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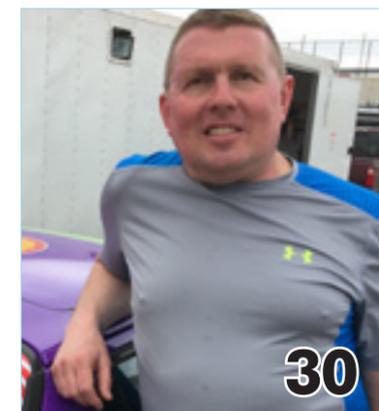
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On the Cover: Tim Pruitt's SP1 at VIR. Photo by Victor Newman
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From the Chair

WEST DILLARD • PCA CLUB RACING CHAIR

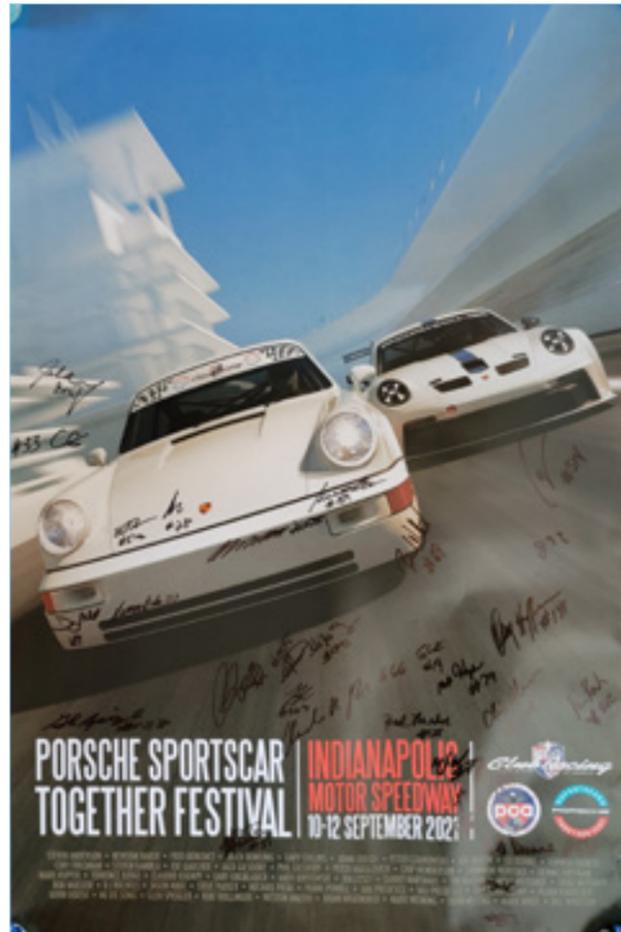
We just finished three weekends in a row with Road America, Indy Sportscar Together Fest, and Summit Point. Two of our classic races with one surprise popping up in the middle. For those of you unfamiliar with Sportscar Together Fest, it's a cooperative effort between Roger Penske, who owns Indianapolis Motor Speedway (IMS), and Porsche Cars North America.

Due to concerns about COVID, the event didn't get a green light until very late. PCA was offered one run group, which we filled before a few folks had to drop. Everyone got garages, which was cool. PCA also had a hospitality tent, a car display and Porsche corral, with some great cars owned by members. Since it was a late add to the schedule, with limited spots available, it was a non-points race. Everyone had a great time, and we had some really good racing throughout the pack. All the racing was streamed to YouTube. Search "Sportscar Together Fest" and check it out.

The PCA headquarters team came up with the idea of making posters that looked like a movie poster with all the driver's names on it. On Saturday afternoon they set up an autograph session in the Porscheplatz tent with our Club Racing drivers. A few drivers wondered aloud how many people would want to get signatures from a bunch of amateurs. As it turns out, lots! There were 50 people in line before the session even opened, and we barely managed to meet the demand during a one hour session with an estimated 2-300 folks coming through the line.

Members loved the chance to talk to the drivers and get signatures. The divers had a great time being the stars of the moment and visiting with each other and the fans. It turned out to be a really neat thing.

Several racers commented that it was nice to run a low key race with no points at stake. That made me think. Many of us remember before we had the national points championships. We just raced because it was fun. Sometimes we got a trophy. Usually not. The points championships have added a good, new layer to PCA racing, but it's nice to remember how much fun it is just to go out with your friends and race.



Porsche and the Indianapolis Motor Speedway both seem excited to make this an annual affair. If they do, we will do our best to fit it into our busy summer schedule again next year.

Thanks and congratulations to all the racers and staff who made it a great weekend.

See you at the track!
West 🏁

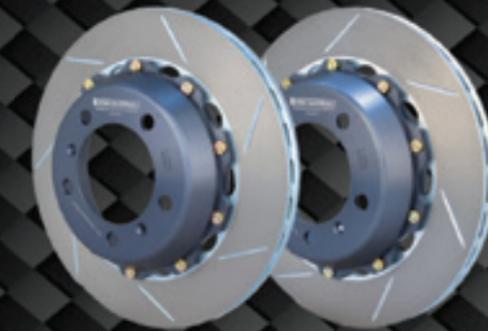


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Down to Business

CONNOR HENDERSON • CLUB RACING BUSINESS MANAGER

Sportscar Together Fest

We have successfully completed another summer of racing. In my time traveling from race to race I have had the pleasure of meeting many new people and listening to their experience with Club Racing. I am incredibly proud of our group (staff, volunteers and drivers). The atmosphere at our events is the perfect balance of professionalism while still retaining the element of fun.

I would like to take a moment now to give a special shoutout to all of those who helped / attended the Sportscar Together Fest at Indianapolis Motor Speedway. I am happy to report that we made the most of this event, even on such short notice. I feel we had excellent representation and, most importantly, everyone involved had a great time. Should the event continue next year, we will

be prepared to release details much earlier in the season.

Change our car class structure?

Changing gears (pun intended), West and I have had discussions regarding a light restructuring to the current class structure. I mean *light* as in “end of the phone call brainstorming session” so, nothing too serious. We have quite a few classes, to say the least. In a perfect world, we could leave spec/large number classes untouched and create a place that allows for any car to be competitive, without pricing people out of the sport. The end goal in this would be to create classes in which truly any Porsche will fit (I am still waiting to see a Panamera race car... Come on guys)

I bring this up now as I want to hear from the teams, drivers, and volunteer staff. Ideally, we can cre-

ate a class that is limited to power, weight, and tire size, or something close to this, which will make for better racing and ultimately a more enjoyable racing experience for our drivers. Every bit of information is appreciated.

Sponsors

On a final note, I would like to thank our sponsors for their support and encourage you to do the same. Our program would not be what it is without them. I encourage everyone to do business with those who support us. Also, put the contingency stickers on your car.

I appreciate every person involved in Club Racing and thank you again for a successful summer. I ask that we maintain this as we move into the Fall.

See you at the track! 🏁



Sportscar Together Fest at Indianapolis Motor Speedway— PCA's Porscheplatz tent and car display

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Thinking About Rules

WALT FRICKE • TECHNICAL & RULES

We have lots of rules, and nobody, me included, has memorized all of them. As a result, from time to time a scrut will get it wrong. Racers should not feel shy about politely asking - if their understanding is different - to go over the rule in the book (all scruts get a printed copy each year), with a scrut. This ought not to be taken as a challenge to the scrut's authority, and can easily be put diplomatically.

We had at least two instances this year where this approach would have been helpful. One of the GTB1 models is allowed a different intake. The scrut checking didn't realize this. Later, at Road America, I was checking intakes, and spotted aluminum. The driver and crew could see my consternation before I even said anything, and reminded me of the allowance. I, knowing of the earlier mistake, had forgotten it already, though all was instantly resolved.

A different instance arose at Watkins Glen concerning SPB side scoops. A racer objected to drivers having them on these cars. I must have looked at the wrong rule by mistake (SPB and SPC are side by side in the book, and look somewhat alike), and we required removal of the three we found. Had I looked in the right place, I would have found an SPB rule which appears to allow these scoops: Radiator inlet screens, side inlet scoops and screens and ventilation inlet ducts are allowed. So we would not have looked. But

had more discussion ensued, I would have noted that the engine intake rule for class allows no modifications to the engine air inlet and intake. This creates an ambiguity, and resolving something like this - which doesn't have significant performance effects, if any at all - at the track would have been to let it go and discuss later in the Rules Committee.

The resolution here is to reconcile these two provisions to allow a right side rear engine compartment cooling air scoop, but not one on the left side for the engine combustion air intake, and that will appear in next year's rule book to avoid confusion. It should be noted that there is significant disagreement as to whether scoops on either rear side have any effect, but the left side one might.

And ultimately, decisions by scruts can be appealed to the event steward.

On the other hand, there are instances where something is a matter of the application of a rule. A safety rule requires that all ballast be securely bolted to the chassis. When we started to see cool suit ice chests start flying around the cockpit in a crash, the interpretation was made that these chests were ballast (note the instances where a racer failed to make weight at the scales because the chest was empty), and that the Velcro straps which hold many of them were inadequate. The answer is simple: be sure the plate holding the box is securely fastened to the floor pan on which it rests, and run a ratchet



Here's an example of a cracked windscreen caused by the cool box coming loose inside the car

or other clamped strap under the plate and over the box. At least some pro racing series explicitly require this. Two years ago this requirement was noted in a CRN article. But not everybody got the word, it appears.

Since adding a strap is easy to do at the track, you can't expect to win an argument about this one.

On another subject, the proposed rules changes will be out momentarily. Please be sure to look for the e-mail announcement from Susan Shire in which the texts of the proposals are to be found, and comment on those which might affect you (or even those which don't if you see something especially helpful or unhelpful to Club Racing). 🍀

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Editorial License

SKIP CARTER • CLUB RACING NEWS EDITOR

Club Racing Classes

As I attend club races around the country I often hear conversations about class structure, the number of classes, etc. I realized that I had almost no idea how our class structure came about or how to maneuver through that class structure. Then, looking through a roster of Club Racing staff, I noticed that there are advocates for our classes, so I reached out to them asking for information.

So far I have received three responses with more coming. The three I have so far appear in this issue. I've learned a lot by reading them. Near the back of this issue (page 43) I provided a list of those advocates. Hopefully, you will find that helpful. Let me know.

Catching up through COVID

As editor of Club Racing News I can tell you that my job is pretty much divided into two main parts; getting stories from you guys and assembling everything into Adobe's InDesign program.

I joined PCA (for the second time) in 1992, just before the 2nd San Diego region Porsche Parade. To say that I got sucked in immediately, if anything, would be an understatement. By the end of the year I was editor and co-chair of the autocross program, and it never stopped.

Ten years later I transferred to the Grand Prix Region while continuing to live in San Diego (politics would be the operative word here). GPX was a much smaller region. Geographically it was slightly larger than

the City of Long Beach (population over 1 million). There were some things about GPX that seem very unusual. Nine of the fourteen Zone 8 regions are in Southern California. I became GPX President, editor and Performance Driving Chair (Autocross, DE and Time Trial chairs all rolled into one) and found out that 85% of region members lived outside of the geographical boundaries. I doubt that there is another PCA region that comes close to that one.

The other thing I came to see was that GPX was the most racially, economically and otherwise diverse group of people I had ever interacted with. This was very cool.

After five years as president my wife, Suesan, stepped up and was president for the next six years. Through all this our region grew and became much more active. Always known as a great social/tour region, we expanded in all other areas.

Anyway, I believe it was at the 1998 Porsche Parade at Steamboat Springs that I met Susan Shire after a newsletter editor's meeting. She was Chicago region editor at the time and we hit it off and helped each other occasionally over the years. In 2015 I was asked if I'd like to become Club Racing News editor (thanks to the recommendation from Susan), and here I am.

Things rolled along pretty well, but I knew almost no one in Club Racing. I soon had the opportunity to partner with a friend in an SP1 track car and was thus able to race

with PCA for a few years. When the partnership dissolved I soon discovered that being driver, transporter, chief mechanic and CRN editor at the same time was too many balls in the air, so I picked what I wanted to do the most.

Racing those few years fulfilled a dream, and I'm so glad that I had the opportunity before I aged out, but the editor job is something I really enjoy and it has allowed me to get to know a lot more of you from the four corners of North America and many places in between.

Then COVID came along. Things got strange for so many of us. It became a little tougher to get the stories and I found myself taking longer and longer to get the magazine out. Once things broke with COVID earlier this year, things started loosening up. It's not that we're out of the woods with the virus, but it feels like things have gotten to be more normal in many parts of the country.

I believe by the first CRN of 2022 we'll be back on a "normal" schedule.

I just got back from two weeks at Road America and the Sportscar Together Fest at Indianapolis Motor Speedway. That was my first trip to Indy (not bad, considering I'm only 74). We'll be covering those events in the next Club Racing News.

Life is good. I'm having fun. I now have a 4 month old granddaughter to go along with my just 3 year old grandson. So, yes, like is good

I hope to see many of you at a track soon. Thanks for everything. 🏁



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Coaching Perspective

DAVID MURRY • CLUB RACING DRIVING COACH

The Art of Race Starts and Restarts

Different sanctioning bodies have different rules for race starts and restarts. For example, IMSA race starts have a general start zone but the pole sitter accelerates at their discretion before the green flag flies. There is no passing in columns, however, until the green flag is displayed and passing the start line. On single file restarts the leader accelerates at their discretion as long as they don't pass the pace car and passing is allowed as soon as the green flag flies, which is long after acceleration.

We are in PCA Club Racing and here the green flag flies first before acceleration by anyone and certainly before any passing commences on both starts and restarts.

We want to gain any advantage we can at starts and restarts. There are a few things we can do as drivers to help that. Watch other race starts before yours to see where the front row cars are when the green flag is waived. That will give you an idea of where your race will start.

Things that don't matter are trying to intimidate or muscle someone on the pace lap. It risks contact, hurting your car and doesn't give you an advantage once it starts.

On the pace lap some series allow weaving back and forth to heat the slicks up to operating temperature. PCA does not allow that. The tires can still be heated up and more efficiently than weaving back and forth. While on your pace lap, drag the brakes. That not only heats up the

brakes to operating temperature but that heat will also transmit through the brakes, wheels, and into the tires. You can also brake and accelerate if safe to do so.

As you approach the area where you will be when the green flag will be waived, you want to be close to the car in front of you but slowly closing the gap to that car so that when the green flag flies you will have momentum on them. When you accelerate after the green flag is displayed you can have a run on the car in front.

When you are coming to the area where you will be when the green flag comes out, as you close the gap to the car in front, be sure you are in the proper gear for the best acceleration at that speed. Push the brake with your left foot and about 30% throttle with your right foot. That will pre-load the drivetrain in the acceleration direction so there will be no delay in acceleration when you go.

When waiting for the green to be displayed so acceleration and racing can begin, what you key on to know when to accelerate is important. There are a few things to look for. If you can see the start flag station where you are, that is good to key off. If you can't see the flagger, get your crew to call the green on the radio. Another factor to help is to watch the cars ahead of your row. Look across to the other column to see when the row or two in front of you accelerates and then you know when to go. This is the best for series



where acceleration begins before the green flag. When it's time to go, release the brake and go full throttle at the same time.

Now, if things worked as planned, you have momentum on the cars in front as you head toward Turn 1. What do we do with all that? The one thing that is different to take into consideration as you approach Turn 1 is the brake zone.

You probably will not have the same speed as a normal lap since you were slow and only started to accelerate before the start line. You can brake much later now for Turn 1. If you brake at the 300 brake marker on a normal lap you can certainly go deeper before braking on the initial start and restart. This is a great reason to run the fun practice start races to work on braking on that initial start/restart.

When you head to Turn 1, don't get so defensive you cause an accident. Most of what your position will be has been a result of all the things you did up to the green and going full throttle. 🏁



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Dates Region/Zone	Event Additional info	Event Contact
Oct 9-10 Golden Gate	Sonoma PCA 944 Series, West Coast Series	James McClelland 925.286.2336 McClelland.ggr@gmail.com
Oct 15-17 Maverick	Eagles Canyon* PCA 944 Series	David Hodges 713.304.2557 clubrace@mavpca.org
Oct 22-24 Zone 12	Daytona* PCA 944 Series	Jamie Thole 904.813.1254 jamie@cdsigns.net
Oct 30-31 Zone 8	Auto Club PCA 944 Series, West Coast Series	Tom Brown 760.505.3286 tb911@tbsoftware.net
Feb 4-6	Sebring (TENTATIVE) Suncoast Florida/Gold Coast	sebringclubrace@yahoo.com

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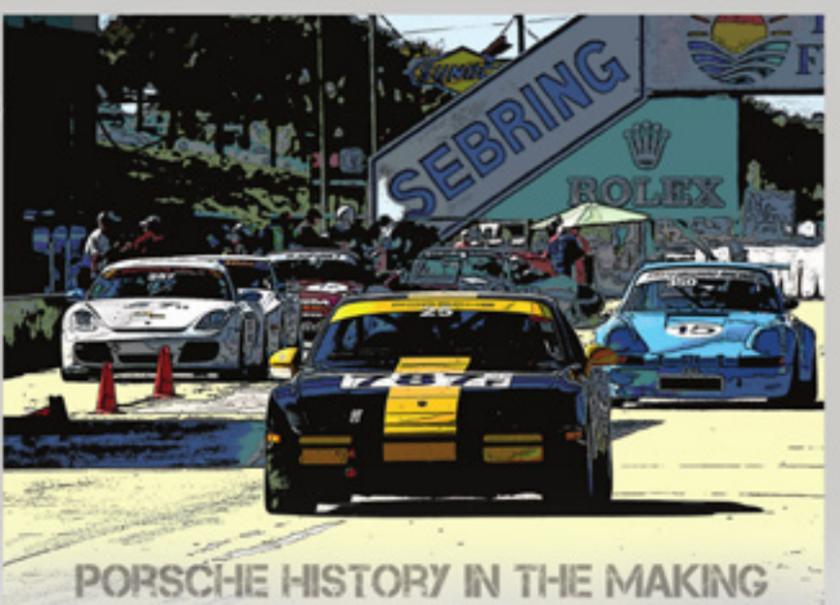
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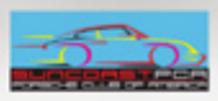
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TIM PRUITT — SP1 #329 CLUB RACING DRIVER

STORY & PHOTOS PROVIDED BY TIM PRUITT & VICTOR NEWMAN

Love at First Sight

During the summer of 1976 I had my first encounter with a Porsche 911. That fateful event occurred while working in my uncle's body shop in Chamblee, Georgia that year. His shop had an abundance of cars that I had never heard of, much less seen or touched in person. There were Alfa Romeos, Mercedes Benz, Pantera, Rolls Royce, Audi and Porsche.

My job was wet sanding the cars in the Georgia summer heat, running parts and the occasional trip to Taurus Porsche/Audi in Marietta to pick-up cars that had small blemishes that needed attention after

their ocean trip from Germany.

This is when my love for Porsche started. The smell of the leather, sound of the door shutting, the roar emanating from the flat six rear engine, the braking, the precise handling, all culminated in my deep appreciation and infatuation. I knew, one day I had to have one of these well-designed and well-built machines.

The Porsche Dream Realized

Fast forward to 2002 and I'm working as a Mechanical Engineer in the medical device industry and can finally afford to purchase a 911. My choice was a 1997 Arena Red 993

Carrera 2S, gray interior, silver faces on gauge cluster and 18" hollow turbo twist wheels.

I quickly joined PCA's Peachstate Region and started auto-crossing before moving to Driver Education (DE). Working my way through the DE program, I decided to club race. In 2004 I purchased a 1988 924S that needed a clutch and then the madness started.

Club Racing Journey

I raced the 924S for 13 years, as far south as Sebring, as far north as Mosport, east to Roebing Road and west to Motorsports Park Hastings. I started in the old Stock I Class and

through years of hard work transitioned the car up to SP2 with a wide body kit from GT racing, Moton remote reservoir shocks, Jongbloed 3-piece wheels and a very nicely tuned in-line 4-cylinder engine. I was awarded Peachstate Region Club Race Rookie of the year in 2004. I've been the recipient of the Worker's Choice Award twice. Overall, I've performed pretty well.

My current PCA Club Race driving record as of July 2021:

Number of Races	122
Class Wins	37 (30%)
Class Podiums	73 (60%)

In 2014 I won the Eastern States Championship with NASA in GTS1 at Road Atlanta. Chris Clarkin (Peachstate) would often say that I had the first \$200,000 924S he had ever seen (probably not far off, but who's keeping track!)

The 924S body was pretty worn out, so I retired that car, stripped off the good stuff and built a new car to SP1 class specifications.

Car #2

Livery: 1970 917K Livery of Vic Elford and Kurth Ahrens at Sebring 12 Hours

I had some strong co-driver support in this car.

Car #3

Livery Inspired by Brumos Porsche

For a Christmas present my wife commissioned famous autosports colored pencil artist Jim Wonderling of myWornderArt, Dahlonga, GA to create a colored pencil artwork of my 944 SP1 race car. Jim did a great job!

Car #4

Livery Inspired by Porsche 908/3 Targa Florio Car #40.

The livery I chose was inspired by Porsche 908/3 1971 Targa Floria car #40 with the single orange arrow. I wanted something that was easy to spot on track and quickly recognizable in rear view mirrors of my fellow competitors.



I horse traded for a roller from Elliot Grafton (944 Barn, Blairesville, GA), hauled it to our shop in Monroe, GA and the fun started.

I enlisted the help of three other SP1 racers to help strip the large parts from the car and then we had a few beers to celebrate our success.

One Saturday Roark (the 5 year old with the torque wrench on CRN 21.2 cover) and his father Russ visited. Roark helped vacuum up some loose metal chips. He loves hanging out in the race car garage.

The car was stripped to metal and delivered to Barry Trivette (Robinson Racing Enterprises, Cumming, GA) for full custom cage.

The car was then delivered to Vic Gibson (Alpharetta, GA) for the full rotisserie treatment and two-tone paint of Porsche Gulf Blue and Orange. Vic (aka Rebuild Rex) has several YouTube videos of him painting this car.

Working on weekends and holidays, it took 36 days, 301.5 hours and 7 calendar months to build the car from roller to finished Porsche 944 SP1 race car. I documented the full build on Facebook 944SPEC Racers Group files.

The last 17 years club racing has been a lot of fun, but more importantly I have made many friends as far north as Montreal, South to Orlando, East to Jacksonville and West to Aubry, Texas. It's a big commitment to keep a 34 year-old race car maintained, but having friends at every race weekend makes it very enjoyable and I'm hoping to continue making racing memories for many years to come.

It would be remiss on my part not to mention my biggest fan and co-sponsor for the last 36 years, my wife Terry Herbert. None of this would be possible without her support. Terry, thank you for all your patience, love and encouragement for me in this crazy hobby we call Porsche Club Racing! 🏁

Right: Tim and his biggest fan over the last 36 years, his wife, Terry





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MY JOURNEY TO CLUB RACING

STORY & PHOTOS BY JEFF LANKA, METRO NEW YORK

Join PCA: Oct 2012

Location: Merrick, Long Island

I did my very first PCA Club Race on April 23/24 2021 at Lime Rock Park. It took me seven years to get there via the PCA DE program.

I had been taking my BMW sedans to Bill Rudtner's shop *South Shore Performance* for a number of years. I always admired the cool looking 911s in his lot. He also put in a word for DE every time I got there, being the CDI for Metro New York region.

Fast forward to 2013. I purchased my first 911. So, of course, I had to check out this DE thing Bill kept telling me about. My first DE was at Watkins Glen in 2014 in a 991 Carrera 4S. I was hooked from the very start. I participated in almost every Metro DE event, which includes Watkins Glen, Lime Rock, NJMP Thunderbolt and Lightning, Summit Point

and one event at Palmer. I also went to VIR a few times with the guys.

I traded my Carrera for a 2015 GT3 because I was envious of all the guys at the track with their GT3s. I still have that car, a 991.1, which I DE'd for a while. In 2015, on the day after he graduated high school, I took my 18 year old son to Lime Rock for the 3-day Skip Barber program. He was also hooked immediately.

So now I had a need for a second car since he was now going to Metro events with me. Bill sold me a Spec Boxster that he was building. Everyone told me that I'd really learn how to drive in that Boxster. It is what's known as a momentum car.

So we went to the track with both cars, or sometimes just shared the Boxster. A year later Bill told me he was selling his race cars. These were: 996 RS which had run at LeMans,

two 997 Cups and his Turbo 935 he had built from a 930. My plan had been to buy one of these five years down the road, but the time was now, so I bought the 2009 Cup and took the GT3 off the track.

The first time my son drove the Cup he said it felt a lot like the SPB only faster. He had gotten quite fast in the Boxster and that helped him in the new car (he is faster than me in both cars).

Every time Bill went to a Club Race I would follow him on Race Hero. We watched all the video (which looked awesome) but I didn't feel ready for racing yet. The plan was to race the SPB, but my son was wrapped up with school, then a job and didn't have the time. So I continued with the Metro DE events and advanced to the top level.

In February 2020 I started doing

Noom. I was overweight (over 300 at 6'5"). I did quite well and the pandemic did not hamper the weight loss journey. I got down to 217 and exercising. I felt better than I had in years, so I decided to take the plunge and try Club Racing.

We decided on Lime Rock in April, 2021. Bill was very happy and excited for me, and we prepped the car for the extra bits that are necessary for Club Racing. I spoke with him every day about Club Racing. There were many questions.

I watched a lot of video from top drivers. I already knew a lot of racers. I knew I had no chance to keep up with any of them. I figured I would be a back marker. As it turned out, I was. Totally OK with that. It was a new skill I was learning.

I went to the unmuffled DE on April 13 for a tune up. I was happy and felt I was ready to race. I attended the Zoom rookie meeting. Thursday April 22 arrived and we left Freeport, Long Island for Lime Rock. Much excitement and of course nerves. We got there, got set up, unloaded the cars and got the logbook taken care of.

Friday arrived, the day of practice and qualifying (and the fun race). I was quite nervous (which Susan told me was normal). My main worry was to accidentally cut someone off passing me. That damn blind spot gave me so much concern.

I was puzzled about how the grid worked. Bill said to not worry and just follow him out and I'd see. He was right. You just have to follow the worker's instructions. Its amazing how much more organization is required for a Club Race vs a DE.

So they sent us out for practice 1. I was out there! I started lapping and made sure I was totally aware of the other cars. I turned a few 1:05s and was all smiles coming in. Went back out for practice 2 and got a 1:04. Yea (for me)! It was kind of cool not having to worry about point bys.

Qualifying arrived and I ended up being slower than both practice sessions. I ended up either last or

next to last along with my friend Tom W from Metro (also a rookie). Tom ended up being the guy I had some fun with as Bill kept telling me I would find someone. The practice starts were fun. Only about eight cars participated, but I had a blast.

Race day arrived. My level of nervousness had abated somewhat since I saw what it was like during practice. I was gridded in the back. The start came and in the back it's not that big of a deal. I just hit the hammer and started lapping. At first it was like a DE with Tom and I dueling it out as back markers. But then the SP3 cars would arrive and look to get past us. For Sprint 1 I was very sheepish and would just move over and let them pass, even giving point bys as Bill told me I could do if I wanted. Then the SPB leaders would follow them, again me moving over.

Mid packers came next. Then the 944s arrived again and the whole thing repeated. My lap times suffered every time I moved over, but I really didn't care, My goal was to just finish all three sprints cleanly and have fun. Which I did.

In Sprint 2 there was a full course yellow. The pace car came out. During the restart a few cars spun in Turn 1 around me, but I managed to thread the needle and avoid contact. Whew.

Sprint 3 was my best. I was getting more used to traffic and the passing (of me). The only car I actually passed all day was Tom (and he passed me as well). I was now finished with my first Club Race event.

It was a successful two days for me as I ran cleanly and finished everything. One more sprint and I can take the X off of my car. The sense of accomplishment is probably the biggest joy I take away.

I will definitely do it again. Hoping for Watkins Glen. Club Racing is certainly a higher level of intensity and skill than DE. But it is so worthwhile. I would say if you are on the fence, take the plunge.

I look forward to improving my skills and some day making it to mid pack. Many thanks to Bill Rudtner for being my mentor. Having track support makes it much more doable.

See y'all at The Glen. 🏁

ON THE COVER

Victor Newman took this photo of Tim Pruitt at our recent VIR Club Race. Tim relates his Porsche story starting in 1976 where he encountered his first Porsche 911 while working in his uncle's body shop during the summer.

His story jumps to 2002 when the idea of owning a Porsche was feasible, and he became the owner of a 1997 Arena Red 993 Carrera 2S.

Read the story and see how he got to Club Racing.





CLUB RACING CLASSES GTB1: LAND OF THE CAYMANS??

STORY & PHOTOS PROVIDED BY WILL TALLY

Timeline: Oct 2019 Daytona International Speedway Annual PCA club race

For technical reasons I wasn't able to attend that event in my beloved Spec Boxster. However, my good friend, and that year's national champion, Topher Everett, was there representing the Athens, Ga crowd. Unfortunately he found the inside wall in Turn 1 and badly damaged his car. You may recall that this car had been recently featured on the cover of this very same Club Racing News just a few months before. It truly was a wonderful champion of the largest race group in PCA club racing. However, due to Red 33s untimely end in Turn 1, Topher and I had a heartfelt conversation about

this sport given its toll on our families, work, finances, sanity, etc. About 10 minutes into a discussion about whether we should even carry on in this dastardly addiction he quipped "what do you think about GTB1, I don't have a boxster anymore." Thus began the second time his influence led me into a wonderful community of racers.

Topher bought a Cayman, but I went new school, or old school if you know PCA history. Ask any racer about GTB1 and the immediate image is a modified cayman with a 6 speed manual, hopped up ECU and a big, BIG wing. True, this does represent the dominant car type in this modified field, but it's not the only member. In fact the Cayman isn't the

founding member of this fantastic race group.

When Jimmy Martin commissioned Autometrics to build his I-class car into a GTB1, Adam, Cory and Matt were itching to re-introduce the 911 to GTB. Although I purchased the car and have since won the national title with it, my resurgent GTB1 911 is still lovingly called "Jimmy's car" at Autometrics, and what a car it is.

When the 2009 997.2 shows up trackside bearing GTB1P on its livery I did (and still do) get strange looks. I get tons of questions about how this car fits within the rules of a Cayman class. Truth is, the Caymans have been squeezed into this modified 997 class.



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In 2007 a new class in PCA was conceived. Porsche was producing more and more factory built GT3 Cup Cars (996 & 997), but these cars were yet to achieve the numbers and availability we are accustomed to in today's GTC classes. There was also a growing number of retiring IMSA Grand Am cars (think GT4 today) that were looking for a place to run. These 911s didn't fit into the Cup class, so GTB was introduced in 2008.

The class was populated by both retired IMSA and purpose built machines from donor street cars. Companies such as Autometrics were initial participants and built one of the first GTB cars. Although this class initially met with enthusiasm, the events struggled with car counts. As Roger Burdette (an original entrant into the series recalls) it was fun to run a *baby cup car* against built IMSA cars. The cost versus race ratio was good, but the competition and car count never materialized. Consequently, the class struggled to flourish while, simultaneously, a newer model was making its presence known, the Cayman S!

As Cayman S machines enjoyed wider and wider circulation, they were adopted and built for various race series like the Cayman Inter-series in SVRA. PCA cleverly saw a way to integrate these Caymans with the 996 and 997 modified street cars into diverse competition by adapting the rules to blend models. Thus GTB1 was born in 2010.

By blending 996, 997, and Cayman S cars under modified BOP rules, the class exploded and car counts grew rapidly. This was no doubt enhanced by the significantly lower donor car costs of the Cayman S as well as lower operating costs. Sadly, this same lower price to compete also led to the 996 and 997 slowly exiting the arena.

As the Cayman car counts bloomed, intense competition soon arrived and, to this day, GTB1 remains one of the most competitive and largest class in club racing. Yes,

Spec Boxster draws more cars and, in some ways, closer racing. And yes, without question, GTA and GTC draw faster machines. But, there's no other class that combines the performance and pace with the talented field of drivers like GTB1.

I must say that I enjoy being the only GTB1 911 at most events. I'm also quiet proud to have won this competitive class, but I hear rumors of others building GTB1 911s and I look forward to company in our new *old school* machines. 🏁

Title photo: Will Tally and his white GTB1 997 with Topher Everett and his red GTB1 Cayman

Below: Holly and Will Tally at Road America

Bottom: Sam, Will and Holly Tally at Sebring's 2021 Club Race Banquet



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CLUB RACING CLASSES NAVIGATING THE GT CLASSES

STORY BY PAUL D. YOUNG; PHOTOS PROVIDED BY SKIP CARTER-

As the PCA Club Racing advocate for classes GT4-GT6, I am sometimes asked to help racers figure out their car class. For background, I am a physicist by training, and have always been interested in the technical and performance aspects of Porsches. I have served for a number of years as the Zone 8 Rules Chair, and nearly a dozen years on the PCR (Parade Competition Rules) committee. I just gobble up this technical stuff (I'm also addicted to brake fluid, but I tell my wife I can stop any time).

The PCA Club Racing classes are based primarily on the performance

measurement of power to weight ratio. There are some exceptions, like for the Cup cars where the classes are separated by generations. Additionally, there are a number of specification (Spec) classes, such as for Boxsters, 944s, 911s, etc. This power to weight ratio is the basis for the stock classes, where cars are grouped roughly according to the ratio. The GT classes also are based on power to weight, but with a more theoretical basis for the formula for power, rather than actual designed or measured power. The rules give all the formulas and data needed to calculate the class for a car, or minimum

weight for a class. Still, it should be helpful to review the information, and look at some examples. So let's grab the bull by the horns, and let the chips fall where they may!

First, the classes are sorted by ranges of a Performance Index, which is determined by theoretical Power to Weight ratio:

Performance Index (PI)	Class
425 and below	GT 1
426 to 550	GT 2
551 to 675	GT 3
676 to 825	GT 4
826 to 975	GT 5
976 and above	GT 6

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We determine the theoretical Maximum Power, depending on engine type:

- Engine Type (T) HP/L
- 4 cyl air cooled 90
- 4 cyl air cooled turbo 150
- 6 cyl air cooled 110
- 6 cyl air cooled turbo 210
- 4 cyl 2 valve water cooled 100
- 4 cyl 2 valve water cooled turbo 185
- 4 cyl 4 valve water cooled 115
- 4 cyl 4 valve water cooled turbo 230
- 6 cyl 986 based (M96 engine, any chassis) 135
- 6 cyl 987 based (M97 engine, any chassis) 140
- 6 cyl GT3 with single throttle 165
- 6 cyl GT3 with six throttle bodies 175
- 6 cyl water cooled turbo (any chassis) 240
- 8 cyl 2 valve 90
- 8 cyl 2 valve turbo 145
- 8 cyl 4 valve 100
- 8 cyl 4 valve turbo 165

This chart shows the theoretical maximum engine power output given its type (in HP per liter). For instance, with a normally aspirated 3.6 liter 993 type engine (air cooled, 6 cylinder) we have a theoretical power of 396 HP (3.600 Liters x 110). A stock 993 engine will not achieve this figure, obviously, but with proper modifications, the engine could be developed to this level.

Okay, so let's say we have this 993 engine (or any air cooled 6 cylinder engine of 3.600 liters) installed in a car that weight 2800 pounds. Our Performance Index is given by the following formula in the PCA Club Racing rules:

Performance Index [PI] = (Weight x 100)/(Displacement [D] x Horsepower/Liter for engine type [T]), or $PI = (W \times 100) / (D \times T)$

So, our Performance Index is: $(2800 \times 100) \div (3.600 \times 110)$, which is $280,000 \div 396 = 707$. This places the car in class GT4, where the Performance Index ranges from 676 to 825 (with DOT tires).

A natural question is "What is the minimum this car can weigh and still be in class GT4?" The rules show the formula for that as well:

Minimum weight for your car in your class = (minimum class PI x D x T) / 100

The minimum Performance Index for GT4 is 676, so we have

Minimum Weight = $(676 \times 3.600 \times 110) \div 100$, which is $(676 \times 396) \div 100 = 2677$ pounds.

So we (or the car) can lose 100 pounds (down to a weight of 2700), and still be safely above the minimum weight of 2677 pounds.

Note that when racing with non-DOT radials (slicks), the car must weigh 50 pounds more than what its minimum would be with DOT tires (this does not change the Performance Index, it merely mandates the extra weight). And keep in mind that the weight is the measured weight of the car, with driver and all the driver's gear exactly as it would weigh coming off the track after a race or any session (sometimes called "Off-Track" weight). There are scales at PCA Club races, and some cars will be selected to go to scales after a session to check for proper weight (not too light for the class).

Some other sanctioning bodies - Porsche Owners Club (POC), and NASA, for example - use actual measured power (from a chassis dyno) to determine GT class (based on weight). This has the advantage of being a more accurate determination of the true Power to Weight ratio, and not relying on just theoretical power. The downside of using the dyno measured power to determine class is that it requires every car go to a dyno to get that power measurement. Plus, there is a real chance for these measurements to be inaccurate (whether inadvertently or intentionally).

There are two things I feel are important to mention. First, we have noted that the power used in the GT class formula is theoretical. It means that to achieve the most competitive configuration, one should try to maximize engine output for a given displacement. For example, one of my 911SCs - "Snickers" - Sometimes runs in PCA class GT5, though it has a stock drivetrain, and usually competes in stock class D. On the chassis dyno, Snickers puts out 167 WHP (Wheel HP - the horsepower to the wheels). That's about what one would expect for a stock 3.0 liter 911SC. However, the 3.0 liter engine could be extensively developed to produce over 270 WHP, making for a much more competitive GT5 car. The PCA GT classes don't care if the 3.0 liter engine puts out 167 WHP or 270 WHP - they're both 3.0 liter engines, and the formula does not take into account actual power. Obviously, a car with a 3.0 liter engine that makes 270 WHP will outperform Snickers producing 167WHP (of the same engine type). Remember, for a given GT class, these two cars can weigh the same. Of course, increasing engine output isn't free - it will cost, both in terms of money and reliability.

Secondly, while the theoretical (or actual) weight to power ratio of two cars in the same class might be the same, their racing performance might be vastly different. This is due to a higher power, heavy car having advantages in some situations, and a lower power, lighter car having an edge in other cases. Consider my 1978 911SC ("Butch") with light Turbo bodywork and a slightly modified 3.0 liter engine. It puts out 192 WHP, and weighs 2400 pounds with me in it, and the fuel at about ¼ tank. On a short, twisty track it excels, and has been a Top-Time autocross car. Butch even holds the all-PCA track record at the Pomona Fairplex (a race track favoring agil-

ity over power). But on a high-speed course, it would not even be in the top ten. There, the power to weight ratio would (and does) greatly favor a heavier car with more power. Here we are comparing a 2400 pound car with 192 WHP versus, say, a 288 WHP car weighing 3600 pounds. While they both have identical power to weight ratios, and would compete in the same GT class, it is easy to see how the former will be more nimble, and the latter much faster in top speed. Depending on the particular track, one or the other might be preferable. This is definitely something to consider when developing a GT class race car - Lighter weight lower power, or heavier and more power.

A final consideration - ballast may be used to place a GT car in a lower (higher number) GT class. This may be advantageous if the car would not be competitive in the GT class it would run in without ballast. Note that ballast must be securely bolted (not welded) within the passenger compartment, and may only be used to change one GT class. When considering weight, I recommend not flirting with the absolute minimum for your class (this applies to all classes, not just GT). I have seen quite a number of competitors disqualified (DQ) for being just a few pounds under weight. There are probably very few drivers who could notice and make use of a 20 pound difference in vehicle weight (I know I can't).



So while the formulas might seem a bit intimidating, it's really not that hard to figure out the GT class, or weight. Hopefully, this will help you to build a GT class Porsche race car intelligently, or optimize your car for its class. 🏁

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CLUB RACING CLASSES SP1 & SP2

STORY BY STEVE COOMES; PHOTOS BY STEVE COOMES, LEAH LAMB & SKIP CARTER

The PCA Club Racing classification for the Porsche 944 SP1 includes the base model normally aspirated cars from model year 1983 through 1988. Funny thing is that Porsche and many other references mention a 1982 model. I have laid eyes on many 944s and have yet to ever see a 1982 in person. If this unicorn exists it would be welcomed into SP1.

The rules package is basically the same as from NASA 944 Spec and came over to PCA so that those cars could run with us. The class started with only a small number of racers and has recently seen an increase in car counts.

The SP2 cars (Stock and Prepared) are a “hybrid” of sorts in between SP1 and SP3. These competitors are allowed modifications to certain

areas of the power plant, transmission, suspension and others as listed in the rules. One of the differentiators between SP1 and SP2 that we all can appreciate is that SP1 must run a spec Toyo RR tire whereas the SP2 cars can run any DOT tire (i.e. Hoosier!) in compliance with the rules. This author thinks his SP1 shod with a stickier tire would give any SP2 a run for their money.

As the costs associated with some of the Stock class cars has escalated (as has their value as air-cooled vintage cars), many racers have looked at changing classes. With the excellent cost versus fun quotient, an SP1 car became a *go to* for many drivers.

When I first experimented with SP1 full time in October 2010 after my E-stock 944 S2 was retired, there would be races with two or three cars in class. A recent review PCA race results shows a large number of races I competed in with 16 cars. I'd say that is a nice increase.

The feedback from converts is that SP1 is just as much fun as any other class, and the damage to the wallet is way less. A major concern for many racers is the costs associated with building or buying a car, the routine preparation and consumables. The 944 sometimes gets a bad rap for being expensive to maintain. I bought special tools necessary for working on the 944 motor for a total outlay of under \$200. These will get the front belt service and re-seal done. There are other tools necessary as you expand your own service, but this is not unique to the 944. It doesn't hurt to have a set of the factory service manuals, but Google will usually return the page(s) you need for any given job.

As Club Racing progresses, it is time for all of us to think about the future of car classes. I was around for the stock class realignment. This was a flip of the alphabet so that the lowest horsepower to weight ratio stock class cars would be in Stock A. This was an obvious necessity since the letters were running backwards. If stock classes survive, at some point we will have Z-stock and then what?

With the departure of the 944 Cup director I am confident that the

Title photo: Steve and his SP1 944 with, yes, another trophy!

Right: Jeff Wiggins, when not driving he is usually wearing a blue Scrutineer shirt



possibility of combining SP1 and SP2 has died on the vine. I would have been a strong advocate for keeping the two classes anyway. So we have SP1, SP2 and SP3 all running a Porsche 944 of some flavor. How would it look if the current stock class 944 cars came and joined us in one of these? Most would easily fit in. There would be some resistance, but racers are usually up for a challenge! A consideration may be to have SP4 for any racer not willing to comply with the existing three classes. The problem here would be a stock early 944 (very rare in Club Racing) racing in SP4 with a stock 968 with twin cams, 6-speed, LSD. Sleep on that!

At some point the decision to keep 944 Cup or it's next iteration must be made. The series has presented some great racing with split starts, championships and raffle prizes. In the same breath it must be mentioned that SP1 was left out of 944 Cup for many years. For what reason?

Each racer must decide how important a 944 based series is. It doesn't matter if you pilot a 944 or not. You have been at the track with us. Some split starts have been dangerous. For many different reasons. Some other class cars wonder why they don't get a split start, especially if they have more cars than the total 944 count! The PCA Club Racing program has champions in each class anyway. Is an extra sub-set of champions needed?

Lastly, the donors for the raffles should get racers in general motivated. If a model specific prize is offered at a race weekend or end of season trophy presentation, most recipients who win a prize not associated with their model will gift it to a friend or have the prize put back in the hat!

So that is a not so brief, and maybe convoluted, discussion of the SP 944s running in PCA Club Racing. Stay safe and remember... Don't run out of ideas, talent and real estate all at the same time. A quote from some unknown racer! 🍀



Top: Mitchell Butaud

Bottom: Spec 944 National Championship winners at the 2020 annual Sebring awards banquet

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PS98-010	PORSCHE CARRERA 3.2-3.4L 9.8:1 (3.2- 3.4 Motronic inj.)
PS102-017	PORSCHE 964 NA 3.8L 12.3:1 (107mm slip-in cyl 3.6-3.8)
PS102-018	PORSCHE 964 NA 3.8L 12.3:1 (bore in 109mm cyl 3.6-3.8)
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PS102-020	PORSCHE 993T 3.8L 8.5:1 PP102-013 (107mm slip-in cyl 3.6-3.8 NA to Turbo conversion)
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PS102-02	MMS 993 RSR 3.6L 11.4:1 (107mm slip in cyl 3.6 TO 3.8)
PS102-023	MMS 993 RSR 3.6L 11.4:1 (109mm bore in cyl 3.6 TO 3.8)
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DATA LOGGERS #5 HEART RATE AND TEMPERATURE

STORY & PHOTOS BY MATT ROMANOWSKI, TRAILBRAKE.COM

Something everyone knows (but doesn't always fully acknowledge) is that the inside of race cars can be hot! With summer races in June at VIR, NJMP and Mid-Ohio in August, and others where the ambient temperatures can be in the 90s with high humidity, the "feels like" temp can be in the upper 90s and over 100° F! These high ambient temps combined with a hot cockpit can take a toll on the driver's health and performance. Stand21, the race safety company, even argues that the heat presents a safety problem as the driver's performance, both physical and mental, suffer. With decreased performance, they make poor decisions and possibly unsafe decisions.

By using a small receiver along with a heart rate monitor (chest or arm strap) with a small clip on it, you can measure both the driver's heart rate and body core temp. This gives you a great insight into the physical workload of the driver and how hard they are exerting themselves. While this equipment used to be limited to only the large, factory teams, it has reached a price point that makes it cost less than a single tire on a new Cup Car! It's no longer intrusive to the driver and is used in all sorts of racing, from the wildly popular SRX series to IMSA, Indycar, and F1.

Looking at some data from me in my car at a DE, you can see how both the core body temp and skin temp increase in a 20 minute ses-

sion to 99.2°F. Further, you can see in this short session that they don't stop increasing! If this session was a full 60 minute enduro (or longer), the core temp would end up over well over 100° F! This elevated temp can have physical and mental performance implications.

You can also see where my Heart Rate elevated pretty quickly and then stayed at a level. Through talking and working with some of the most experienced motorsports physiologist, I am part of a small population that consistently has a lower "working" HR. Most drivers that I see the HR data from are over 150 beats per minute and often they will have spikes to 180+ at starts and other high stress times. When possible,

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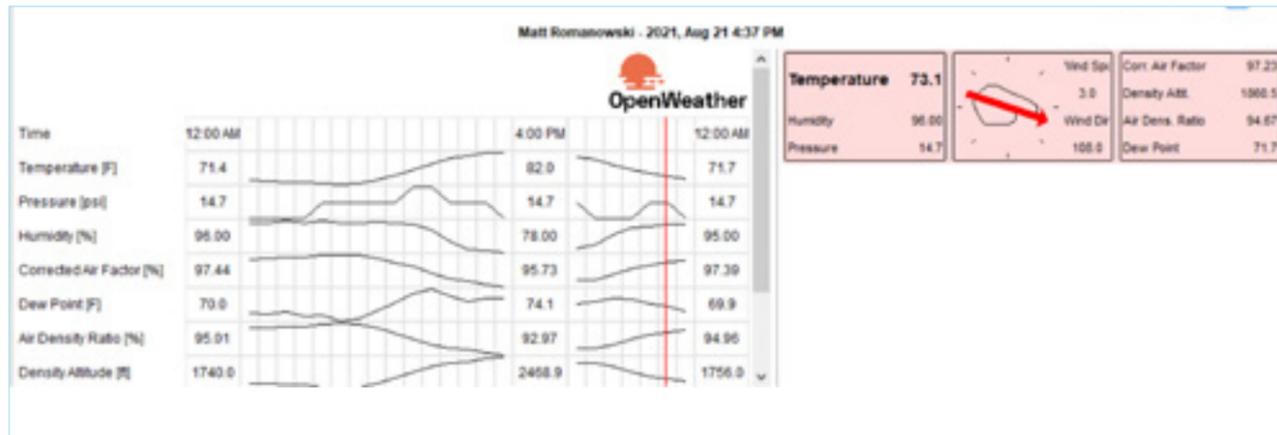
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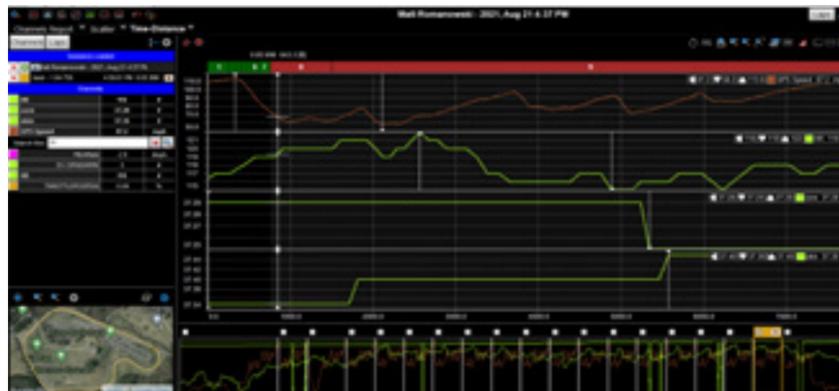
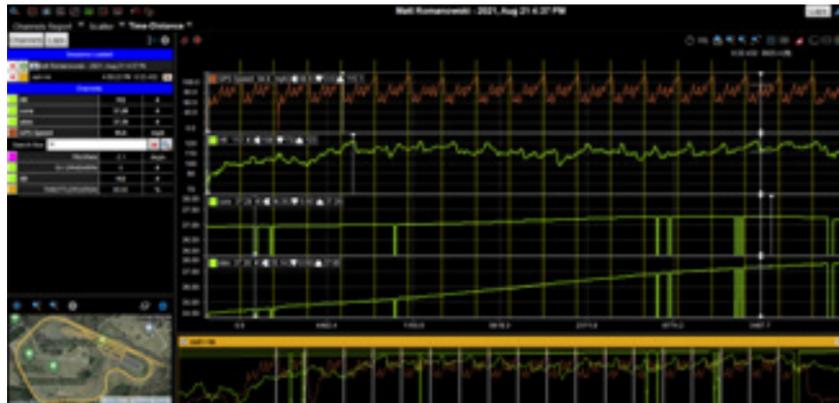


looking at HRV, a measure of the time between heart beats, gives even more info about driver stress and performance.

If you have read this far, you're probably wondering what you can do to keep your body temperature down, physical performance up, and mental capabilities sharp. The first step is to be in good physical shape. If possible, work out in a hot environment.

Next, make sure you stay hydrated through the event. Proper hydration starts before the event and continues through the whole time. If you aren't urinating and urinating light color, you are probably not sufficiently hydrated. Possibly most important is buy quality, breathable FR underwear and race suits. There are multiple micro environments between your skin and the outside world when you're strapped into a race car, and it's important to make them as homogeneous as possible.

Keeping your cool and your heart rate in optimal zones is important not just for your performance, but for your safety. If people are interested, I'm happy to provide more info on driver cooling, hydration, and biometrics. I started with monitoring this information almost 10 years ago and have continued trying to be at the forefront of what is available and functioning. It's something I am always interested in and love talking to people about, so please feel free to reach out for more information at www.TrailBrake.com..



Title photo: Adding heart rate and core temp on the video overlay is easy and powerful to see the driver's health during the session

Top: New in AIM's Race Studio 3 Analysis software is the ability to see ambient conditions during that session. This helps add context to the data and explain some performance parameters.

Center: Looking at an entire 20 minute session you can see both the speed on the top, followed by heart rate, core temp and skin temp. Notice how all the driver biometric measurements increase through the entire session.

Bottom: Shows the same data as center photo except zoomed for one lap. You can see the variance in heart rate throughout the lap along with the skin temp rise

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MONTE AND THE BOTTLE OF SCOTCH

STORY BY BRUCE BOEDER; PHOTOS PROVIDED BY DENI KNIGHT & CHRISTIE BOEDER

When Alan Friedman started the Club Racing Program for Porsche Club of America in 1992, he strove to make the program as simple as possible. That helped encourage regions, and eventually PCA zones, to host club races.

In the second year of the program Bob Fleming (a longtime DE participant and fellow Nord Stern Region member) and I went to our region

board with a proposal that we host a club race at Brainerd International Raceway.

Nord Stern region had a long DE history and we both thought it was time for the region to step up to this new, exciting program. Our Board agreed and targeted a Thursday-Friday date in August, right before the region's summer DE and roughly a month after Chicago Region's first Club Race at Road America (also a

non-weekend event). Bob and I were tasked with the jobs of being the local club race chairs.

We immediately got in touch with Alan Friedman by phone (which now seems like a novel concept). Alan was surprisingly patient with us neophyte race chairs, although he did get his dander up a bit when discussing corner worker coverage. He also wanted to know who *Race Control* was, to which I responded

"*Race Control!*" That was quickly remedied.

I'd had some contact with Vintage Racing, although I hadn't participated in a race as such. But I did know that races of a longer duration than the standard sprint races seemed to hold some interest for racers. Accordingly, I proposed a 90 minute Enduro to Alan to be held as part of the Brainerd Club Race in addition to a sprint race. Alan quickly dissuaded me of that idea, as he correctly pointed out that we were going to have enough going on without complicating the weekend with refueling, etc. In addition, he was a bit concerned about the ability of our racers to go longer on a track than 10 laps or so.

The first Brainerd Club Race was a success. Although we only had 35 racers in attendance, we also had DE sessions plus various social activities (including a catered dinner held in one of the pole barns at Brainerd during a driving thunderstorm!)

Being a glutton for punishment, I volunteered to be the Race Chair for the second Brainerd club race the following summer. It was even a bigger success, although I discovered (to my chagrin) that dinners off site at local resorts included tax and gratuity, which weren't included in the price quoted and, of course, nor in the cost of the dinner tickets. Luckily the region board covered the overage.

Shortly after the second club race, still glowing from the fun of chairing a race while also racing my 911SC in it, I called Alan Friedman and told him I'd be interested in working in whatever role he might have in the national program. Without missing a beat, he asked if I would be interested in being the Sponsor Coordinator. Even though I had no idea what that meant, it sounded fun... So I jumped at it.

The good news was that I didn't have to look far for sponsors for the program as the Hoosier Road Racing Manager called me, plus other companies who saw a potential market for their racing and Porsche related

gear. I went to the Lake of the Ozarks Parade in 1996 and made a presentation to the PCA national Club Racing committee which, at that time, consisted of Alan, Axel Shields, Bob Barker, Harry Hall, Anita Moyle, Pat Moyle, Mike Melton, Tom Charlesworth, and Monte Smith (we're getting close to the scotch).

Monte and I hit it off immediately. We had racing in common, plus skiing, were both dog lovers and married to wonderful, patient women. We didn't talk politics as even then I think we sensed we might be on polar ends of the spectrum. Our main interest was in making PCA Club Racing a better program.

Enduro Protocol

I had continued to think about the longer race/enduro idea. Fast forward to January 1998. Monte had replaced Alan as national chairman, but Alan was still involved. Monte and his wife, Sue, lived outside of Liberty, Utah, on the east side of the Ogden Valley. They invited Christie and me to join them for two evenings, as we were on vacation skiing at Alta Ski Area but the snow conditions were unusually poor.

I brought up my idea of an Enduro to Monte during dinner at their home. He replied, "Let's work out the rules this evening." Accordingly, we adjourned to their living room with a bottle of single malt and several legal pads. Our wives said good night and went to their bedrooms. Even the dogs disappeared after a couple of hours of our talking, writing, talking again, revising and rewriting what became the "*PCA Club Racing Enduro Protocols*." We eventually finished that bottle of scotch and retired to our respective bedrooms.

The next morning, we reviewed the Enduro Protocols and found them reasonable and, in essence, a *cookbook* for hosting or racing in a race longer than a sprint race. It also included a mandatory five minute pit stop.

Later that spring the Enduro Protocols were rolled out to the racers and, by summer, several Club Races held Enduros. Those same Enduro Protocols remain largely unchanged to this day. ❏



Facing page: Monte Smith at Second Creek Raceway in 1993, home of the first ever PCA Club Race

Top: Bruce Boeder in 1993 working as the Event Chair at the Brainerd Club Race. He's leaning against the 911SC which he raced until it was sold in 2006

2021 HARD CHARGERS

BY DAVID ANDERSON, CHIEF OF NATIONAL TIMING & SCORING

Name	Region	Class	Description	Start	Finish	Index	Race
BRAINERD — JULY 24-25							
Mark Hill	CHO	911 Cup	86 911	35	25	10	Loonacy Sprint 1
Keith Fritze	NST	SPC	06 Cayman S	16	10	6	Loonacy Sprint 2
Joe Dillon	CTV	SP2	89 944	20	14	6	Loonacy Enduro
HIGH PLAINS — SEPTEMBER 18-19							
Stacy Robins	RMT	GTB3	07 Cayman S	21	13	8	Yellow Sprint 1
Bob Jones	INT	911 Cup	87 911	24	20	4	Yellow Sprint 2
Kris Pippin	KSC	SP1	87 924S	19	13	6	Enduro
MID OHIO — AUGUST 13-15							
Louis Azevedo	CHO	GTB1	16 Cayman S	19	12	7	Yellow Sprint 1
Matthew Coffman	MOH	GTA2	08 997 GT3 Cup	28	21	7	Yellow Sprint 2
Steve Erickson	CHO	J	S 04 911 GT3	29	22	7	Yellow Sprint 2
Eric Rahenkamp	SFL	SP3	92 935	21	14	7	Pink Enduro
NEW JERSEY MOTORSPORTS PARK — AUGUST 13-15							
Dana Martin	NE	SPB	99 Boxster	32	24	8	Blue Sprint 1
Joseph G Viola	CTV	SPB	98 Boxster	23	18	5	Blue Sprint 2
Dana Martin	NE	SPB	99 Boxstere	29	24	5	Blue Sprint 2
Ryan Farragut	RTR	SPB	98 Boxster	16	10	6	Blue Sprint 3
Sudhir Kalra	SCH	SPB	97 Boxster	26	20	6	Blue Sprint 3
Jose Rogue	JSM	GTC3	04 996 Cup	23	14	9	Red Sprint 1
Frank Osborn	NE	GTC3	04 GT3 Cup	25	16	9	Red Sprint 1
Robert Hargesheimer	RTR	GTC5	11 997.2 Cup	15	9	6	Red Sprint 2
John Gilliland	POT	GTB1	15 Cayman S	17	13	4	Red Sprint 3
John Koster	CTV	SPC	06 Cayman	19	12	7	Yellow Sprint 1
Christopher Fahy	NCT	E	S 86 951	24	17	7	Yellow Sprint 1
David Nissenbaum	MNY	F	S 00 Boxster S	21	13	8	Yellow Sprint 2
Harry Kintzi	CPA	F	S 01 Boxster S	18	13	5	Yellow Sprint 3
David Nissenbaum	MNY	F	S 00 Boxster S	25	14	11	Orange Enduro
T Neocli/M Tinis	NY	GTB1	10 Cayman S	17	5	12	White Enduro
ROAD AMERICA — SEPTEMBER 4-6							
Steve Erickson	CHO	J	S 04 911 GT3	41	22	19	Blue Sprint 1
Tim McLean	CHO	SP3	92 968	23	16	7	Blue Sprint 2
Mitch Bowling	CHO	SP3	92 968	24	17	7	Blue Sprint 2
Bill Paulan	CHO	SP3	89 968 S2	25	18	7	Blue Sprint 2
Sam Mammano	NIA	G	S 05 Boxster S	28	21	7	Blue Sprint 2
Louis Azevedo	CHO	GTB1	16 Cayman S	61	45	15	Red Sprint 1
Jack Borys	CHO	GTC5	12 GT3 Cup	65	40	25	Red Sprint 2
Collin Schmitz	MIL	E	S 01 Boxster	31	5	25	Purple Enduro
David Hodges	MAV	SP997	09 997.2 S	26	17	9	Yellow Enduro
Paul Norwood	HCT	SP997	09 997 Carrera S	28	19	9	Yellow Enduro
Michael Schmitz	MIL	GTB1	10 Cayman S	39	30	9	Yellow Enduro
Tony Clinton	FLC	GTB1	10 Cayman S	40	31	9	Yellow Enduro

SUMMIT POINT — SEPTEMBER 17-19

William Riehl	MNY	SPB	99 Boxster	24	14	10	Blue Sprint 1
Kris Taylor	CTV	SPB	99 Boxster	28	19	9	Blue Sprint 2
Joseph Cudby	POT	SPC	07 Cayman S	18	8	10	Green Sprint 1
Dennis Pippy	POT	911Cup	87 911	22	15	7	Green Sprint 2
Robert Hargesheimer	RTR	GTC5	11 997.2 Cup	23	13	10	Red Sprint 1
Sean Reiche	POT	GTB1	14 Cayman	25	19	6	Red Sprint 2
Marvin Jennings	CAR	VO	V 69 911	18	9	9	Silver Sprint 1
Gary Knoblauch	CHO	VO	V 74 911	28	19	9	Silver Sprint 2
Cole Spraggins	POT	VU	V 70 914	30	21	9	Silver Sprint 2
Justin Jacobs	RTR	VGTO	V 74 914	21	11	10	Silver Sprint 3
Paul Amico	POT	VO	V 71 911	23	13	10	Silver Sprint 3
Ryan Farragut	RTR	SPB	98 Boxster	29	14	15	Orange Enduro
Mark Reed	MSO	GTB1	12 Cayman	11	6	5	Yellow Enduro



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Matt is a regular contributor to Club Racing News. His fifth installment of Data Loggers appears on page 34 of this issue.

PCA CLUB RACING 2021 CONTINGENCY PROGRAMS

BY CONNOR HENDERSON, CLUB RACING BUSINESS MANAGER

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



- GTC 4-8 – 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
- Fifth set of tires qualifies buyer for \$2,000 credit towards their next set of tires



- SP2, SP3, 911 CUP, E, GTA1, GTA2, and GTA3 classes – Tires awarded to podium finishers with five or more cars in class



- SP1, SP2, SP3, SP996, SP997, SPB, SPC, D, E, and 911 Cup Class – Discount for podium finishers



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



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



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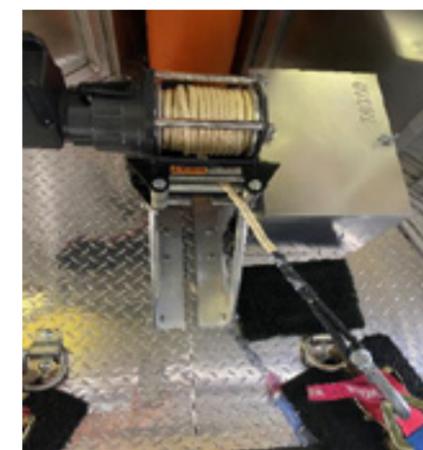
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CLUB RACING NEWS

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