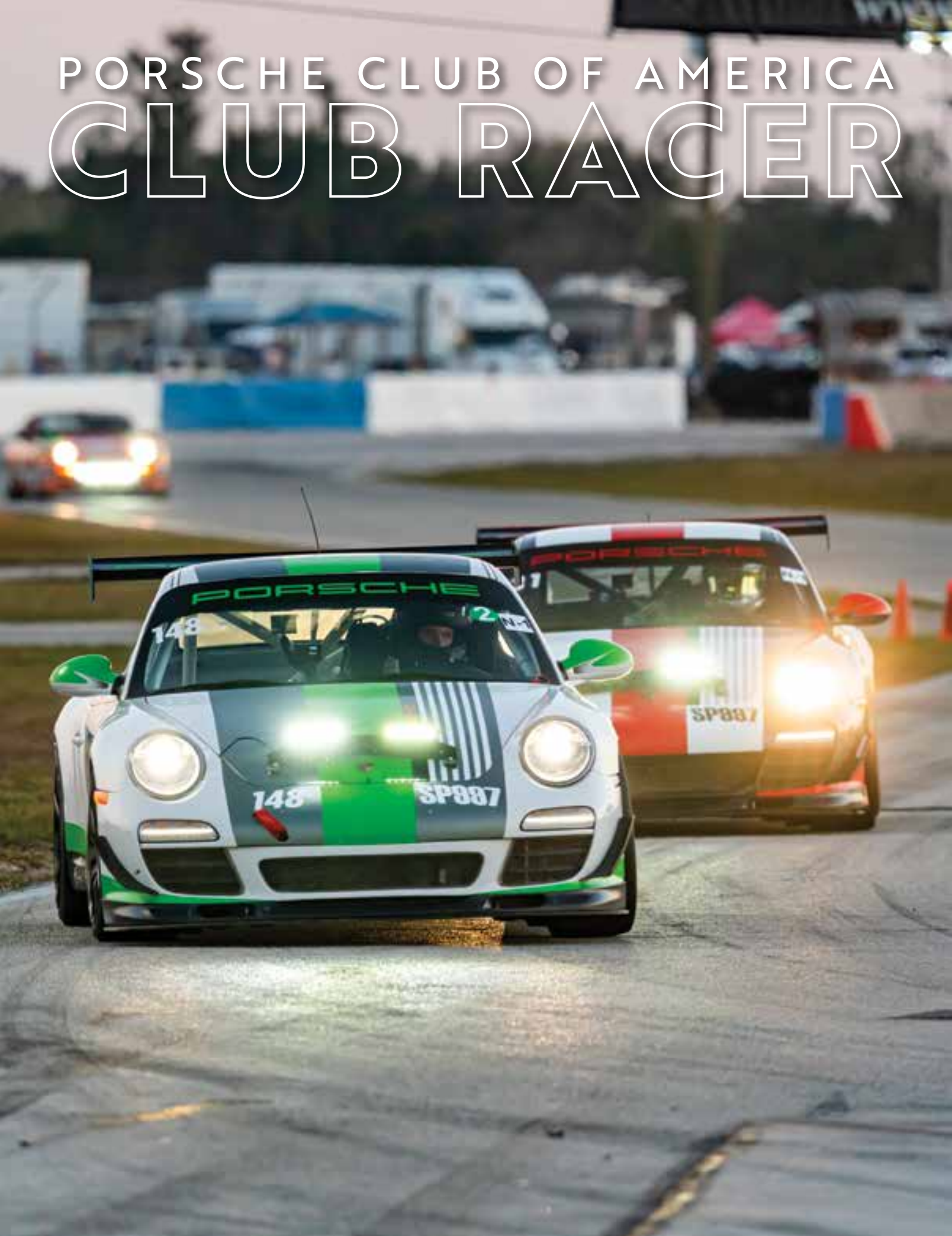


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PORSCHE CLUB OF AMERICA

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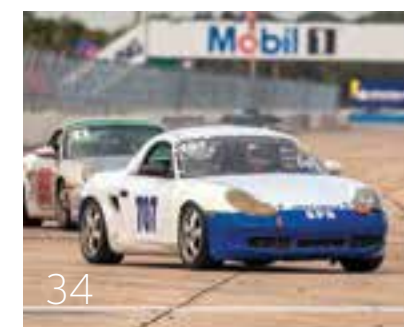
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## FROM THE CHAIR

BY DAVE RODENROTH



RYAN CARIGNAN

# Sebring Sparks Exciting Start to the 2025 PCA Club Racing Season

The 2025 season is underway, and if you were not at Sebring, you missed an excellent weekend of great racing in sunny weather. The event was notable not only for the thrilling races but also for the return of night racing. PCA had not hosted one in nearly a decade. This event also

marked the first of three planned live stream races for the season (Bill Miller shares more detail in this issue's FROM THE TOWER -ED). Finally, Sebring kicked off PCA Club Racing in 2025 with a bang. 162 cars registered and 10 rookie candidates made their racing debuts. The excitement was palpable.

At the Banquet at Sebring, I had the honor of awarding championship trophies to our 2024 National Champions. It's an evening of reflection and celebration as we recognize the extraordinary efforts and achievements of our individual champions.

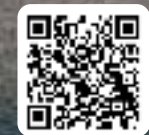
Regarding live streaming, we successfully contracted for three races so far, with upcoming events at VIR and Road Atlanta. We feel optimistic about the success of these live streams and are actively seeking sponsorships to expand this offering. Additionally, we are discussing the possibility of including "in car" footage to enhance the viewer experience. For those who

were unable to attend our kickoff call, the recorded version is available on our website.

One statistic that stood out during our preparations is that 37% of our racers participate in only one event per year. We aim to find ways to increase this level of participation and engagement.

Finally, 2025 marks the 70th Anniversary of the Porsche Club of America. Let us take this opportunity to enjoy our cars and friends at the track more than ever as we celebrate this historic milestone.

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# VIEW FROM THE TOWER

BY BILL MILLER



DAVID HODGES

# Racing into 2025

The 2025 Club Racing season is here and PCA kicked it off with several new ways to enhance the PCA Club Racing experience. To make sure you're up to date, here are a few of them.

Night racing returned to Sebring this year with the field of racers taking the green flag for an exciting and clean Sprint Race under the new and improved lights. It was impressive to watch our racers battling for position and equally impressive to see the racer celebration afterward.

Also new at Sebring, we began our 2025 live streaming program. If you missed the event, you can still

watch it at [pcaclubracing.org/live-stream](https://pcaclubracing.org/live-stream). We'll live stream more this year, with VIR and Road Atlanta already in the works.

For our rookies, we're introducing Club Racing School to give prospective racers a way to gain confidence by receiving race training before their first race. We're partnering with Autobahn Country Club, Eagles Canyon Raceway, and BMW Car Club of America as accredited PCA Club Racing schools. Here, a prospective racer can earn their PCA Rookie Racing License.

Of course, the traditional Rookie and Provisional License application procedures in the PCA Club Racing

Rule Book remain as routes to earning a PCA Club Racing License. The schools provide an additional option for anyone who wants an immersive classroom and on-track experience before their first race. You can get more information about licensing and the schools on [pcaclubracing.org/licensing](https://pcaclubracing.org/licensing).

We always need to draw in new racers to PCA. I subscribe to the leaky bucket theory (really more of an analogy): we need to pour new racers in to our bucket at a greater rate than others leak out of the bottom. The good news is that our racer retention rate is 90 percent. And we're adding new racers at a pace greater than those dropping out. That includes rookies, provisional drivers from other race series, and a substantial number of racers

returning to PCA Club Racing after several years away.

To help grow the program David Hodges, one of our stewards, created a presentation aimed at HPDE and membership track drivers. It goes beyond describing our program and guiding principles. The presentation also shares practical information about how to get a PCA Club Racing license, car options, who to go to for help. It's been used many times at this writing. If you're interested, you can see it at [pcaclubracing.org/about](https://pcaclubracing.org/about).

So, as we race into 2025 there's a lot going on. Night racing, live streaming, Club Racing school, new racer recruitment. Let's get out and go racing. And, let's encourage our non-racer friends to join us.

See you at the track. ■

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## COACHING PERSPECTIVE

BY DAVID MURRY



# Tire Pressure Impact on Performance

**T**ire pressures are one of the most overlooked yet crucial aspects of race car handling. I, personally, have spent countless hours testing different setups. And I found that adjusting tire pressures is one of the simplest yet most effective changes you can make. It's not just about inflating the tires to a recommended psi and calling it a day—that ignores all the physics and tire mechanics at play.

Tire pressures directly affect how the car behaves on track. If you're a club racer looking to improve your lap times—and consistency—understanding tire pressures will give you a significant edge.

The Connection Between Tire Pressure and Grip

The forces that allow a race car to accelerate, brake, and corner come directly from the tires. This concept is often visualized through the “g-g

diagram.” It shows the car's ability to generate lateral (cornering) and longitudinal (acceleration/braking) forces. The size and shape of that diagram—how much grip the car can generate—largely depends on how well the tires interact with the track surface. This interaction hinges on tire pressure.

When the tire is underinflated, the contact patch—the portion of the tire that touches the track—is larger. While a larger contact patch might sound beneficial, it often leads to excessive heat buildup and deformation of the tire sidewalls.

This reduces precision and responsiveness of the tire needed for high-speed cornering. On the other hand, overinflated tires reduce the contact

patch, limiting the available grip and causing the car to slide more easily. Finding the right balance is critical.

How Tire Pressure Affects Cornering

A car generates cornering (lateral) forces primarily by the tire's interaction with the road. When cornering, the tire doesn't just roll straight—it deforms slightly, creating a slip angle (the difference between the direction the tire is pointing and the direction the car is moving). This deformation produces the lateral force that pushes the car around the corner.

If the tire pressure is too low, the tire will flex excessively, delaying the buildup of lateral force. This makes the car feel sluggish and unrespon-



sive during turn-in. Conversely, if the pressure is too high, the tire doesn't deform enough, reducing the slip angle and limiting cornering grip. In both scenarios, the car's ability to maintain speed through a corner is compromised.

A well-balanced tire pressure allows the tire to deform just enough to maximize the slip angle without losing structural integrity.

This results in sharper turn-in, more mid-corner grip, and better overall balance.

Tire Pressure and Braking

Under braking, tire pressures play a vital role in determining how much force can be transferred to the road without locking up. As with cornering, the size of the contact patch dictates how much grip is available. Lower tire pressures can

enhance braking performance to some extent by increasing the contact patch. But the trade-off is often overheating and uneven tire wear. Overinflated tires, on the other hand, provide less surface area for braking forces, which can increase stopping distances.

In my experience, the ideal tire pressure for braking is slightly higher than for cornering. This provides enough stiffness to resist excessive deformation under heavy braking while still allowing sufficient grip. However, the exact pressures will vary depending on tire compound, car weight, and track conditions.

The Influence of Temperature

Tire pressure isn't a static value—it changes as the tires heat up. During a race, tires can easily increase in temperature by 30 to 40 degrees Fahrenheit, causing a rise in pressure. This is why starting pressures are often set lower than the target pressure, allowing the tires to “grow” into the optimal range as they heat up.

If pressures are set too high at the beginning of a session, the tires can overheat and quickly lose grip. Conversely, if the starting pressures are too low, the tires may not reach the optimal temperature, resulting in underperformance. Monitoring tire temperatures and pressures throughout a session is essential for maintaining peak performance.

Aligning Torque and Stability

Another critical aspect influenced by tire pressure is aligning torque—the force that centers the steering wheel as the car moves. This force is generated by the interaction between the contact patch and the track surface. If the front tires are underinflated, aligning torque tends to be higher, making the steering feel heavier. Overinflated tires reduce this effect, making the steering lighter but potentially less stable at high speeds.

Finding the right balance in tire pressures helps maintain stability and predictability under various conditions. It's something to pay attention to, especially during long endurance races where tire performance can degrade over time.

The Tire Friction Circle

The tire friction circle is a key concept that ties all of these factors together. It represents the total amount of force a tire can generate in any direction—accelerating, braking, and cornering. The larger the friction circle, the more grip the tire can provide.

Tire pressures directly affect the size of this friction circle. A properly inflated tire maximizes the circle, allowing for greater combined cornering and braking forces. Under or overinflation shrinks the circle, limiting the tire's ability to generate forces in multiple directions simultaneously.

Practical Adjustments

For club racers, the key takeaway is to view tire pressures as a tuning tool, not just a maintenance item. Small adjustments—sometimes as little as half a psi—can make noticeable differences in handling. After each session, I make it a habit to check tire pressures and temperatures, logging the data to identify trends. Over time, this data helps fine-tune the setup for specific tracks and conditions.

If you struggle with understeer, consider lowering front tire pressures slightly to increase grip at the front end. For oversteer, raising rear tire pressures can reduce rear-end slip. It's a balancing act that requires trial and error, but the rewards are worth it. Tire PSI adjustments for handling are when there is not time for chassis adjustments. Optimizing tire psi for grip is always better and balance adjustments are better done with chassis adjustments.

Conclusion

Tire pressures are a fundamental yet often underestimated part of race car handling. They affect everything from cornering and braking to overall stability. By understanding the physics behind tire deformation, slip angles, and the friction circle, you can make informed decisions that improve performance on track. Whether you're racing for fun or aiming for the podium, paying attention to tire pressures will make you a faster, more consistent driver. ■



# 2024 FRIEDMAN SPIRIT AWARD?

STORY BY DAVID ANDERSON

**M**y PCA journey started innocently enough when a business partner inviting me up to Brainerd International Raceway back in 1997. It was to learn about a local car club by the name of Nord Stern. But first, a little context is needed.

I had a 1969 Ford Torino (390, 6.4L) back in high school. It got me into enough trouble drag racing around town, as well as taking a few unsanctioned midnight laps on the local dirt track. And it planted a seed-for-speed, which grew over the years. The very idea of having legitimate track access piqued my curiosity when I got that invite to BIR. It also served as my first exposure to Porsche.

Over the noon-hour, I found the keys to a Porsche in my hands. Shortly after, I was on the track, participating in those addictive parade lap sessions, which are supposed to be taken at highway speeds. But mixing Brainerd's nearly one-mile straight with my repressed teenage background (after all, I was a family guy by then) unleashed something. I was hooked.

Returning home, I started looking around the Twin Cities for a Porsche of my very own. With the help of some keen-eyed Club members, I spotted an '89 944 TS for sale in the Denver area. After a few phone calls and a PPI by a member of the Denver club that said, "if you don't want it, I do." I had one-way airfare from Minneapolis to Denver. This was early February, 1998.

With only the occasional light

rain, I drove that 944 across the plains of Nebraska at speeds that made the hours fly by. I pulled into Des Moines around dusk to a hint of winter. I headed north to Minnesota only to drive into one of those typical Midwest snowstorms, with snow piling up on the Interstate.

Having grown up in South Dakota, I didn't think much about it. That is until the 944 started hunting itself all over the Interstate, through multiple inches of accumulating snow. Its 225 mm wide front and 245 mm wide rear tires struggled. To call it interesting would be an understatement.

That spring, I went through the Driving Training program, which started my Porsche odyssey. Over time, I logged thousands of laps at BIR, Road America, Black Hawk, and MAM. All of which pulled me



into volunteering for a number of positions within Nord Stern: Road America event master, safety chair, driving instructor, President in 2014, and present registrar; a position I've held for over 20 years.

It all started after a DE day at Brainerd, sitting at the table of Fritze's cabin with Timing's Jon Beatty, having a "wee dram" of scotch. Jon asked if I'd be interested in joining the team. "We could use someone with your background," he said. Perhaps influenced a bit by the scotch, I replied, "count me in!"

Fast forward to 2008. I found myself sitting at the backup timing and scoring (T&S) computer alongside Michael Wingfield and Steward Bruce Boeder in the sweltering race control trailer of Eagles Canyon. Things went well until the Pit-In loop decided to stop working. Mi-

chael's "fix" was to send me out to pit-in with a radio and call the cars entering pit lane for the Enduro. I'm not convinced that wasn't my "welcome to the team" hazing, but Wingfield swears it was legit.

I survived my year of training and embraced working races over the following decade. One exception was the night race at Sebring. The sheer number of registrants for the annual inauguration event is a tough one for T&S. Mapping missing and mismatched transponders can take multiple practice sessions to get things right. Adding a night race, where you can barely recognize car numbers as they pass under dim light from the tower, borders on madness. Then there's the daunting task of merging sprint groups on Saturday night in order to make grids for Sunday's Enduros. That



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2024 FRIEDMAN SPIRIT AWARD?



takes time. It's a lot to take in and a lot to learn.

Ten years later I find myself at High Plains paired with fellow T&S member, Chuck Perilli, as well as Stewards Vicki Earnshaw and Mike Hoke. This event stands out to me for a couple of reasons. It was the first time PCA dipped their toes into endurance racing with the 6-hour Super Enduro. Having raced a 944 in the ChumpCar Endurance Series for a couple of years, I had an idea of what enduros were like.

Sitting at a computer for 6-hours, watching cars pass over loops, and make multiple pit stops, however, is definitely a different experience than sitting behind the wheel for a 2-hour stint.

The T&S team also knew that our current Chief of T&S, Michael Wingfield, wished to retire, but a replacement hadn't yet been picked. Four of us gathered around a pool table at the "Feed Store" one evening, enjoying some scotch. There, Earnshaw and Hoke chatted with



Perilli and I about picking up the Chief T&S mantle.

Chuck was tied up with his job, while I had a contract winding down looked at retirement. Maybe it was the scotch again, but by the end of the 2018 racing season I'd agreed to pick up the T&S mantle in 2019. I've handled the role since.

Being chief of T&S added duties to my yearly tech refresh job. The job Jon Beatty passed on to me a couple years prior. Neither Jon nor I recall the exact time frame, but I have notes dating back to 2017. That's when I upgraded timing gear to time pit stops down to one thousandth (.001) of a second.

I covered this a couple of times in my Start to Finish columns in the old Club Racing News magazine but, allow me to point out—again—a 4:59.999 pit stop requires a visit to the Black Flag station to complete the mandatory 5-minutes with a stop and go. Sorry, couldn't resist!

As if my PCA Club Racing dance card wasn't already full. Shortly after taking on the role of T&S Chief, I made a proposal to create a drivers' website. I presented a prototype website at that year's 48 Hours at Sebring. The concept was well received. The overall design was farmed out and I translated their work into the website you see today. Content is continuously updated. And new features are added. The searchable online rule book comes

to mind. And I'm working on a new location on [pcaclubracing.org](http://pcaclubracing.org) for Hard Charger results.

As the 2025 racing season gets underway, I find myself at Sebring once again. At this year's awards banquet, Dave Rodenroth surprised me with the Friedman Spirit Award. I'm honored. But frankly, I'm just doing the job that's been given me. And I love doing it.

On the other hand, I'm pleased to have joined the ranks of previous award recipients: Dan Smithyman (2017), Kim & Keith Fritze (2018), Spencer Cox (2019), Jim McClelland (2022), and David Hodges (2023). The collective race shops supporting PCA Club Racing were honored with the Friedman Award in 2021. I was unable to find an award recipient for 2020.

As I'm sure it is for all racing series, a lot of folks within Club Racing National staff put a ton of work behind the scenes to make our series functions as well as it does. They deserve just as much credit, if not more, than I do.

Many thanks to all the National staff folks, especially to my Timing & Scoring crew, and to all the drivers, for providing tower excitement, challenges in post-event review of results, calculations for Hard Chargers, and allocation of Championship points. Hey, someone has to do it.

See you at the track! ■

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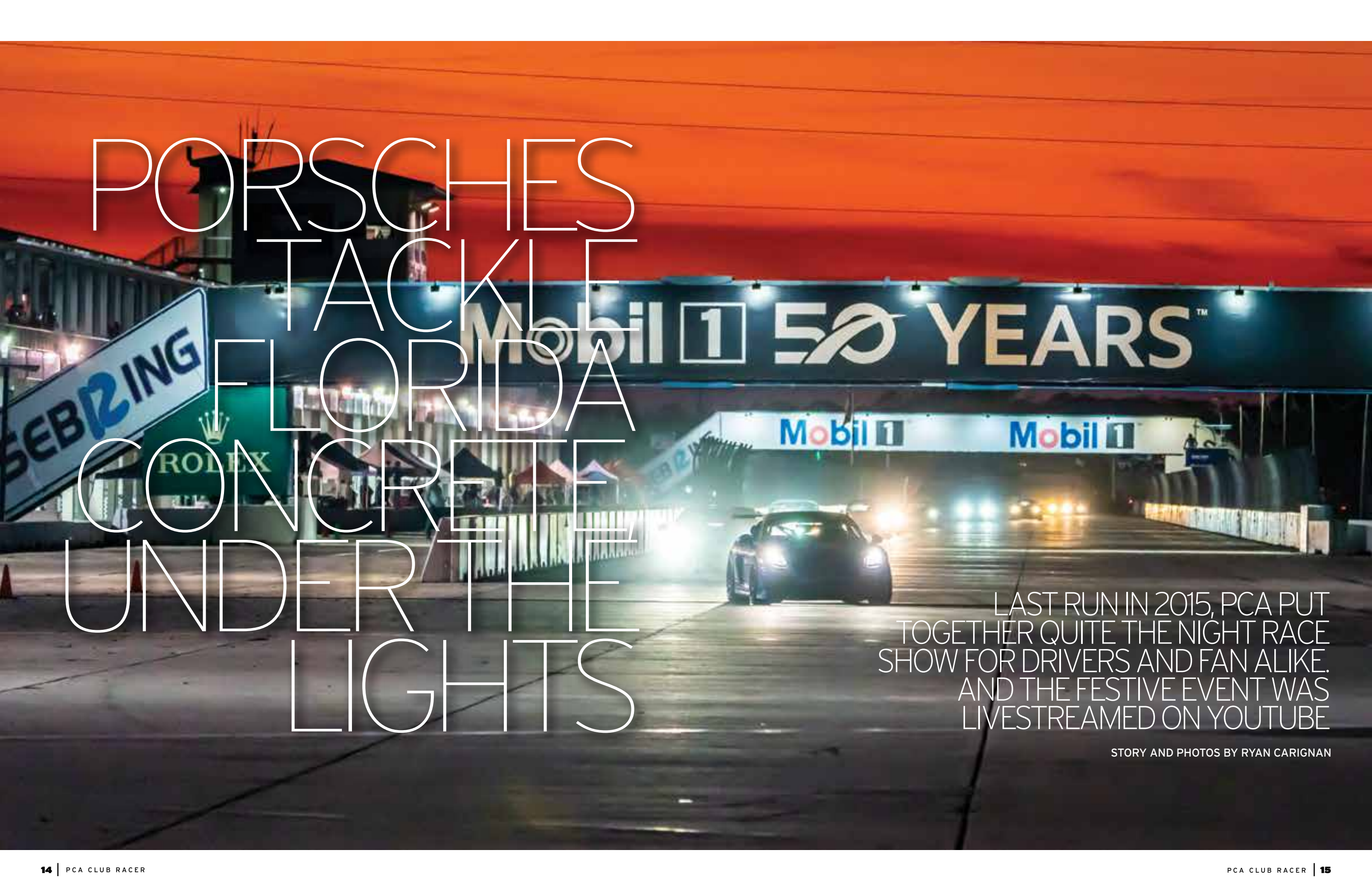
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# PORSCHE TACKLE FLORIDA CONCRETE, UNDER THE LIGHTS

LAST RUN IN 2015, PCA PUT TOGETHER QUITE THE NIGHT RACE SHOW FOR DRIVERS AND FAN ALIKE. AND THE FESTIVE EVENT WAS LIVESTREAMED ON YOUTUBE

STORY AND PHOTOS BY RYAN CARIGNAN





When you have a great idea, one that you know in your gut will work, sometimes you just have to do it. Many people on the 48 Hours at Sebring race committee felt they had a winner in 2023 when they decided to bring back night racing in 2024.

They polled racers and people in the paddock and received overwhelmingly positive results. However, as usual, the committee faced significant potential drawbacks if the idea didn't work. For example, the Suncoast and Gold Coast regions that host the event could lose a substantial amount of money if people didn't show up.

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So, as often happens when trying to decide whether to do something different, they held off. In 2024, the committee again asked drivers, teams, volunteers, and observers if they would want to participate in night practices and a race in 2025. The drivers were all in. And while the teams said it would create more work for them, their customers would like it, so they were also on board. The committee felt confident the volunteers would attend, and the Sebring track staff is highly experienced with night operations, that was not



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a concern. Now, the committee just had to make it happen.

A night race at Sebring is not new for PCA Club Racing. But one wasn't held since 2015. When it first debuted, the event was hugely successful. But after a few years, when most of the racers had tried it, attendance waned. As a result, racing at night ceased to be cost-effective. Everyone who had checked off the "bucket list" event enjoyed it, but it wasn't something they wanted to do year after year.

The committee replaced time on the track with a successful social event: the Friday Night Speed Showcase. However, as Club Racing faces increasing competition from other racing series and the costs of—well—everything continue to rise, attendance at the legendary 48 Hours at Sebring began to decline. And, the race chair, and others on the committee, know there is no better way to reinvigorate an event than to shake it up a bit. Add something new—even if that new thing is old.

Sebring has conducted racing in the dark since







they ran the first 12 Hours of Sebring in March 1952. Between sanctioned races, private and public track days, and series and manufacturer testing, the facility is active for more than 300 days a year. One shouldn't underestimate the track's experience and resources to plan a night race.

"Sebring has invested in a lot of new permanent lighting both in the paddock area and the track itself," said race co-chair Josh Breckeen, "making the paddock easier to work in and the track a little less scary."

The timeline for planning the 48 Hours at Sebring is 12 months. Due to the many considerations introduced by night operations, the regions couldn't start the advertising campaign for the night sessions until around November 2024. This short window meant they had to get creative to ensure everyone knew about the event.

They also needed to provide themselves some wiggle room in case drivers didn't sign up. Thankfully, the track administration was straightforward to work with and gave the committee a generous



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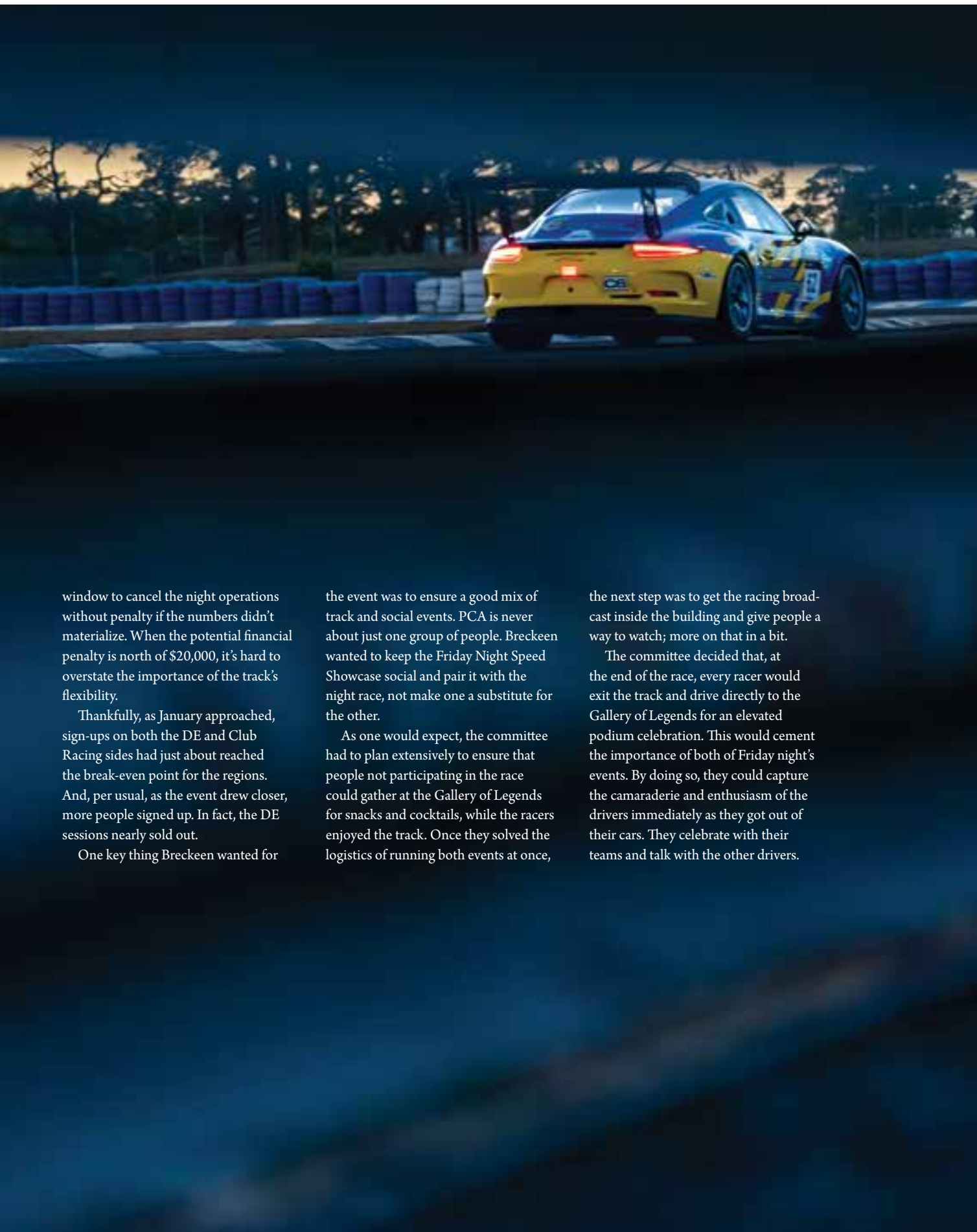
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window to cancel the night operations without penalty if the numbers didn't materialize. When the potential financial penalty is north of \$20,000, it's hard to overstate the importance of the track's flexibility.

Thankfully, as January approached, sign-ups on both the DE and Club Racing sides had just about reached the break-even point for the regions. And, per usual, as the event drew closer, more people signed up. In fact, the DE sessions nearly sold out.

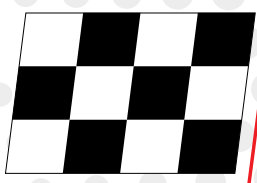
One key thing Breckeen wanted for

the event was to ensure a good mix of track and social events. PCA is never about just one group of people. Breckeen wanted to keep the Friday Night Speed Showcase social and pair it with the night race, not make one a substitute for the other.

As one would expect, the committee had to plan extensively to ensure that people not participating in the race could gather at the Gallery of Legends for snacks and cocktails, while the racers enjoyed the track. Once they solved the logistics of running both events at once,

the next step was to get the racing broadcast inside the building and give people a way to watch; more on that in a bit.

The committee decided that, at the end of the race, every racer would exit the track and drive directly to the Gallery of Legends for an elevated podium celebration. This would cement the importance of both of Friday night's events. By doing so, they could capture the camaraderie and enthusiasm of the drivers immediately as they got out of their cars. They celebrate with their teams and talk with the other drivers.



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Typically, everyone scatters back to their teams to park the cars, go over any needed repairs or adjustments, and change into dry clothes. By having everyone go straight to the Speed Showcase, the drivers, crew, volunteers, vendors, spectators, and staff would all be in the same place to share the excitement.

The move was a huge success, with the minor exception of a traffic jam caused by an unforeseen influx of traffic from outside the track area. No matter, the vibe at the Gallery of Legends was fantastic.

“Everybody came inside and started mingling and talking, and then we gave away the trophies,” said Breckeen, “and I am super proud that everyone made it work.” It was precisely the kind of celebratory environment the committee wanted. Both the drivers and spectators loved it.

Inside, a stage with historic race cars served as a fitting backdrop to recognize the podium-finishing drivers in each class. Everyone celebrated the

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evening's success in an atmosphere far better than most people expected. The Sebring race committee captured a moment that many have tried, but few succeeded. Of course, explicit instructions to the drivers and teams beforehand, as well as volunteers funneling the cars straight to the celebration as they left the track helped tremendously.

One reason for the event's success were the dedicated volunteers and committee members directing people and executing the plan. As with any PCA event, the best ideas would fall to sham-

bles without enough volunteers. They brought the right attitude and the ability to make things happen. While the number of volunteers raising their hand to help is trending downward, the quality of those who remain is high. They allow these events to be remarkable.

Racing at night wasn't the only change for the 2025 48 Hours at Sebring. Thanks to the efforts of the committee, and the people from Driver'sEye Live, the race was also live broadcast on YouTube for the first time. With cameras mounted



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at strategic locations around the track, and an experienced announcer team in the booth, all of the weekend's races were live-streamed on PCA's YouTube channel.

The broadcasts featured live timing and scoring, sponsor callouts, and captured the action like never before. This allowed people who attended Friday Night's Speed Showcase to watch the action as they mingled with friends, sponsors, and vendors before the podium celebration.

Remarkably, the decision to broadcast the races only came together a few weeks before the event. Due to the hard work of the Sebring race committee, PCA Club Racing national staff timing and scoring expert David Anderson, and DriversEye Live, everything worked remarkably well.

Now that night racing returned to the 48 Hours at Sebring, and the races successfully live-streamed on YouTube, the committee has a lot of data to analyze. They learned invaluable lessons from this



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year. And they have no intention of keeping them a secret.

The committee plans to develop a playbook to improve the process in the future, as well as help other regions that want to do something similar. These race weekend additions can not only attract more racers but also offer tangible exposure and value for sponsors. Regions can use that to generate more interest and help with additional costs.

Not everyone has access to a facility like Sebring and their experience conducting night events. However, that doesn't mean regions can't improve their races by learning from the 2025 48 Hours at Sebring. ■



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STORY BY DAN JUDGE PHOTOS BY KEN HILLS





My involvement in Porsches started in the 80's with my father and brother, before I could drive. Dad was going to buy a 356 when he got out of college but bought a VW Bug and a wedding ring instead. Years later—when my oldest Brian started driving—My dad purchased a 1970, 911 Targa that needed work.

Around the same time, my other brother, Terance, purchased a 1972, 914 2.0. He drove it in high school and college. We worked on everything in our house: boats, the family Pontiac station wagon with the 454, and Volkswagen Beetles. This led to an understanding that if you want to drive something you need to be able to fix it.

I purchased my first Porsche in 1985 at the age of 17. It replaced a 1977 Triumph TR7 that I quickly determined was a bad decision and sold.

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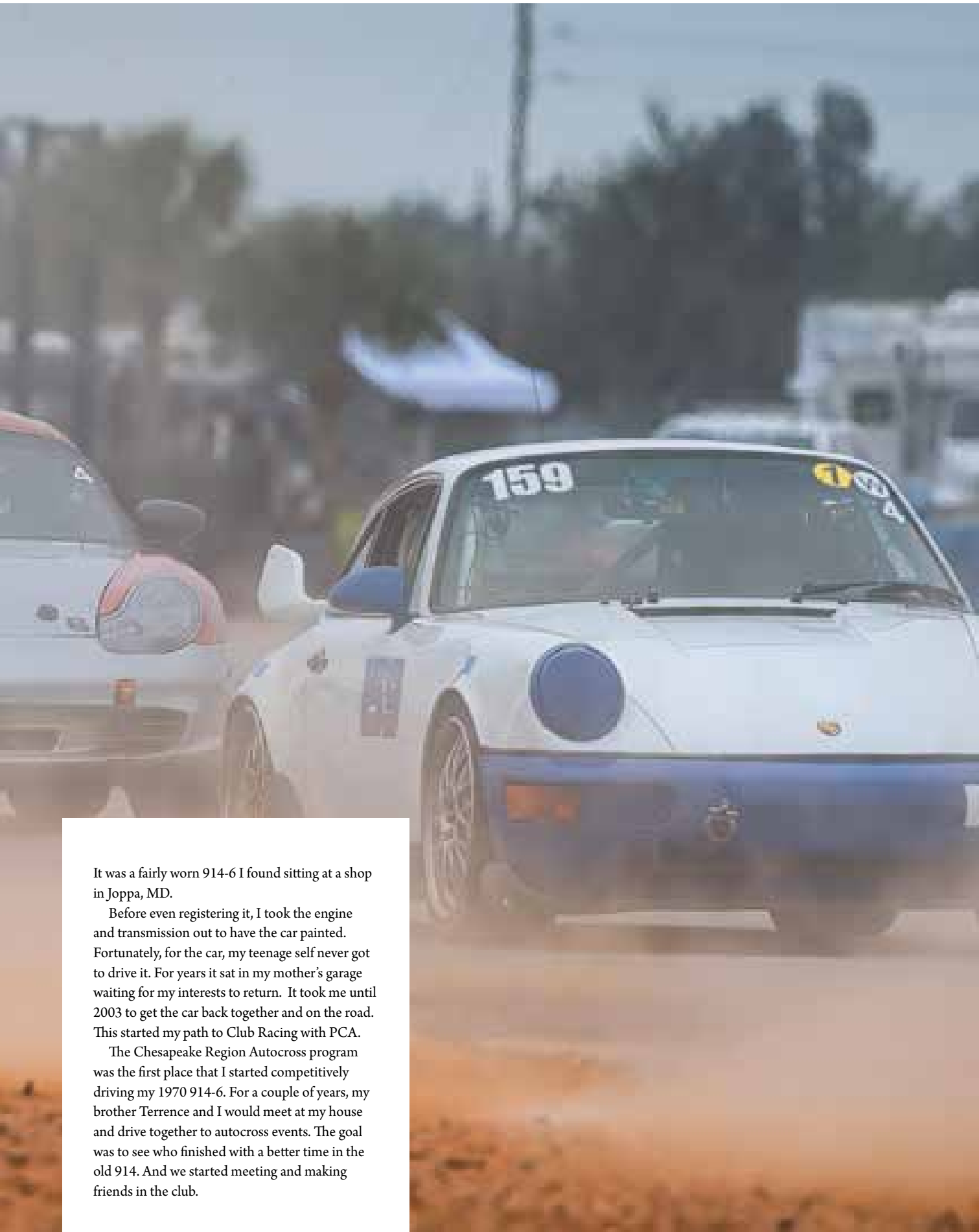
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It was a fairly worn 914-6 I found sitting at a shop in Joppa, MD.

Before even registering it, I took the engine and transmission out to have the car painted. Fortunately, for the car, my teenage self never got to drive it. For years it sat in my mother's garage waiting for my interests to return. It took me until 2003 to get the car back together and on the road. This started my path to Club Racing with PCA.


The Chesapeake Region Autocross program was the first place that I started competitively driving my 1970 914-6. For a couple of years, my brother Terrence and I would meet at my house and drive together to autocross events. The goal was to see who finished with a better time in the old 914. And we started meeting and making friends in the club.



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I have my wife to credit for starting the desire to spend long weekends and holidays with friends at the track. For my 40th birthday, she arranged for Terrence and I to attend a Skip Barber High-Performance Driving Education weekend at Lime Rock Park. We both came back with the desire to get Porsches on the racetrack. For me it was improvements and reliability

maintenance for my classic Porsche. For Terrence it was finding a person in the club who decided it was time to pass on his well-built car. He was lucky to find Manny Alban that wasn't really using his race prepared 964. Alban raced it for many years under a color arrangement that earned it the nickname Wonder Bread Car. They came to an agreement that he would need

to find his own color concept and, since he owns one of the 60th Anniversary Club Coupes, the car runs bumpers and rockers that bare that classic Club Blau color. Immediately after Terrence purchased the 964, we brought our two respective cars to Summit Point. And we experienced our first PCA DE experience. This was with the Potomac Region, in


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figured that if driving DEs was fun, then wheel-to-wheel racing must be better. I decided that the 996 Turbo was too nice and the wrong car to convert into a dedicated track car. I decided that an already built Spec Boxster would be the best fit for me to jump into Club Racing. The idea was that with tons of cars in the class, I would always have plenty of competition. As well as people that know the cars. Also, the parts are easy to source and I could do most of the maintenance myself.

I purchased the Spec Boxster in May 2022. And I continued with DE events while learning the car and sorting out the various growing pains. The Spec Boxster came with an existing Club Race logbook. That meant there was no need to change many things for my first Club Race: Sebring in 2024.

Sebring was the first of four different events of my rookie season. Although I had driven there



August 2014. Neither of us were exactly prepared for the three-day event. We realized there was lots to learn about driving on track. Over the course of many years, we both advanced in the PCA run groups and enjoyed the Drivers Education experience.

We went to PCA DE events on tracks from Florida to New York, with whatever region that

held something at tracks we wanted to try. And at times that fit our calendar. During this time, we developed a group of friends that traveled to events and paddocked together.

In 2017 I retired my 914-6 and purchased a 996 Turbo. I thought I would try to increase track fun with horsepower. During this time, many of the events I drove were Club Races that allotted time

for DE's.

Thanks to PCA Club Racing, I lapped Watkins Glen, New Jersey Motor Sport, Virginia International Raceway, Pitt Race, Road Atlanta, Road America, and Sebring. I even got on the Indianapolis Speedway during the first PCA Together Festival.

After watching club racers for a few years, I

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before with two different cars, that first sprint race was a whole different level. I had a persistent misfire, and my starts were way off the pace. I never had the illusion that I would contend for podiums. But I soon found that driving education doesn't really prepare you to be fast on the track in wheel-to-wheel racing. I had a lot to learn.

My goals for the event (and the season) were simple. Complete the races, avoid contact with anything, and get past the provisional race license. My next two races were Watkins Glenn and VIR. Both events ended with no issues, and I completed all the races, including two enduros. At VIR, I entered the Pits a few seconds late for the mandatory five-minute pit stop. I finished the race but was unfortunately disqualified.

My last race weekend in 2024 was at Summit Point, my home track. For the first Sprint Race I



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had a good start passing some cars but lost spots later. My race craft and times were improving. In my second Sprint Race I had a clean start and many good laps, passing and working around the same group of cars from race 1. However, I spun into the tire wall at turn 8 and DNF'd.

The car went into the trailer early, needing some work before the 2025 season. Although I didn't complete my goal of not scratching the car in 2024, I had fun and improved! Next year's goal is to reduce the weight of the car and the driver by 200 pounds. And to practice more, so the race weekend times improve.

Our father would have been proud of how far we have come with our respective Porsches. And of the friends we have made through PCA. Being awarded the Rookie of the Year award at the 2025 Sebring banquet was a tremendous surprise. And one that I really appreciate.

Thank you PCA! Let's keep on having fun. ■

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Mar 21 - 23 PCA National	Virginia International Raceway Enduro ClubSport Vintage	Phil Grandfield 757.635.0892 zone2reppca@gmail.com
Mar 22 - 23 Golden Gate	Thunderhill Raceway I West Coast Series	James McClelland 925.286.2336 mcclelland.ggr@gmail.com
Apr 11 - 13 Peachstate	Michelin Raceway Road Atlanta Enduro ClubSport Triple Trofeo	Mike Wilson 770.608.8024 porschehpde@gmail.com
Apr 25 - 26 Connecticut Valley	Lime Rock Park Vintage	Lisa Parker 860.559.1347 race.director@cvrpca.org
Apr 26 - 27 Golden Gate	Thunderhill II West Coast Series	James McClelland 925.286.2336 mcclelland.ggr@gmail.com
May 24 - 25 Maverick	Eagles Canyon Raceway I Mid America Series	David Hodges 713.304.2557 dmhodes911@gmail.com
May 31 - Jun 1 Golden Gate	Buttonwillow West Coast Series	James McClelland 925.286.2336 mcclelland.ggr@gmail.com
Jun 6 - 8 Zone 1	Watkins Glen International ClubSport Triple Trofeo	Lisa Parker 860.559.1347 ljparker0729@gmail.com
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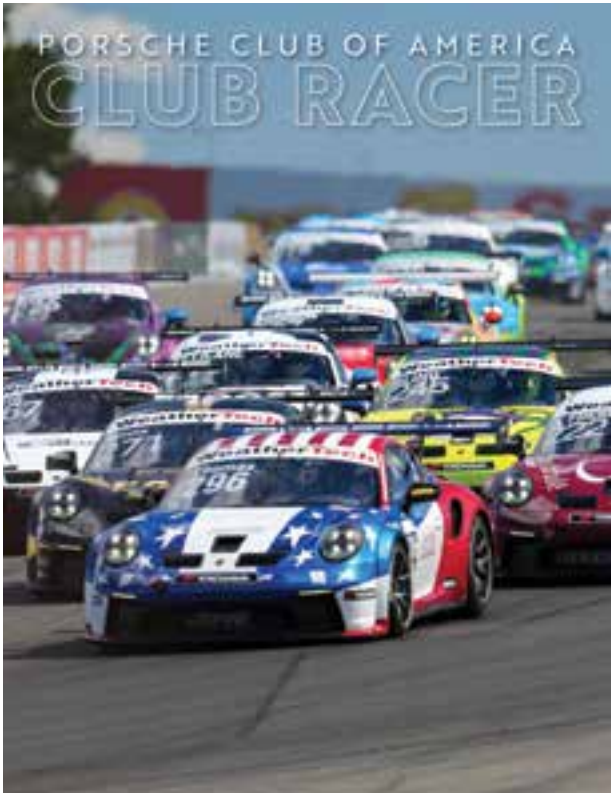
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