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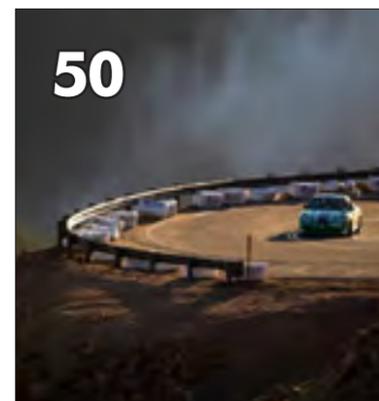
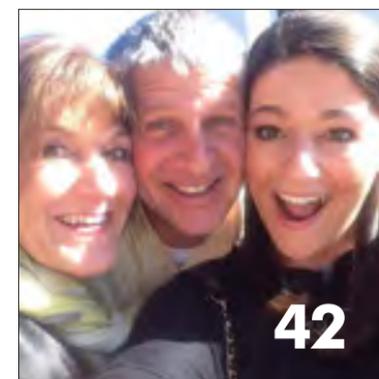
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On the Cover: Photographer Victor Newman took this Lime Rock photo of Vintage Racer Rob Gordon.
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From the Chair

WEST DILLARD • PCA CLUB RACING CHAIR

How can you better avoid damage to your car... And a 13/13

As I mentioned in my last column, much has changed in PCA Club Racing over the years. One thing that has remained constant is the 13/13 penalty, but the way it is enforced has changed considerably. The changes have been in response to feedback from racers, and the direction has always been toward reducing the number and/or severity of penalties given. The single car 13/13 has pretty well gone away (all but acts of complete knucklehead-ism), being sent home for the weekend is gone, and you can now even finish your race if your car is able.

Response to these changes has been overwhelmingly positive. Most of the complaints I hear are based on how the rules are applied. The most vocal critics tend to be friends of the at-fault driver, who usually seem to have, at most, half the story.

We have 10 Stewards. I have known them all for years. All of them have long racing histories. They are good folks, and they are not stupid. Bias toward a certain driver is not acceptable in our decisions, and we all do our best to get them right. Occasionally, we get one wrong, and there is a well defined, and effective, appeal process in place to address these situations.

Tips to avoid getting a 13/13:

1. Know our passing rules. In short: The car behind has to make a clean pass. Both cars have to give racing room when the car behind has earned overlap. A dive bomb is not earned overlap.

2. Realize that a poor driver isn't necessarily at fault. We often hear "this guy is a terrible driver, and he's been doing this to me all weekend". Clearly we have a range of skill levels. If you encounter someone you think is a problem, bringing a video to the Steward on Friday or Saturday so the situation can be addressed (if warranted), is a much better strategy than getting really frustrated and running into the person on Sunday. Though the latter approach does seem fairly popular.

3. Think hard about whether trying to keep a faster car behind you is worth it or not. Pro drivers get paid to finish as high as possible. Sometimes that means making the car wide to keep someone behind. Even if this is done without blocking, and it can be, you are increasing the chances that the person behind will make an ill-advised passing attempt. The other person will likely be found at fault, but that doesn't fix your car. It also doesn't change the fact that you played a role in the situation by deciding it was worth

holding them off.

4. Don't run into people. That seems obvious, but the vast majority of our contact incidents could easily have been avoided if either driver had exercised a bit more restraint. Yes, occasionally someone is 100% the victim of another's mistake... but, it's rare. We have racers who race hard, but have gone years without contact using this method.

5. If the tips above haven't worked, and you are involved in an incident, your camera may be your best friend. Be sure it is on and functioning properly. A second, rear facing camera is also a good thing. Failing that, having your camera positioned so that it captures objects in the mirror is highly recommended. I think most people believe that their camera can only serve to convict them. You'd be surprised how often the opposite is true.

We have a great program with a great group of racers and volunteers. While the number of incidents is low, reducing it further will make it more fun for everyone. Then we can all spend money on tires instead of fenders.

See you at the track!

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Down to Business

RYAN CARIGNAN • CLUB RACING BUSINESS MANAGER

Prepping the Battlefield

It is expected, practically mandated, that a military officer study Sun Tzu and the "Art of War." Tzu was a Chinese general, military strategist, and philosopher whose writings have influenced philosophy and military thinking for over two thousand years. One of his guiding principles is "shaping the enemy," which has evolved in the modern military to "prepping the battlefield or battlespace," which is what I'm doing here.

To do so is to attempt to shape a conflict, or situation, based on known facts and circumstances about an opponent. To conduct your campaign knowing your foe's tendencies, strengths, and weaknesses in advance, so that you can turn the outcome of the battle in your favor.

The battle, in this case, is one of information and cooperation. I know most people today are loath to read one more unsolicited email or answer an extraneous survey request. Well, I'm "prepping" you now by letting you know PCA Club Racing is going to ask you to do just that later this year. It is very important to us that you take the survey to help shape the future of Club Racing.

To say that the face of amateur and professional racing has changed over the last thirty years is a massive understatement. While the basic principles are still there, the landscape of racing is very, very different. The options for an amateur to hit the track are more numerous



now than they have been in decades, as are the types of racing available. Who would've thought thirty years ago that there would be no less than four organizations running multiple 24-hour endurance races for amateurs each year?

Because of this changing landscape, Club Racing needs to know what racers like, and don't like, about our program to continue to be the go-to option for as many Porsche racers as possible. PCA Club Racing strives to be the definitive option for anyone who wants to race their Porsche, and your input will help it continue to be just that.

This year's survey will go to all Club Racing license holders. We are looking for suggestions, improvements, and answers. We know and welcome the fact that our racers don't race with us exclusively. We are interested in learning from your experience and observations gained from other organizations.

The survey will ask many of the standard questions you have proba-

bly seen before, but that is necessary because, while the question may be the same, the answer often changes with time. When taking the survey, keep in mind what you have seen, good and bad, racing with other sanctioning bodies (track time, costs, rule enforcement, policies, etc.).

It shouldn't take much of your time to complete, but the value of your input will be well worth your effort to us, and you in the long run. Please help us help you, and all racers by giving us your honest feedback, especially if you think something needs to change. I know there are no shortages of opinions on what Club Racing is doing right (and wrong) out there. This survey will be your chance to let us know in a way that may bring about some honest change and improvement.

Resist the urge to delete

In short, resist the natural urge to hit delete, or to ignore the survey, and help PCA Club Racing evolve and improve. 🏁



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Editorial License

SKIP CARTER • CLUB RACING NEWS EDITOR

I typically get to 4-6 of our club races each year, trying to hit one or two tracks that I've never been to. In June I had the pleasure of visiting VIR (Virginia International Raceway) near Danville, VA. This track has lots of history, dating back to the 1950s. Actually, I have a historical piece on VIR that I'll have in the next CRN.

This was my first trip to this area, so I flew in Wednesday to have some time to get to know the area a little. PCA photographer Victor Newman lives nearby and recommended several places to visit: Appomattox, Poplar Forest (Thomas Jefferson's second home) and the Tank Museum in Danville were his top three.

A friend of mine (who has been living on a sailboat for several years) came over to Danville and spent a couple of days with me. His boat is dry docked in Trinidad and he'd been staying with friends in the DC area.

So, early Thursday we headed to Appomattox. I was not a Civil War buff until two friends kept hounding me to read Shelby Foote's Civil War trilogy. Three 1000 page volumes that, once I started it last year, I couldn't put down. Foote's description of the Appomattox surrender was fabulous, but what we were treated to in person was something else.

After a short presentation we were lead from the Courthouse to the front porch of a home next door. On the porch was an actor in character. At the end of the war, journalist John Richard Dennett, a young Harvard



graduate, was hired by the newly created magazine, The Nation. They sent him to the South to interview anyone who would speak with him. They wanted to know what people in the South thought was going to happen now that the war was over.

He spoke with everyone: Northerners, Southerners, foreigners, blacks, whites, men, women, educated, not educated, poor and rich. He published 36 articles, initially with no author listed (the Nation's first editor's preference). This collection of articles is considered the definitive writing on the subject.

Dressed in character with a top hat, Dennett invited us to take seats. About a dozen of us listened for over an hour. "Y'all come over to this side of the porch. You see that hill there? Well, Bobby Lee was camped there with his army of x thousand soldiers.

Lee and Grant had been marching for three days after Petersburg fell. It was tough going, the mud was knee deep and many of the confederate soldiers were without shoes or blankets or food. Lee was trying to connect with Joe Hooker so they could regroup and continue the fight. Grant kept maneuvering his army to block Lee's path to Hooker, and Appomattox is where Grant finally trapped Lee. Lee could only go one direction, and Grant knew that."

Dennett then had us go to the other side of the porch, pointing out another hill. "You see that hill right there? Grant's army was on the other side, knowing that Lee had only one option. So, on xxx day morning, Bobby Lee comes charging over that hill, and as soon as he crests that hill, he ran into Grant's superior force."

Reading this in Foote's book was



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great, but having someone describe it while we were actually standing there was something else. Appomattox itself was worth seeing, but the stories we heard were priceless. Dennett's articles were finally credited to him and published in a book (which I bought and am enjoying).

Thursday afternoon we toured Poplar Forest, Thomas Jefferson's second home. Our docent, before she started her presentation, came up and asked me what Porsche I owned (my shirt was her clue). She and her husband are long time PCA members. And, she was an excellent tour guide.

On Friday morning we went to the Tank Museum in Danville. An amazing exhibit. If you like military hardware, this place is a treat. The building used to be the old Disston manufacturing facility, maker of hand saws and other tools. Besides tanks, there was all types of military vehicles and weapons. There were lots of corridors with glass enclosed cases with the most amazing collection of small arms weapons and uniforms that I've ever seen. Each weapon had a number on the wall next to it. In front of each window was a 3-ring binder on a pedestal with a page for each weapon in the section. One example. There was a Russian anti-tank gun. The page on it mentioned that it was obsolete before the start of WWII, but it was all they had, so they kept using it.

The owner rides around on a 3-wheel bicycle sporting a pair of sidearms. Every time he rode past he'd ask if we had any questions.

We made it to VIR Friday afternoon. Victor Newman gave us a fabulous tour of the facility, including how the original three men designed and build the track. VIR sits in the rich Virginia countryside. The rolling hills, the beautiful buildings, and a very technical track make this one of the most respected tracks in the country.

I was able to connect with several drivers, developing articles for the magazine. The now three year old



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Vintage group (air cooled cars '89 and older) were probably my favorites. They are a fun group of "gentleman racers." There's an article in this issue on Rob Gordon and his family, part of the Vintage group.

Lastly, I need to mention some of the food. Danville sits on the Dan River and historically used to have the largest textile mill in the country. The mill is gone, but there is plenty of history that is very easy to find.

I drove by Mary's Diner several times. The sign out front said "Since 1951 - Open 11am- 8pm."

Sunday night, on my own, I headed to Mary's, walked in and could not figure out where to start. I asked an older woman busing a table. She pointed me to a line. There was no menu. No prices... Just a buffet line.

The number of choices was tremendous, and it all looked great. I asked for fried chicken thighs. "How many?" I asked for mashed potatoes and gravy "How much?" And the home made deserts... I got a banana cream pie with a graham cracker crust.

To say that everything was home made is an understatement. The fried chicken was wonderful. Everything I ate was wonderful. And the bill came to less than \$10. Next time I'll hit Mary's on the first day and, with luck, be able to get there more than once. 🍷



Ed: This article's photos are self-explanatory with the exception of the bottom right here. Part of Victor Newman's tour was the story about the giant Oak, an historical landmark (and the reason our Club Race is titled Rumble at the Oak Tree). During a severe storm it fell. Some time later a gentleman remembered that a few years earlier, his son had picked up several acorns from that tree. He offered to get them for VIR. So what you see in this photo is Son of Oak. The mailbox, evidently, is for people who leave messages for... well, who knows.



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Coaching Perspective

DAVID MURRY • CLUB RACING DRIVING COACH

Should I use a Driver Coach?

We all want to enjoy our driving. The first goal should always be safety. After that we can look for performance and results in racing.

We always want to make improvements to make our car faster: more power, better shocks, newer tires. We don't mind spending money on those things because they are tangible. We can own, feel and touch. But things like driver coaching tend to sit on the back burner for many.

We all have natural instincts when it comes driving. Some of those are correct and some are not. We first need the knowledge on the correct way and then we need practice it.

If your driving technique is not correct you can practice it to perfection, but you will never be as fast as you can be. You need to understand what physics demands to drive the car efficiently through a corner (There are many variables). Then you need to practice that technique to perfection.

Knowledge is where the driving coach comes in. They can provide the knowledge on correct techniques and driving physics. Through coaching tools such as in-car video, data, and even riding with you (riding is becoming less important due to technology) a coach is able to see how you are driving and what inputs you are giving in response to track corners, conditions, and car reaction.

Making changes in driving technique can often result initially in slower lap times. When you perfect a bad technique you may be getting

the most out of it. Changing to the correct technique may initially result in slower laps times until it is perfected. Don't be discouraged. You have built muscle memory driving bad habits and now must erase and relearn. That takes time.

Using a coach allows you go over the video and/or data after each session to see what was correct and what needs improvement. This is the time to discuss the physics. You can also use your data system (there are affordable systems today) that can tell you things like predictive lap time, minimum corner speeds and other things during each lap in each corner as you are driving. It will give you a report card for each corner each time you drive though it so you can know what you just did was good or not.

Knowledge is vital to understanding this information, and your driver coach can help with that. Example: You may see your lap time coming down as you go down the straight after a corner thinking you did a great exit, but the air temp is 20 degrees cooler so the engine is making more power. If you look at the predictive lap time at exit and then 30 feet later it will tell you if your exit was better avoiding the false reading on the rest of the straight.

Video is very important, not just data. Even if you have a reference lap of another fast driver to overlay your data, you have to see what line you are driving *including* the angle of your car compared to where it should



be pointed. You can't see those car angles in the data alone.

We don't want to always assume it is us, the driver, but we also don't want to use the cars performance as a crutch or excuse. Be honest in your evaluation but never stop working to improve both driver and car. Car performance can be made faster in setup and development, two separate areas. It can also be made easier to drive and better to race without making it faster, which is very important in executing consistent laps.

Both driver and car performance matter. Evaluate and maximize both.

I am at a lot of the PCA events courtesy of PCA National. Find me and I would love to look at your video/data and answer any questions you may have. ❏

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ROB GORDON AND...

FROM AUTOCROSS TO DE TO VINTAGE CLUB RACING

STORY BY ROB GORDON; TITLE PHOTO BY KEN HILLS PHOTOGRAPHY

Brothers Rob and Patrick Gordon grew up in a house addicted to sports cars, both English and German. Parents Linda and Ron Gordon were SCCA Pit Stewards in the '70s, attending 30 or more race weekends a year, including working the Watkins Glen US Grand Prix, SCCA Runoffs and East Coast IMSA races.

Rob was born in 1978 and his first time out of the house was to Summit Point for a race. Fast forward 31 years and Rob's daughter's first trip was also to Summit Point!

Linda and Ron bought a 944 in 1983 beginning a 36 year membership in PCA. Ron was bitten by the Concours bug and started volunteer positions as Potomac's Concours Chair and then Secretary, Member-

ship Chair and Concours Co-Chair with Chesapeake. Starting with Portland, Maine in 1986 the Gordon's started attending and competing at Parade. Ron became a Concours Judge in 2003 followed by Concours Scoring Chair, History & Tech Quiz Chair, Concours Co-Chair and is currently Parade Chair.

When Rob and Patrick reached driving age, Linda and Ron made them a deal to buy a car of their choice (with a price cap) and parts to repair. Rob and Pat had to supply the labor. Rob found a 1973 914 2.0. It ran but had no brakes. The faded Bahia Red respray had turned brown, rockers panels were rusted, and generally needed to be refreshed. After a year of work the 914 was his high school car, driven every day for two years.

Rob began autocrossing the 914 as much as possible with the Chesapeake Region, local autocross groups and SCCA. As soon as he turned 18, he began the PCA DE program and dual stinted the car (Ron and Rob) in most events. Rob participated in the first DE at VIR after it was reopened.

Rob and Pat drove the 914 from Maryland to and from Mount Tremblant, Quebec for the PCA Parade in 1999, winning their autocross class.

Upon graduating from the University of Maryland, the car was stripped and sent to Air Cooled Racing in Dillsburg, PA for installation of a full roll cage, GT body panels, and provisions for installation of a six cylinder engine with the plan to compete in SCCA E Production. It was fitted with a stock 1972 MFI

2.4T engine and ran DEs at Summit Point, VIR, Mid Ohio, Watkins Glen, and Sebring in this configuration as well as Rob obtaining his PCA Comp license.

Rob participated in re-enacting the Cumberland MD Airport races (autocross series) and was the event's first FTD. Rob and Patrick ran Parade autocrosses in Tampa 2003 (where Patrick won class) and Hershey in 2005.

The 2.4 was later swapped out for a 2.9l SCCA race engine originally built by Dawe's Motorsports. Rob began racing with NASA in the German Touring Series achieving a class win. Broken valve springs damaged the motor at Watkins Glen and the 914 was relegated to the back of the shop.

Fast forward to the winter of 2016. The engine was disassembled and inspected. The magnesium case and new heads were sent to Dawe's for machining. New internals were added, and the engine was reassembled with provisions made for fuel injection.



With a growing family of his own, Rob began a complete overhaul of the chassis as time permitted. He utilized skills/knowledge gained moonlighting at At Speed Motorsports, helping crew for a team of Volvos competing in the Speed

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GT Series for Volvo Cars of North America and then crewed in Grand Am, Rolex and PCA Club Racing sporadically. The car received new brakes, shocks, springs, control arms, fuel cell, fuel system, AIM Dash, transmission and safety gear. A complete mil-spec wiring harness was developed and the car converted to stand alone MoTeC fuel injection.

Rob says that the only things that weren't rebuilt or modified were the steering wheel and paint.

Dawe's was instrumental in providing help, knowledge, advise, encouragement, and tuning on the chassis dyno.

Ron's childhood friend and PCA Club Racing Vintage Coordinator, Fred Pfeiffer, encouraged Rob to run the Vintage class.

While testing at Summit Point in early 2018, Rob crashed the car fighting a brake bias issue. Although the data showed the car was traveling at a significant rate of speed when it left the track, the damage was not as bad as it could have been. Another couple of months of repairs ensued in order to make the Summit Point Club Race in September. Rob finished 3rd in both Saturday races and ended up third overall in the VO class.

In 2019 Rob has competed at Lime Rock, Mid Ohio and VIR, gaining confidence and working through 901 transmission bugs.

Rob lives in Maryland with his lovely wife Janice, two active children, Maddie and Rylan and their dog, Romeo. Rob has worked 21 years for an international engineering and construction firm in Res-



ton, Virginia.

The 914, combined with PCA friends and mentors, first taught Rob how to work on cars. He likes to be challenged, enjoys and excels being placed in positions outside of his comfort zone, and has become very proficient in motor/transmission building, welding and wiring along the way. Special thanks is due to Matt Romanowski at Trailbrake.net, Wes Burton at Burton Shocks, Joel Levy at Racespec Online, and Sander Marques at Obsidian Engineering and everyone else who helped along the way. 🏁

Top left: Rylan greeting dad after his first race in the rebuilt 914 at Summit Point in 2018

Top right: Kevin Dawe demonstrating his tuning magic on the chassis dyno

Bottom: Mil-spec engine control harness before heat shrink. Three layers, 38 conductors, painstakingly assembled to be under 1/2" diameter

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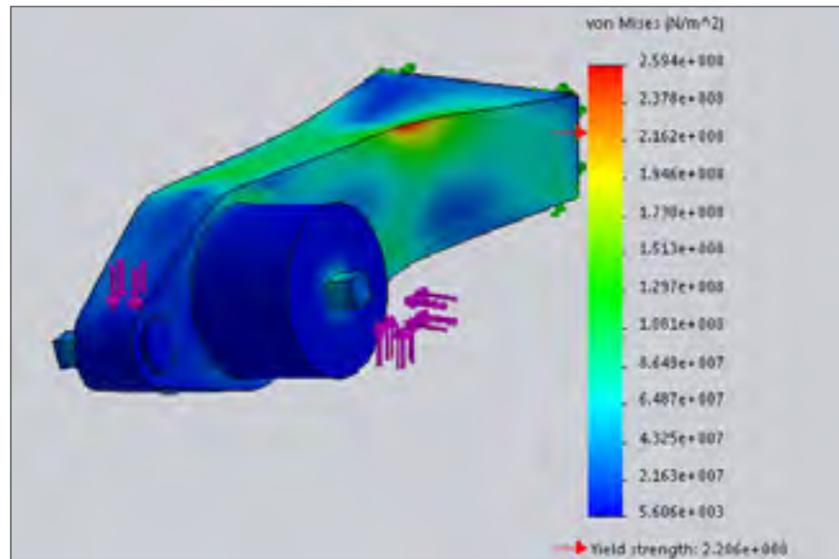
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2.9 liter magnesium engine after machining, during assembly. New bearings, chains, gears and seals. Connecting rods, crankshaft and oil pump were measured and inspected



Studying 914 trailing arm reinforcements with FEA



Ed: I've heard that the Gordon family shows up en masse whenever Rob is running a PCA Club Race. At VIR this year I was able to observe it first hand. Here in the photo are (left to right) PCA Parade Chair Ron Gordon and his wife, Linda; Ron and Linda's two sons, Patrick and Rob; Rob's wife, Janice and their two kids Maddie and Rylan.

Not only that, but I happened to be watching as the Vintage Group came off the track after Sunday's sprint race, and here was the whole family cheering and clapping as Rob drove by into the paddock.

You can tell from this article that they are a family who have always worked and played together.

So, congratulations to the Gordons, another PCA family.



2019 Club Racing Schedule

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

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

Dates Region/Zone	Event Additional info	Event Contact
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 Northern New Jersey	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 Potomac	Summit Point* Vintage, 944 Cup	Pat Kaunitz 410.486.1456 pat@pcapotomac.org
Sep 21 - 22 Rocky Mountain	High Plains* West Coast Series	Doug Bartlett 970.214.7279 doug@dbartletts.net
Oct 19-20 Maverick	Motorsport Ranch* 944 Cup	Joel Nannis 817.821.6077 clubrace@mavpca.org
Oct 25 - 27 Zone 12	Daytona* PCA Clubsport, 911 Cup, 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

*Indicates an Enduro





RACING CAYMANS IN PCA

A BRIEF HISTORY AND CLASS SUMMARY

STORY BY KEITH FRITZE

At Crocktoberfest in 2008 the featured guest speaker was Vic Elford. Elford praised Porsche's newest mid-engine production platform and hailed it as the best ever of the newest Porsche street cars. Indeed, the Cayman is a well-balanced mid-engine car with ample power and great cornering and braking capabilities. And the PCA Club Racing community has had a deep involvement in evolving and racing this platform since its inception. The Cayman is now in its fourth generation, moving from the original 987.1 (circa 2006-2008) model to the third official 718 (circa

2018) platform today.

PCA, for 2019, now supports four classes (with variants) to race from Stock to Factory spec classes. The classes range from stock to spec to GT with varying levels of performance and characteristics. Each class has its strengths and unique history. These will be discussed in the following paragraphs as well as a comparison (summary) of the characteristics of the cars in the various classes.

The Stock and Prepared Classes

The original Caymans that were introduced to the marketplace in 2006 were all 3.4L "S" type cars.

PCA supported these cars within their rule sets through stock and prepared classes as soon as the car was introduced.

Ernie Jakubowski of Mantis Racing was the first person to prep and race a Cayman. Ernie, being a pioneer, had to be resourceful in his development of the car, as no aftermarket components were available and no one had experience with it. When he started development in November 2005, he was able to use a press car for fitting and reference since none were available at the time (he received his actual donor in mid-January 2006). When Ernie

received his car, he had 30 days to prepare for the Sebring club race in mid-February.

Forgeline agreed to provide wheels for the car; Leda provided the coilovers and many parts were homemade. Ernie's shop fabricated a motorsports AOS and 2L sump for the engine. They made their own underdrive pulley. The breather tank and exhaust system (including headers) were fabricated in-house. They made suspension components such as upper strut bearings, adjustable sway bars and drop links. Even the studs were retrofitted from an air-cooled 911. And a 996 short shift kit was modified for use on the car.

Building the car was a real feat. They made their deadline and raced in the stock class at Sebring in 2006. While doing test and tune, they managed to go through 10 sets of springs. There were lots of discoveries with the electrical system: what could be deleted and what could not. And ice pedal was experienced while trying to use the stock braking system on the race car. Racing the first Cayman was an exciting time and the beginning presented a plethora of new challenges.

Today all of these elements are well understood for the 987.1 and 987.2 (2009-2012) Caymans which make up the majority of Cayman classes.

PCA supports all Cayman street cars in the stock class from the 987.1 (2006-2008) Caymans through the 718 and GT4 models. These classes support basically stock cars with (now) stripped interiors, a roll cage and the required safety equipment per the general rules. For this class the cars run at essentially stock weight and allow for exhaust and suspension changes as well as limited aero. The prepared class for Caymans also allows factory aero kits and ECU flashing for increased performance.

The GTB Class

The original GTB specification was created in 2008 for the 911. 911s that were campaigned in the Koni



Facing page: GTB Caymans

Above: Frank Pray and his GTB Cayman

Challenge and successor series did not have a class structure that fit into PCA. PCA rules at the time placed these cars in GTA, but they were prepared production (street) cars, not factory race cars. The interiors had been stripped and the cage extended beyond the passenger compartment, so the cars did not meet the stock rules requirements for PCA. Original GT rules in 2008 stated that the GTA class was for factory race cars, and GTB was for modified 911 street cars (excluding the GT3).

The class progressed for 996 and 997 variants into GTB1 and GTB2 and also supports 996 GT3 today as well. The Cayman S car, however, did not become eligible for GTB until 2010. Their eligibility was driven by the Interseries cars which were all built by Napleton Porsche to compete in a series sanctioned by Historic Sports Car Racing (HSR). The Interseries cars were 987.2 Cayman S cars that displayed the historic Porsche liveries. These cars also had no interior and cages that extended beyond the interior. Based on power and weight, these cars fit nicely into the GTB1 class structure.

Donna Amico, responsible for development on the original GTB spec, proposed adding these cars to

GTB... And the rest is history! Caymans dominate GTB.

Today GTB is split into two subclasses; GTB1, with the 981 Caymans formerly in GTB2 now running in GTB1, and GTB3 to accommodate 3.8L Caymans of varying years and vintages. The GTB class of today is dominated by Caymans with an occasional 996 or 997 willing to compete. The majority (by a large margin) of Caymans running in this class are 987.2 Cayman R and S cars, although other Cayman models are supported by this class by adjusting their car weights.

GTB is a mature class with lots of competition and cars at races nationwide. GTB1 attracts large fields and close competition, particularly at the larger signature races such as Sebring, Road Atlanta, Watkins Glen, VIR and Road America. GTB1 Caymans with stock motors and gearboxes tend to be highly developed in terms of suspension, braking, aerodynamics and weight and usually keep the Scrutineers quite busy in terms of compliance checking (given the complexity of the class rules). While GTB1 is the dominant class, GTB3 represents the pinnacle of performance for Cayman racecars within PCA.

The Clubsport

It all started in November 2014 when Vicki Earnshaw received a call from Manny Alban, then PCA President, about the Clubsport concept being developed by Porsche Motorsports. In October 2015 a formal information release happened about the GT4 Clubsport. At this time a team was assembled with Bryan Henderson, Vicki, David Murry, Joe Hullet and Alan Shirley to develop a plan on how the Clubsport concept would be integrated into PCA Club racing. It was determined that the cars would run in a semi-pro series within PCA. The series was born with the help of many individuals who had experience in pro racing. A set of rules and compliance procedures were developed with the assistance of these individuals, race teams and organizations. It was to be a semi-pro series that could act as a bridge for racers to move to a pro series in the future.

Alan Shirley was chosen to develop interest and find potential customers for the car and the series. He also coordinated the Trophy East Series. Specs for configuring the car from the factory were developed for options such as safety equipment and fuel capacity. Joe Hullet (commonly referred to as *Motec Joe*) was to become the *goto* guy for the car's electronics packages, and to monitor compliance during the race series, which was to have 25 racers and six events in 2016.

The first race ran in a separate run group at Road Atlanta in April. It was discovered that there was much to learn about both the car and the technical aspects of compliance checking the cars. After all, it was a new car and a new series.

The car itself, as received from the factory, was a PDK version of the Cayman GT4. It resembled what would have been a spec prepared street car (but PMNA factory built) within the PCA club rule set. It was very stiffly sprung with non-adjustable dampers intended for pro racing on smooth European racing cir-



cuits. It proved difficult to drive on US road courses. The car's aero also stood to be improved. And there was a learning curve for the drivers.

Both the car and the series went through evolution. By 2017 the suspension, aero and electronics had been revised. The aero kit made improvements in the rear gurney, wing and front diffuser blocks. This moved the downforce pressure further back where it was more effective. The suspension revisions included softer springs and adjustable dampers, which made the cars easier to drive on our road courses. It was dubbed the Clubsport MR with Manthey Racing in Germany responsible for providing the upgrade packages to PMNA.

The newest version of the GT4 Clubsport MR for 2019 is based on

Top: Curt Swearingin leading in his GT4 Cayman Clubsport

Bottom: Keith Fritze in his Spec Cayman

the 718 chassis with a 3.8L engine making more horsepower and a much refined suspension and aero package over its original version. The dampers are now 3-way adjustable shock absorbers, adjustable sway bars and high performance spherical bearings. The car itself is still based upon the standard GT4 production vehicle and is being raced professionally as well as within PCA. Drivers claim that it is vastly improved over its successors, especially the original version. It is quick, competitive, fun



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The varied versions of the Clubsport race within three different classes, GTB3, GTD or GTD2. The newest 718 version of the car will be racing in GTD2. The class has a limited number of cars and a loyal following.

The Spec Cayman

In early 2015 Vicki Earnshaw made the decision to add a new prepared class for the Cayman. Approaching mid-year, progress in developing the spec was lagging. In June Vicki asked me to work on and accelerate the development of the spec. I developed the spec with the help of others for pre-release in Q4 of 2015. The Spec Cayman was born and the first cars were built and raced at Sebring in 2016. The class is now in its fourth year, the car well sorted out, and attracting a cadre of great club racers.

The Spec Cayman, designated SPC, is based on the original 2006-2008 987.1 Cayman S platform. Our goals were to create a very capable and competitive Cayman racing platform with attention paid to both build and consumables cost. This platform allows the DIY racer or race shop an easier avenue to build, race and maintain the car, and still achieve good levels of performance. The class can take advantage of the large number of donor cars and decreasing future donor costs so that more racers can enjoy racing a Cayman. Yet the car has the same basic characteristics of its bigger brothers in the GTB and GTD classes.

The powertrain remains stock for the SPC with reliability enhancements to keep it cool and the engine adequately lubricated. Aero on the SPC is limited to the factory aero kit or equivalent, adequate for its level of performance. And, the car has less aerodynamic drag when racing on tighter, technical tracks. The suspension has a number of the same components as the GTB cars to allow for crisper handling. The shock package for this spec car uses JRZ one way adjustable shocks



with monoballs and 700/800 lb-in springs respectively.

The car runs on standard premium pump fuel, uses the stock braking system with ducted cooling and stock ABS that is run in the more aggressive PCCB mode. The tire, the Hankook Z214, is new in 2019. This tire provides a good balance between cost, grip and longevity and allows the racer to take advantage of the cars feel and performance, and also control the cost of a race weekend. It makes a great choice for racers who want to control consumables costs, avoid *arms racing*, yet enjoy the levels of performance and fun the Cayman provides (not to mention high levels of competition with great racers from other classes moving to SPC). Racers in this class depend upon their driving and car setup skills when racing their Spec Caymans.

Comparisons

For individuals looking to enter a Cayman racing class, a summary of features is provided here in the form of a comparison matrix. Since the GT4 Clubsport and GTB classes have multiple platforms and classes, the matrix will concentrate on the newest 718 platform for the Clubsport and the 987.2 GTB1 platform. The 718 Clubsport represents the newest and most improved platform

Matt Distefano racing his Spec Cayman at Mid-Ohio

for the Clubsport series and the largest number of competitors in GTB1 are using the 987.2 platform.

This comparison matrix is to be used as an overview for comparison purposes and does not provide complete details for each class represented. Please refer to the PCA club racing rules book for specific details on each class.

Choices

PCA classes offer the racer a wide variety of choices and performance levels for racing the Cayman. Each class has its benefits and most racers can find a car and class that will meet their racing aspirations and goals. The Cayman, now in its thirteenth year of production, is a well proven and popular racing platform with hundreds of cars now racing nationwide. Future growth in PCA for racing the Cayman is certain!

Acknowledgments to article contributors: Donna Amico, Franklin Pray, Ernie Jakubowski, David Murry, Vicki Earnshaw, Spencer Cox, Walt Fricke, Matt Distefano, Benjamin Pook, John Collier, Francois Faust, Curt Swearington, Allen Shirley, others. 🍀

Comparison Matrix

Parameter	Platform			
	Stock	Clubsport ¹	GTB(1) ²	Spec (SPC)
Design Designation	987.1, 987.2, 981, 718, GT4	718 (Newest)	987.2 (most popular for GTB1 Caymans)	987.1
Class Type	Stock	GTB, GTD, GTD2	GTB1-GTB3	SPC
Class Characteristics	Stock	Spec (PMNA Factory racecar)	Open (similar to GT class requirements)	Spec
Powertrain	Stock	Factory modified	Stock (mechanical)	Stock
Engine	Stock 245-385hp	Factory modified - 425hp	Stock with ECU tune 365hp(est)	Stock 300+hp(est)
Transmission	Manual or PDK, 5spd or 6spd, stock gearing, LSD	Factory 6spd PDK, race optimized, LSD	Manual or PDK, 6spd, stock gearing, LSD	Manual, 6spd, stock gearing, LSD
Exhaust	Free	Factory with 100 cell open cats	Free	Free behind stock headers, cats may be opened
Shocks	Free	3 way - adjustable	Free	One way - adjustable
Sway bars	Free	Factory - spec	Free	Spec - 996 GT3 or TPC, 28.6 or 29mm
Control arms	Free	Factory-race optimized	GT3, GT3 Cup with solid bushings	996 GT3 with solid bushings
Aero	Limited	Factory-fixed rear wing w/swan neck mounts, front splitters, rear diffuser	Rear wings are free (w/restrictions), front splitter meeting GT requirements	987.1 aerokit front splitter or replica, 987.1 aerokit, Cayman R or replica rear wing
Brakes ³	Stock with cooling free ABS may be operated in PCCB mode	Factory-race optimized, 380mm front discs, 6 pot calipers, variable bias racing ABS	Free-large rotors/calipers, Motorsports ABS are typical options	Stock with cooling free ABS operates in PCCB mode
Tires	DOT - vendor is open, size is restricted	Slick tire-open	Slick tire - open	Hankook Z214 DOT race tire meeting spec sizes
Fuel	Premium pump	98 octane race	High octane race	Premium pump

Notes:

- 1 - Information based upon the new 718 platform
- 2 - Information for the 987.2 platform
- 3 - Other braking options apply including 997 GT3 MC and alternate brake booster

Dave Coleman

Three of the most memorable moments of my first ever visit to Summit Point for their 25th anniversary club race a couple of years ago were: meeting Dave Coleman, getting a tour of his shop and yard, and a sunset ride in his Model T Roadster.

Thanks Dave!





PAUL SOLK — JSR RACING AND BODYMOTION DO SEBRING

STORY BY PAUL SOLK; PHOTOS BY KEN HILLS, ALEJO MENENDEZ, JOSEPH BLERSCHBACH, RED CASE

The 48 Hours at Sebring this year. Sebring is one of the longest continual running racetracks in America, starting in 1950. The history here is humbling but, at the same time, I think 1950 was the last time they paved the track! This is one of the most physical racetracks in America, and the toll it takes on cars and drivers alike is representative of the physical nature of this amazing track.

For Bodymotion January was a month spent almost entirely in Florida. Between The ROAR, PBOC and PCA Sebring, the Bodymotion team racked up thousands of miles traveling back and forth to support their drivers. The 48 Hours at Sebring is the season opener for PCA Club Racing. About 400 cars racing

in multiple classes from Vintage all the way to the latest Cup and even a few new RSRs! If you ever want to experience one of the most amazing Porsche experiences out there, just come and walk around the paddock.

For me personally it meant flying down on Monday to meet the team as they unloaded and set up for a few days of testing prior to the race. It's always exciting seeing the car come off the hauler.

As part of the team is unloading cars, the rest of the team is setting up the flooring, paddock and awnings for the week. I'm not sure when PCA started the Club Racing program they could have imagined what it has morphed into today. A team like Bodymotion can show up with three tractor trailers and a dozen or more cars!

Once the car is unloaded the real prep begins. While we always have a basic setup when we arrive, it takes a while to feel out the car and dial it into the track and conditions. That's where having the expertise of a Bodymotion and their team becomes so critical. Whether it be shock or sway bar settings, electronics, motor work or even more extreme changes or repairs... It doesn't matter what transpires on track, Bodymotion will do anything possible to keep these cars going. For some it's crash damage. What takes a typical shop three weeks takes three hours at the track. Anything goes!

Not to be left out, my car decided it wanted some special attention too. After the PDK had a false neutral at one of the fastest points on the track,

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we came limping into the paddock and the team got to work. 30 minutes later we had a car that would not do anything, it was a brick, no drive, no reverse, just stuck in neutral no matter what we did.

Resolved to the fact if it can be fixed my team will fix it, I headed back to the RV. Sure enough, 45 minutes later I got the text to suit up. A full PDK re-programming track-side and it was time to test it out.

Out we roll onto one of the most physical tracks in the world, a year after Spinal Fusion. What was I thinking? We ran 2:29 laps, not bad for the first time on a tough track, but way off the pace we needed to compete. Working with my coach, we softened the back end and went back out. Sweet, down to 2:25s! But wait, the data says there is a theoretical 24 there if we could chain all our best sectors into one lap. Some tire adjustments and back out we go. Now the theoretical 24 is a real time! But wait, now the data says my theoretical best would be a 23! Wow, P1 is running 23s in a 3.6L 997, matching that in a 3.4L Boxster is going to be tough.

Nothing left to do now but qualify and see if we can put the rubber to the road. Time to execute. We are really proud to say that the Jersey Shore Region represented and qualified P2 overall and P1 in class. But that's just qualifying. We have to execute in the race. I've never been this close to the pace car before!! Nerves aside, out we roll with 45+ other Porsches for our formation lap. Four minutes later and it is Green Green Green!!!

All the prep, practice, setup gets put aside now and it's time to drive what you've got. 35 minutes later, out comes the checker! Hmm, still only one 997 in front of me and the rest of the field is still in my rear view! Unfortunately, the leader was running 23s and I was still stuck in the 24s. Time to recheck the data and throw on a fresh set of tires for Race 2. Sitting on grid, the visualization begins and then it's go time. Everyone has their own approach



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July 19-21	Golden Gate Region	Weather Tech Raceway Laguna Seca
Sept 7-8	Golden Gate Region	Thunderhill Raceway
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and strategy, mine has been the same since day one: 1. Don't be Stupid. 2. Have fun. 3. Bring your car home in one piece (don't ruin my own race or anyone else's). As long as I stick to the strategy, everything else will fall into place.

This time it was a few formation laps due to some oil on the track. Lights out on the pace car coming down the back straight, around turn 17 and GREEN GREEN GREEN. One of the greatest sounds and sights out there, 45+ Porsches trying to get through Turn 1!

I know I said it earlier, but these events are open for you to come and experience. What a great way to spend a day! 35 minutes later and the checker dropped! P1 is still in sight, no one on my rear bumper, that's another P1 in Class and P2 overall!!! A quick glance down at the dash and the fastest lap was indeed a 2:23.7, exactly the same as that pesky 997 and, after an entire week, we ran our fastest lap in the last race. As I came off pit lane the sign came out to go to scales. Minimum weight is 3126 pounds, we came in at 3140! THAT is why you have a crew that calculates your mileage, race length and puts in a specific amount of fuel. No one wants to carry extra weight! Equally as pleasing as the overall finish and 23.7 lap time was pulling the data and seeing 10 consecutive laps within a half second of each other. You always want to be consistent in racing, one fast lap will never win you a race!

Once again, the racing is only part of the week and the weekend. What makes this so special is the other PCA members from all over the country coming together for a common love and some healthy competition. The camaraderie, friendships, experiences and memories are what make this sport so special. Being fortunate enough to live so close to one of the top PCA race teams in the country is a blessing. The entire Bodymotion team from Mike, Margaret, Geoff, AJ, Dougie, Morgan and the rest of the team go out of their way to



ensure that their racers are taken care of! I can't say enough or thank them enough for helping me from my very first DE to my second year of Club Racing and guiding me along this incredible journey.

Mike and the team will be at NJMP for the Jersey Shore DE in August. Not only will they prep your car beforehand, but support you at the track too. Make sure you arrange early to come out to the DE and get the Bodymotion experience with us at the track! In the meantime, come join us locally at Lime Rock Park or Watkins Glen! PCA offers you a tremendous amount of opportunities to experience your Porsche on track. Come Join us! 🏁



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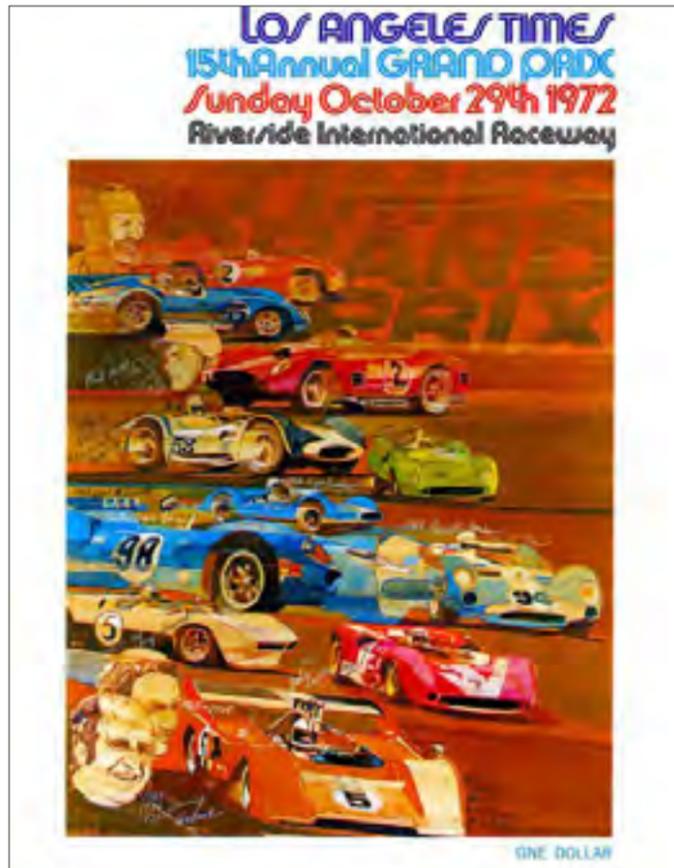
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LOS ANGELES TIMES
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NO.	DRIVER	VEHICLE	NO.	DRIVER	VEHICLE
1	Bob Miller	Porsche 917-10	100	Tommy Cook	Mercedes
2	Johnnie Walker	Porsche 917-10	101	J. J. Hunt	Mercedes
3	Walter Ralston	Porsche 917-10	102	Walter Ralston	Mercedes
4	Bob Miller	Porsche 917-10	103	Walter Ralston	Mercedes
5	Johnnie Walker	Porsche 917-10	104	Walter Ralston	Mercedes
6	Walter Ralston	Porsche 917-10	105	Walter Ralston	Mercedes
7	Johnnie Walker	Porsche 917-10	106	Walter Ralston	Mercedes
8	Walter Ralston	Porsche 917-10	107	Walter Ralston	Mercedes
9	Johnnie Walker	Porsche 917-10	108	Walter Ralston	Mercedes
10	Walter Ralston	Porsche 917-10	109	Walter Ralston	Mercedes
11	Johnnie Walker	Porsche 917-10	110	Walter Ralston	Mercedes
12	Walter Ralston	Porsche 917-10	111	Walter Ralston	Mercedes
13	Johnnie Walker	Porsche 917-10	112	Walter Ralston	Mercedes
14	Walter Ralston	Porsche 917-10	113	Walter Ralston	Mercedes
15	Johnnie Walker	Porsche 917-10	114	Walter Ralston	Mercedes
16	Walter Ralston	Porsche 917-10	115	Walter Ralston	Mercedes
17	Johnnie Walker	Porsche 917-10	116	Walter Ralston	Mercedes
18	Walter Ralston	Porsche 917-10	117	Walter Ralston	Mercedes
19	Johnnie Walker	Porsche 917-10	118	Walter Ralston	Mercedes
20	Walter Ralston	Porsche 917-10	119	Walter Ralston	Mercedes
21	Johnnie Walker	Porsche 917-10	120	Walter Ralston	Mercedes
22	Walter Ralston	Porsche 917-10	121	Walter Ralston	Mercedes
23	Johnnie Walker	Porsche 917-10	122	Walter Ralston	Mercedes
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25	Johnnie Walker	Porsche 917-10	124	Walter Ralston	Mercedes
26	Walter Ralston	Porsche 917-10	125	Walter Ralston	Mercedes
27	Johnnie Walker	Porsche 917-10	126	Walter Ralston	Mercedes
28	Walter Ralston	Porsche 917-10	127	Walter Ralston	Mercedes
29	Johnnie Walker	Porsche 917-10	128	Walter Ralston	Mercedes
30	Walter Ralston	Porsche 917-10	129	Walter Ralston	Mercedes
31	Johnnie Walker	Porsche 917-10	130	Walter Ralston	Mercedes
32	Walter Ralston	Porsche 917-10	131	Walter Ralston	Mercedes
33	Johnnie Walker	Porsche 917-10	132	Walter Ralston	Mercedes
34	Walter Ralston	Porsche 917-10	133	Walter Ralston	Mercedes
35	Johnnie Walker	Porsche 917-10	134	Walter Ralston	Mercedes
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39	Johnnie Walker	Porsche 917-10	138	Walter Ralston	Mercedes
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41	Johnnie Walker	Porsche 917-10	140	Walter Ralston	Mercedes
42	Walter Ralston	Porsche 917-10	141	Walter Ralston	Mercedes
43	Johnnie Walker	Porsche 917-10	142	Walter Ralston	Mercedes
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75	Johnnie Walker	Porsche 917-10	174	Walter Ralston	Mercedes
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83	Johnnie Walker	Porsche 917-10	182	Walter Ralston	Mercedes
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95	Johnnie Walker	Porsche 917-10	194	Walter Ralston	Mercedes
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97	Johnnie Walker	Porsche 917-10	196	Walter Ralston	Mercedes
98	Walter Ralston	Porsche 917-10	197	Walter Ralston	Mercedes
99	Johnnie Walker	Porsche 917-10	198	Walter Ralston	Mercedes
100	Walter Ralston	Porsche 917-10	199	Walter Ralston	Mercedes

PORSCHE NOSTALGIA RIVERSIDE CAN-AM TRIP CIRCA OCTOBER 1972

STORY & PHOTOS BY ALAN FRITZE

I was 20 years old and an avid fan of the SCCA Can-Am Championship Series. I drove great distances to see some of the races in the summer of 1972 when the Porsche 917-10 Spyderys were campaigned by Penske with a close relationship to the Porsche Factory. I told my friend, Grady Clay, about my desire to go out to Riverside for the final race of the season. He agreed, and arranged a few appointments to look for parts

for some project cars. I had recently purchased a 914-6 with the intent of racing the car in SCCA and wanted to gather some technical advice on setting up the car for the track. This trip for me was one which turned out to be a once in a lifetime experience. I hope you find it interesting!

Grady had just finished installing a 2.4L mechanically injected 911S motor in a 914-6 and wanted to take it on our trip to Los Angeles. The

conversion gave the 914-6 the power it was meant to have. The instant throttle response and torque curve of this car was incredible for an early car. We had the chance to test the upper limits cruising across sparsely populated Utah and Nevada. The little 914-6 would cruise very nicely at 125 mph with the special gearing installed during the conversion. We would occasionally increase our speed to feel the incredible power of

the engine as it neared the red-line. The thrill of running a Porsche near its top speed is one which only a few drivers ever get to experience!

We arrived in the Los Angeles area after only twelve hours of driving, a quick trip. The next morning we headed out to visit Vasek Polak in an effort to find some parts for the Abarth Carrera 356 restoration project. Vasek had recently purchased much of the Porsche factory excess Twin Cam engine parts and shipped the parts to the states in used VW Microbuses to save on shipping costs.

He gave us a quick tour of his vintage car inventory and managed to find us a brand new set of pistons and cylinders and some other desirable engine parts for the Abarth Carrera. During the tour, we saw some famous racing cars including the 917 LH which was painted with unusual purple and green paisley scheme. Many of the cars were unrestored and sitting in storage racks while their fate was determined.

Vasek had recently hired Alwin Springer (later co-founder of Andial and head of Porsche Factory Racing Operations in the US), a factory trained 917 mechanic to care for his 917 Spyder driven by Milt Minter in the Can Am series. We had a nice conversation and were invited to the Porsche Only track test session at Riverside mid-week prior to the Can Am race weekend.

Next, in an effort to learn more about preparation of my 914-6 for SCCA Club racing, we also made arrangements to meet with Richie Ginther (contracted to develop the 914-6 racing program in 1970 for Porsche-Audi). In 1972 Ginther was developing 914-4 and Super Vee engines for VW and Porsche in his West Coast shop.

We talked a long time about all the 914 chassis mods and track set up for the car. While we were having this conversation, a man walks in with his bicycle and Richie says to him "Hey Dan, have you got your driver's license back yet?" Well, the bicyclist was Dan Gurney!!! He was an old friend of



Facing page: Cover and entry list from the 1972 LA Times Grand Prix program

Top: Vasek Polak

Center: Milt Minter

Bottom: Richie Ginther

Richie Ginther's from their Formula One driving days in the late 50's and early 60's. I was dumbfounded... I never thought I would have the opportunity to meet Dan Gurney. I fondly think about this moment every time his name comes up and regret his passing in January 2018.

We arrived early at Riverside for the test day. All the teams running various 917 Spyders were present. The Penske racing team showed up with their pristine semi-trailer painted in royal blue (dark purple?), containing the meticulously prepared L&M 917-10 Spyders driven by George Follmer and Mark Donohue. The mechanics uniforms were also very colorful (bright red) and designed to complement the overall color scheme for Team Penske.

Mark drove up in a borrowed red 911T to do some test driving and publicity for the L&M Penske team. He talked to us briefly and went on about his business.

When the track opened all the teams campaigning Porsche 917 Spyders went out to warm up. After a few laps, Mark Donohue took a reporter from the LA Times out for a ride in the passenger seat of his 917 Spyder. After a few laps they came back to the pits. The reporter was sweating profusely and needed help to get out of the car.

Milt Minter was driving Vasek Polak's 917 Spyder during the warm up and returned to the pits after fouling some of the Bosch Platinum racing spark plugs. The car was misfiring and down on power. Vasek was reprimanding Milt for driving too slowly and fouling the plugs the whole time the crew was installing a new set.

Meanwhile, Vasek and the crew decided to check the suspension alignment with the alignment jig while the car was on the lift. The team allowed me to sit in the car while the alignment was performed, acting basically as ballast. While I was sitting in the 917 Spyder I was wondering what it would be like to drive on the track with those big slicks and 800+ hp!



We stayed all day at the track and, when the track personnel had left for the day, we when out on the track for a few laps in Grady's 914-6. It was getting dark, so we needed the bright headlights to see the track. We made it around a few times before one of the track marshals ran out onto the track and waved us off.

We watched the LA Times Grand Prix at Riverside, a very close race. George Follmer (Porsche 917-10 Spyder) won the race, Peter Revson took second in one of the McLaren M20 Can-Am racers, and Mark Donohue third driving the second Porsche 917-10 Spyder.

Top: Mark Donohue arriving at Riverside in a borrowed 911T

George Follmer won the SCCA Can-Am Championship Series in 1972 in one of the two L&M Penske cars. Mark Donohue missed five races due to an accident at Road Atlanta while testing a new lightweight version of the Porsche 917-10 Spyder with a magnesium frame and missed an opportunity to win the series in 1972. Mark Donohue would come back and win the series in 1973 with the famous Porsche 917-30 Spyder, totally dominating all the races. 🏁

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proof performance and prevent failure. Now available
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ROAD ATLANTA 2019

NOW MICHELIN RACEWAY AT ROAD ATLANTA

STORY BY MIKE HOPPER AND MIKE WILSON; PHOTOS BY BRIAN WONG

Road Atlanta, now Michelin Raceway at Road Atlanta (MRRA) is a destination track for many PCA club racers and HPDE enthusiasts. With a unique combination of many elevation changes, fast corners and great passing zones, MRRA offers exciting racing that rewards driver skills and attracts drivers for the Petit LeMans from all over the world. It's no wonder that Peachstate PCA's Peachstate 225 is a popular race.

Peachstate Region held its Club Race/DE at Michelin Raceway Road Atlanta on April 12-14 with over 190 drivers participating in this event. They came from all parts of the United States and Canada.

Friday consisted of three practice

sessions for each of the three Sprint groups plus a practice rolling start session and mini race. Saturday was qualifying and six exciting Sprint Races. Two Enduro Races were held on Sunday but, due to weather, were cut to 60 minute sessions from usual 90.

Spectators witnessed some magnificent driving with sub 1:24 lap times. There were some very highly skilled racers participating in the event. Also, for the true Porsche-philes, there was some real eye candy at the event. GT3RS, GT2RS, Cup cars... One could go on.

Saturday night, Peachstate hosted a social at The Driving Club. The evening started with cocktails and dinner while a live band played

in the background. After dinner, it was off to the tables for Casino Night followed by a raffle with many great prizes.

A special THANK YOU goes out to all the racers and DE participants that made this a success. Without your support, we could not organize such a great event. We also thank all of the 50+ Peachstate volunteers and National PCA Club Racing staff.

We had a wonderful time. Please make plans to join us next year.

A Little History

Michelin Raceway Road Atlanta was carved out of the red Georgia clay on a 750 acre plot in 1969. Another track's loss due to flood damage was Road Atlanta's gain

when a Can-Am series race had to find a new home in a hurry. It took, literally, a six month rush to excavate, grade and pave a 12-turn, 2.5 mile road course.

On September 13, 1970, Vic Elford sat on pole for the first race. A huge crowd gathered to watch the most sophisticated cars of the day turn 75 laps on the brand new circuit.

The 1970s brought faster, more sophisticated cars and better talent in series like the Can-Am, Formula 5000, IMSA Camel GT and Trans Am. It was a great time for road racing and for Road Atlanta.

The track was sold in 1978 and went through several owners that resulted in bankruptcy in 1993.

Four partners took over, making gradual improvements. New buildings were constructed, others renovated, the track widened and resurfaced and the grounds landscaped, but the owners lacked the capital to return it to the glory days.

Enter Dr. Don Panoz. During the Panoz years millions of dollars were spent on an almost constant series of renovations, which included a reconfiguration of the track, an infield tunnel and much more. It is a fan-friendly, family-oriented destination. 🏁



Facing page: Race start for the Yellow group

Top: Scott Neal's GTC6C 2016 991.1 Cup Car

Center: Ryan Yard's 2011 Cayman running in GTB1 class

Bottom: Sunday was a pretty wet day, but with the great weather on Friday and Saturday, most considered themselves lucky



TPC RACING — INFLUENCE ON AND OFF THE TRACK

MIKE LEVITAS, TPC RACING AND THE ERIN LEVITAS FOUNDATION

STORY BY DANIELLE BUYNAC; PHOTOS COURTESY OF ERIN LEVITAS FOUNDATION & DAVID SPOHN

Influence

Porsche racer, TPC Racing owner, championship winning team leader, DSC system in-novator Mike Levitas was once a confused high school kid. “Completely lost” is how he described himself.

“I wasn’t going to go to college after school,” he said, “but I did, because I had influence.”

For Mike, it was a neighbor who encouraged him to go to college,

to eventually study at Embry-Riddle Aeronautical University. And it was his education at Embry-Riddle that has carried him through his storied racing career and success as an engineer, developing engine and suspension components for race cars. “If I’m upstairs [at the shop] and I’m thinking about anything to do with the balance sheet, I know it from accounting in college. If I’m working on a car and I need to cal-

culate air flow for density, I know it from engineering.”

“And it’s all because someone took the initiative and said, ‘You shouldn’t waste your life.’”

Influence. It’s something Mike Levitas doesn’t take for granted.

“It’s why I always have young kids around the shop. Someone did it for me. I wouldn’t be where I am today - this doesn’t just happen on its own. There’s no way.”

And when Levitas says “where I am today,” he means at Turn 1 on the Daytona Speedway, going 180 miles an hour, just coming off the high bank. And he means his company, TPC’s showing at the 2006 Rolex 24 at Daytona, when TPC won the GT class of the famed 24-hour endurance race.

But when asked what one thing he’d want other racers to know about him, he didn’t mention those experiences or his accomplishments. He didn’t even talk about his love of the right pedal. Levitas talked about mentorship and influence.

“I’d want them to know I’m a kind, warm person. That I love helping other racers out. I love sharing my knowledge and my experiences. That I mentor younger drivers. Because coaching and mentoring - those are your most important things. On our race team, not one car is driven without a full-time coach on that car. Nobody goes it alone,” he said.

Nobody Goes It Alone

Nobody goes it alone. It’s something Mike Levitas - a different Mike Levitas - Mike Levitas the parent, understands deeply.

For his son Harris, *not going it alone* has meant mentorship, coaching, and influence in racing for the past decade, the father and son duo working side by side to keep TPC Racing and its offshoot, DSC Sport, active in the Porsche community.

For his daughter, the late Erin Levitas, *not going it alone*, takes on a different meaning.

Thanksgiving of 2015, Erin sat down with her parents and shared that she’d been sexually assaulted two years prior. And though Erin hadn’t told her parents, Mike and Wende, she hadn’t gone it alone.

“She’d started an online forum at school, an anonymous forum, where people talked about their experiences with sexual assault. There was a healing process involved with finding your community and with talking about trauma,” Mike said.



When the PCA community heard about Erin's sickness from a rare form of cancer and ultimately her passing, the outpouring of love from the racing community was fierce.

"It was everyone from the management, to the Porsche Club, to just people that we'd touched over the years," Levitas recounted. "Fans, racers - people we'd raced against. I realized what depth this community has and what being part of this family really means."

"Oh, and there were the stickers," Levitas said. "That brought me to tears."

He means the stickers, made during Erin's treatment. The ones racers put on their cars with the words "*Erin Michele*," in a heart. The stickers, that, after her passing, said "Erin Michelle Levitas. Make a Difference."

Erin Michelle Levitas Make A Difference.

"Why a Foundation focused on preventing sexual violence?" Mike repeated the question. He'd just been asked about reasons behind the focus of the charitable foundation he and his family started to honor Erin's memory and memorialize her untimely death at 22.

"Why is the foundation focused on sexual assault prevention and not her cancer? That's an easy one for me."

When Erin knew her chances of survival from the carcinoma were low, it wasn't her questions about death that kept her awake at night. She was up nights troubled by night terrors from the rape and the trauma that she endured. That pain, for Erin, was greater than knowing she was going to die.

It's why prevention is so urgent. If the foundation can help one person not go through this trauma, if one child can be spared this misery, if one family doesn't have to endure what mine did, then she made a difference."

And so, the Erin Levitas Foundation was born - and they've been off to an exciting start over the past year

living out Erin's legacy. *ELF*, as Mike and family like to call it, focuses on changing the prevalent culture that surrounds sexual assault by using community education for prevention. *ELF* has partnered with curriculum professionals at the University of Maryland Francis King Carey School of Law to provide early intervention and education programs to middle school students, starting in public schools with at risk youth.

The recent pre-pilot with one public school already showed great promise from both participants and teachers and will be expanded to an entire 7th grade class this fall. Over 50% of middle school students are reporting sexual assault encounters. *ELF*'s work plans to prevent the behaviors and attitudes that lead to harmful outcomes.

Education. Coaching. Mentoring. Community. Influence. It's starting to sound familiar.

"One of the most unexpected things I've learned from *ELF* has been how much you can affect the lives of others," Mike said. "I know how deeply I was affected when I learned of Erin's trauma and rape. And I know people in the PCA community were too, when they'd heard what Erin had been through."

But here's the thing - by putting it out there, by talking, I realized many of the members of the PCA community had experienced similar traumas. And it wasn't one or two. It was more than I had expected. I had moms, uncles, dads and people with personal experiences share stories with me.

It's even more of a reason why I think racers can make a difference in sexual assault prevention. Racers have influence. Racers see the benefit in mentoring and educating. And plus - we're great at taking on a challenge."

A Challenge

Last year, as part of the PCA Potomac's *Rock the Summit* Club Race, the Erin Levitas Foundation was

chosen as the benefit charity and was able to raise \$14,000 toward their mission of sexual assault prevention, education, and healing. But Mike has his sights set higher this year.

"What would make me ecstatic is that this year we double it - we raise \$28,000 at the very minimum. I know as racing enthusiasts, we're some of the most generous and giving people."

And it's true. Last year's \$14,000 worth of gifts came from 60 individuals, family foundations and businesses, and some of the largest donations came from volunteers who came out to support the race.

"That absolutely touched me," Levitas said. "I love the people associated with this whole world. It's almost like you come out on a race weekend and you're in this world of people that all have this common bond. And it's very, very serious. It's different from anything else."

To get to his \$28,000 number, Levitas implores racers and racing enthusiasts to see, as he does, the benefits their influence can have on the world. How, in Mike's words, deeply they can affect the lives of others, of children.

"I believe racers have more open hearts and more easily open their checkbooks for a good cause than any other group of people on the planet. Last year, we saw racers go into the racing weekend and spend \$3,000 on tires or \$5,000 for prepping their car and *still* find a way to donate. I know our community can do this. We can have influence on the future. We can help prevent sexual assault."

Summation

For a complete list of ways you can support the Erin Levitas Foundation now and during PCA Potomac's "Rock the Summit" Club Race this year, visit: www.erinlevitas.org/pca.

To read more about the Erin Levitas Foundation, their work with St. Timothy's School, or the University of Maryland Francis King Carey School of Law, visit www.erinlevitas.org. 

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SO, I STARTED DOING THIS... WHY?

STORY BY GEORGE HESS III (G3); PHOTOS BY SEAN CRIDLAND AND OTHERS

It started with a minibike and we ended up on Pikes Peak – or so I remember. And it did start with a minibike. I was in grade school and I drug home a minibike in a basket that I think I bought for \$15.00. Dad had an old Briggs & Stratton lawn mower engine in the garage, we bolted it on and, after a few trips to the parts store, away we went. And so began my interest in things with engines.

In High School it was a '67 Mustang that had to have the usual trappings: a newly built 289 Hi-Po with shackles, fat tires on Cragar's and an 8-track tape player. A few more motorcycles (dirt bikes) which then led to racing motocross and ulti-

mately my first trip up Pikes Peak in 1976. In those days they started the bikes as a group by class. Just like a PCA start except we were six wide and six deep. Ultimately, I had to give up the motorcycle racing. My girlfriend and future wife (she still is) thought I should. The racing or she. She won!

Porsches came along around about 1981. Barbie and I bought a 1980 911SC and we started doing some DE events with the Alpine Mountain Region; many of the same tracks we run today. But then kids came along and I started a new business, so the Porsche was sold and we went on to more family type toys such as

horses and boats.

Fast forward a few years (about 30 years). I had purchased a 1987 911 Turbo and Fred Veitch invites me to his private track day that he and Dave Jenkins put on at High Plains. That was October of 2014. I don't take the Turbo, it's kind of a garage queen but I do take (of all things) a 1965 Shelby Cobra replica. I had a blast. A few more trips to the track with the Cobra and driving fast is becoming too much fun. I ask (and Barbie gives me permission) to look for a race car. In May of 2015 I buy a 2000 911 GT3 Cup. This is about when I decided I probably ought to learn how to drive.

2016 was a lot of DEs, track days, a Bondurant racing school and some professional coaching. By the end of 2016, for what ever reason, I started thinking about racing, and racing in the Pikes Peak Hill Climb. We put together a plan for 2017 which would include another racing school and DEs with professional coaching with the intent to apply for an invitation to race Pikes Peak at the end of the year. Fred Veitch, a personal friend, true Porsche guy and a past class winner of the Hill Climb sent the following letter to our local region in July 2018.

George Hess, you've been a friend for over 30 years. I've known you as the very savvy owner of Vantage Homes, a community leader, an industry icon, part time cowboy, somewhat successful pheasant hunter, and full time Porsche enthusiast. You run your life at 100% efficiency. No wasted moves, no uncertainty. But frankly George, you're a bit nuts. I'm not sure how you've managed this, but you're extremely lucky to have

a wife who adores you without question. Whether she has been consistently mis-lead or chooses to do this from loyalty, I'm not sure. For years you've loved Porsches, but lately, don't you think you've become a bit possessed buddy? This can be serious, George...

I thought you might have over reacted when you bought a 996 Cup Car two years ago after seeing it on the showroom floor for maybe two minutes. You weren't even sure what to do with it but, what the hell, it was love at first sight, right? Actually, the beginning of a very serious love affair, George. But after participating in several DEs, you shifted (pun intended) to the next level a bit quickly. Of course you did, because, ownership of a Cup Car does that to a person, doesn't it? First you hired professional driving coaches. Then you attended several advanced driving schools and got your PCA racing license. More coaching, more racing and, of course, car upgrades were needed along the way. You even kept the Cup Car in Utah with other Cup

Cars last winter. Cup Cars, I've learned by watching you, obviously like to stay together. Maybe it's their insecurity being left alone in a garage, a group hug thing, or something even more twisted. I just know it's strange. You rationalized this arrangement just so you could get as much track time under your belt as possible because, of course, you wanted to race Pikes Peak!!! Most of us who really care about you suggested that this just might be a bit pre-mature in your career as a race driver. You know, maybe try Le Mans first, or the Nürburgring, Daytona or something else easier, because Pikes Peak can bite you, with VERY unpleasant results. It normally takes several years of racing experience to even be considered as an entrant George, but you were hell bent to do it. You had a plan, and were eventually put on the "wait list" for this year's race. Around March, those fools in the event office said it was a "go". You had your damn diet and workout routine already in place. You were racing whenever you could, and spent

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each week end driving up Pikes Peak like you had a job as a part time ranger there (this may explain your brown shirts and highway logos on your truck, by the way).

You entered each of the pre-race practice sessions in early June and used each one to refine your lines and get comfortable with the car. You also enlisted your closest friends to help. And boy do you have a lot of friends! The VW, Acura, Bentley, and McLaren teams were envious of your crew. By my count, there was a tire guy, a food guy, a clean the car guy, a coffee guy, a burrito guy, a trailer equipment guy, an unload the trailer guy, and even a guy for the guys. And, oh yea, you even flew in TWO support mechanics from Utah!

All race week your practices were spot on. Each run faster and more precise than the preceding one. You qualified well, but frankly, in the Time Attack Class, you brought a butter knife to a gun fight. In case you didn't check ahead of time, Time Attack is now the largest and perhaps the most competitive class on Pikes Peak, with lots of pro drivers, factory supported entries, and past winners entered everywhere. What the hell were you thinking?

Race day, like all race days on Pikes Peak, brought the "usual" conditions. Crappy, then great, then crappy weather. Sun, rain and hail (repeat). It can be very unsettling for the pros (never mind for a rookie) to compete in these conditions. And, every year George, about 20% of the field doesn't even finish the race. There are "usual" early wrecks in practice, break downs or offs on race day. It is a very, very technical, and dangerous race in case no one told you ahead of time.

But, I'll be dammed if you weren't calm and ready on race day, and executed exactly as you had planned. You finished with a very smooth run. Congratulations George! You figured it out, never wavered in your program, and made it work. Now is it time for a faster car??? Perhaps a used 919 or maybe just a new GT2RS? I'm asking because you might just try it. PS: could you ask Barbie, to have a talk with Linda? Whatever you said to her must



have been something! We'd all like to learn from it.

Signed, Your friend Fred

So yes, we did race the Peak but, to get ready we raced at COTA (my very first PCA race), Willow Springs, UMC several times and did as many track days as possible. Now we have two cars; the 2000 911 Cup and a 1986 SP1 944. Both are fun, and both are extremely different. Recently at Rocky Mountain Thunder at High Plains we ran both cars, the 911 in the sprints and the 994 in the 6-hour Enduro.

What does the future hold? Pikes Peak again? Club Racing without a doubt. Barbie's given me permission to find another car. What fun!

G3

George C Hess III 🏁

ED: George didn't waste much time and he has already found that new car, a 2016 GT4 Clubsport



Top left: Pikes Peak car waiting for an early morning practice session, complete with tire warmers (about 4:30am). Photo courtesy of Imagine Media

Bottom left: George with his 4 month old grandson, George III & George IV

Top right: Most of the Pikes Peak team - (left to right standing) Mike Finkbbiner (944 owner), Jerry Novak, Ted Thurber (944 owner), myself, Sean Peterson and Brandon Tolley of Air Power Racing and Matt Scheffee. Kneeling: Parker Lovell (a human tire warmer installing machine), Roger Lovell (Team Captain, of road racer and former hill climb participant)

Center right: George and his very supportive wife, Barbie

Bottom right: Parker Lovell installing tire warmers at 4:00am





TALE OF TWO DRIVERS

SPEC BOXSTER — THE LARGEST CLASS IN PCA CLUB RACING

STORY BY TOPHER EVERETT; PHOTOS BY KEN HILLS

A Spec Boxster on the cover of Club Racing News. Did it get your attention? Allow me to capitalize on that and spin a short yarn about why it is a great class for racers of all experience levels.

My background in road racing started with the humble Spec Miata. After completing Skippy School in 2011, I jumped headlong into the most competitive class in amateur racing. Six seasons (and many bent fenders) later I wanted for a car with more performance (and a class with less contact). Enter PCA Club Racing and the Spec Boxster.

Up to that point, I had never turned a lap in anger in a P car. There was no family heritage of a road-going Porsche. My only memory of one

was a silver 1977 911S in a Dallas showroom with a sign on it that read *please do not touch unless you are completely naked. Buttons, watches, etc. tend to scratch.*

Fast forward 20 some odd years

From the first lap, the Boxster felt like a race car should. The seating position was spot-on and the cockpit was surprisingly roomy. Power steering and ABS were major upgrades. The gearbox gave crisp mechanical haptic feedback. Definitely built for performance.

The driving dynamics, however, were completely foreign. The mid-engine layout and open differential pre-dispose to oversteer on corner entry. More horsepower and

a harder tire compound equates to throttle that is no longer an on/off switch. The low boosted master cylinder requires considerable brake pedal pressure.

Nothing else I had driven really handles like the 986. Stomp on the brakes hard and late. Let the ABS work. Come off the brakes completely before turn in. Wait a fraction of a second for the rotation to point the nose, then crack the throttle to transfer weight and settle the rear. Unwind the wheel and roll into full throttle as the car 4-wheel drifts to the exit curbing.

It is challenging and incredibly rewarding when done well. The finesse it takes seems to suit my driving style. The fine art of managing

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rotation was a critical step in my racing development that had been lacking. Mastering that skill will no doubt serve me well no matter what car I'm driving. It was like that 3-D dot art that was popular in the 90s. Stand there with your eyes relaxed a certain way and, viola, a boat appears. Now you can't unsee it.

So that's the perspective from a veteran of low horsepower, high rear end grip club racing.

A driver new to road racing?

Enter Will Tally. From our conversations at work about cars, it was evident that he was a racer. He just didn't know it yet. I invited him to the PCA race at Road Atlanta. Maybe it was his boys climbing into the car for a photo, or the exhaust note wailing down the front straight, or the scantily clad hotties presenting giant contingency checks on the podium (okay, definitely not that) but the next week he asked "how do I get on track in one of those?" The first hit is free, my friend. Welcome to racer's anonymous.

His take on the Spec Boxster: "The car felt very capable and sorted. It was racier than the MX-5 I drove in the Level Up racing license school. That inspired a lot of confidence and I made big gains in lap times. With some coaching I was able to run mid-pack.

As I approached the limit, it became terrifying. It felt like the car was always trying to swap ends and kill me. I had a decision to make: get better at driving it and understand how the Boxster handles - or go play somewhere else. I stuck it out and am glad I did. I am more comfortable letting the rotation happen and catching it with throttle. It is the difference between driving with muscle memory, the mechanical movements necessary to wheel a car around a track, and actually feeling what the chassis is communicating. When you get to that point it becomes more automatic and frees up mental bandwidth for racecraft. The Spec Boxster is fun to race, but those last few



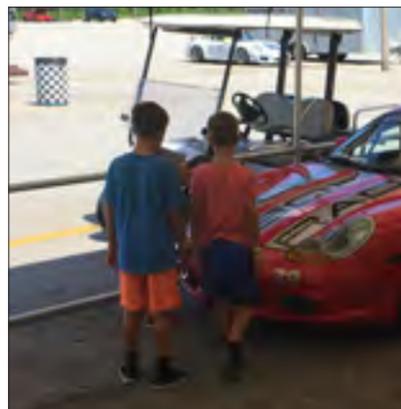
tenths in lap times are tough."

So there you have it

Two different perspectives on what has become PCA Club Racing's flagship class. If your goal is to break the sound barrier on the back straight, consider another Porsche model. The Boxster's forte is close wheel to wheel racing through the corners no matter where you are in the pack.

I'll end with saying the new MCS shocks are a big improvement over the old package. It is possible to dial out the corner entry oversteer by adjusting the rake. If you're considering the switch, that alone is worth the price. I would strongly encourage any racer looking to jump into the Boxster make sure the shocks have been updated.

Cheers,
Topher 🏁



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911 CUP KLASSISCHE MEISTERSCHAFT

STORY BY JEFF WIGGINS & RYAN CARNIGAN; PHOTOS BY BRIAN WONG

The 2019 Porsche Club of America 911 CUP Klassische Meisterschaft (Classic Championship) series kicked off at Road Atlanta with some epic racing. In Sprint Race One, the battle resulted in Niels Meissner fending off Mark White and John Machul for victory. The competitors knew the elements would come into play at some point in the weekend and were eager to get back on track for Sprint Race Two.

During the Race Two Dan Martinson (of GearTie Racing) rebounded from a post race one penalty to claim victory and set a track record for the class. Accumoto Motorsport's Mark White and Niels Meissner rounded out the final two spots on the podium to finish Saturday's racing. The top finishers of Sprint Race 2 posted fast laps within 1.3 secs of each other.

Mother Nature came to play on Sunday and was a force to be reckoned with on the track. With sheets of rain pouring from the sky, and rivers of water running down the track, those who took the Enduro green flag were in for a battle. Due to safety concerns, Stewards shortened the race as conditions on track became perilous as the afternoon wore on. Niels Meissner took the class win and the overall victory in the Enduro. Mark White extended



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his weekend podium streak by taking second place, while Dan Martinson finished third. Drivers later described the track conditions as being “complete insanity.”

Siggi Meissner took home the “Vic Elford Award” for his tenacity and ability, which was demonstrated all weekend, regardless of the conditions.

The 2019 911 Cup Klassiche Meisterschaft moves on to the always fast and challenging Mid Ohio Sports Car Course next. See below for the remaining schedule information, as well as tire set-up recommendations for anyone contemplating entering the series.

If any Stock D and F class racers are interested in testing the Hoosier TD tires for an event, please contact coordinator Jeff Wiggins at jeff.wiggins@pcaclubracing.org. Any testing data PCA Club Racing can receive this year will go a long way to help sort out rules and classifications for 2020. The goal is to expand the 911 Cup Series to include Stock D, E, and F cars in the future, but solid data is needed to make good decisions on rules and parameters.

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Aug 31-S 02	Road America	07/15/19
Oct 25-27	Daytona	09/09/19

Awards

The Classic Championship features separate podium ceremonies. Entrants will receive personalized 911 CUP

branded apparel. Also, a Hoosier Tire contingency is available to any competitor that declares 911 CUP as their class.

One of the following unique trophies is presented to an entrant NOT in the Top 3 during the second podium ceremony at each Classic Championship weekend:

- Bobby Rahal trophy @ Mid-Ohio
- Jochen Mass trophy @ VIR
- Mark Donahue trophy @ Road America
- Hurley Haywood trophy @ Daytona

Wanted 911 Stock D and F cars

911 Cup Series is looking for volunteers to test run toe to toe as one class.

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Sharing the Road Atlanta 911 Cup podium: Mark White, Siggi Meissner, Neils Meissner and Dan Martinson

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JOE BANK A FAMILY AFFAIR

STORY BY JOE BANK

My earliest memories of Porsche are from the St. Louis PCA region's gimmick rallies. My little sister, Felice, and I sat in the back seat of my dad's Pastel Blue 1971 911T staring at each other with smiles that stretched from ear to ear as we stared outside watching the blur of the corn fields.

At four years old, I had no idea about how special either Porsche or even how special my dad's Pastel Blue 911 was. This was just a car that my dad loved and drove as a full time

traveling salesperson in the torrential rain, pounding snow and extreme heat of the Midwest climate. He had one car he could choose to drive and this was it.

This is where my connection, respect, and love began, not only with Porsche, but with my dad.

The 1971 911 was gone pretty quickly several years later due to some surface rust starting to creak through the beautiful light blue exterior. Not too long afterwards my dad purchased a 1977 911S. After nearly

400,000 miles from my dad (once again using it as his daily driver) I acquired the car and had the motor rebuilt in 1994. This was my first Porsche and I was very honored to own a piece of the history my dad and I shared in it. Countless washes, drives, repairs in our garage, and my senior prom, it was always around looking beautiful.

I owned several other Porsches from 1999-2006 including a 2000 Boxster S, 2006 Cayman S, a 1998 Carrera 2S, but my world with

Porsche took on another level when in 2007 I bought a GT3RS. At the time I thought I was just acquiring the pinnacle of street car performance, but I had opened a gateway to a new world for me and Porsche.

After many encouraging pleas from other Porsche friends who had attended DEs, I finally crossed the mental block about taking my special Porsche to the track and attended my first DE, *Speed Fever*, with the Rocky Mountain region in 2010.

Throughout 2010 and 2011 a lot happened. I attended ten DEs at High Plains Raceway and had just acquired a 2011 997.2 GT3 RS in Mexico Blue. I took *Mexico* to several Super DEs, including Miller Motorsport Park, Hallet, and the track that secured my eventual interest in racing, Sebring.

This story would not be complete without sharing the friendship that developed over this time with Gavin Riches at Autoquest in Fort Myers, Florida. Gavin spent countless hours coaching and mentoring my driving and urged me to attend the Super DE at Sebring in February of 2012. Gavin is a close friend and I would not have achieved much of my accomplishments without his advice and wisdom.

My love of air-cooled cars was still strong and I've always been drawn to owning something a little out of the ordinary, so in early 2012 I purchased a piece of Porsche Motorsport history and acquired the very first 1998 993 Cup Car Porsche made. I entered my first PCA Club Race at Miller in June 2012 (GTC2).

I still own the 993 Cup and, after racing it in 2012 and 2013, I competed in it at Rennsport Reunion V in 2015. I'm honored to own this special car that competed in the German Carrera Cup with the team that won the series, Tolimit Motorsports. In 2017 I was lucky enough to go with my dad to Germany and meet the team that campaigned the car, spending an entire day with the Team Director.

Class wins were not hard because there are hardly any of these 993



Facing page: The 993 Cup on the Corkscrew at Rennsport

Above: Joe and his little sister, Felice in the back of their dad's 1971 Pastel Blue 911T

Below: Joe and his dad, Ed celebrating victory and fastest lap at Hastings



Cups around, but my proudest placing was 6th overall out of 64 cars at the very first COTA race. I also took my first Workers Choice Award, which I am always honored to get.

In 2014 I started racing a 997.2 Cup Car and raced this all over the country at HPR, TWS, COTA, Hallett, Hastings, Miller, Motorsport Ranch and Sebring with nineteen class wins and eight overall wins. I was lucky enough to win the National Championship in 2014 and 2015 in this incredible Cup Car. The 2014 battle for the National Title came down to the very last race of the year and that one was pretty special.

In 2016 I yearned to compete for a podium overall at a big time race, so I once again reached out to my buddy Gavin Riches and told him my Quest. I didn't want this attempt to be just any race, so Gavin and I set 2016 Sebring to be the one to shoot for. He recommended many changes to the car and the end result was a 2011 Cup that had the ability to pull punches against any newer 991 Cup and many RSRs. We used a special rally inspired suspension that Gavin developed and he felt was an advantage to soak up the rough track at Sebring.

Once the new GTA2 Cup was finished, I asked Gavin to team up with me in the enduro and I chose to drive



the first hour and then Gavin would take the remaining last 25 minutes. My lap times in qualifying for Sprint 1 put me in P8 on grid. I was already quite shocked about where I was starting this big time race. As we were doing the warmup lap for Sprint 1 my heart was pounding just like it was in the very first race I did in my 993 Cup four years earlier. I got a great start and, by the end of the lap 1 I had moved up to P5 overall. Three laps later I was marking

Above: Race start in the rain at COTA

Below: Life partner Noelle and Joe, together after a 33 year separation

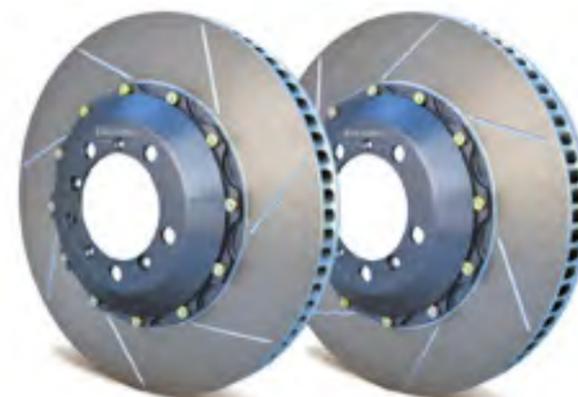
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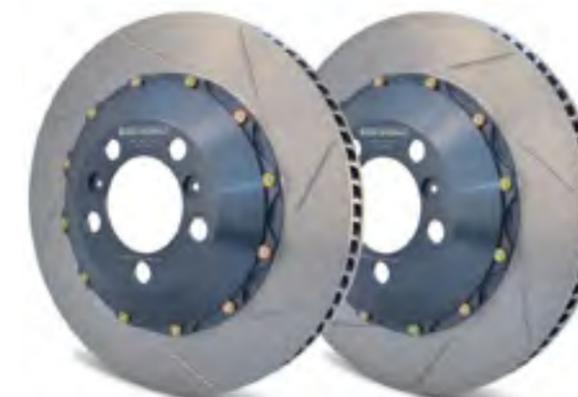
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two 991 Cups and passed both of them. Unfortunately I had not completed the second pass before a yellow flag came out, so I was called in for that pass.

I was still smiling because I knew Gavin and I could do it in the enduro. My lap times had come down to a 2:08 and I was feeling it. To this day that first hour driving the enduro at Sebring was the hardest I've ever pushed. When I turned the Cup over to Gavin we were in P3 overall. Gavin, being the brilliant driver he is, I knew would secure the P3 even on tires that were well shot! We took the podium and Workers Choice and we both couldn't have been happier.

2016 campaign ended up being epic with 2nd place overall wins at COTA and the rest of the season followed suit. I ended up with P3 nationally in GTA2.

I have charged really hard at PCA racing since 2012 and have decided to take a break this year. All the competition was incredible but my fondest memories are of the many great friends I acquired over the years and the special relationship I continued to develop with my dad since 2014.

He drove from St. Louis either in his car or on his motorcycle to every single race I competed in. How cool is that?

We have had so many laughs and fun times over all those races! Did I must mention that at 98% of those races, he was my pit crew support!

In late 2017 I was reunited after 33 years with Noelle, my friend from high school. Today she is my life partner and best friend. She was able to experience the 2018 season starting with COTA. Noelle and my dad loved hanging out and pit crewed together the whole season. As a team we took a class win at COTA (4th overall) and overall wins at Hastings, Heartland and HPR. So again I'd say, How cool is that!?

I recently traded in the 2011 Cup for a 2016 Gulf Blue GT3RS, and I plan on enjoying the social side of Porsche with Noelle before jumping back into PCA Club Racing. 🍷



Top: Joe going to senior prom in the 1977 911S he got from his dad after his dad's 400,000 miles of daily driving

Center: The 993 Cup Team Rennstall at Sebring

Bottom: Joe and Gavin 3rd overall at Sebring Enduro 2016

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On the Cover

Photographer Victor Newman took this photo of Vintage racer Rob Gordon at Lime Rock this year. Rob is one of a growing number of Vintage Club Racers.



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AT DAYTONA INTERNATIONAL SPEEDWAY

Mark your calendars, save the dates, and make your plans to attend PCA Zone 12's OktoberFast at Daytona 2019. One of PCA Club Racing's premier events will be held once again at the World Center of Racing, Daytona International Speedway and it is an event you will not want to miss.

October 25-27, 2019

Race Registration opens September 9th at 10pm EDT
 Register at <http://register.pca.org>

Advanced Solo DE and Autocross registration opens mid July
 Register at <http://clubregistration.net>

CHECK FOR UPDATED INFORMATION AT ZONE12.PCA.ORG






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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 1st thru 5th 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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2019 HARD CHARGERS

BY DAVID ANDERSON, CHIEF OF NATIONAL TIMING & SCORING

Name	Region	Class	Description	Start	Finish	Index	Race
BUTTONWILLOW — MAY 18-19							
Charles Krause	GG	SPB	98 Boxster	21	15	6	Sprint Race 1
Mark Boschert	INT	SPB	99 Boxster	24	18	6	Sprint Race 1
William Pickering	LPA	SPB	99 Boxster	23	19	4	Sprint Race 2
Mark Smith	GG	SPB	98 Boxster	10	5	5	Sprint Race 3
HASTINGS — JUNE 1-2							
Dan Mayer	RMT	GT6	84 944	10	5	5	Blue Sprint Race 1
Brad Boyd	HCT	SP1	87 944	11	8	3	Blue Sprint Race 2
Bill Corcoran	NST	E	S 85 911	21	15	6	Red Sprint Race 1
Mark Gohlke	MAV	GT4	72 914-6	17	11	6	Red Sprint Race 2
Justin Wilson	RMT	SPB	99 Boxster	15	12	3	Combined Sprint 3
HEARTLAND MOTORSPORTS PARK — APRIL 27-28							
Sally Knapp	GPL	SP3	89 944 S2	27	17	10	Sprint Race 1
Ronnie Brown	LST	SPB	99 Boxster	27	21	6	Sprint Race 2
Terry Morris	WIC	SP1	84 944	24	19	5	Sprint Race 3
LIME ROCK PARK — APRIL 26-27							
Ken Agena	SCH	SP3	89 944 S2	16	6	10	White Sprint Race 1
Todd Roth	MNY	SPB	99 Boxster	11	4	7	White Sprint Race 2
Rich Winne	NNJ	SP3	88 944	15	8	7	White Sprint Race 2
Paolo Incampo	MNY	SPB	98 Boxster	16	5	11	White Sprint Race 3
Kevin Violette	CAR	GTB1	04 GT3	18	4	14	Green Sprint Race 1
John Koster	CTV	F	S 01 Boxster S	26	15	11	Green Sprint Race 2
David Coutu	CTV	GTB1	09 Cayman S	17	13	4	Green Sprint Race 3
Charlie Craig	CTV	GTD1C	16 GT4 Clubsport	12	7	5	Orange Sprint Race 1
Roland Krainz	CTV	GTD1C	16 GT4 Clubsport	12	6	6	Orange Sprint Race 2
Steve Katz	HV	GTC3	05 996 Cup	12	3	9	Orange Sprint Race 3
Jeffrey Nieblum	CTV	VO	V 69 911 Carrera RS	6	1	5	Vintage Sprint Race 1
Stephen Vasina	CNY	VGTO	V 75 914-6	6	1	5	Vintage Sprint Race 2
Dennis Howard	CHS	VO	V 83 911 SC	13	8	5	Vintage Sprint Race 2
Chip Reichart	CHS	VU	V 67 911 S	18	13	5	Vintage Sprint Race 2
Jim Scott	CTV	VO	V 73 911	3	1	2	Vintage Sprint Race 3
MID-OHIO — MAY 17-19							
David Peterman	NE	GTD1C	16 GT4 Clubsport	13	8	5	Green Sprint Race 1
Peter Czajkowski	SDO	GT4	75 911	19	14	5	Green Sprint Race 1
Lawrence Trunk Jr	MG	GTB1	12 Cayman R	20	17	3	Green Sprint Race 2
Francois Faust	UCR	SPC	07 Cayman S	15	9	6	Yellow Sprint Race 1
Christopher Fahy	NCT	E	S 86 951	27	19	8	Yellow Sprint Race 2
Rob Gordon	CHS	VO	V 73 914-6	8	4	4	Vintage Sprint Race 1
Claude Reed	CHO	VO	V 84 911 Carrera	8	5	3	Vintage Sprint Race 2
Steven Anderson	GEM	VO	V 87 911	5	3	2	Vintage Sprint Race 3
Erik Winberg	MIL	SP3	90 968	20	13	7	Pink Enduro
C Karras/P Chappa	RTR	GTC3	02 996 Cup	13	6	7	Purple Enduro
VIRGINIA INTERNATIONAL RACEWAY — JUNE 21-23							
Brian Anderson	GCT	GTA11	004 996 Cup	22	17	5	Black Sprint Race 1
Rob Purviance	CAR	GTC3	05 996 Cup	23	16	7	Black Sprint Race 2

Dwayne Moses	POT	E	S 82 911SC	9	2	7	Red Sprint Race 1
Alan Benjamin	RMT	GT5`	72 911T	17	10	7	Red Sprint Race 1
Philip Gasparovic	DEL	SPB	99 Boxster	16	13	3	Red Sprint Race 2
John Westra	CHO	VGTO	V 75 911S	18	9	9	Silver Sprint Race 1
Donald Jacobs	RTR	VGTO	V 73 914-6	6	1	5	Silver Sprint Race 2
Wayne Capwell	CAR	VO	V 81 911SC	16	11	5	Silver Sprint Race 2
David Dean	POT	VO	V 69 911	15	10	5	Silver Sprint Race 3
Lawrence Trunk Jr	MG	GTB1	12 Cayman R	26	17	9	White Sprint Race 1
Dan Carusillo	SDO	GT4	76 911	26	22	4	White Sprint Race 2
Steve Erickson	CHO	J	S 04 944 GT3	29	25	4	White Sprint Race 2
Mark Hill	CHO	H	S 99 996	30	26	4	White Sprint Race 2
Gary Knoblauch	CHO	GT4	10 Cayman	33	29	4	White Sprint Race 2
P Ford/C Elsworth	MSO	GTC6	15 991.1 Cup	9	2	7	Orange Enduro
J Martin/C Friedman	CAR	GTB1	09 Carrera	20	13	7	Orange Enduro
Angus Rogers	SFL	GTB1	09 Cayman S	22	15	7	Orange Enduro
Mark Murray	FLC	SPB	99 Boxster	26	5	21	Yellow Enduro

WATKINS GLEN INTERNATIONAL — MAY 31-JUNE 2

Bill Rudtner	MNY	SPB	97 Boxster	13	3	10	Green Sprint Race 1
Cameron Best	DNE	E	S 77 911 Carrera	11	3	8	Green Sprint Race 2
Stuart Fain	POT	GTA2	10 GT3 Cup	50	23	27	Red Sprint Race 1
Dan Ferguson	CTV	GTC3	04 996 Cup	33	20	13	Red Sprint Race 2
Benjamin Pook	UCR	SPC	07 Cayman S	38	23	15	Yellow Sprint Race 1
Stewart Lamont	REN	GTB1	06 Cayman S	53	42	11	Yellow Sprint Race 2
Daniel Diaz	MNY	SPB	99 Boxster	22	11	11	Orange Enduro
Sam Mammano	NIA	G	S 05 Boxster S	32	21	11	Purple Enduro
Joe Still	HOD	GTC4	09 997.1 Cup	30	16	14	White Enduro

The Classifieds

BUY, SELL AND BROWSE

1980 Porsche SC

\$55,000

Extremely well prepared track ready Euro dedicated steel body race car (no street car conversion). 2300 lbs., full cage, carbon fiber doors, alum hood, fire system, 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 pedals, full coil overs, shock valving matches spring weights. Brakes upgrade w/bias adj. (2) pair 9x18 wheels with 240/640 front, (2) pair 11x18 with 285/645 rear. 2002-8: PCA southeast, 2008-14: garaged, 2015-17: VSCCA Lime Rock, SCCA Lime Rock Park: GT-2, 1st place, LRP Historics 2016 & 2017

Call or text Skip at 860-559-8939

(19.3)



2012 Cayman R

\$ 85,000

White, 3,850 miles, street legal race car (i class), 118 hrs on engine (36 racing); PDK, 6-point cage with door-bars. JRZ remote gas shocks. GT3 front control arms; front and rear adjustable sway bars, onboard fire suppression system; Schroth harness (expires 2023); 10 X 19 BBS wheels with Hoosier race tires; class record at the Ridge

Arnie Smith
(206) 236-9005

Mercer Island
porsche914gt1@comcast.net (19.4)



1989 951 (944 Turbo S) F Stock race car & 30' trailer Sold together for \$17,500 or separate

Contact John or Jeff at Black Forest in San Diego, CA
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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, Nomex 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

(20.1)



1982 Porsche 911 Class E Race Car

\$95,000

Porsche 911 Euro SC 3.2-liter Class E Race Car Accumoto build interior, fully sorted podium finisher Car \$175,000.00 invested.

Call Randall Alexander 608-852-5616 rpa@torquecompanies.com

(19.4)



1976 911 GT4 racecar

\$ 65,000

1976 Porsche GT4 911 RSR (Wide Body) Race Car. This car has been expertly maintained by Eurosport (Bensenville, IL) and campaigned competitively in PCA club racing since 2008 by the same owner. Eurosport has complete records of drivetrain, chassis and operating systems on this car. The car has been thoroughly nut & bolt checked and fluids changed in preparation for the 2019 racing season.

Call Randall Alexander 608-852-5615 rpa@torquecompanies.com

(19.4)



1983 Porsche 911 Euro SC 3 liter Class E Race Car \$ 75,000

Fresh Engine and Transmission, Fuel Cell, 3 Sets of Wheels, Accumoto, Interior Fully Sorted Podium finisher car.

Mileage: 99,000; Exterior color: white; Interior color: black

Oregon, WI Randy Alexander 608-852-5615 rpa@torquecompanies.com

(19.4)



2002 Porsche 996 Racecar

\$48,500

Professionally prepared and maintained racecar by Essa Autosport, Anaheim, CA, with a 3.6 engine; short ratio transmission with LSD and trans cooler; complete front and rear Tarett racing control arms, monoballs, and links; Penske shocks with reservoirs (recently serviced); 996 GT3 brakes and uprights; fiberglass doors, hood, and roof skin; fire extinguisher system; new Cobra Sebring Pro GT seat and Sparco belts; Motec CDL3 dash; Sparco steering wheel and quick release; CoolShirt club system; 2 sets of 18" Advan alloy wheels; a set of factory wheels for rain; an extra custom built muffler for lower decibel tracks; and too many more features to list. Asking \$48,500.

Contact Richard Yochum at re.yochum@yahoo.com or 626.253.8144

(19.4)



2010 Porsche 3.8 GT3 Cup 997.2 GTC5 Asking \$135,000

Ready to race many seasons. Only 11.6 hours on factory sealed PMNA engine and fewer hours on Brian Copans Transmission and Premier Fuel System bladder. Three sets of factory BBS wheels. Full MoTeC. Blipper. Cool Suit. Recaro seat with Schroth Enduro harness. Second Recaro including HANS support for training and DE. 4 center wheel transport system. More. Asking \$135K. All reasonable offers considered. Prepared by Jerry Pellegrino at European Performance Engineering, Natick, MA.

Contact Peter at: 617.266.9200 or Peter Bassett pjb@bristolproperty.com

(20.1)





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CLUB RACING NEWS

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