

# PCA Club Racing

# NEWS

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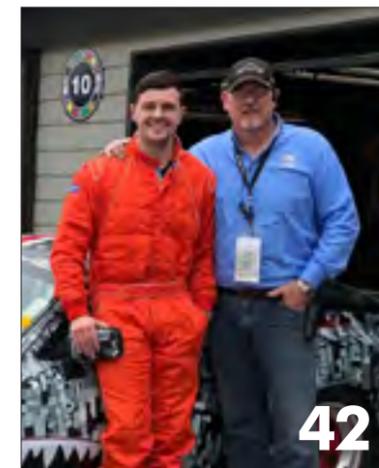
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**On the Cover:** Photographer Ken Hills took this photo Everett Topher's Spec Boxster at Sebring Club Racing News (CRN) is the official publication of the Porsche Club of America, Club Racing, and is published quarterly. Written contributions and 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



# From the Chair

WEST DILLARD • PCA CLUB RACING CHAIR

## Class Changes over 28 Years

The PCA Club Racing program is now in its 28th year. Much has changed in that time, perhaps most notably the cars themselves. In the early days, we had Stock classes, and for cars with modified engines, GT classes. While we still have those classes, they are getting smaller and smaller. Looking at registration for one of our large events, just 28 of 153 cars are Stock or GT.

## What Classes are Growing?

The classes we see most growth in are the Spec classes; this includes SPB, SPC, SP1 and SP997, and classes with a balance of performance (BoP) formula like GTB.

By the way, if you are having trouble with this alphabet soup, the secret decoder ring is here: [pca-clubracing.org/rules](http://pca-clubracing.org/rules). I think the common themes are close racing, a spec tire with contingencies for winners, reduced weight, decent size fields and some measure of cost control.

So what can we do to support this evolution? The Club Racing team works hard to get sponsorships and contingency programs. We do our best to provide a level playing field by monitoring compliance to rules. Special programs like Triple Trofeo for GTB1, regional championship races for 944 Cup and our West Coast Series help build interest and car count. We also keep an eye out for new and interesting growth opportunities like SPC and SP997.

## 911Cup and Vintage

Speaking of growth opportunities, let's take a look at two of our newest classes, 911Cup and Vintage.

The goal for 911Cup is to pull the Stock D, E and F short hood 3.0 and 3.2 air-cooled cars into a single, competitive group. Time was short for 2019 and we needed to move forward, which did not leave us enough time to effectively balance the performance of all three classes.

This year we have focused on E class cars. We allow 911Cup to run 150 pounds lighter than their designated E Stock weight, and also instituted the Hoosier TD as a spec tire. The use of an old school bias ply tire has generated some controversy, and will be reevaluated for 2020, but the formula is showing potential.

Now we have to integrate D and F into 911Cup. F should be easy, as the performance of E and F 911s is quite close already. I'd love to see someone who isn't concerned about the F championship, run Hoosier TDs at a few races and see how they do against 911 Cup.

## D Class Info Needed

D will be more challenging, as D cars run at the same weight as E cars, but are down about 25 horsepower. You can't make that up with weight reduction, so we may have to look at power, or a combination of things. I'd love to hear from D Stock folks about how much ballast you run, or how much weight you could inexpensively and easily lose.

Another new class is our Vintage group, which has a wide variety of air-cooled cars from 1989 and earlier. Most of the models we were running when PCA Club Racing started in 1992 are now eligible for our Vintage group. Running short races on historic courses against other, older, cars is proving to be appealing to many of our racers. In just its second year, Vintage is already developing a fan club with great camaraderie.

I will end by saying that if you have always dreamed of running a 928 in PCA racing, fear not, we will continue to have a class for everyone.

See you at the track!

West



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# Down to Business

RYAN CARIGNAN • CLUB RACING BUSINESS MANAGER

## Contingency Changes in 2019

I'm sure that most of you have seen the contingency offerings for 2019 by now, but I'd like to discuss a few here. Contingency programs offer a small, but not insignificant, incentive and offset to your race weekend. Inevitably, some of the contingencies get claimed by the same racers over and over because they are consistent winners. This year, we have two programs that are changing things up, as well as one series that will recognize a competitor not on the podium.

## PennGrade Motor Oil

The first sponsor program is the PennGrade Motor Oil contingency for the SP3 class. When the representatives from PennGrade asked me what I thought would work for a contingency this year, I told them we need to reward more than just the winner. They liked the concept, and after batting a few ideas back and forth, we agreed to the program announced at the beginning of the year.

The contingency is a drawing of the registered drivers in the SP3 class who start Sprint 2. By creating a random drawing of the racers, everyone has an equal chance of winning a case of oil from PennGrade, something many racers will need and hopefully appreciate. So if you're an interested SP3 racer, check out the contingency offered by PennGrade and register for the program, your chances of winning are pretty good regardless of where you finish.

## Motion Control Suspension

The next program that is a little unorthodox this year is the brand new one for the SPB class offered by Motion Control Suspension. If you haven't heard by now, PCA Club Racing has selected MCS from several manufacturers to supply a new damper system for the SPB class. SPB racers using the MCS system are eligible for a contingency program to win "MCS cash" good towards the purchase of new equipment or service on their existing dampers. While the program looks familiar offering a prize to the first and second place finishers, those expecting the next prize to go to third place will be surprised. Instead of finishing the podium positions, MCS has chosen to award the final prize to the racer who finished in sixth place. MCS understands that racers running in the middle of the pack are working just as hard as the ones up front, hopefully this program adds an extra incentive for those who know they aren't the fastest to keep at it.

## 911 Cup

The 911 Cup Series will again present trophies to the top three finishers, but there will also be a special trophy awarded to a driver not on the podium. Each of these trophies is named for a legendary Porsche racer known not just for their race wins, but also for a defining quality. Whether it's the smooth, almost effortless style of Vic Elford, the methodical approach of Mark Dono-

hue, or the legendary determination and resolve of Hurley Haywood. The 911 Cup Series organizers will select the racer they feel best exemplified the character of that race's chosen Porsche legend.

## In Summary

These programs are not to be confused with an effort to become an environment where everyone gets a trophy. Racing is inherently a meritocracy where performance is awarded above all. But the track is an environment where you can bust your butt, do everything right and still not land on the podium. It is that effort and the esprit de corps in the paddock that makes racing special, and that's what we're trying to ensure gets recognized.

I need to finish with a quick public service announcement. The change PCA Club Racing made this year to include all three races in the national points championship does not carry over to any contingency program. The contingency programs that have traditionally awarded Sprint Race 2 and the Enduro will continue to do so, Sprint Race 1 will not count for any current contingency program in Club Racing. 🏁



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# Thinking About Rules

WALT FRICKE • TECHNICAL & RULES

As of mid-April, almost no proposals for rules changes have been received. If this means our rules are a nearly perfect match for the goals of Club Racing - which are that racing should be fun, safe, and competitive - that is a good thing. Change for change sake seldom is progress. But to me there are inherently going to be rules which may no longer serve these purposes. The incredible joy of competing on a race track hasn't changed, but the cars and situations of the racers have.

The best way to insure that something is considered by the Rules Committee is to submit a proposal in writing during the February through June 1 submission period. This insures that the members of the committee will have a copy of the request, will have read the rationale for the proposal, and will discuss it. It doesn't mean it will be put out for comment, much less adopted, but it won't just get lost in the shuffle.

## Smaller gas tanks and Enduro

Porsche's switch to much smaller gas tanks has upset the one hour enduro protocol. When the Club Sports had their own run group, the fact that those cars could not last 55 minutes, plus a formation lap, wasn't an issue for the rest of the classes.

Several years ago a racer with a newer model turbo in Stock mentioned to me that he couldn't complete a one hour enduro unless he extended his pit stop, or took a second one. I asked around, and some

guys said their similar cars could, with care, last. So in one sense, officialdom knew about this. But no rules proposals came in as part of the annual cycle.

The popularity of the SP997s, which are from the small tank era, and the growing participation in GTD, and the Cayman GT4s, has led to a need to rethink our enduro policies and ask why the rules are as they are, and what are the pros and cons of this or that change. There likely will be either an interim rule change, or a rule change for 2020 on this subject. But the point is that a proposal by last June would have insured the subject was examined for 2019.

## 3.4 liter 981 Cayman S

Another example is the classification of the 3.4 liter 981 Cayman S. It was originally placed in a class of its own because of a belief that the various improvements over the 987.2 model, which Porsche touted, led knowledgeable people to conclude that it couldn't sensibly be made heavy enough to fit the lowest GTB class, nor light enough to fit the class for GTB cars with larger engines.

GTB2 attracted very few drivers, and those who were fairly active were not satisfied with the lack of competition. But no written proposal was forth coming. However, about the time the 2019 rules were published, shop owners supporting drivers with these cars contacted

me and explained, persuasively, why these cars really needed to be reclassified to GTB1. A decision was needed right then, because modifying the class structure mid-season isn't a good idea, especially with a championship system.

The weight chosen, however, turned out clearly to be a mistake, we promptly heard about this from GTB1 racers, and luckily found a realistic heavier number which can be fine tuned should the need arise. That could have been avoided had it gone out as a proposal as part of the normal rules cycle.

## Lighter components

Porsche's quest for lighter components has reached a downside for racing. The metals, alloys, and fastening methods have resulted in cars which have to be *retubbed* after serious damage compared with their all regular sheet metal for-bearers.

In late March a shop contacted me asking what was OK in Stock to do about the fact that the cast aluminum shock towers in the front of late model Porsches can fracture, and it doesn't require hitting a wall or other driving mishap for this to happen. When I inquired of some shops about this, I learned that this was relatively common.

Some of these models have been racing for a couple of years, but no racer had brought this to the attention of the Rules Committee. We'll come up with some rules changes to allow strengthening of these shock

towers for Stock/Prepared. It is a safety issue, and these models are so stiff that whatever reinforcement which will strengthen these shock tower parts are unlikely to give anyone a torsional rigidity advantage.

## The point of this

If you perceive a systemic weakness which affects reliability in one of the newer models of Porsche that we race, let the Rules Committee know about it. The SC I raced in 1992, and still race, is not as fast as current models, but it is far more durable and repairable.

## Written requests is what you need to do

Casual conversation in the paddock or bar is fine, and can be useful. But a written request - even if no specific solution comes to the racer's mind, gets the problem on the agenda, and allows for the benefit of asking all 2,500 some racers for their input.

## A QUICK GLANCE



Ken Mack, Walt Fricke and Allen Shirley analyzing gear checking data at Miller UMC) in 2018



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# Editorial License

SKIP CARTER • CLUB RACING NEWS EDITOR

One of the “perks” of this job is getting to travel to several club races each year. The difficult thing is deciding which ones. Sebring is a must and, if possible, I’d want to go to Daytona, Road America, Watkins Glen and several others each year... Which just doesn’t work.

First of all, each year I try to get to at least two tracks that I’ve never been to before. This year those will be VIR and NJMP. They’ve been on my list for years. I’ve heard so much about these venues and I’m *really* looking forward to spending time there. I am not fast at getting oriented to a new track. After spending four days at The Glen a couple of years ago, I left still having not figured out the paddock. Knowing this, I try to arrive a full day early so I can scope out the area and the facility without having to jump right into my main job of developing stories from the people I meet.

## Club Racing News articles

The hardest part of my job (and one of the most fun parts) is contacting drivers, support teams, mechanics, volunteers or just about anyone who attends or supports our club races. Everyone has a story, and getting these stories down in print is different for each one.

Some people are terrible writers. Some write with ability I can only dream about. Some people are very bashful about telling their story. Some have practical reasons for not wanting to be *public* about it.

As you’ve seen over the last few

years, this magazine has changed from a purely technical publication to one that incorporates a lot of personal stories.

## What does it take to get a story in Club Racing News?

Some may wonder what it takes to get their story in print. Well, you can wait until I take notice of you, or you can start the ball rolling by contacting me first.

We have such a variety of people who do this with us; the variety of stories is never ending.

It doesn’t have to be about you personally. It could be about the team that produces an event. It can be about the history of the track and PCA’s involvement with it.

Within the last year you’ve seen articles about Road America, Sebring, Brainerd, Mosport and Watkins Glen. I’m currently working on VIR and the California Festival of Speed (you’d think that my home track would have been first, and would have been easy... But I’ve started that story several times and it is not close to done).

## Vintage Group Changes

Vintage Group is making some early year changes that are going to make this very successful expansion of club racing even more robust. Fred Pfeiffer has an update on page 24. To summarize, they added the ‘84-89 911s (although the 964 models are *not* included). They have also added Daytona as the 7th and final Vintage race of the year.

## Spec Boxsters

You could probably tell by the cover photo that this issue has some SPB information. We have two articles relative to SPB which, if you didn’t realize, is the largest single class in PCA Club Racing.

Walt Fricke has researched and written an article on SPB trannys, and MCS’s Wyatt Gilbert has information on the new MCS dampers. Evidently the original spec item is getting hard to find.

It’s great to see the wide range of cars and drivers that make up our organization. From our Boxsters and 944s to the other end of the spectrum. We had a 935 Prototype at Fontana this year. That was fun to watch.

## Evolution of Club Racing

We’re about a third of the way through the year and I think we’ll see a continuation of improvements in how we do things. As Walt pointed out in his *rules* article, our primary source for new ideas is from you drivers. No one has a better view on things that work and don’t work, and unless you send West or Walt a note, we are not likely to hear your ideas.

So, if you’ve got a thought about how we might improve, don’t hesitate to send it to us.

AND, the same thing holds true for this magazine. Send me your ideas about stories that we might be able to develop for CRN. Or other ideas about how we put this thing together, or ways to make it better.

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# From Start to Finish

MICHAEL WINGFIELD • CHIEF OF TIMING & SCORING

*Ed: Michael Wingfield was PCA's first and only chair of Club Racing Timing and Scoring. This year he passed the baton to David Anderson. Michael kindly agreed to submit this article, and his work is very much appreciated.*

## From Start to Finish – The Finish

In 2005, I began writing a regular CRN column focused on Timing & Scoring (T&S). In 2010, the column title “From Start to Finish” took hold and the myriad of miscellaneous column titles from the prior five years forgotten. But in 2008 the by-line changed to include the title “Chief of Timing & Scoring.” As I pass that title to Dave Anderson this year, Skip asked if I would provide a bit of my background in PCA Club Racing and how I ultimately ended up as the first-ever T&S chief.

## Worked in Club Racing 16 Years

I have enjoyed working in PCA Club Racing T&S for the last 16 years and look forward to more years, sans the “Chief” title. While 16 years seems like a long tenure, the T&S team has members whose years with T&S exceed mine.

My involvement in club racing began with the DE program. I attended many Maverick region DEs held in conjunction with the region club race and helped as an ad hoc go-fer. At one of the club races held at Hallett Motor Racing Circuit, one of my go-fer trips took me inside the tower where I saw the T&S crew at work; I became intrigued, asked



Michael Wingfield (front) and David Anderson running Timing & Scoring at the 2017 Sebring Club Race. When you walk into either the control tower or the T&S room, it is blatantly obvious that a lot of work and concentration is going on, and the opportunity for idle chat is almost non-existent

questions about the process when the T&S crew could spare a moment of interruption – which was not often.

Being what some say is a computer nerd, I found the T&S process fascinating and thought my background would provide a good fit for the position. I subsequently submitted my application to join the national T&S team and received a nice “thank you,

but we are not looking for any additional staff at this time,” letter from the then club racing chairman.

Fast forward to March 2003, where I worked as the local T&S volunteer at Texas World Speedway (TWS). While officially tasked to assist national T&S staff member Deni Knight (still a member of the T&S team), I had no idea that four

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national T&S staff had me under scrutiny. Before the weekend ended, Deni handed the T&S controls to me saying, “You got this – you’re a natural,” as she moved down the counter to sit with the BMWCCA club racing T&S steward (BMWCCA shared the race weekend with PCA) where she learned about the newest T&S software used by the BMWCCA. PCA club racing adopted this new software the following year. The TWS race weekend ran without any T&S issues.

In May 2003, I again worked as the local T&S volunteer at TMS. I thought that I would assist national T&S staff member Dick Ward (still a member of the T&S team). Unbeknownst to me, Dick was one of the four staff watching me during the TWS race and Dick had a different agenda for TMS. As we started setting up the equipment, Dick stepped aside and said, “Set it up – its your race.” Surprised does not express my sentiments of consternation. Dick then continued to say that he would sit back and let me run the race, but he would keep an eye on me (to ensure I didn’t totally mess up), and work as a safety net for me – always available for questions and help as needed. As with the TWS race two months earlier, this weekend ran without any T&S issues.

Shortly afterwards I received a phone call from Kathy Black (former T&S member). Kathy identified herself as part of the national T&S team and was also one of the unbeknownst to me national T&S staff watching me at TWS. She had one simple question for me, was I available to work as part of the national T&S team alongside Jerry Bush at Watkins Glen (WGI) in June? My mind raced (no pun intended) as I swelled with excitement, then I recalled the ‘thanks, but no thanks’ letter I received earlier in the year. I promptly booked the trip to WGI.

The June 2003 WGI race had its share of T&S issues, none of which the racers ever knew. WGI had more cars than I had previously seen at



**Top:** James Shoffitt and Michael taking the competitor’s perspective of looking at the rear of the Porsche 962, the surprise vehicle on display at the Sebring Club Race track dinner; in 2017

**Below:** Sharon Stevens and Michael also studying the 962 rear

**2019 WEST COAST SERIES**

Mar 23-24	Golden Gate Region	Thunderhill Raceway
Mar 29-31	Zone 8	Auto Club Speedway
May 18-19	Golden Gate Region	Buttonwillow Raceway
July 19-21	Golden Gate Region	Weather Tech Raceway Laguna Seca
Sept 7-8	Golden Gate Region	Thunderhill Raceway
Sept 20-22	Rocky Mountain Region	High Plains Raceway
Oct 26-27	Golden Gate Region	Sonoma Raceway
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one race; to say Jerry and I stayed busy would be an understatement. The scoring software, which seemed stable for small races, was a nightmare for larger ones. One time when the scoring system crashed (one of many), Jerry commented that he was glad this was his last race; he was retiring from T&S. Aha, the T&S opening had revealed itself. Another time when the system crashed, Jerry leapt out of his seat with some papers in his hand, headed for the door and said, as he exited the scoring room, "I've got to handle this right now, you take over." While rebooting two scoring computers, race steward Bryan Henderson called over the radio, "Timing, are you ready?" I replied, "Not quite, the systems crashed, I am rebooting." Bryan replied, "Better make it quick, I just put cars on the track." I responded, "The system will be up as fast as Mr. Gates allows." Fortunately, all systems were up and running just before the first cars turned onto the front straight and headed to the scoring loop. Disaster averted, but this was the tone of the WGI race.

I became a member of the national T&S team after that race. The remainder of 2003 found me working solo, without any parachute or safety net, at two more races: Brainerd and Putnam Park. I felt some trepidation at heading off to these races without experienced T&S staff to back me up, but once the weekend began, those uncertainties vanished as the T&S task takes full focus.

I worked eight races during 2004, each time as the lone T&S staff member as was the practice back then. However, the most memorable race of 2004 occurred during September at Road America. After the successful conclusion of that event, I received an email from Jon Beatty (still a member of the T&S team) which read in part, "You are now officially part of T&S; you handled 208 competitors working solo without melting down." Yes, I guess I had achieved some rite of passage. Scenarios such as the 2008

Road America race no longer occur for T&S; club racing now sends two T&S staff members to races with over 150 entrants. Gone are the days when one person had to handle that amount of work and I have admiration for all the T&S veterans who also made that "over 200 solo" rite of passage.

Prior to 2008, PCA Club Racing had a Chair, Chief Steward, and Chief Scrutineer; T&S did not have a chief. In those early years, T&S members somehow worked it out. Jon Beatty managed the equipment with technical assistance from Chuck Perilli (still a member of the T&S team), and Kathy Black scheduled staff, and I'm sure others pitched in where needed. I joined T&S in 2003 and in 2004 began training new T&S members and by 2005, had become the central point in T&S, trying to establish policies and procedures, communicating relevant information to the team including software operations, taking over staff assignments when Kathy left the team, and generating a regular T&S column for the Club Racing News to make the racers more aware of who we are and what we do. Thus, in 2005 one could say I was the de facto chief, but T&S did not have a chief, nor had T&S ever had a chief.

Bruce Boeder, Club Racing Chair in 2007, told me that if I could pull together a T&S procedures manual, T&S could have its first-ever staff meeting much like the stewards and scrutineers had had since the club racing program inception in 1992. I admit, I pushed Bruce rather hard to allow all of us to finally get together in one place so we could take the first steps at becoming a cohesive unit, with everyone following the same process. Thus, I cobbled together a manual composed mostly from emails to the team, and Bruce allowed us to have our first-ever T&S staff meeting in 2008, 16 years into the PCA Club Racing program. At that meeting, Bruce made the announcement that T&S now had a chief - me.



Michael Wingfield and David Anderson sporting the new Club Racing Staff blue shirts at Sebring this year.

Ed: But I LOVE my green shirts

So, "officially," I have been the T&S chief since 2008 when Bruce "officially" created the position. However, I had been acting in the role since 2005. Those early years most certainly lead to the generation of the chief position. Much has changed in the T&S program over the last decade: team members have come and gone (one even left and came back years later), countless software updates and hardware replacements, using the race scoring computers to time enduro pit stops, in-car race information using proprietary equipment transitioned to live race results broadcast to anyone with a computer or smart phone, the resurrection of the Hard Charger award and the implementation of a championship points system, and the entire T&S team meets about every three years to review our equipment, rules, policies and procedures.

Alas, it's time for my servitude as T&S Chief to end. I will continue as a member of the T&S crew and look forward to more years in a team position.

I now pass the chief mantle to Dave Anderson, only the second person to ever "officially" hold the title of Chief of Timing & Scoring.

Godspeed Dave! 🏁

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# Coaching Perspective

DAVID MURRY • CLUB RACING DRIVING COACH

## Setup for different corners

Tracks are comprised of different type of corners: Type 1 (leading on to long straights), Type 2 (coming off a long straight), Type 3 (compromise corners) and there are fast, slow, bumpy, and smooth corners.

Each type demands a different driving approach and also a different car setup. The car itself will have an influence on setup. Since everything is a compromise, the goal is to look at the track as a whole and come up with a setup that is best for overall lap time in a race situation.

A stiffer setup (stiffer springs and anti-sway bars) usually has better lateral grip for faster cornering and softer setup usually has better weight transfer and is better on power down. More aero downforce is faster in high speed corners but slower top speed where passing occurs.

## Slow speed corners:

Generally, slow speed corners favor a soft suspension to allow more weight transfer, especially under acceleration to allow more weight/grip on the rear driving (rear wheel drive) wheels. Think of a dragster that only accelerates, the front wheels are in the air, so 100% of the weight/grip is on the rear tires. The variable is how much power the car has. If it's a high horsepower car, a soft setup that allows a lot of weight/grip transfer to the rear for maximum traction off corners would be good. A car with low horsepower may be able to be much stiffer because it won't need

as much grip in the rear to accept the power under acceleration.

## High speed corners

High speed corners need more lateral cornering ability and, since there is less leverage on the tires for acceleration, weight transfer to the rear is less important. In this situation a stiffer setup would be better. More aero downforce will also increase cornering ability and speed, but lower top speed. Many times the top speed is not lower due to the higher exit speed from the corner because of added downforce/grip.

## Bumps

Bumps add an element to the equation. They usually favor a softer setup for compliance to keep the tires in contact with the pavement.

Sometimes (like the 993 RSR) the suspension geometry is compromised due to the limited space for suspension links that a stiffer suspension was faster even on a bumpy circuit like Sebring. The stiffer suspension limited travel and kept the tire patch more squarely planted on the pavement the short time it was on the ground during bouncing and thus cornered faster than a soft setup. When the 996 came out the advanced multi-link suspension had a better geometry and could run softer setups on bumpy circuits.

## Contrasting tracks

Two tracks that are opposite for setup would be Mid Ohio and Road Atlanta. Mid Ohio, being a track comprised of very tight and slow turns, requires a soft setup where



Suspension matters: PCA members Charlie Tameris and Robert Pepper in a gruelling stage rally in Pennsylvania in 2015



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Road Atlanta is comprised of almost all high speed corners and requires a stiffer setup. Usually a high speed track also promotes oversteer because of the inertia and momentum where Mid Ohio promotes understeer because of slow corners that require a lot of direction change in short distances.

Changing the roll couple (balance of front/rear grip) is necessary, giving the Road Atlanta setup more rear grip percentage than Mid Ohio. They both enjoy more rebound due to the elevation changes. Sebring, being a very bumpy track (and the type of bumps) enjoys more compression shock settings and less rebound. Sebring is one of a very few

tracks that shock settings can shave seconds off a lap time.

A great challenging track - VIR: VIR has both high speed and low speed corners. It makes for a very challenging setup. The first half of the track is all slow speed tight corners that would love a soft setup. The second half of the track is all high speed corners that would love a stiff setup.

The challenge is to get a setup that will lower lap time on not just one part of the track. The best compromise for both halves of the track would use the shocks to help. VIR likes soft springs and anti-swaybars but stiffer shock settings. The soft springs but stiff

shocks (a little of both rebound and compression) in the first half of the track's tight slow corners allow weight transfer to the rear by the time power is applied for good power down grip.

The same stiff shocks slow the weight transfer down in the high speed corners. Since the high speed corners are not long the weight doesn't have time to transfer very much before the corner is over.

#### Big Picture

Step back and look at the whole big picture of what you would like to accomplish and what tools you have to work with to accomplish your goal. ☒

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## MORE ELIGIBLE VINTAGE CARS: '84-89 CARRERAS

STORY BY FRED PFEIFFER

### Vintage Group Adds More Eligible Cars

PCA Vintage Group, in its third complete year of existence, continues to react to our driver input and endeavor to make the series better and more appealing to both competitors and regions.

Realizing that the continued success of the program depends on increased entries, the following is implemented:

*The Vintage Group Competition Committee, with the approval of West Dillard, has added 1984-1989 911s to the eligibility list for Vintage Group competition. Beginning with the Triple Sprints at Lime Rock Park*

*in April, all 1984-89 year model 911s are now approved for PCA Vintage racing. Most of these cars will compete as VO entries unless they have a high wing, which will make them VGTO.*

Please note that 1989 964s are not eligible nor included in this update.

The series this year include seven races from April through October, including:

April 26-27	Lime Rock Park
May 17-19	Mid-Ohio
June 21-23	VIR
July 19-21	Laguna Seca
Aug 31- Sep 2	Road America
Sep 20-22	Summit Point
Oct 25-27	Daytona



Please see [pcaclubracing.org](http://pcaclubracing.org) for rules and additional information or reach out to:  
 Fred Pfeiffer  
 PCA Vintage Coordinator  
[fpfeiffer@atlanticbb.net](mailto:fpfeiffer@atlanticbb.net)  
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PS84-001	PORSCHE 911S 2.2/2.4L (2.2 9.3:1CR 2.4 9.5:1CR)
PS86-002	PORSCHE 911S 2.5L 10.3:1
PS98-005	PORSCHE 911 3.0-3.2 CIS 9.8:1 (Wedge Dome Max Moritz Style)
PS98-009	PORSCHE 930 TURBO 3.4L 7.5:1 (3.3-3.4)
PS98-010	PORSCHE CARRERA 3.2-3.4L 9.8:1 (3.2- 3.4 Motronic inj.)
PS102-017	PORSCHE 964 NA 3.8L 12.3:1 (107mm slip-in cyl 3.6-3.8)
PS102-018	PORSCHE 964 NA 3.8L 12.3:1 (bore in 109mm cyl 3.6-3.8)
PS102-019	PORSCHE 993 TWINTURBO 3.8L 8:1 (109mm bore in cyl 3.6 TO 3.8)
PS102-020	PORSCHE 993T 3.8L 8.5:1 PP102- 013 (107mm slip-in cyl 3.6-3.8 NA to Turbo conversion)
PS102-021	PORSCHE 993T 3.8L 8.5:1 PP102-01 (109mm cyl bore in 3.6 TO 3.8)
PS102-02	MMS 993 RSR 3.6L 11.4:1 (107mm slip in cyl 3.6 TO 3.8)
PS102-023	MMS 993 RSR 3.6L 11.4:1 (109mm bore in cyl 3.6 TO 3.8)
996 103 915 3.8 MA	PORSCHE 996TT 3.8 liter (102mm 23mm pin 9.4:1CR 3.6-3.8)
996 103 942 3.8 MA	PORSCHE 996 GT3 3.8 late (102mm 21mm pin 12:1CR 3.6-3.8)
996 103 942 4.0 MA	PORSCHE 996 GT3 4.0 late (105.4mm 21mm pin 12:1CR 3.6-4.0)
997 103 915 3.8 MA	PORSCHE 997TT 3.8 liter (102mm 23mm pin 9.4:1CR 3.6-3.8)
997 103 938 91 MAH	PORSCHE 997 GT3 (102.7mm 21mm pin 12:1CR 3.6-3.8)

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# 2019 Club Racing Schedule

\*\*\* As of January 15, 2019

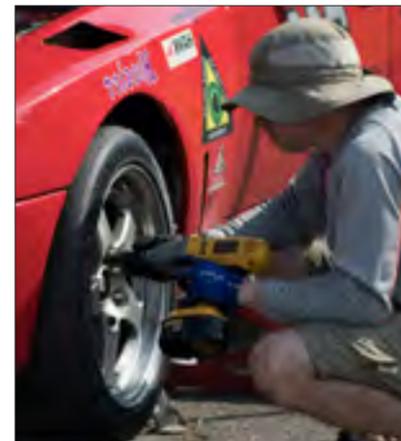
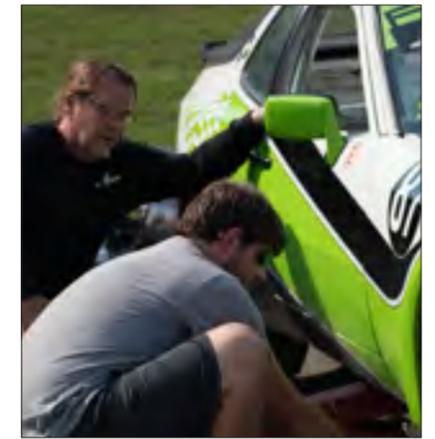
This schedule will be updated as new information is available

Dates Region/Zone	Event Additional info	Event Contact
Feb 1 - 3 Suncoast Florida/Gold Coast	Sebring International Raceway * 944 Cup South	Dan Smithyman 954.224.4717 dansmithyman@bellsouth.net
Feb 22 - 24 Whiskey Bay	NOLA Motorsports Park * 944 Cup South/Southwest	Ron Gaubert 337.280.2550 rongaubert@cox.net
Mar 23 - 24 Golden Gate	Thunderhill Raceway West Coast Series	James McClelland 925.286.2336 mcclelland.ggr@gmail.com
Mar 29 - 31	Circuit of the Americas 944 Cup Southwest	Michael Stein 713.542.4928 drivingcoachmike@gmail.com
Mar 29 - 31 Zone 8	Auto Club Speedway* West Coast Series	Tom Brown 760.505.3286 Tb911@tbsoftware.net
Apr 12 - 14 Peachstate	Road Atlanta* 944 Cup South, Triple Trofeo, 911 Cup, PCA Clubsport	Mike Hopper 770.330.6282 Hopperm993@gmail.com
Apr 26 - 27 Connecticut Valley	Lime Rock Park 944 Cup North, Vintage, 911 Cup, PCA Clubsport	Mark Lewis 203.767.3083 clubracedirector@cvrpca.org
Apr 27 - 28 Kansas City	Heartland Motorsports Park 944 Cup Southwest	David Stadtmueller 816.510.4832 porschekc@gmail.com
May 17 - 19 Mid Ohio	Mid Ohio* 944 Cup MidWest, Triple Trofeo, Vintage, 911 Cup, PCA Clubsport	Chip Henderson 614.491.0150 club.race@morpca.org
May 18 - 19 Golden Gate	Buttonwillow West Coast Series	James McClelland 925.286.2336 mcclelland.ggr@gmail.com
May 31 - Jun 2 Zone 1	Watkins Glen* 944 Cup North	Pete Tremper 609.221.3854 tremper9146@aol.com
Jun 1 - 2 Great Plains	Hastings 944 Cup MidWest	Joe Chambers 402.250.7032 gprpres@gmail.com
Jun 21 - 23 Zone 2	VIR* 944 Cup South/North, Vintage, 911 Cup, PCA Clubsport	Phil Grandfield 757.635.0892 FilthyF14@yahoo.com
Jul 19 - 21 Golden Gate	WeatherTech Raceway Laguna Seca * West Coast Series	James McClelland 925.286.2336 mcclelland.ggr@gmail.com
Jul 27 - 28 Nord Stern	Brainerd* 944 Cup MidWest	Dave Sorenson 952.807.1414 dsorenson@leancultureInc.com
Aug 2 - 4 Upper Canada	CTMP (Mosport)* 944 Cup North	Terry Cassan 613.848.1301 tcassan@interlog.com
Aug 16 - 18	NJMP* 944 Cup North	Dan Petchel 609.298.2277 carsInc@comcast.net

Aug 31 - Sep 2 Chicago	Road America* 944 Cup MidWest, Triple Trofeo, Vintage, 911 Cup, PCA Clubsport	Keith Clark 630.514.5937 kc_design@sbcglobal.net
Sep 7 - 8 Golden Gate	Thunderhill Raceway West Coast Series	James McClelland 925.286.2336 mcclelland.ggr@gmail.com
Sep 20 - 22	Summit Point* Vintage, 944 Cup North	Pat Kaunitz 410.486.1456 pat@pcapotomac.org
Sep 21 - 22	High Plains* West Coast Series	Doug Bartlett 970.214.7279 doug@dbartletts.net
Oct 25 - 27	Daytona* PCA Clubsport, 911 Cup, 944 Cup South, Vintage	Steve Williamson 407.435.0344 steve@stevewilliamson.com
Oct 26 - 27 Golden Gate	Sonoma Raceway West Coast Series	James McClelland 925.286.2336 mcclelland.ggr@gmail.com
Nov 2 - 3	Buttonwillow* West Coast Series	Tom Brown 619.491.0150 tb911@tbsoftware.net
Nov 9 - 10	Motorsport Ranch* 944 Cup Southwest	Joe Nannis 817.721.6077 clubrace@mavpca.org

\*Indicates an Enduro

## A FEW PHOTOS





## 2018 FRIEDMAN SPIRIT AWARD

(...AND OUR PORSCHE STORY)

STORY & PHOTOS BY KEITH FRITZE

It all began in April of 2004. April is the season when the snow and ice recede, then disappear in Minnesota. Many of the great Porsche cars start to appear on the roadways and drivers and club racers prepare to take their cars to the track, which is Brainerd International Raceway (BIR) in our region. I have always been a performance car enthusiast, but had postponed my driving ambitions while our then young family received the majority of our attention.

But now it was time. Kim knew this and had plans to drive us toward what would become both of our

passions! She called up an old work colleague of mine, Jon Beatty, then Chief Driving Instructor of our Nord Stern Region. She discussed taking our first Porsche to the track. But our first Porsche wasn't a car; it was an SUV! "It doesn't matter said Jon. All Porsches are race bred. Bring it to the track!" So off we went with our new 2004 Cayenne S to my first Drivers Training event. It was fun intimidating all the little Porsche cars out there and driving the wheels off the Cayenne, but something more appropriate for the track would be in our future.

Within a couple of months we had

a new member of the family, a 1995 Porsche 993 that would become our DE track car that we still drive to this day. I had solicited my brother to find us the right DE track car and a beautiful white one appeared out in his home town of Denver, CO. Kim and I bought a couple of one way tickets and flew out with check in hand! Soon the car had a new suspension, seats, harnesses and DE roll bar. And what was to become many enjoyable track days in both of our futures.

Yes, Kim DE'd with me in our days before club racing. She would exit the track after her 145mph runs

down the BIR straightaway bursting with excitement and an ear to ear smile!

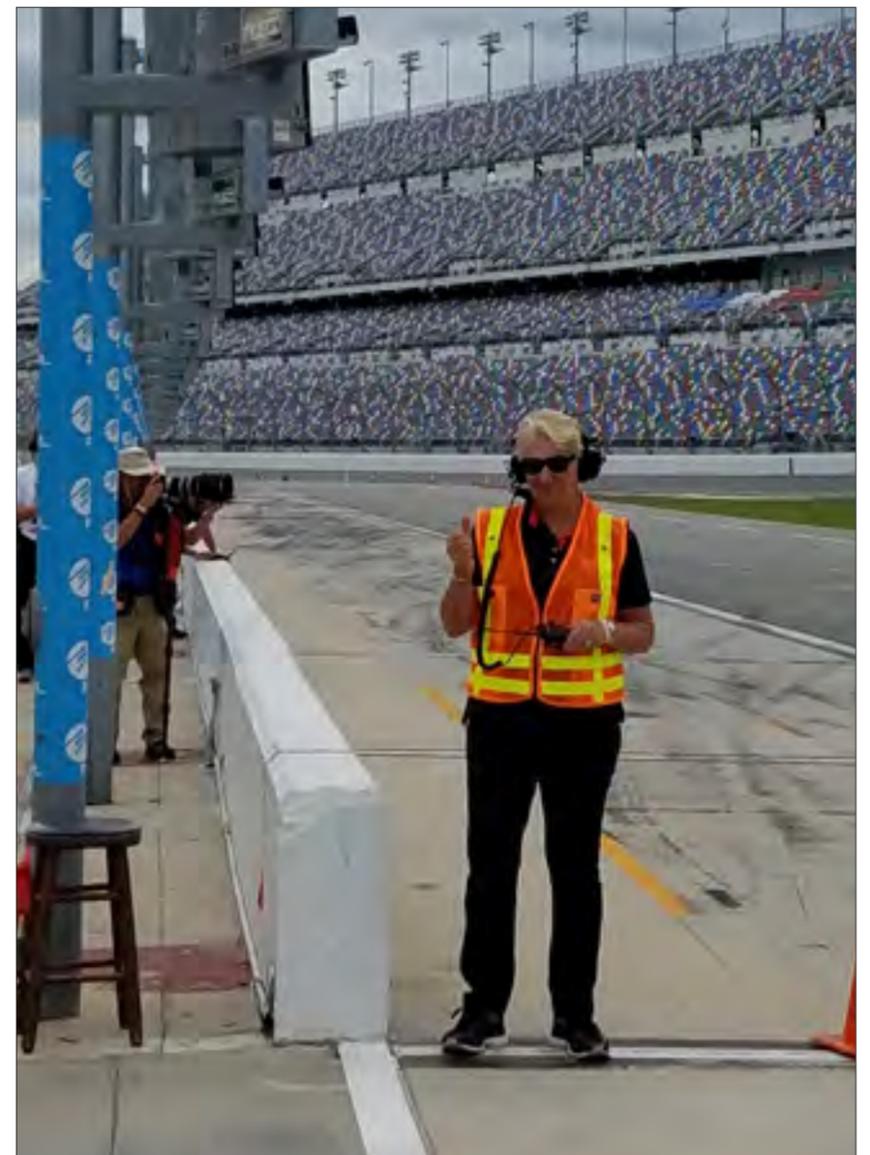
**People take notice in your region when you are enthusiastic and passionate about Porsches.**

Soon we were sliding down that slippery slope and enjoying every minute of it! One of our members asked us to become Registrars. We accepted. Soon after, Kim was asked to become social chair. She accepted. And for Kim, on it went. From there she became Nord Stern Region President.

Next in her sights was to become Zone 10 Rep, a national position. She wasn't shy about wanting that job. While at a club race at Heartland Park circa 2011, she told then Zone 10 Rep, Doug Pierce "I want your job". Doug chuckling and in his joking way said "sure Kim, I'll think about it". The next year she was Zone Rep, a position she wanted to own forever, along with lifelong friends and unforgettable experiences.

Kim then went on to become Audit Committee Chair and National Membership Chair. She and I also acted as co-registrars for the 2015 "Run for the Hills" Escape. On the club racing side, Kim acted as the liaison between the National Zone Reps and the club racing community. To this day she is still Registrar for the Nord Stern Region's annual club race at BIR.

By 2010 Kim and I had both been DEing for half a dozen years. Remember, people take notice in your region of your enthusiasm for driving and participation in regional club activities. Mike Courtney who had been maintaining our 993 said "Keith, you should get involved in racing". He had said this more than once in the previous year. I thought about it and my internal voice said "it's now or never!" as I was already in my mid-fifties. I followed that voice and was soon shopping for a racecar. In 2009 I had watched the Spec classes and decided that would



be a good choice for me. I wanted to drive a mid-engine car that would be fun, competitive and economical from the consumables perspective. I chose the Spec Boxster as the class was newer and the car met my objectives.

I test drove my first race car, an orange Spec Boxster at Buttonwillow, then purchased it and had it delivered to my brother's place for inspection and final prep in June 2010. Then I was off to the races! After my initial interview with Susan Shire and with all my new racing gear I went racing at MPH in Hastings, NE that June. What a hoot! I was hooked.

**People take notice when you are enthusiastic and passionate about racing Porsches.**

I received the Michael Melton Rookie of the Year Award at Sebring in 2011. Kim and I went on to drive many tracks and develop numerous friendships nationwide.

After racing for five years with my Orange Spec Boxster (affectionately called "Orange"), I was to receive two new assignments and opportunities in 2015. Vicki Earnshaw approached me at that year's Parade in French Lick about my first opportunity. "Keith, we want to develop a new Spec Cayman class. I want to get this moving. Will you take this on?" Little did Vicki know that I am an R&D person at heart (and in my previous profession), and this opportunity fit my interests perfectly. I developed the spec with the support of Walt Fricke and others over the summer, and it was finalized that fall.

Rollout of the first Spec Cayman (SPC) cars happened in 2016. I built one of the first SPCs and drove it at the Sebring club race in 2016 along with Steve Anderson. I continued to help evolve the car and class rules through 2018, with the car proving to be a blast to drive and an excellent performer with reasonable consumables costs over a race weekend.

Vicki must have still been taking notice as in the Fall of 2015



there was to be yet another volunteer assignment heading my way. At the Rennsport V reunion, Kim and I ran into her while admiring the many historic race specimens. "Keith, I've been thinking. Would you like to become a scrutineer?" I didn't say yes right away. I waited until the next day!

Scrutineering has been another great experience and I am on my fourth year in this national position. I have scrutineered for a number of PCA club racing events including the Trophy East Series as well. I have also made both mechanical and electronic measuring tools for TE/PCA for compliance testing.

Both Kim and I have volunteered for many club racing events. We have hauled scrutineering and timing and scoring equipment around the country. We help with registration and track activities when an extra hand is needed at both club races and other PCA activities. And Kim has been a great supporter for me.

**Actually, it's both**

It's not the cars, it's the people. Actually, it's both the cars and the people! We are grateful to have had

the opportunity to experience and provide contributions to one of the greatest car clubs on the planet!

When people take notice of your enthusiasm for the cars, the people and the sport, consider volunteering!

Keith and Kim Fritze 🍷



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## FRED BEASLEY 100 PCA RACES AWARD

STORY BY FRED BEASLEY

I was born and raised in Haines City, FL. My dad would take me to nearby stock car circle track races where I initially obtained the racing bug. After college, living and working in Tampa and then Orlando allowed me to regularly attend Sebring 12 Hours and Daytona 24 Hours races, which increased my interest in sports cars and road racing.

I purchased my first Porsche, a 1989 911 Targa, then I immediately joined PCA and started attending Driver's Ed events. In 1999, I traveled to the Monterey Motorsport Reunion with an avid sportscar enthusiast and mentor of mine, and he urged me to sign up for the Skip Barber Racing

School which had a booth offering a special \$1800 3-day race school. I returned to Laguna Seca for the Skip Barber school and, after that great weekend my racing fate was sealed!

I first started racing with SCCA in 2000, then received my PCA Club Racing license in 2002. I began racing a 1989 944 (I class) which turned into SP2. I won the first SP2 championship in 2012 and then again in 2017.

In 944 Cup I have won three South Region titles and won the 2017 Nationals in class.

Within PCA Club Racing, I have run 144 races, with 56 (39%) class wins, and 108 (75%) podiums.

However, one of my proudest

accomplishments is that I have never had a 13/13 in all 17 years of PCA racing. "You must first finish the race to finish first" is a mantra that has worked well for me over those years, not to mention that my bodywork repair bills have been very low!

I currently own a 1997 Porsche 993 (road car), the 1989 944 SP2 race car, and I recently purchased a 1980 911SC D class / SP911/Vintage race car. I plan to start campaigning the 911SC starting with the 2020 season.

Being active in PCA Club Racing has given me a large number of memorable exciting races, adventure, and lots of new friends that share our passion for racing. 🏁



## DENNY HIFFMAN 100 PCA RACES AWARD

STORY DENNY HIFFMAN

PCA championships at ages:  
71, 73, 74, 75, 76

Five PCA national championships:  
SP3: 2013, 2015  
944 Super Cup: 2016, 2017, 2018

Seven PCA Regional Championships:  
3 South Regional  
4 Midwest Regional

I was born and raised in Chicago, Illinois, enlisting in the U.S. Marine Corp in 1962 and received an honorable discharge in 1967. I worked my way through Loyola University with a variety of jobs, including cab driver, milkman and Fuller Brush salesman... You name it. After gradua-

tion, I spent 2 years as a high school teacher before embarking on my career in the real estate industry by starting my first company in 1977.

I am now chairman of NAI Hiffman, the largest privately owned commercial real estate company in the Midwest with 200 employees, 75 commercial brokers and 90 million square feet of leasing and management product. I am a member of various boards and organizations including IDPFR (Illinois Department of Professional & Financial Regulation), as a Board Member appointed by the Governor. We monitor and real estate license violation cases.

In 1977, I took up the sport of Curling in the Midwest and Canada.

In 2007, I was the coach of the US Senior Mens team that went to the World Championships in Edmonton where we placed 4th.

I always had a passion for racing, and began racing stock cars in the 1980's in Wisconsin. I estimate that I have run over 1,500 races on the short tracks and I have no idea how many wins, but there were a lot!

In 2006, I came to PCA and have run over 250 races. 153 of those have been in SP3/944 Super Cup with 45 wins in Super Cup (29%) and 121 podiums (79%).

Still competitive at age 77, I am looking forward to running a full schedule for the next 3 years until I am 80. We'll see after that! 🏁





# PERRY BORTOLOTTI

## CANADIAN PARTNERSHIP WITH MARCO CIRONE

STORY BY PERRY BORTOLOTTI

I can remember at a very young age being fascinated with race cars and mechanics. I would take things apart and rebuild them and eventually would build and collect car models.

Whenever there was racing on TV I could be found in front of the TV, a habit that has not changed in 50 years. As a young person I could not wait to turn 16 and get my license. The first car I drove was my mother's 1969 Datsun 510 that I discovered was a great rally vehicle for the Canadian winters. I think that car spent more time going side ways than straight.

My Father always drove Oldsmobiles with big engines and huge torque, that was also a lot of fun shredding those old bias ply tires.

When I turned 19 I purchased my first car, a 1969 Camaro SS. Eventually I would have to sell it to go college, but I knew that would be short lived. When I graduated college and began working I could not wait to buy my first new car, a 1982 Olds Cutlass. The car hobby (or car obsession as my wife likes to call it) was put on hold while I built my career as well as my family.

Finally, when everything was flowing smoothly, I got into racing Stock cars at the local 3/8 mile paved oval track. I can remember putting the kids to bed, saying good bye to my wife and heading out to work on the car to the wee hours of the morning. If it was not for the support from my wife and best friend I would never

have been able to do any of this. Great memories for sure.

In 2002 I purchase a new Z06 and began doing open track events at Mosport, Mont Tremblant and eventually Calagobie. This was probably where I first met this really fast driver named Marco Cirone.

More time spent on the track made me realize that I had to develop the car for specific track use to increase performance. What started as a simple project ended up as a completely modified suspension, brakes, cooling systems and, of course, more power. The car was fast but this new little Porsche 2004 GT3 car would hang right with me on the track. Well, that was the turning point for me and I have never looked back.

It started with a 2005 GT3. This would have been my first introduction to PCA and DE events. Eventually I would again modify the car to satisfy my need for speed. Basically, it had a full cup car suspension and tranny. I cannot ever remember being passed by another GT3 in that car. Well, the obvious progression was to move up to a used '05 996 Cup car and go racing. This is when I did my first PCA race back in 2007.

Marco and several other Canadian Porsche track rats lobbied Porsche Cars Canada to bring back Porsche racing to Canada, and by 2011 we had an IMSA Carrera Cup. In the inaugural year Marco and I competed against each other. I won the inaugural championship that year and was invited to race with Porsche at the Nordschleife.

One hundred and fourteen Cup cars took the green flag. It was a one-off event and I am told it was the biggest Cup Car race in Porsche history.

Eventually Marco and I figured we should team up. At the time I was supported by the local Porsche dealer, Mark Motors, and Marco was supported by Bestline Racing. Together we both race in the Canadian IMSA Yokohama Cup in Canada and occasionally in the USA.

To this day we are still racing with the Mark Motors/Bestline Racing shop 10 years later and could not be happier!

As I write this we are freshly back from our 7th consecutive 48 Hours of Sebring, an event we look forward to every year. We enjoy the cars, the relaxed atmosphere and, most importantly, the camaraderie.

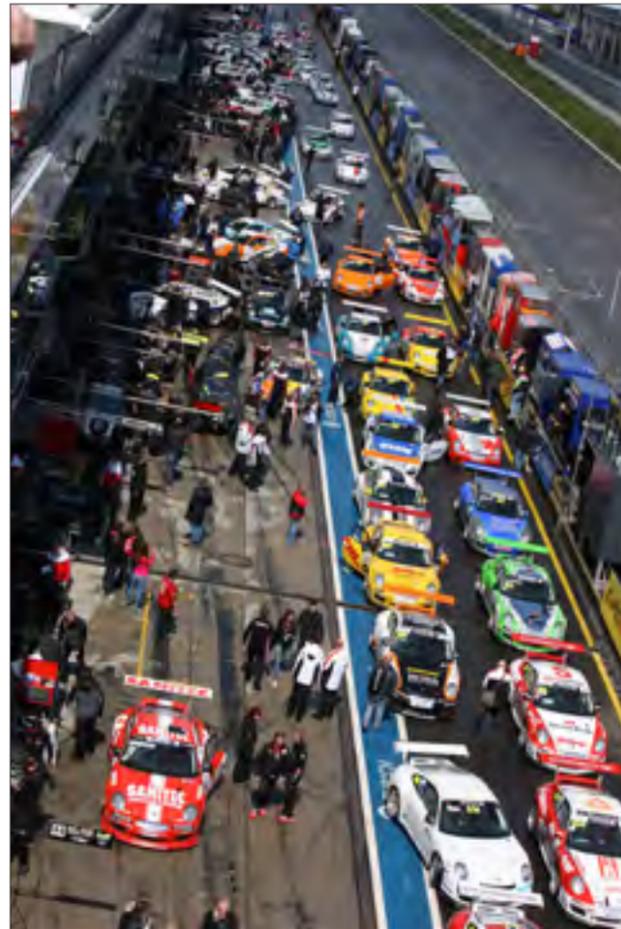
If you are ever around our paddock please stop by and say hello. Chances are there maybe a fresh batch of Italian tomato sauce simmering. 🍅

**Facing page: Perry Bortolotti and Marco Cirone side by side**

**Top: Perry and Marco sharing the podium**

**Below: Perry in the rain at Sebring**





Above: Perry was invited to the largest Cup Car race in Porsche history at Nordschiefe in 2011. Perry's is the car with the Canadian Maple leaf



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Registration opens **Monday, May 6th 10:00 PM EDT**  
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# MARCO CIRONE

CANADIAN RACER PARTNERED WITH PERRY BORTOLOTTI AND MARK MOTORS

STORY BY CHRISTIAN NAJAR & KEITH VEIRA, EXCERPTED FROM DISTILLERY DISTRICT MAGAZINE

Italian born Marco Cirone is a great addition to the Mark Motors race team. In 2006, Marco began racing in regional events in Ontario, before debuting in the Castrol Canadian Touring Car series co-driving with Robert Sabato. Here, Marco won eleven out of twenty-four races. The following year he competed in the Mobil GT series and finished second overall.

2009 saw a brief hiatus before making the big jump in 2010 to the IMSA Porsche GT3 Cup Challenge. His team was always running up front, achieving podium finishes at Sebring and Road America. 2011 was a return to IMSA, but this time Marco sharpened his driving skills by competing in both the US Porsche

GT3 Series, where he scored another podium finish at Road America, and the newly formed Canadian GT3 Series, where he won both races at the inaugural event held at Mosport International Raceway.

In 2012, Marco competed for the Platinum Class and overall championship in both the US and Canadian IMSA Porsche GT3 cup series. Even more impressive, Marco was the 2013 Platinum Cup Master Class Champion and finished in third place overall in the Canadian Porsche GT3 Cup series. Since then he has competed in many GT3 cup races in North America and has brought home four consecutive Canadian platinum cup masters championship for the Mark Motors racing team.

When asked why he got involved in racing, he answered that he has an incredible passion for it, loving cars since he was a kid. "As soon as I turned sixteen, I got my driver's license, but before then, I was stealing my mom's car and driving around the block. She knew about it though. When I reached the age of 34/35, I started doing some Solo-1 racing in a corvette at Cayuga, Mosport and Shannonville. From there it just moved on. It was a nice way to break into racing.

Afterwards, I ended up getting my racing license at Laguna Seca. I did a Skip Barber course (twice). It was such a fantastic experience. Laguna Seca was a dream to drive. It was amazing to go out there and

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actually get my race license at a track like that”.

When asked who his mentors were, he responded “I always watched Formula 1 and liked the old school guys like, Alain Prost, Ayrton Senna, Nigel Mansell and Keke Rosberg. In those days, those cars had just as much horsepower, but they were so much more difficult to drive. I also watched IndyCar and guys like Arie Luyendyk, Mario Andretti, and Fittipaldi while I was growing up. I completely loved it. It was amazing.”

Perry Bortolotti and I were competitors. Perry is from Ottawa and I’m from Toronto, but we decided that we had a lot in common and it made sense to campaign together with Mark Motors.

Mark Motors is a family run Porsche & Audi dealership in Ottawa, opening in 1959 by Louis Mrak, a Slovenian immigrant.

Being in great physical condition is a must in racing. I go to the gym as much as possible and we try to do as many races in the offseason as we can. With diet, all I can say is I try my best. Sometimes the Italian in me takes over and indulges a little too much, requiring extra trips to the gym!

Marco dominated the GT3 races in Canada and has now ventured into Canadian Touring Car Cham-

ionship (CTCC) with an Audi RS3 LMS. When the opportunity came to buy the Audi, he read a lot about the TCR field and thought it’d be a great way to explore limits and try something new. They’ve gone really fast, developing the car. They recently competed in their first IMSA endurance race in which Marco and co-driver, Remo Ruscietti (from Vancouver) won first place.

When asked if he could make two improvements regarding CTCC, what would they be, he replied:

“One would be to get the Formula 1 event in Montreal, and a Toronto Indy on the schedule, that would really attract a lot of competitors”.

Plans for the 2019 season? Marco signed a contract to be back with

the Mark Motors Racing Team for the entire 2019 Porsche GT3 Cup Series. They have also confirmed several endurance races with the Audi TCR car in the IMSA Michelin Cup Series. 🏁



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# PASSING ON A PASSION TO RACE

CHIP AND CONNOR HENDERSON, FATHER/SON TEAM

STORY & PHOTOS COURTESY OF CHIP HENDERSON

**As a parent, there are few things more important than seeing your child succeed at something!**

This is especially true if they share your passion for a thing that they grew up watching you do. Since my son, Connor, was young, he was very much into cars. It wasn't long before he had quite a collection of Hot Wheels and could always point out the different Porsches on the road.

When he was old enough, I would take him to PCA autocrosses then later DE's followed by Club Races. I would drive and he would occupy

himself in the paddock, playing with his Hot Wheels, checking out the other cars and hanging out with my driver friends when I was out on the track. On the drives home he would excitedly talk about the cars he had seen and always make grand suggestions on what improvements we should make to our car to make it go faster. "You know if we put a bigger turbo in it..." Eventually he would drift off to sleep (usually after some ice cream).

Like most kids his age, he spent a lot of time playing racing games on his X-Box or Play Station. Occa-

sionally we would race side-by-side on the games and it always turned into an all-out crash fest. He usually won, but I considered it great father-son quality time. As he grew older his passion for cars grew as well. When he turned 16 his first car was a Volkswagen GTI. It didn't take long before he was autocrossing and modifying the car to handle better and go faster.

As soon as he turned 18, we signed him up for his first HPDE at Putnam Park. He was driving a used Cayman S and I could hardly get him off the track. At one point it started raining

and all the other drivers decided to hit the pits. Not Connor. He stayed out with his instructor and, to the delight of the corner workers and to my chagrin, decided to practice his drifting skills for the rest of the session. But he loved it and I knew that someday soon I would be sending him out in my 944 Turbo race car.

But, we had a deal. I would help him pay for his track time, but his focus had to be going to college. Meanwhile we spent a lot of time in the garage wrenching on cars and planning for the future.

## As a member of the US Military

As a member of the US military, it was inevitable that eventually I was going to get deployed somewhere far away for an extended period of time. These are especially tough times for any military family and ours was no exception.

My second deployment ended-up lasting Connor's entire senior year of high school. My job overseas was serving as a Combat Advisor to the Afghan Army, so this meant spending a lot of time "outside of the wire" locked and loaded. Before going out on missions I remember that I wasn't really afraid of getting hurt - or worse, I remember being worried that I might miss things like walking my daughter down the aisle on her wedding day, or being there when my son started his first sports car race. It is funny how really important those things become.

Fortunately, I returned home unscathed - somehow getting back in time to surprise Connor at his High School graduation.

## First Club Race

I soon discovered that while I was gone he matured into quite a solid young man and, as he worked his way through college, we worked-in as much track time as we could. When the day finally came when I thought he was ready, I handed him the keys and he strapped into the race car.

I can tell you that I was incredibly nervous and watched in anticipation



for the car to come back into view every lap that day. After talking to his instructor and realizing that he was already running lap times faster than my fast lap at my first club race, I knew he was going to be OK.

After he graduated from college, he was able to get more time in the car and on the track, and last year we made the decision that he would apply for his rookie license and enter the Mid Ohio PCA Club Race. Since I was working the race, he would drive the sprints and we would share the car for the enduro. I don't think I have ever been as nervous before a race as I was when I watched him pull out onto the track for that first sprint. That was quite a moment. As a rookie his lap times were respectable, but the run group was small and he was starting near the back, so it was a perfect scenario for his first race.

He ran well, holding his own through both sprints, and I couldn't have been more proud. However, he was hearing a clicking sound coming from the rear of the car, which on a 944 Turbo meant a bad CV joint. Then he experienced another important part of club racing - fixing the car at the track. But fix it we did, and within a couple hours we had the new CV's installed.

The next morning when I took the car out for the endure warm-up, it ran perfectly.

Waiting on the pit wall as my son raced the car that we built together in our garage was quite an incredible experience. He had managed to keep the cars ahead of him in sight and when it was time to pit and hand the car over to me, we were in good position for a decent finish.

Fortunately, I caught a lucky full-course yellow, which caused the field to bunch up and put me in position to take the lead. I made the pass for P1 just after the restart and managed to hold on for the win.

So, after all of those years of taking my son to, autocrosses, DE's, the deployments, more DE's and finally his first club race, we were heading



to victory circle together. It really doesn't get much better than that.

#### Being successful at a job

Connor soon learned that being successful in a job meant putting in a lot of hours – sometimes even on weekends. So, his racing had to be put on hold for the rest of 2018. However, his hard work has paid off in the form of more free time, so we're planning to do more racing in 2019.

In February we made it down to Florida for the 48 hours of Sebring. Despite having no experience on that track, Connor drove very well and even managed to snag the Rookie Award.

I don't believe I have ever seen him more excited than when he climbed from the car after the first sprint race. Of course at one point during the long drive back to Ohio, he said to me, "You know if we upgraded the suspension, the car would be faster." Then he promptly fell asleep.

That's my boy.

Thank you PCA for helping to make it all possible. 🍀



Chip and Connor Henderson



PCA Chicago Region's

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# WHAT'S UP WITH DATA CHECKING AT PCA CLUB RACING EVENTS?

STORY & IMAGES BY JERRY AUSTIN, PCA CLUB RACING SCRUTINEER

Many of you have seen the Scruits walking through the paddock with data loggers that get put into race cars, or with a laptop where they download data from the existing race car data logger.

## How do Scruits decide which cars to check?

In most cases the scruits try to gather data from groups with multiple cars in the same class. In a few cases it is because a racer has asked us to check to see if a certain car has more

power. Of course, the person asking gets checked as part of the comparison.

The reason multiple cars are evaluated is that data gets overlaid from cars in the same group to determine if the gearing is similar, and eventually evaluated for correct ratios.

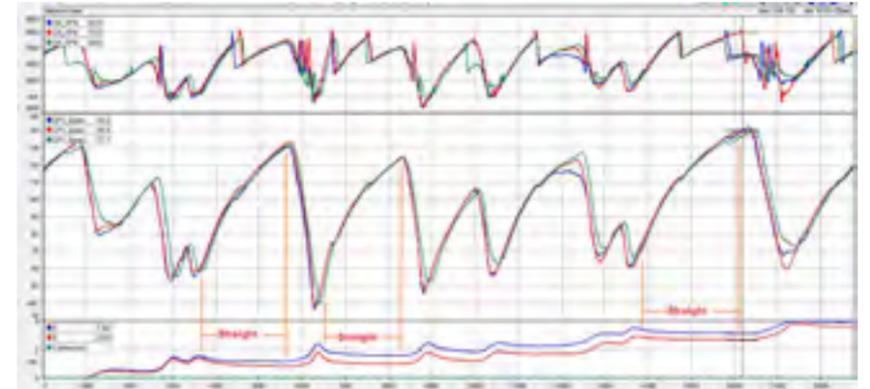
They also look at the speed graph on the longest straight and see if all of the cars have similar power (speed vs. RPM) curves.

I hope the following graphs add some clarity to our data gathering process at the track. If a

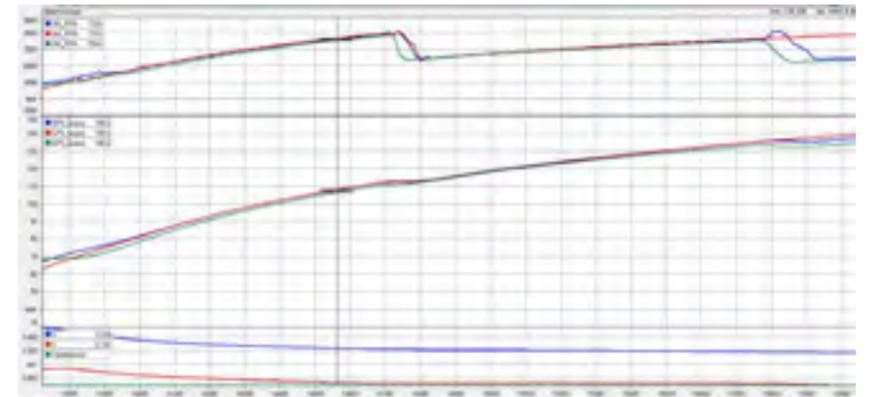
The photo above was taken at this year's NOLA Club Race. Here we have Jerry Austin and Jeff Wiggins in the animal therapy room trying to relax and focus on their upcoming scrutineering responsibilities

Scruit comes to your car and asks to download data or to install a data logger in your car don't assume we are trying to find you doing something wrong, we are just trying to keep the playing field level. ☒

Here is an example of one lap of data at Sebring for three GTB-1 cars. As you can see, Speed and RPM are plotted as a comparison. The bottom of the graph shows how the lap times differ. You can see in the straight sections there is no appreciable gain by any car over the others.



To look for shift points the data is zoomed in to a straight and a visual check is made. In this example it is a shift from 3 to 4. A point is picked on the graph and all three speeds are comparable and similar RPM values, so third gear looks OK (for now).



## DECADES LATER, STILL THE BEST.

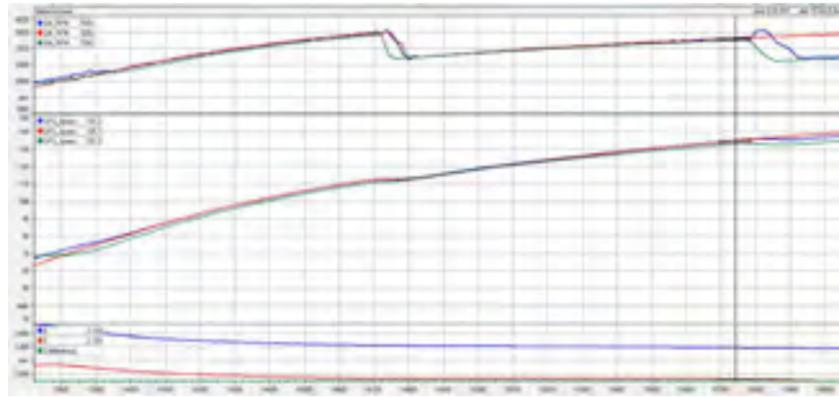
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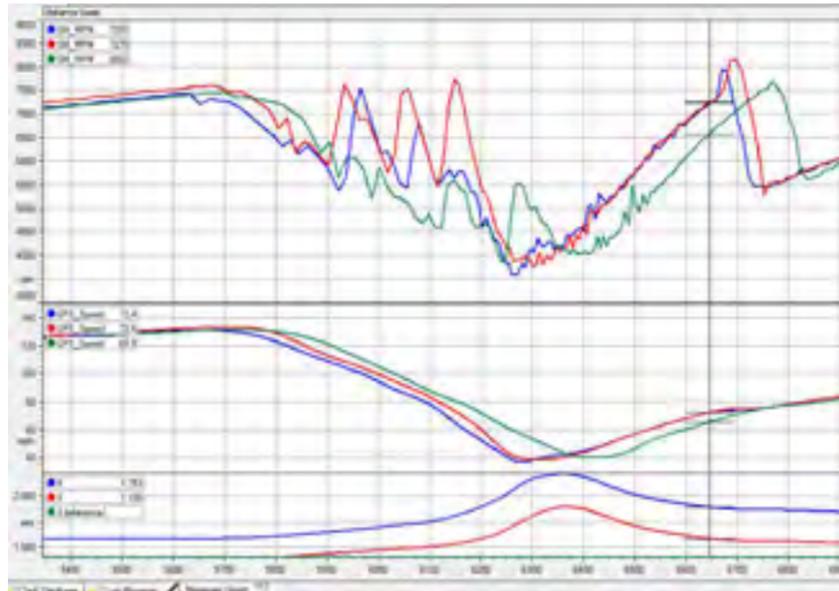
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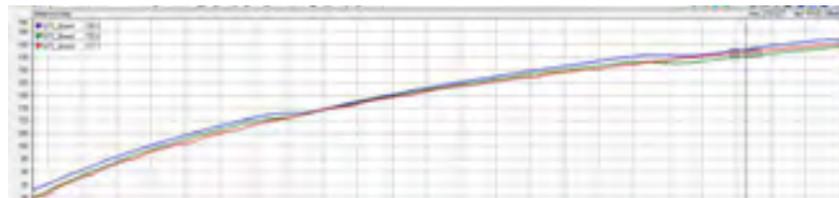
Next, a point is chosen in 4th gear and again the speed vs rpm is almost identical, so 4th gear looks OK. Fifth gear could not be checked with the "red" line because they stayed in 4th and did not shift. Fifth gear for the other two cars looked OK.



Similarly, a different point on the track is chosen to evaluate 2nd gear with no issue found.



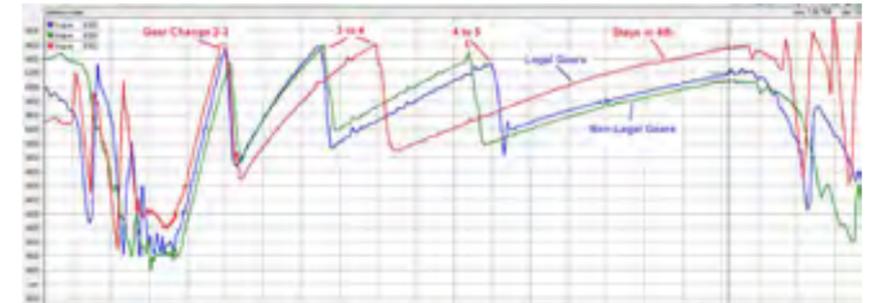
In addition to looking at gears, looking at the speed traces in the straights it confirms that all cars have similar power.



Beyond looking at the data graphs, the Scrutts have a spreadsheet available to evaluate gear correctness. This is an example of one of the above cars at Sebring, using the speed and RPM from the data to evaluate. You can see that the gears are correct (there is an elaborate data table with almost all stock gears for Porsches as a part of this spreadsheet). If the gears were suspect, Scrutts also have the option to test cars with the "Gear Checker", where physical measurements of wheel rotations vs. RPMs are evaluated.

Second Gear	Third Gear	Fourth Gear	Fifth Gear
Enter Engine RPM: 3713	Enter Engine RPM: 3700	Enter Engine RPM: 3700	Enter Engine RPM: 3771
Enter MuTDC (MPH) Speed (MPH): 69.8	Enter MuTDC (MPH) Speed (MPH): 70.0	Enter MuTDC (MPH) Speed (MPH): 70.0	Enter MuTDC (MPH) Speed (MPH): 74.7
Calculated: 67.8	Calculated: 68.7	Calculated: 68.8	Calculated: 73.7
Actual: 67.8	Actual: 68.7	Actual: 68.8	Actual: 73.7
Diff: 2.2%	Diff: 1.8%	Diff: 1.8%	Diff: 0.4%

The purpose of evaluating multiple cars is to attempt to identify an "outlier". An example of where overlaying data identifies an outlier is shown below. Typically, the Scrutts would look for one "outlier" when overlaying data. This is a strange case where the "outlier" is the one legal car the other two cars did not have legal gears.



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## SPEC BOXSTER GEARS

STORY BY WALT FRICKE; PHOTOS BY JOHN GLADWELL

The Spec Boxster has become the most numerous race class in PCA, and there are about 150 of them in race trim. They handle extremely well, are inexpensive in comparison to many other Porsche models, and have benefited from a very stable rules set.

The intense competition has encouraged a lot of racers to work on improving their race skills. The large class participation means that seldom does a racer end up without someone just ahead or behind to race, so DE-like races are less likely. The racers in the class have been willing to live with some of the dubious choices embedded in the original rules because change - adding a limited slip differential, for instance - costs money, and as long as everyone has the same handicap these defects don't determine where you end up at

the checkered flag. Entry fees, fuel, tires, safety equipment, motels, tow vehicles and trailers, and other attendant expenses of racing make it an expensive sport as it is, so the more races more racers can attend, the better it is for all.

### MCS replacement shocks

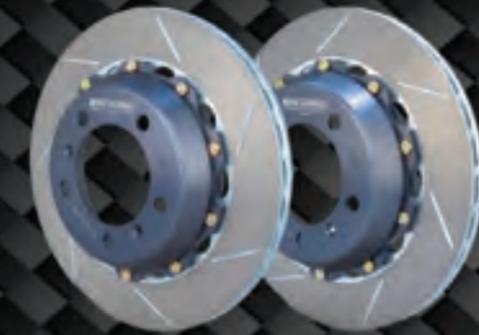
The spec shock package has been criticized from the beginning, but its weaknesses affected everyone on the track. So only the fact that it was no longer available led to allowing the Motion Control (MCS) shock which, if nothing else, can be ordered as a single shock and not a full set should one be damaged.

### Gear box issues

Among the other consequences of adapting a car the manufacturer never intended to be a race car (though by now Porsche has to know

how its sports car customers view this), is the SPB transmission. Ever noticed that quite a few SPB racers have a spare transmission in their trailers? The five speed box, designed for lower powered VW/Audis for street use, isn't durable the way that the good old 915 and G50 transmissions for air cooled 911s are. Various things on those transmissions wear and need repair, but very seldom do teeth break off of a gear. The actual gears in my SC are the same as they were in 1992. The same, alas, cannot be said for the 1997-9 Boxster transmissions in racing service. And a chipped gear usually leads to a whole lot more destruction.

The most likely causes of a relatively short gear box racing life span in a fairly low powered car are flex of the case, flex of the internal shafts on which the gears ride, and the quality of the metal and geometry of the




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gears themselves. Gears inherently try to force shafts apart, and when that happens the loads are concentrated on thinner parts of the teeth. It is likely an exponential function - each additional thousandth of an inch of flex weakens the teeth by more than the preceding thousandth.

How can this situation be improved? If the case contributes, nothing at all straight forward comes to mind. The output shaft has a drilling down its center as an oiling passage. It appears that that hole could be significantly smaller and still do its oiling job, leaving the shaft stiffer. And gears with better alloys and designed for strength (and without trying to reduce gear noise) certainly would last longer.

The problem is cost. I've talked about this with one of the companies which designs and has transmission parts manufactured for the aftermarket. In part because the market for aftermarket parts for these cars is racers, and the rules for these SPB racers, with PCA or otherwise, don't allow aftermarket transmission parts, improved parts are not in the inventory, and in fact have not been designed.

The shafts with a smaller oil passage would be particularly expensive. And the engagement teeth for these gears are not separate parts, available from suppliers, but instead are cut into the gears themselves, which substantially increases the up front design costs, as well as the manufacturing costs. Some racers never have the problem of broken teeth, which means guessing at the market for such parts presents a financial risk to the businesses which might be involved.

At the moment, used street transmissions for SPB are fairly readily available. Gear boxes can be disassembled for inspection annually or biannually, and gears from the used market substituted as needed, or the gear box retired and a used one installed. Aftermarket shafts and gears may not be cost competitive at this point.

#### But what else can be done?

John Gladwill knows as much about these cars as anyone, and is a firm advocate of keeping this spec class *spec* so it is driver skill which makes the difference, and no racer should think he needs to spend money on *go fasts* to keep up with the Joneses (no pun related to one successful SPB competitor intended).

He has observed that several very successful SPB racers have not had transmission failures. He has also observed that tracks with a relatively large number of 2d gear corners, followed by 5th gear straights, seem particularly hard on these gear boxes.

In 2018, there were nine SPB gear box failures at COTA (though this year there were none). Is there something which racers can do which reduces the loads on the gear teeth?

John sees two factors here. One is relatively straight forward: smooth engagement and release of the clutch when shifting (easier said than done, but pays dividends in reducing the shock loading on the gears).

The other is more mechanical, though related. John has observed that transmissions where the stock disk and pressure plate are used seem far less prone to losing teeth from the gears. John points to an SPB racer who started in 2010, has won three PCA national championships, and had never had a transmission failure.

The rules allow use of the Sachs Performance Pressure Plate. We racers naturally tend to gravitate to what we see as race parts - won't they be better? Stock suspension springs are

allowed, but no one runs those! But the higher clamping force of the Performance PP creates higher shock loading than the stock PP does, and the extra pressure is not needed.

Additional reduction in shock loading, as well as damping of crankshaft vibrations, can be had by using a spring centered disc. The Sachs Performance Clutch disc #88 1861 00 017 (allowed by the rules) is spring centered.



The combination of adjusting driving style to be easier on clutch engagement, a stock pressure plate, and the spring centered disk should significantly lower the chance for gear teeth failure and extend the life of the SPB 5 speed transmission. This assumes that current best practices are used: transmission oil changed regularly, a high efficiency transmission oil cooler has been added (with a fan as well as ducting to blow air through the cooler).

This is something for racers in other classes who have replaced dual mass flywheels with single mass parts to consider, if they see gear breakage developing as an issue.

John knows of a racer with a Boxster S six speed. This appears to be a stronger transmission over all. When used in endurance races (long, not PCA), there were no gear problems. When the racer switched to a single mass flywheel, he had a gear failure at COTA. The vibrations the dual mass flywheel damps may lead to failures when replaced with the less forgiving single piece flywheel. 🏁



Here's a 4th gear failure

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Spencer Cox at the wheel of his GTB1 National Championship-winning Cayman. Enhanced with Softronic® software.



# MCS DAMPERS FOR SPB - TECHNICAL INSIGHT

STORY & PHOTOS BY WYATT GILBERT,

MCS is proud to now be a partner of the Spec Boxster series. With our involvement track-side at various PCA races across the nation over the past several years, we've long admired the comradery amongst competitors in this class.

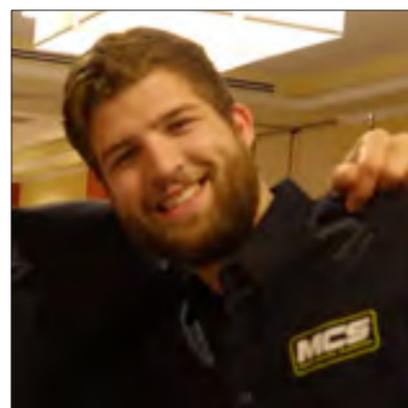
Working with PCA and competitors within the class, we were able to identify the troubles competitors have faced with the former damper package; particularly the availability of new systems for new car builds, but equally in the ability to have the systems rebuilt in a timely manner, and the frequency in which the systems required rebuilds.

Our goal was to provide an easy to obtain, reliable and cost effective damper with an extremely long ser-

vice life cycle, and to minimize any competitive advantage with this new system as much as possible.

The MCS Spec Boxster solution is based on our proven 1WNR damper system, a single-adjustable monotube constructed non-inverted damper used in countless Spec Racing classes nationwide. This is a single-adjustable damper with an adjustment range of 18 settings, primarily manipulating rebound damping forces, with an appropriate level of cross-talk to the compression forces.

We have engineered its adjustment mechanisms to function in a manner in which each click can be felt in-car, but never feels like you've gone too far. A turn of the



adjuster knob provides a noticeable positive click, eliminating guesswork in setup.

The adjuster knobs are conveniently located at the shaft-end which is located at the upper strut

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mounts, eliminating the need to crawl underneath the car to make an adjustment. The rear adjusters are accessible from cockpit or from outside the vehicle with the top and clamshell removed.

While not necessary, some competitors may wish to modify their tubs to introduce a window in which the rear adjuster knobs can be accessed from the rear trunk.

For those who will transition from the former system into the MCS system, it's simply a matter of replacing the strut on each corner. The existing spring stack will move over entirely. Competitors will reuse their tender springs, spring spacers, main springs, and spring adapters for the OE strut mounts.

For those who require a complete coilover package, PCA has worked

with Tarett Engineering, introducing a spring package similar to that found on the former package, that pairs with the MCS damper system.

MCS Spec Boxster damper systems began shipping the first week of April. MCS will keep spare parts, dampers, and sets in inventory for the Spec Boxster class. For any questions, MCS welcomes you to reach out via phone or email. 🏁



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# RENNSPORT ONE MORE STORY

JRZ AND TARETT KEEP A DRIVER RUNNING AT RRVI

STORY BY NIELS MEISSNER; PHOTOS BY STEPHEN KRUPNICK

During one of the practice sessions on Friday, I was going through Turn 6 apex when I felt something snap. The car was immediately quite loose, so I limped it around the track and into the pits. Ends up that my passenger side front spindle had failed. The unit sheared just past the bearing seat area. Luckily the rotor/caliper kept the wheel on the hub long enough to get back to the pits!

This would have been much worse if it had failed under different loading or racing conditions.

After asking just about every person running a 911 in the paddock

to see if they carried a spare strut, I figured that my weekend was over early, very early. But then we noticed that the JRZ / Tarett display in vendor row had the exact replacement, right side spindle as part of their display! After speaking with the owners of JRZ and Tarett, they graciously allowed us to take the display unit.

We couldn't believe our luck, but then we hit another snag. The display strut only had a "dummy shock." This meant that my shock needed to be uninstalled from my damaged unit and re-installed in the display. Not quite feasible at the track, and set up wouldn't be possible without a

shock dyno. Then the owner of JRZ stepped in, (AGAIN) - He was willing to drive three hours at the end of the afternoon to a partner's shop where the proper tools and shock dyno were waiting.

After all this, he met us at the track that same night at 9:30 PM, and then we (my dad - Siggie, and Jim Buckley and I) proceeded to re-install the new unit and were ready for the 8AM track session the next morning.

Only with the Porsche community and fantastic vendors like JRZ & Tarett would something like this be possible. But then, this is the same story we hear over and over!!!



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## Tarett Engineering

*Ed: This is an excerpt from the email I got from Tarett owner, Ira Ramin. Z Tarett is located about 20 minutes away from me in San Diego. It is nice to have an organization like this so close.*

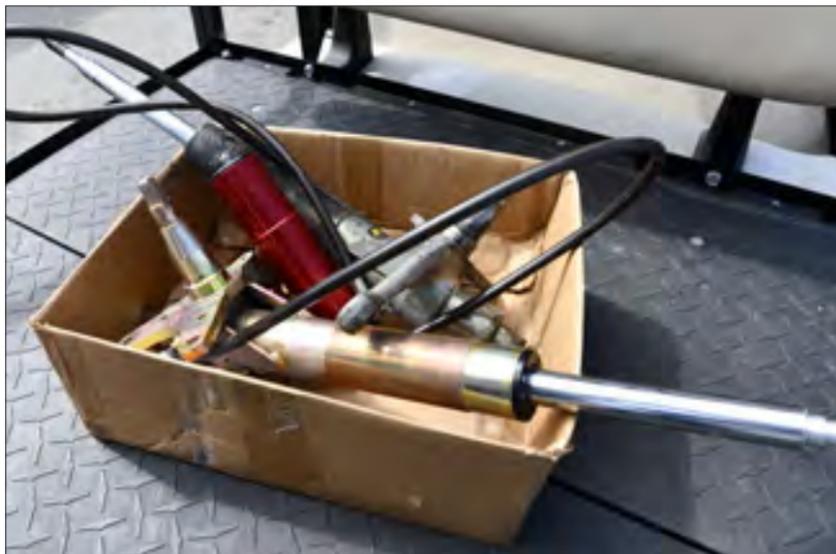
I'm not much of a writer but I'll tell you my involvement with Niels Meissner at Rennsport. We have enjoyed doing several of the Rennsport and Festival of Speed events here in California. It gives us a chance to meet customers that we've been working with for many years, as well as making new connections and getting valuable feedback.

We set up displays that include products from several of our suppliers, and they will sometimes supply us with parts that we may not have on hand to use at the time. We had arranged with Eisenlohr Racing Products, Rebel Racing, and JRZ to supply us with some products to include in our display. JRZ contributed some of their higher end struts to include in our displays and the owner, Erik Ras joined us to help represent them.

Someone either from Niels' team or some other PCA person initially approached me looking for a particular replacement strut. By pure luck we just happened to have the same model and same side strut that he needed.

I was happy to help out and rob from my display to get them back on track. It's wasn't the first time that I've robbed parts from the displays, and I have a bin of commonly used hardware and other pieces that I always bring to the track with me in case someone needs something.

One of the problems in this case was that the display strut looked complete but was missing some internal parts. I don't know all the details, but Erik stepped in and helped out there. Between my display parts and the parts from the car, they were able to have a local JRZ rebuild shop put together a complete replacement strut. 



Top: Tarett Engineering's Ira Ramin and Siggie Meissner (Niels' dad and fellow club racer) at the Tarett booth in Vendor Row at Rennsport Reunion VI

Middle: The old and new struts heading to the shop

Bottom: Niels and his racer back on the track with the new strut

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# SOUTHERN CALIFORNIA SPORTS CAR RACING IN THE FIFTIES

STORY BY MARTIN GOLDSMITH

One day, while discussing some aspects of early racing in Southern California, Skip Carter asked me if I would think about describing the differences between then and now. From 1955 to 1961 I had been a tech inspector and race starter for the California Sports Car Club, and only in later years did I again become involved in cars, via the PCA. Things have changed!

The biggest thing today's PCA Club Racer would find astonishing is that amateur sports car racing was

then a spectator sport. The Cal Club might sponsor eight to ten weekend events each year, and these were reported on routinely in the major LA newspapers. It was quite common for the events to draw ten or twenty thousand paying spectators.

In the early fifties the only permanent road racing facility in the area was Willow Springs, and for various reasons this was not used for Cal Club racing. The usual venues were airports (active or abandoned), or private streets. Clearly this required a fairly large organization if it was to

be safe, and we were all volunteers.

For the temporary venues, we used snow fencing (lots of it), which all had to be set up and then monitored by the crowd control group. Dozens of hay bales were set up for safety at various corners. Portable radios were not available, so corner communications were established by stringing commo wire all around the track, using telephone style headsets. A separate commo crew did that.

The corner workers were all volunteers from the Long Beach MG Club. We staffed a medical tent,

with physicians; all workers were provided with a bag lunch (prepared by volunteers); there was a sizable timing crew (using manual methods); there were about forty of us tech inspectors. Plus we had people who prepared and printed the race programs, sold at each event; advertising people; publicity people, and probably others I have forgotten. I have no idea of the total number of volunteers, but it was several hundred. And it was not a casual thing – we all treated it like it was a regular job; one was expected to show up on schedule.

There were two major car classifications: production and modified. They almost always raced separately. Each classification was further broken down by engine displacement: B- 5 to 8 liter, C- 3 to 5 liter, D- 2 to 3 liter, E 1.5 to 2 liter, F 1.1 to 1.5 liter, G- .75 to 1.1 liter.

Art Evans has pointed out in one of his books that in this era fifty separate brands (not models) of car participated, so there was a lot of variety. Safety equipment was almost non-existent. Cars had to have seat belts, but drivers often left them open. Some helmets looked almost like today's, but the innards were not as effective. Some were essentially laminated cardboard. Roll bars were not required, and some of them looked like hairpins. Even amateur racing was a blood sport, and there were several fatalities among our club racers.

On Saturday and Sunday preliminary races were variously organized, but there were four main events on Sunday. The production cars were divided into under-1500cc and over 1500cc, and their events were 30 minutes long. Fields were limited according to the outcomes of the preliminary races. The modified car races were the same under-and-over 1500cc, but were one hour in length (The only 'enduro' that I remember was a six-hour affair at the Pomona Fairplex). The cars were not as reliable as they are today, and there were a lot of DNFs. Also the strict rules



Perhaps the most significant event held at Pomona was the 1959 Explorer Grand Prix. Leading the start was Jerry Unser who had already passed when this picture was taken. Next was Dan Gurney (88) 4.3 Ferrari, Max Balczonsky (70) Old Yellow, Carroll Shelby (98) 5.7 Mercedes, Chuck Daugh (3) Kurtis 500, Billy Kinross (53) 4.3 Mercedes, George Amick (181) Porter Mercedes-Chevy Special, Jim Jeffers (114) Stewart-Walker (52) Lister-Corvette, Sam Weiss (50) Porsche RSK, Ken Miles (50) Porsche RS Spyder, Paul O'Shea (4) Studebaker Mk. II. In spite of a large field of hobby race and club drivers, Miles was followed by Unser. Photos: This wonderful photo was provided by photographer Bob Tomlinson.

that the PCA observes regarding car contact were not in the book. Wanton nerfing would draw an immediate black flag, but there was a fair amount of casual body modification going on in many races.

Another significant difference is the fact that there were no DE programs in either the Cal Club or in the several single marque clubs of that time. One learned to drive on the streets, or on some abandoned airstrip, and then signed up for a Cal Club event. The budding driver would be closely observed in practice and so forth, and if they passed muster they would be allowed to race. Veteran drivers sometimes would curse the "rolling hay bales" they encountered in practice.

It is worth remembering some of the really fine drivers who were regulars in our racing program. These include Ken Miles, Dan Gurney, Carroll Shelby, Jack McAfee, Bob Bondurant, Richie Ginther, and Lew Spencer, who later made their name in international professional ranks.

Later in the fifties, several dedicated race tracks were initiated by the Cal Club. While Paramount Ranch came and went, Riverside became an international venue for many years. When serious professional sports car racing began in SoCal (the Los



Angeles Times Grand Prix series), the event was presented by our Cal Club gang. Even the Second US Grand Prix (Formula 1) at Riverside was staffed entirely by the Cal Club.

Another huge contrast is the performance information available to drivers. Now they have g-meters, GPS tracking, cockpit video, etc., etc., etc. Then the driver had the seat of his pants, and possibly a friend with a split-hand timer who could observe him on corners during practice and hold up a blackboard with times during a race. A lot of us carried those timers in a pocket, and used them to tell us how the leading drivers were doing. I have given mine to Skip, and he can show you how they worked.

It was a different time. 🏁

# PCA CLUB RACING 2019 CONTINGENCY PROGRAMS

BY RYAN CARIGNAN, CLUB RACING BUSINESS MANAGER

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



- GTC 3-7 – Tires awarded to class winners of two championship points races (Sprint 2 and the Enduro or Sprint 3 if there is no Enduro) having two or more starters
- GTB 1-3 – Tires awarded to class winners of two championship points races (Sprint 2 and the Enduro or Sprint 3 if there is no Enduro) having two or more starters
- Any open tire class running Pirelli Racing Slicks – Monetary discount to podium finishers



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



- SP1, SP2, SP3, SP911, SP996, SP997, SPB, SPC, D and E Class – Discount for podium finishers



- SP1 Class and SPB Class – Toyo Bucks awarded to 1<sup>st</sup> thru 5<sup>th</sup> based on number of cars in class



- E and SP3 Classes
- Certificate for one case of PennGrade Oil to the E Class winner of Sprint 2
- Certificate for one case of PennGrade Oil to one registered SP3 racer (Sprint 2) via drawing at each event



- SPB – “MCS Cash” for registered winners if 8 or more cars in class



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# BEST MOVIES

STORY BY PEDRO P. BONILLA

There's a handful of movies that we have as our favorites. I'd guess that for most of us they'd be action movies with cars, chases and racing (Porsches preferably).

Some of Tom Cruise's early movies have Porsche content, such as 1983s "Risky Business" (a Porsche 928S) and 1986s *Top Gun* (a Porsche 356). Some don't, such as *Days of Thunder* (all about NASCAR).



Charlie Sheen's 1987 *No Man's Land* is about stealing Porsches. There are others with no Porsche content but are great nonetheless, such as *Bullit* (the greatest non-Porsche car chase with Steve McQueen starring as Lieutenant (SFPD) Frank Bullit, and the cult-classic *Le Mans* which has a lot of racing Porsches and Steve McQueen.



Frank Bullit's girlfriend drives a beautiful Canary Yellow '64 356C)

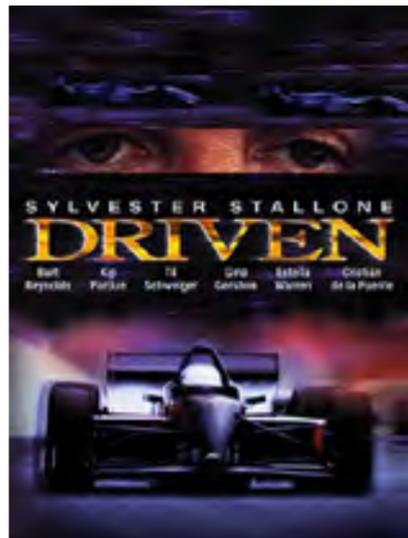


All of the twenty six (26) James Bond movies have car chases, but 007 has yet to drive a Porsche!



There have been some good racing movies, we mentioned *Le Mans* and *Days of Thunder* above, but Ron Howard's *Rush* from 2013 about the rivalry between James Hunt and Niki Lauda and *Grand Prix* from 1966 with James Garner give us a great perspective of Formula One racing in the 60s and 70s.

There's also Sylvester Stallone's 2001 *Driven* which was supposed to be about F1 but ended up being about Champ Car because of Formula 1's secrecy with which teams protect their racecars.



Disney's 2006 award-winning, animated *Cars*, starring Sally Carrera (a Porsche 996), *Cars 2* and *Cars 3* are really fantastic, and if you watch

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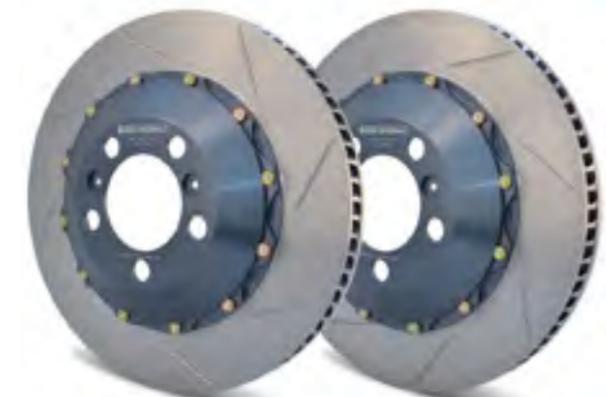
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# 2019 HARD CHARGERS

BY DAVID ANDERSON, CHIEF OF NATIONAL TIMING & SCORING

Name	Region	Class	Description	Start	Finish	Index	Race
<b>AUTO CLUB SPEEDWAY — MARCH 29-31</b>							
Alexandra Hainer	LA	SPB	99 Boxster	9	5	4	Blue Sprint Race 1
Greg Curtiss	SAZ	SPB	97 Boxster	16	12	4	Blue Sprint Race 1
Tom Stone	SGB	SPB	97 Boxster	9	5	4	Blue Sprint Race 2
Alex Filsinger	SDO	SP1	86 944	14	10	4	Blue Sprint Race 2
David Traitel	SNV	GTA3	16 991 GT3R	17	8	9	Green Sprint Race 1
Gunter Enz	SDO	GTC5	12 997 Cup	18	9	9	Green Sprint Race 1
Bill Earon	SDO	GT1	07 GT3 Cup 997R	23	14	9	Green Sprint Race 1
Ryan Saylor	ORC	GT4	12 Cayman R	27	18	9	Green Sprint Race 1
Jim Salzer	OCR	GT3	06 Cayman S	30	21	9	Green Sprint Race 1
John Payne	SDO	GT2	06 Cayman	21	15	6	Green Sprint Race 2
Gaarrett Guess	SDO	J	P 02 996 C2	27	21	6	Green Sprint Race 2
D Traitel/M Gidley	SNV	GTA3	16 991 GT3 R	5	2	3	Enduro
<b>CIRCUIT OF THE AMERICAS — MARCH 29-31</b>							
Laurence Kitts	LHN	SPB	98 Boxster	26	16	10	Red Sprint Race 1
Michael Haydel	MG	GT3	02 Boxster S	19	16	3	Red Sprint Race 2
Glenn Wiedenbeck	MAV	SP996	02 996	37	24	13	Blue Sprint Race 1
Price Ford	MSO	GTC6	15 991.1 Cup	30	19	11	Blue Sprint Race 2
T Smith/R Todd	GG	SPB	98 Boxster	21	8	13	Red Enduro
John Gunter	LST	GTA2	07 GT3 Cup	35	19	16	Blue Enduro
<b>NOLA MOTORSPORTS PARK — FEBRUARY 22-24</b>							
Leo Visser	ALA	SP3	86 951	18	13	5	Sprint Race 1
Rachelle Butaud	LST	SPB	98 Boxster	26	17	9	Sprint Race 2
David Hollows	NFL	07 Cayman S		20	10	10	Enduro
<b>ROAD ATLANTA — APRIL 12-14</b>							
Michael Schmitz	MIL	GTB1	2011 Cayman	27	17	10	Blue Sprint Race 1
Peter Czajkowski	SDO	GT4	75 911	25	18	7	Blue Sprint Race 2
Michael Beler	UCR	GTC3	03 996 Cup	42	32	10	Green Sprint Race 1
Jack Gilsdorf	PST	GTC3	05 996 Cup	36	28	8	Green Sprint Race 2
Tim Pruitt	PST	SP1	88 944	23	11	12	Group A Enduro
David Peterman	NE	GTD1C	16 GT4 Clubsport	20	11	9	Group B Enduro
<b>48 HOURS AT SEBRING — JANUARY 31 - FEBRUARY 3</b>							
Bill Rudtner	MNY	SPB	97 Boxster	6	3	3	Orange Sprint 1
Topher Everett	PST	SPB	99 Boxster	2	1	1	Orange Sprint 2
Bernard Nussbaumer	MAV	SPB	99 Boxster	3	2	1	Orange Sprint 2
Tim Nagy	ALA	SPB	99 Boxster	4	3	1	Orange Sprint 2
Gene Raymondi	CNY	E	S 04 Boxster	25	16	9	Green Sprint 1
Duane Crandall	NST	E	S 82 911 Euro SC	26	18	8	Green Sprint 2
Ernie Jakubowski	UCR	GT3	06 Cayman S	30	16	14	Red Sprint 1
Ryan Yard	HCT	GTB1	11 Cayman	37	27	10	Red Sprint 2
Keith Jezek	HCT	SP997	09 997 Carrera S	40	30	10	Red Sprint 2
Jeffrey Freeman	PNW	GTA2	13 GT3 Cup	41	21	20	Blue Sprint 1
Mike Mennella	GCT	GTA3	17 GT3 Cup	17	10	7	Blue Sprint 2
David Edwards	FLC	GTC3	12 GT3 Cup	34	27	7	Blue Sprint 2
Mark Murray	FLC	SPB	99 Boxster	27	16	11	Black Enduro
G Yee/R Viau Jr	NST	GTB1	10 Cayman S	30	8	22	Purple Enduro
Brent Asplundh	RTR	GTC6	15 991.1 GT3 Cup	22	2	20	Pink Enduro
Geoff Isringhausen	CHO	GTA2	12 GT3 Cup	23	3	20	Pink Enduro

## THUNDERHILL RACEWAY — MARCH 23-24

Doug Boccignone	DIA	SPB	97 Boxster	13	8	5	Sprint Race 1
Litko Chan	GG	SPB	98 Boxster	14	11	3	Sprint Race 2
John Seidell	GG	SPB	97 Boxster	15	12	3	Sprint Race 2
Trygve Isaacson	GG	SPB	98 Boxster	7	4	2	Sprint Race 3
Michael Tsang	GG	SPB	97 Boxster	9	6	3	Sprint Race 3
Scott Triou	GG	SPB	99 Boxster	10	7	3	Sprint Race 3

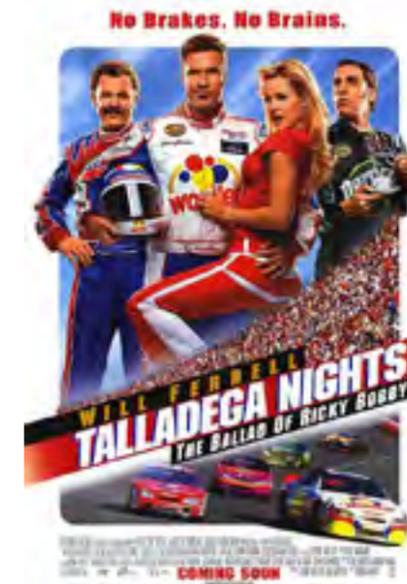


them closely and really pay attention, they are full of trivia and history. They also have the voices of Paul Newman as Doc Hudson, Michael Schumacher, Mario Andretti, Dale Earnhardt Jr., Darrell Waltrip, David Hobbs, Jacques Villeneuve, Jeff Gordon, Lewis Hamilton and Richard Petty among many others.



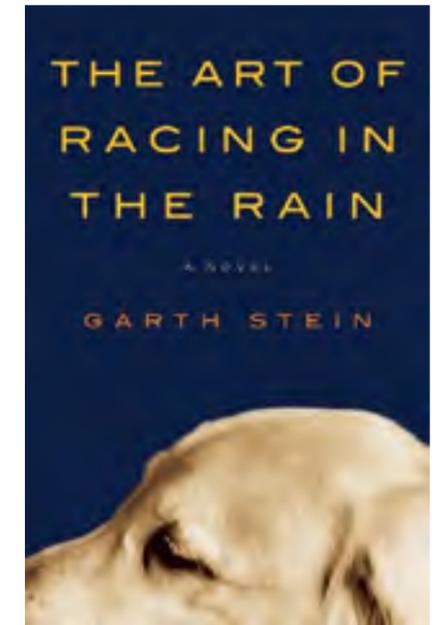
There are funny ones, such as *Talladega Nights: The Ballad of Ricky Bobby* from 2006 and serious ones such as *Senna*, a documentary about one of the greatest F1 drivers of all time, Ayrton Senna, from 2010.

Those are some of my favorites as of today, and that's because I'm anxiously waiting next year's (2019) release of *The Art of Racing in the*



*Rain*" which is the screen adaptation of one of my favorite books by Garth Stein, where a very loyal, apex-loving dog named Enzo recalls the life lessons he has learned from his racecar driving owner, Denny.

Be warned that if you watch it with someone else, you may have to say:



"it's just something in my eye, I'm fine, really".

Patrick Dempsey, who professionally races Porsche GT3 RSRs, is one of the movie's producers. For authenticity he brought over Jeff Zwart as second-unit-director. Jeff is an 8-time Class Champion of the Pikes Peak International Hill Climb, driving 10 different Porsches in a period of 14 years. He is a world-renowned photographer and cinematographer who has a deep love of dogs and Porsches, old and new.

I'm sure that *The Art of Racing in the Rain* will become one of my all-time favorites too.

Images are property of their respective studios.

For more information on Porsches and more, please visit my website: [www.PedrosGarage.com](http://www.PedrosGarage.com).

Happy Porsche'ing,  
Pedro  
2018 Technolab/PedrosGarage.com

# The Classifieds

BUY, SELL AND BROWSE

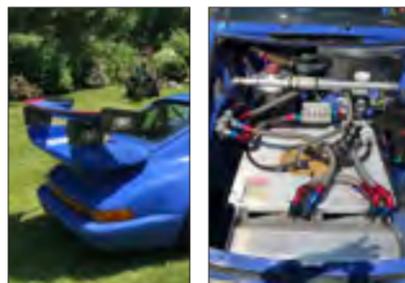
## 1980 Porsche SC

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Extremely well prepared track ready Euro dedicated steel body race car (not a street car conversion). Imported in 2002. 2300 lbs., full race cage, carbon fiber doors, aluminum hood, fire suppression, radio hook up, 2017 ATL fuel cell. Raced European circuits 1980 – 2001, PCD Tech stickers: Spa, Nurburgring, Hockenheim, Oschersleben Engine: 2017 refresh, mag test and nitride crank, rods, cylinders, heads, 102 mm pistons, 3.8L, port and polish, new engine wiring, 340 hp, dry sump, G-50 (refreshed 2017), light weight flywheel, AP (4) puck clutch incl t/o bearing and linkage, Tilton 3 pedal race assembly, Suspension: full coil over conversion, rebuilt shock valving to match spring weights. Brakes: upgraded with bias adjustment. Front calipers: 993 turbo Big Red. Rear calipers: 930. Wheels: (2) pair 9" x 18" wheels with 240 / 640 tires front, (2) pair 11" x 18" wheels with 285 / 645 tires rear. 2002-2008: PCA southeast, 2008- 2014: garaged, 2015-2017: VSCCA Lime Rock, SCCA Lime Rock Park: GT-2, 1st place, LRP Historics 2016 & 2017

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(19.3)



## 2004 996 Cup Car

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Bruce McPherson (303) 548-0202

(19.2)

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

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## 1985 944 SP1 Club Racer (trailer optional)

**\$12,000**

Very strong, dependable track car. Fresh engine and tranny, Guard LSD, short 5th, AMB, Longacre convex mirror, hood pins, Sparco steering wheel, Odyssey battery, No-mex shifter boot, fire system, Weltmeister frt sway bar, Tarett rear bar, steel front control arms, 400# front springs, coil over, 30mm rear torsion bar, cool suit, roll cage, race seats and harnesses, spare fuel jugs, stock muffler, 2 sets wheels/tires & other parts. PCA log book. Open trailer (with winch) available for \$2,000. San Diego

Skip Carter 619.992.9927 SkipCarter@pobox.com



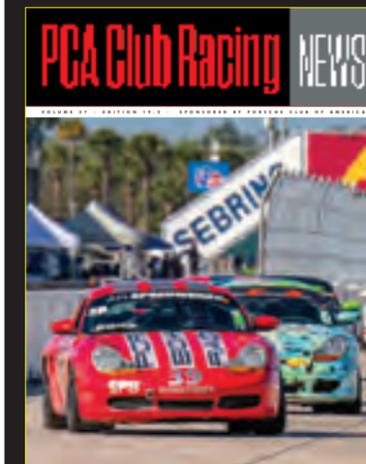
# EVENT ADS

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49	Hastings Motorsports Park	May 31-Jun 2
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20	Mosport	Aug 1-4
61	New Jersey Motorsports Park	Aug 16-18
45	Road America Challenge	Aug 30-Sep 2
21	Thunderhill II	Sep 7-8
36	VIR	Jun 21-23
41	Watkin's Glen	May 31-Jun 2
15	West Coast Series	see flyer

## On the Cover

Ken Hills took our cover photo of Everett Topher's Spec Boxster at Sebring. We've got several SPB articles in this issue and thought it would be good to find a great SPB photo for the cover.

From Walt Fricke's rules column, I guess I wasn't surprised to learn that Spec Boxsters are the single largest class in PCA Club Racing. Way to go!!!



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