was a light front end total. I decided to turn it into a racecar. I needed seats, so I bought into Corbeau as a dealer thinking I would just sell off the Corbeau seat inventory to other drivers. This was the beginning of Apex Performance out of my basement in Pittsburgh, PA. I realized I had the knack for selling stuff and I enjoyed it.

I wasn't very good with computers, but Linda (being 24 years younger) was cutting edge. She would ask me what I was doing on the computer until midnight. My response was,

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“for the first time in my adult life, I am making money without working for someone else.” From 1999 to 2001 we sold Corbeau seats and mufflers to kids running Hondas. I did not understand what they were doing, but I did understand road racing. So, in 2001 we started to lean towards racing safety: helmets, harnesses, etc. I served as President of the Allegheny Region 2002 and 2003, and we had a PCA Club Race in 2003 at what was then called BeaveRun (now named Pitt Race). I decided it was time to get my PCA Club Racing license. At the same time Linda quit her full-time job to run the business out of our basement. We were the trackside supplier at BeaveRun in 2003- 2004. This paved the way for us to get a HANS dealership. This was our version of winning the World Series, and it felt like we had arrived. We also became the full series sponsor for the 944 Cup series.

In 2009 I left my full-time job. We sold our house and moved to Murrells Inlet, SC, a place where we already owned a condo. Because we couldn't run the business out of our condo, we leased a 1,500 square-foot unit in an industrial park. I remember signing a three-year lease thinking to myself, “buddy, I hope you know what you are doing!” In 2010 we were looking for new sponsorship opportunities. We looked towards PCA Club Racing and, in 2010, we became a National Sponsor, which has worked well for us. We understand the PCA mindset. We are Porsche people ourselves and, while we no longer drive at the track, we still have four Porsches.

At the same time we became a Performance Friction (PFC) distributor. This was an easy sell for me. I had raced on PFC's and knew they worked well, so I could tell people how the compounds would perform. I memorized all the part numbers for Porsches and BMWs. Linda would listen to me talking to customers, telling them the part numbers from memory, and she would ask “How can you remem-



ber all those part numbers but you can't remember where you left your keys?” Good question...

Since 2010, we became Motorsports Partners of Essex Parts (North American Importers of AP Racing and Ferodo) and Girodisc. We also upgraded our trailer to the current 53' Featherlite. We go to the track about 15 weekends a year. You'll always find myself, Linda and Miles (our track dog).

We set the inside of the trailer up as a store. Drivers can walk through, pick things up and look. Most of our weekends are DEs, but we support

three Club Races a year: Sebring, Daytona and Road Atlanta. In 2011, we purchased a lot in the industrial park where our office was leased. Then in 2013, we built our own 4,100 square-foot building which will be totally paid in full at the end of this year.

Looking back, we have come a long way from our basement in Pittsburgh and it is largely due to our affiliation with PCA. I am now 72 and keep getting asked, “when are you going to retire?” I tell everyone the same thing, “I will retire when it is no longer fun. I love it.” ☒

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43	West Coast Series (9 races)	see flyer

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# PCA CLUB RACING 2018 CONTINGENCY PROGRAMS

BY RYAN CARIGNAN

Here is an outline of the various contingencies available to racers. Award guidelines and forms can be found at: <http://pcaclubracing.org/contingency/>



- GTC 3-7 – Tires awarded to class winners of championship points races having two or more starters
- GTB 1-3 – Monetary discount awarded to podium finishers based on car count
- Any open tire class running Pirelli Racing Slicks – Monetary discount awarded to podium finishers based on car count



- SP3, SP997, SPC, 911 CUP – Tires awarded to podium finishers with three or more cars in class



- SP1, SP2, SP3, SP911, SPB, SPC, SP997, E Class – Discount for podium finishers with 3 or more cars in class



- SPB Class – Toyo Bucks awarded to 1<sup>st</sup> thru 5<sup>th</sup> based on number of cars in class



- All open-tire GT classes at Road Atlanta, Watkins Glen, VIRginia International, Road America, Daytona International Speedway – tires awarded to 1<sup>st</sup> and 2<sup>nd</sup> place based on number of cars in class
- Grand Prize awarded to one Front Runner Champion for trip to 2019 Rolex 24 Hours of Daytona



- Certificate for one case of oil at select driver's meetings
- Certificate for one case of oil for winner of Sprint 2 race in D and E class (if participating) at select races



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# 2018 HARD CHARGERS

BY MICHAEL WINGFIELD, CHIEF OF NATIONAL TIMING & SCORING

Name	Region	Class	Description	Start	Finish	Index	Race
<b>48 HOURS AT SEBRING — FEBRUARY 2-4</b>							
Bill Rudtner	MNY	SPB	97 Boxster	8	8	3	Orange Sprint Race 1
Javier Ripoll Jr	SFL	SPB	98 Boxster	10	7	3	Orange Sprint Race 1
Mark Murray	FLC	SPB	99 Boxster	12	7	5	Orange Sprint Race 2
Scott Plunkett	MSO	F	S 90 964	35	21	14	Green Sprint Race 1
Gene Raymondi	CNY	E	S 04 Boxster	33	21	12	Green Sprint Race 2
Nicole Robichaud	OHV	GTD	16 Cayman GT4CS	32	16	16	Red Sprint Race 1
Gary Knoblauch	CHO	GTB1	10 Cayman	39	23	16	Red Sprint Race 1
Michael Williams	MAV	SP996	09 996 C2	41	25	16	Red Sprint Race 1
Joe Crane	CHO	J	P 004 GT3	41	30	11	Red Sprint Race 2
Al Uscinski	CHO	GTC3	02 GT3 Cup	43	31	12	Blue Sprint Race 1
Anton Dias Perera	MSO	GTC3	996 GT3 Cup	50	32	18	Blue Sprint Race 2
F Garcia/C Friedman	SFL	SPB	99 Boxster	39	15	24	Black Enduro
Joe Crane	CHO	J	P 04 GT3	29	17	12	Purple Enduro
Tom Kirk	SPC	GT4	95 911	48	10	38	Pink Enduro

<b>BARBER MOTORSPORTS PARK — MAY 18-20</b>							
Mike James	FLC	SPB	99 Boxster	9	7	2	Red Sprint Race 1
John Gladwell	MAV	SPB	97 Boxster	3	1	2	Red Sprint Race 2
Ryan Yard	HCT	GTB1	11 Cayman	12	1	11	Blue Sprint Race 1
Bill Corcoran	NST	E	S 85 911	23	17	6	Blue Sprint Race 2
Ray Ramirez	LST	E	S 83 911	29	23	6	Blue Sprint Race 2
Bart Collins	GCT	GTA2	13 GT3 Cup	12	5	7	Green Sprint Race 1
Ryan Rounkle	HCT	GTA1	04 GT3	16	9	7	Green Sprint Race 2
D Bell/B Bell	LST	GTC4	08 911 GT3 Cup	29	18	11	Gold Enduro
Mark White	CHO	E	S 87 911	21	10	11	Yellow Enduro

<b>BUTTONWILLOW RACEWAY PARK — MAY 19-20</b>							
Charles Krause	GG	SPB	98 Boxster	20	12	8	Sprint Race 1
Greg Chiocco	GG	SP1	85 944	26	20	6	Sprint Race 2
Tim Meyer	LVS	SP1	88 944	20	15	5	Sprint Race 3
Greg Chiocco	GG	SP1	85 944	24	19	5	Sprint Race 3
Randy Bergum	AZ	SP1	88 944	25	20	5	Sprint Race 3

<b>CALIFORNIA FESTIVAL OF SPEED — APRIL 20-22</b>							
Jim Cullen	GG	GT4	70 RSR	19	6	13	Blue Sprint Race 1
Paul Friedman	ORC	SP911	79 911SC	33	25	8	Blue Sprint Race 2
Dan Davis	ORC	GT1	03 GT2	10	6	7	Green Sprint Race 1
Mike Monsalve	SBA	GTC5	12 GT3 CUP	13	9	4	Green Sprint Race 1
Chasen Garcias	GG	GTC6	GT3 CUP	10	6	4	Green Sprint Race 2
Tim Smith	GG	SPB	98 Boxster	31	19	12	Combined Enduro

<b>CIRCUIT OF THE AMERICAS — MARCH 2-4</b>							
Dominique Lequeux	PST	GTC6	14 991 GT3 Cup	23	15	8	Blue Sprint Race 1
Dale Hartzell	RMT	GTA1	03 GT3 Cup	37	29	8	Blue Sprint Race 1
Thomas Kroehle	MAV	SP997	09 997 2	26	9	17	Blue Sprint Race 2
Burt Williams	LST	GT5	70 911S	34	22	12	Red Sprint Race 1
Sean Neel	GPX	SP911	81 911	22	10	12	Red Sprint Race 1
Bill Tutt	LST	E	S 87 911 Carrera	42	27	15	Red Sprint Race 2
Randall Joe	APR	GTC4	07 997 Cup	35	15	20	Blue Enduro
Ray Ramirez	LST	E	S 87 911 Carrera	29	19	10	Red Enduro

<b>HEARTLAND MOTORSPORTS PARK — APRIL 28-29</b>							
Harvey Robideau	NST	DS	83 911SC	33	24	9	Sprint Race 1
Tim Sheridan	HCT	SPB	99 Boxster	33	17	16	Sprint Race 2
Charlie Lacy	MAV	SPB	98 Boxster	35	19	16	Sprint Race 2
Rachelle Butaud	LST	SPB	98 Boxster	26	19	7	Sprint Race 3

<b>LIME ROCK PARK — APRIL 21-22</b>							
Kevin Palmer	HCP	SP2	85 944	7	4	3	White Sprint 1
Paul Devany	MNY	SPB	99 Boxster	17	9	8	White Sprint 2
Corey Mcfadden	RTR	SPC	06 Cayman S	11	5	6	Yellow Sprint 1
Tim Lambie	UCR	SPC	06 Cayman S	18	13	5	Yellow Sprint 2
John S Shafer	CTV	SP911	80 911SC	19	14	5	Yellow Sprint 2
Charlie Boyer	NNJ	GTC3	03 GT3 CUP	13	7	6	Orange Sprint 1
Charles Mayer	CTV	GT3	72 911	15	9	6	Orange Sprint 1
Todd Pajonas	CTV	GTB1	06 Cayman S	18	12	6	Orange Sprint 1
Michael Embler	SCH	GTB1	12 Cayman	19	13	6	Orange Sprint 1
Howard Altman	SCH	GTB1	11 Cayman S	20	14	6	Orange Sprint 1
Michael Embler	SCH	GTB1	12 Cayman	17	13	4	Orange Sprint 2
Dennis Howard	CHS	VO6	V 83 911SC	11	9	2	Vintage Sprint 1
Donald Jacobs	RTR	VGTO	V 74 914	2	1	1	Vintage Sprint 2
Jeffrey Neiblum	CTV	VO 6	V 69 911 Carrera RS	6	5	1	Vintage Sprint 2
John Koster	CTV	VO 6	V 78 911	7	6	1	Vintage Sprint 2
Bobby Singh	MNY	VU 6	V 70 911	10	9	1	Vintage Sprint 2
Ted Goneos	CTV	VU 6	V 68 911	11	10	1	Vintage Sprint 2
Mike Spraggins	POT	VU 6	V 70 914	12	11	1	Vintage Sprint 2

<b>MID OHIO SPORTS CAR COURSE — APRIL 27-29</b>							
Louis Betstadt	NIA	F	P 87 911 Carrera	15	8	7	Orange Sprint 1
Andy Dotter	HUR	F	S 92 964	16	9	7	Orange Sprint 1
Chad Crouse	BGS	SP996	99 Carrera	17	6	11	Orange Sprint 2
Jonathan Taylor	BGS	GT3	14 Cayman S	15	12	3	Black Sprint 1
Keith Erickson	NST	GT1	01 996 TT	11	6	5	Black Sprint 2
Steve Erickson	CHO	J	S 04 911 GT3	28	13	15	White Enduro

<b>NOLA MOTORSPORT PARK — MARCH 23-25</b>							
Keith LaNasa	MG	GT3	00 Boxster	13	8	5	Sprint Race 1
Barry Bell	WB	SP996	P 99 996C2	10	5	5	Sprint Race 2
Burt Williams	LST	GT5	70 911S	22	17	5	Sprint Race 2
Burt Williams	LST	GT5	70 911S	28	18	10	Enduro

<b>ROAD ATLANTA — APRIL 6-8</b>							
Bernard Nussbaumer	MAV	SPB	98 Boxster	6	4	2	Red Sprint Race 1
John Gladwell	MAV	SPB	97 Boxster	3	2	1	Red Sprint Race 2
Ray Ramirez	LST	E	S 83 911	36	22	14	Blue Sprint Race 1
David Howells	HCP	E	S 85 911	37	23	14	Blue Sprint Race 1
Raphael Assuncao	PST	GTB3	10 Cayman S	28	18	10	Blue Sprint Race 2
John Haas	CHV	E	S 82 911 Euro	41	31	10	Blue Sprint Race 2
Dominique Lequeux	PST	GTC6	14 991 GT3 CUP	20	12	8	Green Sprint Race 1
Mike McMenamin	TRR	GTC3	01 CUP	26	19	7	Green Sprint Race 2
Jose Ayala	LST	SP1	84 944	46	16	30	Yellow Enduro
Mitch Richard	MG	GTB1	10 Cayman	24	11	13	Gold Enduro
P Ford/C Ellsworth	MSO	K	S 07 GT3	33	20	13	Gold Enduro
Sergio Pagliaruli	REN	GTB1	06 Cayman	42	29	13	Gold Enduro

<b>THUNDERHILL RACEWAY — MARCH 24-25</b>							
William Pickering	LPA	SPB	99 Boxster	13	8	5	Sprint Race 1
Trygve Isaacson	GG	SPB	98 Boxster	14	10	4	Sprint Race 2
Doug Boccignone	DIA	SPB	97 Boxster	12	7	5	Sprint Race 3

<b>UTAH MOTORSPORTS CAMPUS — MAY 4-6</b>							
Kenneth Greenberg	INT	GT3	93 GT3	10	7	3	Sprint Race 1
Fred Veitch	ALP	GT1	01 996 T	13	10	3	Sprint Race 1
Scott Long	ALP	GTA2	13 997.2	15	12	3	Sprint Race 1
Chris Haunold	SS	GTC4	08 911 CUP	7	4	3	Sprint Race 2
George Hess III	ALP	GTC3	00 996 CUP	14	11	3	Sprint Race 2
Tim Martin	INT	G	S 97 911	15	12	3	Sprint Race 2
Bob Jones	INT	F	S 87 911	17	14	3	Sprint Race 2
William Kendall	INT	SP1	86 944	21	18	3	Sprint Race 2
Randy Bergum	AZ	SP1	88 944	22	19	3	Sprint Race 2
Dave Bradshaw	INT	GTC5	12 GT3 CUP	6	5	1	Sprint Race 3
William Kendall	INT	SP1	86 944	18	17	1	Sprint Race 3

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## 1989 951 (944 Turbo S) F Stock race car & 30' trailer

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## 2015 Cayman Race Car

Contact Lisa Bryan at LisaBryan617@gmail.com (720) 217-9750  
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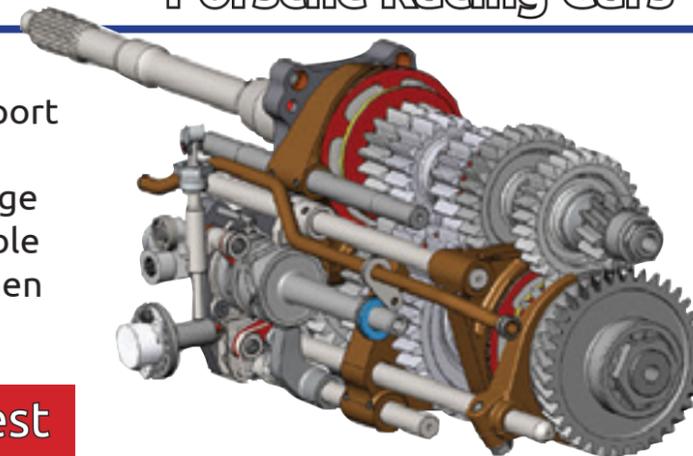


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