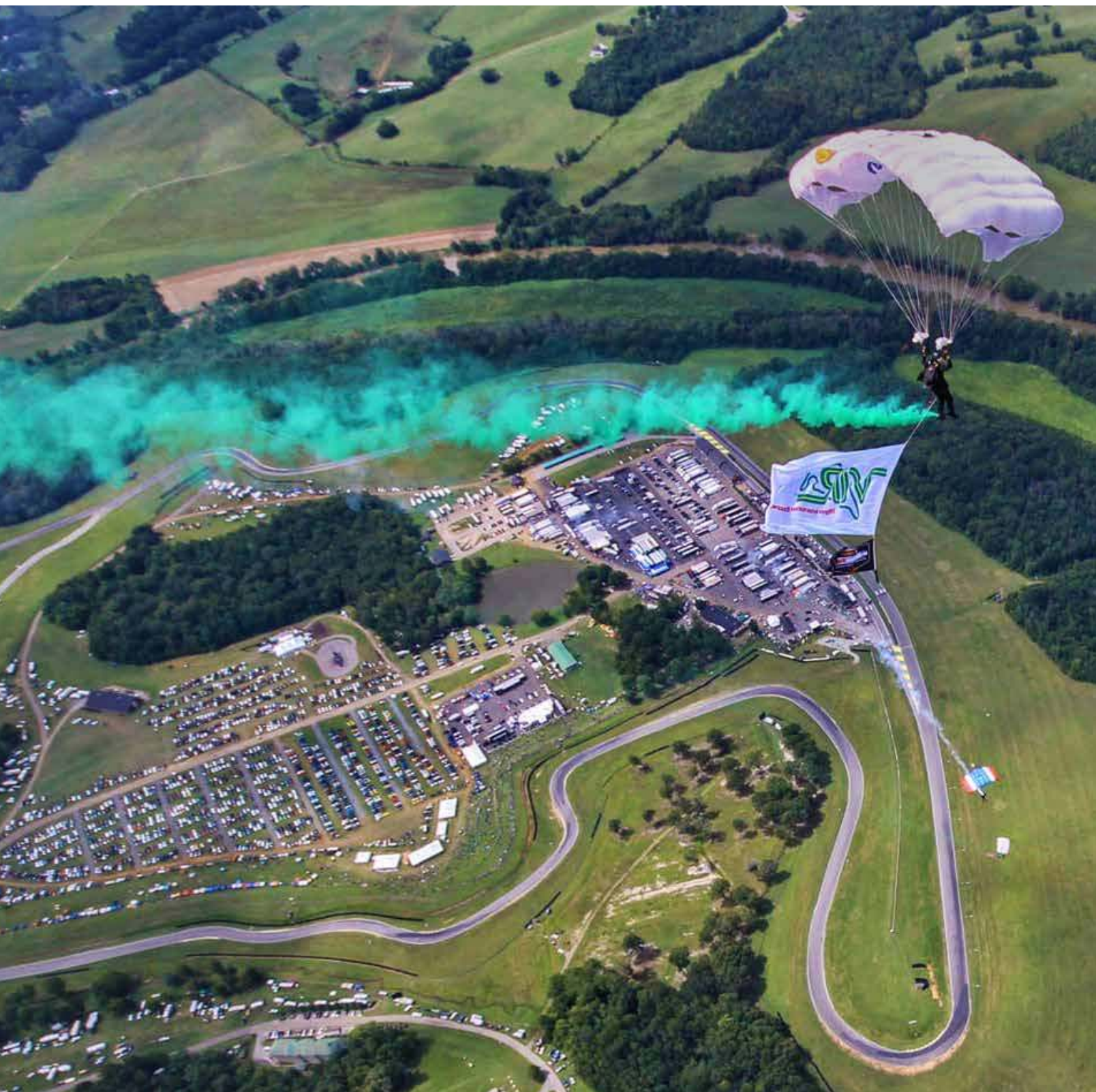


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On the Cover: Aerial photo courtesy of Virginia International Raceway
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From the Chair

WEST DILLARD • PCA CLUB RACING CHAIR

It's hard to believe that our 2019 racing season is already winding down. Having said that, it's time to think about what we might want to do to improve our program for 2020. Below are some of the ideas we have heard that we believe have potential.

Feature weekends for certain classes

The 944 Cup group has had great success designating some races as Regionals or Nationals. While we might not use that terminology, we are considering designating a few races as a special event for a certain class, and attempting to let them have their own run group.

In 944 Cup, this has allowed the 944 group to be the feature group for the weekend, and boosted attendance at some of our small to mid-sized events. Obvious candidates for this are our bigger classes like SPB and GTB1, but with enough participation, it could be applied to other classes as well.

Vintage

We will continue to have Vintage events in which the older cars have a designated run group. One of the fundamental tenants of Vintage is that the focus is more on fun than hard competition. We want racers to be comfortable bringing the old racecar out of mothballs, and we will work hard to preserve that as the group grows and evolves.

911 Cup

We are considering adding air-cooled cars that are currently eligible for F Stock at their current F Stock weight and air-cooled cars that are currently eligible for D Stock to drop 150 pounds and run carburetors. With the air-cooled E cars allowed to drop 150 pounds, this should make things pretty equal. Likewise, it has been reported that the lower compression 3-liter motors respond well to the carbs and make power similar to the 3-liter E car motor. Expect 911 Cup to have an open tire rule (R compound) in 2020.

I want to hear your thoughts

I am interested to hear your thoughts on these ideas, or other things you think will increase fun and participation in the program. Send me a note at west.dillard@pca-clubracing.org

Social Media

Think about what you post

I'll end with another request. Like it or not, social media, and its immediacy are here. There are lots of good aspects to this, primarily around sharing your racing with friends, which builds interest in the program.

One down side is that when something goes wrong, the world can find out about that immediately as well. It is possible to literally post incident video online before the drivers involved are out of their cars. Imagine a family member seeing video of crashed cars, rescue workers, ambu-

Before you...



THINK!!

- T** = is it True?
- H** = is it Helpful?
- I** = is it Inspiring?
- N** = is it Nice?
- K** = is it Kind?

lances and tow trucks. It looks terrible. Viewers may well be frightened by what they see.

Fortunately, as those of us involved know, it's usually just car damage. I won't try to tell people what to post, but it would be really great if we could all refrain from posting about an incident until those involved have enough time to call their family and inform them that they are OK, and to be prepared for a repair bill.

In the end, it's just being considerate of others, and not adding to an already difficult situation for those involved.

See you at the track! 🏁

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Down to Business

RYAN CARIGNAN • CLUB RACING BUSINESS MANAGER

With the season reaching its end, I hope everyone enjoyed another year of great racing amongst like-minded Porsche enthusiasts! It never ceases to amaze me with each race I attend, the amazing blend of people, backgrounds, and experiences at the track. I have yet to be at a PCA Club Race where there hasn't been a competitor helping a fellow racer get on the track through labor, spare parts, or both. The support is fantastic, and it's one of the things that makes participating in racing so rewarding.

The aid of one racer to another is a key part of the camaraderie of our sport, as is the backing offered to Club Racing from our corporate partners. Club Racing has grown quite a bit from its origins, and the growth it has seen over the past 27 years means corporate assistance is critical to continued success.

PCA Club Racing is very lucky to enjoy the fantastic partnership of dozens of companies, and we need to do everything we can to ensure that this remains.

One of the easiest actions you can take is to be a patron to those partners by buying their products and using their services whenever possible. In some cases, class rules mandate equipment or products for your class, so your support is a given; but even then, you may have choices that impact our partners. Let's take a look at tire vendors.

Tire Vendors at the Track

Some of the most visible sources of sponsorship at the track are the tire providers. Whether they are delivering new tires ordered before the event, mounting and balancing tires, or swapping rains onto spare wheels, they can be quite busy. Your choices go a long way to ensuring they not only stay busy but are at the track at all.

Most of the companies providing track-side tire service do not charge the club or the regions for that effort. There are some smaller businesses that charge regions to work an event due to high costs for travel and lodging versus expected return from the event. The ones that do not charge regions rely on sales and support to make the weekend feasible, and the bulk of their profit comes from pre-ordered tires. There are sources online to find the same tires at a cheaper rate, and I know it is a tempting way to save some money. But if the tire shop can't at least break even for a weekend, they won't work the event, and that will leave you, and your fellow racers, without assistance at the track where you need it most. On top of that, if more regions are required to pay for tire service, you can expect to see the money you saved disappear in the form of higher entry fees.

We saw this happen in 2019, and I would like to avoid that situation in 2020 and beyond. The tire providers are just one example, but they are a



very visible one that could potentially ruin an event should you need them, and have no one there. The same principle applies to all our partners. If they don't see a return on their investment in Club Racing, they will leave, and our program will suffer.

Racing is one of the most expensive hobbies you can choose, and decisions have to be made to find ways to make the balance sheet work. But when you are making those decisions, I ask that you do everything you can to make sure you are supporting the people and businesses that support our program. Without them, we would have a very different experience, one that I don't think anyone wants to see become a reality. 🏁



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If you haven't read Michael's outgoing article in CRN Volume 27, Edition 19.2, I think you'll find it to be an enjoyable read about the beginning of PCA Club Racing timing and how Michael played a role in getting T&S where it is today. (You can find the From Start to Finish article on the website using the URL <http://pcaclubracing.org/wp-content/uploads/crn/2019/CRN-2019-2.pdf> or scanning the QR Code on your smartphone.)

As Michael pointed out, T&S has team members with longer tenure than his 16 years, so I'm going to take the opportunity to thank them as well. It would be befitting to reward these folks with something attributing the service they have provided PCA Club Racing as a whole. While it would be great to hand over the keys of a shiny new Porsche, perhaps a piece of timing loop that was clipped by the errant driver at Putnam or, better yet, a Porsche monogrammed stopwatch

to memorialize all those manually timed Enduro pit stops!

So, as the *new* guy coming in as *chief*, all I can offer are undying gratitude to Michael, Chuck Perilli, Deni Knight, Dick Ward, and (the returning) Jon Beatty for providing a foundation which has provided timing and scoring services to PCA Club Racing. Should you find yourself driving at an event in 2020 and see them at the driver's meeting or note that they are listed as Timing & Scoring on a results sheet, take the opportunity to have a chat and say hi.

Most of the tracks have decent facilities for T&S nowadays, but we do have some interesting places to work from. We still bump into trailers (Eagles Canyon and Road Atlanta this year) and I have to mention the 2-story ladder climb at MotorSport Ranch where we cram two folks for timing, the race steward, race control and their stenographer into what I estimate to be an 8 x 16 room that is only half usable.

FROM START TO FINISH – THE (RE)START

It's been an interesting year in the transition to the role of Chief of Timing & Scoring. While I've been a member of the T&S staff since 2008, I had no idea how much work was being done behind the scenes. Had I known just what was entailed, I might have reconsidered. By far, the easiest part of the job is simply managing staff resources and race

assignments at the beginning of the year. The *fun* starts after every race when each race needs to be reviewed for proper attribution of finishing positions, a DNF or a DQ. My post-event activities (ok, duties) include calculations for the hard charger awards of each race. This post-race review can take anywhere from 30 minutes to over an hour depending on how big the event is and how many of you racers participate in any given session. I'm getting better at the analysis as the year progresses, but I don't think I'll ever approach the ability that Michael possesses when looking at race results.

I mentioned earlier that I started with T&S in 2008; Eagles Canyon to be exact. To be more accurate, it was after the Nord Stern Loonacy race in 2007 while sitting at Keith & Kim Fritze's cabin with Jon Beatty and I sharing some scotch where he *hooked* into timing and scoring. Things are kind of a blur that long ago, but I recall getting my training wheels with Michael at ECR and Jon Beatty at VIR that year. That was followed in 2009 with Road Atlanta, Road America, and Daytona. I was flying solo at Daytona when I got left at the track while the rest of the national staff went off to dinner. I was *found* by a security guard that offered a chocolate cookie for dinner as he escorted me to the gate where the Steward picked me up to go back to the hotel.

Most of the National Staff have stories to tell and the T&S crew have

all kinds of things to chuckle about; mostly as a result of, and at the expense of drivers. From car numbers that can't be found or read amongst the fancy graphics of your wraps to transponders mounted *inside* the car, or transponder numbers transposed and otherwise just registered incorrectly. I invite anyone with 4" numbers buried in those fancy wrap graphics to come up and visit T&S at Watkins Glen where we're 60 feet above the track, or at Auto Club where the first time we see a car crossing the S/F loop is at speed. Eagle eyes and regional spotters are our best friends when it comes to relating unknown transponders to car numbers (and drivers).

The biggest problem T&S has had in recent years is with registered transponder numbers. Either they are completely the wrong number or digits are missing or transposed. At some of the events I've worked, the transponder data can be as bad as 25-30% of the total registrants. In those instances it can take at least two practice sessions and most of the morning practice sessions to get things cleared up. Make sure you're looking at the result sheets to see what we're having problems with. Should you end up at grid without an assigned slot, that's usually because we didn't know your transponder mapped to your car number.

We're working diligently this year on trying to ensure we are capturing transponders as they are presented on track and using that data to correct anything that appears out of sync before we load up the registered competitor data for any given event. You can help by ensuring that your ClubRegistration transponder matches the transponder you've got in your car. If you need T&S to *read* your transponder at the track, we're more than happy to have you cross over a pit loop between sessions and have the MyLaps equipment decode the number for both of us. Just make sure you coordinate that with T&S as well as the Scrutineers at the black flag station in the pit lane.



Top: I'm told that this picture shows the early days of T&S when Pam Thompson (left), Jon Beatty (center), and an unknown SCCA guy at Road America where PCA T&S tried AMB (now MyLaps) for the first time. Best guess is 1997 or 1998.

Bottom: Also from the earliest days of T&S, Chuck Perilli is training Deni Knight in a motorhome at Las Vegas; probably 1999.



T&S know if you're having problems and we'll try to help where we can.

I've been delinquent in getting something written for CRN and I'm going to use the excuse that trying to fill Michael's shoes has been a bit more daunting than I had expected.

In spite of every intention of getting something penned, I never seemed to find the time. Mid-sum-

mer racing tends to favor the smaller race venues, so between Brainerd and Thunderhill I was able to give some thought into what I wanted my introductory article to be about. I've touched on the major issues T&S has encountered in 2019 and I'll continue to keep you informed as time marches on either by articles in CRN or those more urgent notices

posted on the website (pcaclubracing.org).

I'm going to close by taking one last public opportunity to thank Michael Wingfield for his service and continued dedication to PCA Club Racing. I've learned a lot from Michael over the last decade in my involvement with club racing and I'll try to fill the void as best I can. 🏁

A FEW RANDOM PHOTOS



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Editorial License

SKIP CARTER • CLUB RACING NEWS EDITOR

Almost October as I write this. I've managed to make it to two new tracks this year (OK, new to me only because I've never been to them): Virginia International Raceway and New Jersey Motorsport Park. I was also hoping to make it to a third *new* track, Motorsports Ranch event this month, but Suesan and I will be in Toronto for our Canadian Thanksgiving family visit.

One of my favorite parts about this editor job is getting to go to tracks, meet new people every time, get to know where people are coming from, how they got here, etc., etc. Inevitably I get to "can you send me a writeup? I'd like to print your story."

We all have things that come easy to us, and others not so easy. Walking up to strangers has never been easy for me. Now, once I get going I'm fine... But I have found myself sitting in my car at a track on Friday morning, notepad and camera at my side, and a strong urge to park in some corner, pull out my phone and play some stupid game. So, when I find myself in that situation I have to push myself just a little to get started. And the rest is easy.

Five Years in the Books

This issue winds up my 5th year as CRN editor. In the last year or so I've noticed one difference that I want to mention. I suppose it is mostly because I've been around for awhile and people see what CRN is and have gotten *comfortable* with me (either that, or they see me coming

and run the other way). Many read the personal stories and other stuff and send feedback that they like what they are seeing. The change is the increased number of calls, emails or being approached at a track by drivers and others offering to write a story without me initiating the subject. I can't tell you how much easier this makes my job. So, if you have any thoughts about *your story*, and want to get it to me, please don't hesitate.

VIR and NJMP

Back to my two new track visits this year. VIR. Photographer Victor Newman is a local. He has helped me a lot with photos and, in this case, access to historical information about VIR and much more. When I arrived at the track last June, he gave me a great tour of the facility and is helping me with the historical piece that you'll find in this issue.

Because I'd never been to this part of Virginia before, I came a day early to get my bearing and a feel for the track. On Victor's recommendations I visited Appomatox, Poplar Forest and the Tank Museum in Danville. Fabulous places to experience. I would highly recommend any of those three. I wrote about the tank museum and included some photos in my column last issue.

New Jersey Motorsport Park was the other first visit. I came several days early to visit my oldest daughter at her new home in Millington, NJ. After spending a few days help-

ing build a deer stand in the forest/swamp behind their home, kayaking and fishing at a stream a mile away from their house, eating some great food, etc., It was time for me to get to the track. Only a two hour drive south, I got there Thursday night and was at the track early Friday morning.

I started by making a right turn at the entrance and realized (about 20 minutes later) that I was at the wrong track (I'd gone to Lighting instead of Thunderbolt). For the few of you who don't know this, there are two, not connected tracks at this facility. PCA was using Thunderbolt. BMW was at Lighting. I'd been hearing about this for years, and am a fan of both of those iconic WWII fighters: the P47 Thunderbolt and the P51 Lightning. They were built right here. This property was part of the first U.S. Army Air Corps field build for WWII defense on the east coast. There's a revetment, preserved on the property, that is a bore site range used to zero in the guns on the P47. There is a large billboard as you drive by it, and it is worth the few minutes to read and see the structure.

There are a lot more military connections with this facility, and there is also a museum at the regional airport right next door. The Schattenbaum region photographer, Bob Helm, referred me to the president of the association that manages the facility. I wanted to know how best to go about developing an historical piece on the facility. He, in turn, turned



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me on to the director of the museum at the regional airport. Everyone was very helpful and you'll see an article on NJMP and the history soon.

I made sure I got over to see the airfield and the museum. The museum is operated by a group of enthusiastic volunteers.


As you drive around you see a lot of WWII buildings, some in great shape and being used, others that need help. I'm sure there is a plan for all of them.

It's not a huge museum, but it is packed with interesting stuff. I have a bayonet I bought at a swapmeet in Los Angeles back when I was 17 or 18. I was told that it was a WWII German bayonet and scabbard, but I had no idea. Sure enough, in one of the cases at the museum was the identical item. The same thing happened to me at my visit to the Tank Museum in Danville in June. Another bayonet from the same period was supposedly from a Civil War era Springfield rifle. Sure enough, there was one right in front of me.

I Want Your Story

You may be getting tired of hearing me say this, but I want your story. How did you get involved with cars in the first place. How did you get interested in Porsche, in PCA, performance driving, Club Racing? Did your family help or hinder you. Is your career tied up in this. It's a simple list of questions, but everyone's story is different.

In this issue you'll find Bernard Nussbaum's story. As a young boy in Switzerland, his story starts in the back seat of his parents Jaguar with his two brothers, watching the speedometer as his dad tried to break his record (again) on their annual vacation from Switzerland to Italy, and how he (and several others of us) share that passion (or handicap, depending on who is sitting in the right seat).

So, that's it. Another great year in PCA Club Racing. Another fun year for most of us. See you at Sebring! 



Some photos from New Jersey Motorspor Park and the Millville Regional Airport

The bottom two photos are of the historic WWII Boresight Range used to align the guns on the P-47 Thunderbolt.




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Thinking About Rules

WALT FRICKE • TECHNICAL & RULES

Sometimes new or longer rules may not be needed. Just attention to details under long standing rules. For instance, ballast must be securely mounted, and firewalls must be intact.

ICE CHEST MOUNTING

Many of us mount a plastic ice chest used to run cooling water to a T-shirt or cold air blower, so we don't overheat when the weather is quite warm. There is no specific rule about how to mount these systems in the passenger compartment (which includes the 944 spare tire area). But, if not well mounted and a nasty accident happens, things might be worse than they otherwise would be. They can be seen as a form of ballast, and there is a rule requiring ballast to be securely held.

The brand of ice chest in the photo comes with Velcro-like end straps. They seem plenty strong for the normal G forces of racing, but high speed crashes can produce way more than the slightly more than one G lateral forces we are used to. The usual box weight is six pounds, and pretty full of ice and water, about 24 more pounds. A 10G impact means it weighs 300 pounds. 30G is an approximation of what the DOT requires for the seat belt system hardware, which would be 900 lbs. If you mounted 300 pounds of ballast with straps like that, attached to fairly thin plastic strap holders, do you think that would be adequate? 900?

Then there is the formed metal



tray frequently used to hold the box. How is it attached to the floor pan, or elsewhere? Pop rivets are convenient, but do you think four of them are good for 300-600 pounds of pull? Were they 3/16" stainless? You wouldn't use them as part of a system to hold weights onto your floor pan. Bolts with decent width and hard washers (not just the malleable fender washers) should do the trick.

If you trust your base mounting, it should be simple to attach to it a more positive strap or clamp to go over the top of the box sideways, with a suitably strong quick release (but not too quick) fastener. You might aim for one rated at 1,000 pounds or more. Yes, one more thing to undo to open the lid of the box,

but it should still be straight forward.

And an even better idea would be separate attachments to the floor pan for the extra strap. Seat belts can't be doubled up on a single mount, and that would be a good idea here. IMSA doesn't allow Velcro-like attachments to do the retaining job. PCA doesn't need a separate rule for this - until such time as strength figures for the manufacturer's mounting and retention systems show that they really are all that could be needed, the basic rule of safe installation and ballast mounting should be what the prudent PCA racer needs to meet. If you mount it under a front or rear hood, you are on your own - it won't hit the driver in a nasty accident.



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AVOIDING CAYMAN OVERHEATING

There is no question but what the temperatures above the engine in these mid-engine cars are hot. One shop installed a reverse NACA duct in the quarter window and found that it got so hot that a second duct needed to be placed over the original duct lest the driver be parboiled. Porsche did not design these cars from the ground up as race cars, and the modifications we make to race them do put more stress on components than anticipated.

To deal with this heat, some drivers have installed ducting through the firewall. How to do this without impairing firewall integrity is discussed below. But a substantial number of drivers have not seen the need for ducting. There are other approaches to keeping these engines cool when racing.

Dan Jacobs' Hairy Dog shop received some wind tunnel information from another team showing that above 70 mph, NACA ducting through a quarter window reversed the flow - hot air was coming out. However, if the 997 Cup mount for the third radiator (the one in the center) is used, the radiator sits forward and at an angle. Then, if a slot in the top of the bumper cover (permitted in GTB and SPC) is made, the radiator is far enough from the tub and has good flow, and even a car running stock AC won't overheat. So maybe you can avoid dealing with firewall issues.



CAYMAN/BOXSTER ENGINE COVER PENETRATIONS

A somewhat similar situation applies to trying to get cooling air in, or hot air out, through the firewall of the Cayman and Boxster mid-engined cars. Firewall integrity is a PCA rule. Firewalls can be pierced for various wires and fluid lines, as long as the openings are suitably sealed. But what about 2-4" diameter vents? Unlike wires, these are a pathway for fire or gasoline to get into the driver compartment. We have disallowed vents running through the engine

cover or its nearby sheet metal on the theory that the usual flexible vent hose is inadequate to deal with a near worst case scenario, like a broken high pressure fuel line, and the inevitable subsequent fire.

The clear plastic hoses often used to get cooling air through a quarter window into the driver compartment are fine for that purpose, but wholly inadequate to deal with fire, as they typically are rated at 150 degrees F. The usual spiral wire hosing sold by racing shops lists at

no more than 550 degrees F. Burning gasoline is at more than 1,500 degrees F. Will this keep open flame from reaching a driver in time for him to stop the car and exit without being burned at all?

There is a stainless steel flexible hose which is good for 1,650 degrees F, but at \$550 per 15' of 3" hose, is a bit expensive. Master-Clip HT 1500 (pictured), rated to 1,680 degrees F intermittent, is about \$94 per foot of 3" hose. But treating any significant burn is very expensive.

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CAYMAN/BOXSTER STOCK AIR DUCT CONNECTION TO ENGINE COMPARTMENT

Here is something for all you Boxster and Cayman pilots out there on the track. Your cars have ducts on each side in front of the rear wheel. The openings in the metallic fender are connected to an opening in the metal engine compartment firewall by a plastic/rubber duct. This duct is open to the driver compartment. You wouldn't know this in a street car because the upholstery covers it. And, it would take some amount of time for a flame to eat through the upholstery, should either of those ducts fail due to fire.

On the left side, unless it has been severely modified, the robust air filter assembly would prevent easy access of fire to the connecting duct. If the filter assembly has been modified, consideration would have to be given to whether or not the modifications present a weak point for fire intrusion.

On the right side there is a fan (if not removed) for flame to get through, and that is rather farther from the driver than the one right behind the driver's seat. Porsche was satisfied that these connecting ducts didn't present a fire risk to drivers or passengers. PCA has

taken the view with respect to firewalls generally that what Porsche designed as firewall penetrations, like air conditioning parts, are adequate for firewall integrity purposes. It is when racers remove or modify things that additional sealing of one or both of these areas is needed.

It might be prudent for drivers of these mid-engined race cars, bereft of the stock interior as a temporary fire barrier, to install metal or equivalent barriers to seal off these two spaces between the rear fender and the engine compartment from the driver's compartment, in case the factory ducts there fail in a fire. 🏁

ON THE COVER

PCA Club Racing NEWS



The cover photo was provided courtesy of Virginia International Raceway. The article on Virginia International Raceway covers the interesting and unique history of this facility and PCA's involvement with it. I had the pleasure of visiting VIR this last June.

Photographer Victor Newman provided many of the photos for his home track article.

A special thanks also goes out to Nick England who maintains the VIRhistory.com website

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Coaching Perspective

DAVID MURRY • CLUB RACING DRIVING COACH

What car & class should I race?

This is a question that a lot of racers face for the first time or when upgrading after racing for a while. They look at cars they want to drive but don't think about the rest of the factors. There are a number of things to consider when deciding what car to purchase and drive. How much we like a car is what attracts us to it initially, but after the purchase comes reality factors.

One thing to consider is whether you plan to do the maintenance yourself or use a pro shop. If you plan to maintain it yourself, if you have the equipment, knowledge and time to do it properly. Some cars require a much higher level of maintenance than others. A street car will require much less *between events* maintenance than a full blown Cup car.

You may need special tools for certain cars, setup pads, etc and a place to store and keep the equipment. If you maintain the car yourself then you will most likely transport the car to the racetrack yourself. How far do you want to travel for races and do you have the time it takes to add a day or two on each end for travel?

If you have a pro shop keep your car and do all the maintenance and transport for you, it will be more expensive unless you calculate in the learning process for you and mistakes you may make along the learning curve from professional mechanics that do it for a living. Plus factor in the time you spend on maintenance and travel is also time you could be



spending in business making money to pay for it all. Having a shop keep your car also allows you to choose a shop that plans to run racetracks that you want to drive. Find out where they and their current clients go and see if that matches what events you want to run.

What will the budget be to run the car? The running cost is a bigger factor than what the car cost to buy. Tire cost and how many you will use in a weekend or how many weekends you will run on a single set?

Another factor to consider is what group you want to run with. Is the car in a group that normally runs for the overall win, or is it usually in a group that is one of the slower classes? Is it important for you to run for overall wins or class wins only? How many cars are in the class, are there enough to have fun racing with

more than a couple of cars? What are the other cars in the class or groups like, will it be fun to race against them or do they have more power but overall slower lap times so they will be hard to race with?

Look at who is racing in the class you are considering. Are the drivers in that class people you want to race with and also spend time with off track? Do the drivers in the class seem like you could run door to door and not worry about banging together? Would you want to have dinner with those drivers at the end of the day?

So much of these events and this world is social enjoyment where you want to be involved with friends.

Look at all the factors and then decide so you accomplish what you set out to do, have fun and enjoy the company of other racers. 🏁

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PS102-018	PORSCHE 964 NA 3.8L 12.3:1 (bore in 109mm cyl 3.6-3.8)
PS102-019	PORSCHE 993 TWINTURBO 3.8L 8:1 (109mm bore in cyl 3.6 TO 3.8)
PS102-020	PORSCHE 993T 3.8L 8.5:1 PP102- 013 (107mm slip-in cyl 3.6-3.8 NA to Turbo conversion)
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PS102-023	MMS 993 RSR 3.6L 11.4:1 (109mm bore in cyl 3.6 TO 3.8)
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996 103 942 4.0 MA	PORSCHE 996 GT3 4.0 late (105.4mm 21mm pin 12:1CR 3.6-4.0)
997 103 915 3.8 MA	PORSCHE 997TT 3.8 liter (102mm 23mm pin 9.4:1CR 3.6-3.8)
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Left: Monte Smith in his RS America at Second Creek (the second PCA Club Race there) in 1993.

Right: Sebring 1994, Early racing champions with their cars (L to R): Mike Doolin, Kevin Buckler, Monte Smith, Martin Snow



A TOAST TO MONTE SMITH

HE LED CLUB RACING INTO THE 21ST CENTURY

STORY BY ALAN FRIEDMAN & DENI KNIGHT

Alan Friedman

Monte left us on July 4 2019 at the age of 81. He was an amazingly diverse and competent person. I knew him primarily through Club Racing, from the start in 1992 until my time as a Steward ended in 2007. He was the guy who took over the reins of Club Racing from me in 1997, and over the next four years not only led the program but also put in place a number of important things that helped the growth and transition to the current era.

I met Monte, very briefly, when we had the first race in 1992 at Second Creek. He was racing there, but I was gobsmacked to then see him racing at two of the next three

races that summer - Lime Rock and Pocono (and probably would have been at Summit Point if it wasn't a week after Second Creek)... And all the way from Utah. Wow!

I think Club Racing bit him hard from the beginning and, as I recall, he raced well from the get-go (and had a bunch of DEs and time trials under his belt leading up to that).

Over the next several years I saw him and his amazing team (his wife, Sue; business partner Deni Knight and her Dick Ward) at many races, and couldn't miss his car as it got repainted yellow for BF Goodrich promotion!. As the program grew and we needed more National race officials, I thought of Monte as a potential Steward.

Deni Knight

We (Monte and Sue Smith and I) were at the first club race at Second Creek in 1992. Monte was so enamored that he totally rescheduled his summer. We could not turn around quickly enough to make Summit Point, but we drove back to race at Pocono and Lime Rock. In 1993 I believe he raced every race except Bridgehampton and he may have done that one without me! By 1994 he was Chairman of the Intermountain Region Club Race in Las Vegas, 420 miles from Salt Lake City, as it was the closest racetrack. His racing buddies at that time were Mike Doolin and Martin Snow and they often traveled to the same races. He also chaired the IRPCA

races in Willow Springs, CA and then with Jim Coshow (Oregon Region) presided over the first Club Race to be run in conjunction with a PCA Parade at Portland in 1995. He recruited (got them addicted to speed) many racers in the Intermountain Region who later volunteered not only at our races but for National. Many of us are still active Club Racing volunteers. He loved racing, but the camaraderie of PCA Club Races was what drew him to this program (over other organization he raced with). He often marveled at how many racing friends he felt close to without having any idea what they did for a living.

His first dedicated race car was the RS America. He picked it up in Germany and he and Sue drove it around Europe before having it shipped home. It was the first RSA delivered and the police in Austria stopped them just so the officers could get a good look at the car.

The day he brought the car home we began ripping the interior out completely, followed by everything else a race car did not need, followed by putting in everything a race car did need. He always loved horse-

power and the latest technology... And the RSA was in the modified classes from day one. Intermountain Region members were horrified at this desecration of a brand new car. Derek Bell was staying at Monte's house for a region event and he assured Mont that he would not regret it (and he never did). The car was white with blue graphics and he loved duct taping different designs on the headlight covers for different events. It stayed that way until BF Goodrich called and wanted to

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use his car in their advertising series for Comp T/A tires. They paid to have the car painted yellow and we replaced the graphics with temporary light yellow ones. Sandy Turner and I drove the car to Hollywood for a photo shoot inside a sound stage. I don't remember the date, but the car was yellow at the Portland Parade Club Race in '95.

He bought the twin turbo the first year it came out and raced it dead stock in IMSA around the dome in New Orleans and set the brakes on fire because we did not have time to modify anything. We then took both race cars to a PCA Club Race in Portland. The National staff did not know what to do with the twin turbo as it did not yet have a stock class. I think they made him race in class A based on horsepower. It wasn't a problem much longer because he proceeded to modify the hell out of it (to no one's surprise).

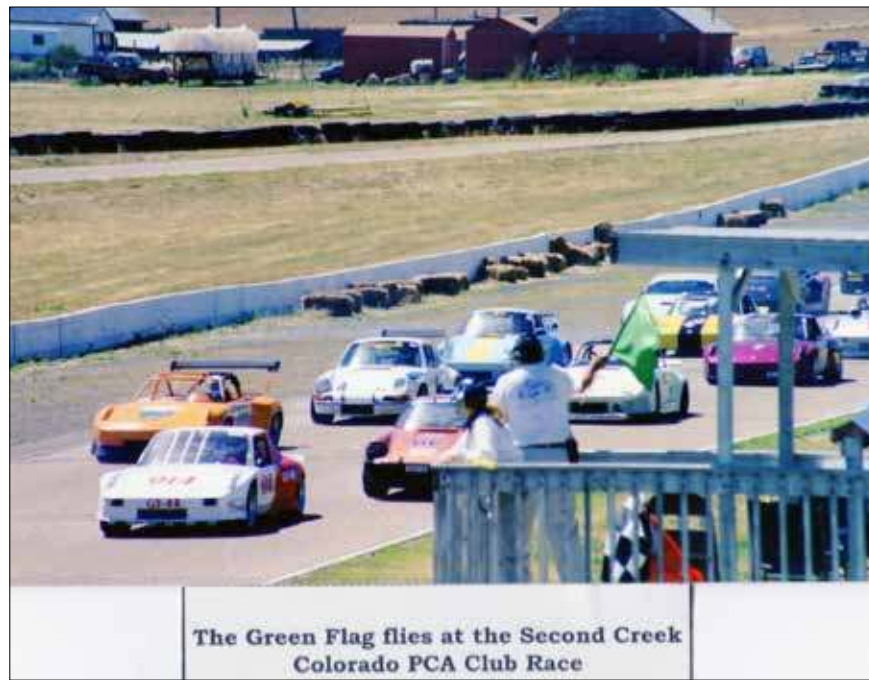
Alan Friedman

Fast forward to 1995. I invited Monte to observe as a Steward candidate at the one and only Club Race at Corpus Christi Naval Air Station. This was an interesting race on a temporary circuit, and he seemed to get right into race management from the National Steward perspective. We had some unique issues there (not the least of which was the appearance of a large oil slick on the last turn during the lunch break). It turned out to be a bee swarm, just upwind of the paddock and right in the middle of the African killer bee thing, so we very calmly extended lunch and waited for the Corpus bee people to come, smoke 'em, and vacuum them up!

Between Monte's racing and Steward work over the next two years, he

Center: Monte and his crew at the first Prade Race at Portland, 1995. L to R: Deni Knight, Monte Smith, Sue Smith, Janette Snyder

Bottom: Monte in front of Mike Doolin, Second Creek, 1993



A STROKE OF LUCK

STORY & PHOTOS COURTESY OF PORSCHE AG

Porsche Development Centre in Weissach, 10 am, in the old wind tunnel. Porsche designer Anthony-Robert "Tony" Hatter, Head of Design Quality Style Porsche, is beaming at the slightly dusty studio model of a futuristic-looking vehicle on a scale of 1:4. This is the design draft of a short-tail Porsche 917 dating back to 1970. It's extremely aerodynamic and designed to give the best possible cd value with absolutely no wheel cutouts.

"The designers were really looking to the future with this model. Basically, it followed me from 1986 onwards, when I started at Porsche, until the design department moved to a new building a good three and a half years ago. Up until then, our design studio had been situated in

the basement of what's known as the Sechskant, "the Hexagon", the first big office building in Weissach. We went down to our studios via a staircase, where this model was attached by its four wheels to a high crossbeam facing the wall.

Porsche designer Tony Hatter: "Over the decades, the model just became part of the furniture. As part of the move, we took it down and put it somewhere. It was only recently that we found it in an old garage." Porsche was working with a two-pronged approach in aerodynamics development at that time. They worked in the wind tunnels of the FKFS in Stuttgart and the Eiffel wind tunnel of the Parisian Institute SERA.

When thoughts turned to further development of the short-tail version

in mid-1970, the objective was to create a car that was equivalent to the long-tail version due to its reduced air resistance. And at that point, Porsche opted for a two-pronged approach – one car body design created at SERA in Paris, and another devised directly in-house under the direction of Porsche designer Richard "Dick" Söderberg. During this phase, Hermann Burst worked together with a small team of Porsche designers and modellers at the SERA wind tunnel in Paris.

Porsche chief designer, Anatole Lapine, gave the green light to perfect the model. More and more this 917 moved away visually from what Porsche was doing on race-tracks and became more a collective pool of ideas from the Porsche design team. ❏

was a solid choice to take over when I became *work incapacitated* in 1997. He did a fine job. While managing the growth of the number of races and the National team, he brought in Susan Shire to be our first full time licensing coordinator (and other tasks), our first female Chief Steward - Vicki Earnshaw, developed a Procedures Manual for each Club Racing host region to use, and got the whole program moving forward with AMB timing and expanded medical protocols. After his term as Club Race Chair ended he went on to become PCA National Treasurer, and continued supporting the program on the National Executive team.

I had the pleasure of doing a bit of co-driving with Monte. Our first race together was at the Watkins Glen 50-50 in 1998 (the precursor to Rennsport Reunion). By then Monte had transitioned to the twin-turbo beast, so we each did half stints in our 45 minute group races with one pit stop (full disclosure - he had a much easier time getting used to my 2 liter 1967 ex-Trans Am 911 then I did with his twin turbo!).

He did some pro-racing as well as PCA in those years, and I believe the trailer with the "HIV Testing Lab" stickers was a constant fixture. He also came to the Club Race at Carolina Motorsport Park in 2000, and co-drove with me in my 924 GTS.

So... I knew Monte as an intense, focused, committed guy who was easy to talk to, work with, and enjoy a spot of single malt with! He picked up the baton from me on Club Racing and skillfully moved the program forward. Through Club Racing we had a number of fine non-racing weekends together at his home in Utah and mine in Virginia, and at various PCA and Club Racing meetings.

I feel lucky to have shared those 15 years with him.

Rest well compadre! ☑



Top: Portland, 1997. Monte on the jack and Deni sitting for some unusual reason

Center: Monte and Alan Friedman handing out awards at first Parade Portland race

Bottom: "Spectator" Turn gets busy at Second Creek Raceway



2019 Club Racing Schedule

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

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

Dates Region/Zone	Event Additional info	Event Contact
Oct 19-20	Motorsport Ranch* 944 Cup Southwest	Joel Nannis 817.821.6077 clubrace@mavpca.org
Oct 25 - 27	Daytona* PCA Clubsport, 911 Cup, 944 Cup South, Vintage	Steve Williamson 407.435.0344 steve@stevewilliamson.com
Oct 26 - 27 Golden Gate	Sonoma Raceway West Coast Series	James McClelland 925.286.2336 mcclelland.ggr@gmail.com
Nov 2 - 3	Buttonwillow* West Coast Series	Tom Brown 619.491.0150 tb911@tbsoftware.net
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BUCKET LIST TRIP

OR, WHAT TO SEE IF YOU ARE DRIVING ACROSS THE UNITED STATES AND BACK

STORY & PHOTOS BY DENNIS HOWARD

Things happen during life when you say *I would like to do this or go there* and you just can't work it out to do. Forty-seven years ago two buddies and I had continuously talked about driving cross country after graduating from high school. But first you had to own a car, and growing up in a middle class Baltimore City household meant you were not going to get a car given to you for graduation. So we had to buy our own cars, which meant going to work for the summer to pay for them before going off to college. One thing led to another and, well, the trip never happened.

After saving for eight years I was

able to buy my first Porsche – a 1968 911L, thus finally fulfilling my goal of owning a Porsche before I was 31 years old. I joined the Chesapeake Region of the Porsche Club and soon got hooked on Driver's Ed, which then led to participating in the Porsche Club Racing program. The early years in Drivers Ed meant doing all of the Potomac Region Driver's Ed events plus three or four other region events up and down the east coast. As the count of track I had driven started to add up, so did the list of those tracks that I had not driven, and really wanted to.

After a few years of Club Racing I started helping out at Potomac's Club

Races so I wound up being in charge of the grid for about 10 years instead of racing. One day the possibility of forming a Vintage Group Class came up in a conversation after a Potomac Club Race weekend, helped no doubt by a few beers. I decided to start competing again with my old SC in the Vintage Class VO.

The Vintage Group events grew from one race the first year back in 2016 at my home track: Summit Point, to now, three years later, seven races this year, this including two of my bucket list tracks: Laguna Seca in July and Daytona in October. What the heck, all three kids have been through college, so no more tuition





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to pay, two out of three are now married and number three will be a few years off, and nobody's pregnant. It's now or never.

Discussions began on what each of us, my wife Terrie and I, would like to see as we traveled across the country and what friends we would like to visit. We decided that a southern route out along Route 40 and a middle route back using Route 70 worked out best. I budgeted 600 miles per day figuring if push came to shove it could be done in 4 days to Carmel California. I had signed up to do the test and tune on the Thursday before the 3 day club race, so I didn't have to be there until Wednesday night.

The first stop was our place near Charlestown, W.V. on Thursday night, to get away from the morning rush hour through Frederick. We got on the road at 7 am and then stopped in to visit friends near Knoxville Tennessee (Friday afternoon). Back on the road at 7 am again (Saturday) to head for Fort Smith Arkansas.

I wanted to stop at some Route 66 points of interest so we visited a Route 66 museum, the Cadillac Ranch, and the WigWam Motel. Terrie's wish list stops included the corner in Winslow, Arizona (from the Eagle's song) and the Grand Canyon. Heading south from the Grand Canyon we stopped at a small gas station sitting all by itself, called Blackwell's Corner in Lost Hills, California. Lo and behold it ended up being the last stop of James Dean - spooky if you think about it, here I was also driving to Salinas with a Porsche. We stopped at the intersection where the crash happened as well as a bit further up the road to the monument they erected there.

Laguna Seca was all I had hoped it would be, although it was a lot more technical than I had thought it would be. I had a great time driving the track for 4 days as well as meeting some very nice people. Every evening we would sightsee then dined out, including a Mexican Restaurant that was so interesting I could have



stayed another 2 hours just looking at all the signed pictures and automobile memorabilia. We also experienced Rocky Point Restaurant on Route 1 (Ocean Highway), Carmel's Fisherman Wharf, and Clint Eastwood's Mission Ranch Restaurant.

Sunday afternoon after the final vintage race, I had handed out the trophies, we said our good byes and then headed to Las Vegas to see the sights. We slept in a little the next morning then headed to Zion Natural Park and Bryce Canyon. Then bright and early the next day we drove the rest of the way through Utah and stopped in to see John and Suzanne Cochran's new house outside Colorado Springs and stayed two nights. They gave us the 50 cent tour of interesting spots near them which included the Broadmoor Resort where the 1966 Parade was held, the Pikes Peak Museum and Manitou Cliff dwellings. A drive up Pikes Pike was suggested but I had driven up it back in the late 90's when we were in Colorado participated in the Steamboat Parade in 1998.

Thursday morning we said our goodbyes and headed east. Trust me - Kansas sucks. Six hours of sheer driving boredom. But one of the best things about a drive like this is that we had very few planned stops. Every now and then things appear that you didn't know existed, like the Wizard of Oz Museum (OH MY!!) in nowhere Kansas, as a classic deja vu from our honeymoon tour of New England where we accidentally found the Tom Thumb museum, I hate to admit it but the behind the scenes stories were interesting. On Friday we drove through Illinois and Indiana and spent the night in Springfield, Ohio.

The next day was Saturday morning, so we headed on our short trip back home to Maryland. Only 6 more hours of driving!

Two more Club races this year are planned, Road America and Summit Point, and then another bucket list track to do and scratch off my list, Daytona! 🏁





SPEED LIMIT? WHAT SPEED LIMIT?

STORY BY BERNARD LUCIEN NUSSBAUMER

170 KPH. My eyes were riveted on the speedometer that kept climbing. I was 5 years old, sitting in the middle of the back seat of a navy-blue Jaguar Mk1, squeezed between my two older brothers. At the wheel, my dad, on some crazy mission to reach our destination in the shortest time possible. We were on our way to Italy for our annual vacation at the beach. Most of the trip was on two-lane bumpy, twisty roads with two passes to cross along the way. My mother was silent. My brothers were screaming at me, afraid I was going to throw up on their lap (which I usually did). My dad was spending

most of his time cussing at those *stupid morons* who would dare to slow down our progress. The car in front was the enemy. We were racing. On open roads. Five of us in the car. With no seatbelts.

I come from a place where, until 1973, there were no speed limits outside of town. Asphalt, dirt, two-lane, highway, freeway, whatever the width or the surface, it was fast as you please. The Arab oil embargo put a sad end to this heaven. Many governments in Europe jumped on the opportunity to introduce speed limits everywhere. All the way to a ridiculous 50MPH on freeways... As the oil started flowing again,

those limits were gradually raised, but never lifted (except on certain portions of those famous German autobahns).

My native Switzerland offered amazing roads to play with, in the country and up the mountains. Simple driving was a sport. The time between A and B had to be improved on every occasion.

Did you feel like drifting? Any forest dirt road would do, especially in winter when they were covered with snow and ice. Life at the wheel was great, no track needed. But at least for me, the problem was, I crashed, quite a bit. My first car, a Beetle, lasted

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three weeks as I rolled it in a left-hander in the middle of a village. I rolled another one and had several more incidents, which ended in my license being revoked for six months. Painful. This was in 1974. I never had another incident. On the road, that is.

I am a Porsche fanatic. The 911 is an icon that defies the rules of physics while guaranteeing fun and thrill with every corner. I bought my first one, a 1972 E Targa, from Roman Polanski. There was a plate with his name on the dashboard (which quickly ended in the trash can). A few years later I traded a near-new 911 SC for a trashed out 356 B... with which I moved to America and drove for almost two years in Dallas. It had no air conditioning and the heating came courtesy of the heat generated by the exhaust... sweating in the summer, shivering in the winter. I then had to patiently wait more than twenty years and have our children out of our house to be able to indulge again in the 911. Since that day Porsche Plano near Dallas loves me...

My academic background is law and film. Never used the first much. I produced and directed a few documentaries in Switzerland in the late 70s and, at the same time, ran an acting school (which taught me quite a bit on how to read people). But my homeland seemed very small and limited to me. America was where I needed to be. I decided to move here on an impulse and never looked back. I had friends in Dallas and so I landed there... The best decision of my life. Less than a year later I met my wife, Michelle, at a Memorial Day party, and we've been together ever since. She is a superstar interior designer who has been featured in every architectural magazine. Her latest: House Beautiful Kitchen of the Year. We have four children, two boys, two girls, all doing their own thing successfully.

I have been blessed with an amaz-



Top: Bernard's cars are not difficult to spot. His distinctive liveries carry messages and are definitely worth checking out

Center: Shaun Morgan, front man of Seether. From music video for their track "Truth"

Bottom: Newest livery



ing journey. I taught acting and yoga, worked as a technical analyst for commodities, produced a couple of feature films, developed TV series, developed and exec-produced countless high-end music videos, opened coffee houses, co-founded Buda Juice (a unique, fast-growing fresh juice company in Dallas), and most recently have embarked in my most exciting venture yet, Plan T, a non-profit organization dedicated to plant trees in cities all over the world.

To use a British term, I am a *petrolhead*. Anything with a combustion motor gets me excited, from mower to Formula 1. But that we are *Climate Change* believer or not, these things pollute and Mother Earth won't thank us for it. As we all know, none of us can change the world, but we can all do our part. Mine consists of making the cities greener, one project at a time. We will "Plant the Town Green™".

I started racing with PCA in 2011. Although I started very late in life, I think I have been doing OK. I am still improving, so all is good. All my racing has been done on Spec Boxsters. I am on my second one, but kept the first for my son to use. I recently raced it at New Jersey Motorpark and was pleasantly surprised by how good it still is. I had to use it because during the previous race weekend at Virginia International Raceway I crashed my primary car. Not only once, but three times in three days! I had never crashed before... Hit the back twice and the side once. The whole rear had to be rebuilt and now it is ready to go.

For me racing is more than a passion. Call it an addiction, a vice, a compulsion, some childish egotistic selfish need. Whatever, I love it. I consider it the best tool to deal with that insane part of me. Every racing weekend is like a thriller, with its build up, its confrontations, dramas and climax. It is intense, frustrating and reward-



ing all the same time. I am grateful for the Porsche Club of America and its racing division to allow me to satisfy that need through a great friendly organization at a relatively low cost. It has brought me so much: not only great experience in terms of racing, but also on the human level, allowing me to make many friends, be it from the National and Regional Teams or from all my fellow racers. A true family.

Finally, something I need to share: I would never had gone from mid-field to the front without the amazing contribution of Eric Foss, my coach who was committed and patient enough to provide me with the right tools to go somewhat fast. And to Darin George of MER in Cresson, TX who, with his crew, supported me weekend after weekend with unsurpassed service, relentless commitment, infinite patience and kindness.

As they say in Jamaica... Respect! 🍌



Top: Michelle and Bernard

Bottom: Bernard's Guadalupe lucky socks. Double protection: fire retardant and the Virgin Mary



THE RACE ACROSS AMERICA LAP ONE... COTA

STORY BY TIM SMITH

“Man, that Momo SPB is quick, and the driver’s throwing it into corners super hard and coming out even harder”, I was thinking during the last few laps of the Enduro of the Carrera of the Americas PCA Club Race back in March. Here I was racing my little blue and gold Spec Boxster #07 at COTA, Circuit of the Americas, in Austin, Texas. What a privilege. But let’s back up a little bit.

When I started Club Racing with PCA a few years ago, I thought it was really cool to have so many great race tracks in California to race with my buddies: Sonoma, Thunderhill, Buttonwillow, Cal Speedway and, of course, Laguna Seca. How could

it get any better? I remember scanning through a Club Racing News and seeing all of the tracks that PCA raced; iconic tracks that I’d read about for years and dreamed of visiting. What would it be like to race some of those tracks? Doable? Yes. That’s when I started putting together *the list* of tracks I’d like to race, and started planning my Race Across America.

The RAA would actually be more of a tour, 2-3 additional races per year hitting the major racing venues across the country. Still wanting to race my local California races, I’d have to see how the dates matched with our PCA West Coast Series cal-

endar. I’d decided that I wanted to get going and race as many tracks as I could prior to turning 60, so 2019 was the year to start.

COTA was typically scheduled for early March, so plenty of time to get there, race, and then get back for Thunderhill later in the month. I got a bit of a surprise when the 2019 PCA CR calendar was published. COTA was the last weekend in March, just one week after Thunderhill. Still possible, but slightly more challenging. As I’d be towing myself to Austin, I’d have to leave Tuesday morning to get there by Thursday for load in. So, race Thunderhill the previous Saturday / Sunday, get the

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car, RV and trailer home, have Monday to turn it around and then head out early Tuesday morning for Austin. No problem.

Tuesday 3/26/19 0500, the Race Across America adventure begins. The car’s loaded in the trailer (I’d rinsed off the 20 lbs of Thunderhill mud from my off road excursions just a few days before), the RV’s packed and I’m ready to go. A quick breakfast, a few cups of coffee in the thermos and I’m off. Oddly enough, I’m really looking forward to traveling from California to Texas, three days of driving across the southwest USA. I’m driving solo because my partner, Kim (the smarter half and the best racing supporter I could ever hope for) has decided she’ll fly to Austin, meet me there for the weekend, and then fly home. Yup, super smart.

The drive to Austin went very well with no major hiccups. The RV performed flawlessly and the trailer followed behind. All the time driv-

ing through Southern California, Arizona, New Mexico and west Texas gave me plenty of time to *drive* COTA in my head. I’d watched plenty of videos of course, got some pointers from my friend, Stan, and even done some iRacing to get the track and visuals down as best I could. I made it to Phoenix the first night and stayed with my daughter and her family, an added bonus. The second night was spent in a Walmart parking lot in Texas. Driving through the wind and rain in west Texas that night made me realize I needed to do some suspension mods to the RV. Anyway, who knew spending a night at Walmart with my fellow travelers could be so peaceful.

I arrived at COTA Thursday, 3/28/19 at noon, right on schedule for load in. I got lucky and pulled in right behind the BR Racing hauler, my support crew for the weekend, which made it very easy for parking in the paddock.

Wow, COTA. What a place. We’d been here a few years earlier for the F1 race, but sitting in the stands as a spectator doesn’t compare to driving through the tunnel into the paddock with your own rig. So glad we’d decided to use a garage also. The Boxster looked tiny when I pulled it in to that spotless, massive garage. Indy had raced here the weekend before and they still had the garages labeled with the racers’ names. I was in Tony Kanaan’s garage. That seemed so right.

Friday was test and tune day. Start feeling out the track, left, right, more brake, less brake. Lap times are coming down and on track with the plan. Meet some of my fellow racers. Find the Press Room where all the Club Race drivers meetings would be held. Yup, real race tracks have a Press Room (who knew?). It was a good day. We slept in the RV under the lights of the tower. So cool.

Saturday, time to pick it up a bit.

Push it more, later braking, hold that gear through the esses, then brake, rotate, and get a good exit. That's better. Why is everyone braking so early for turn 12? Uh oh, that's why. Brake overheating is an issue for our cars with so much speed and heavy braking. I cooked it once or twice in practice, but not too bad. And lots of downshifting into 2nd gear at this track. Better be smooth to save the gearbox.

Qualifying went fairly well with some decent times, but then we discovered a leaking brake caliper right before Sprint 1. Bad news, right? Wrong... This is where the story really gets good. My crew and I were looking all over the paddock for anyone who had a Boxster caliper, but no luck. What a great bunch of folks, by the way, all the SPB crews digging through their spares to see if they had the extra part.

Just when I thought the weekend was over, John Gladwill, the PCA SPB advocate, shows up. Seeing my problem, John grabs his friend, Woody, who just happens to manage a Boxster salvage yard outside of town, to see if he's got calipers. Yup, got a pair back at the shop. So John and Woody drive 45 minutes to Woody's place (while the BRR crew pulls the bad caliper off) grabs two calipers and brings them to me at the track. Car back together in time for Sprint 2. Words can't express how thankful I was to have these guys I'd never even met go out of their way to help a fellow Spec Boxster racer get back on track. Thank you, is all I could say.

Sprint 2 was a hoot. I started in the back because I hadn't set a lap time in Sprint 1. Great place to start, right behind another one of the quick guys, Thomas. Coming through the last corner onto the front straight with that massive hill looming in front of you. What a sight. I'd told myself to go easy at the start and just get through turn 1, but then I saw the green flag and heard my spotter yelling "Green Green Green" in my helmet and I found myself jumping



to the inside and racing up the hill. I got quite a few cars there, then up and over turn 1, stay in your lane, throttle, 3rd gear, 4th gear, set up for the esses, four cars wide, now three, now two. A few corners later and I'm clear. Get into a groove, focus forward and work on the cars in front of you. Find the best corners for passing. Oh, don't forget to smile, as one of my good racing buddies back in California always says. What a hoot. I don't even remember where I finished but I had a blast. I just raced COTA. Smile

After the race John and a few of the other fast guys - Sean and Tommy - invite us to join them for dinner, good old Texas barbecue. Texas hospitality at its best. Thank you guys for such a nice evening, and for the painters for racing COTA.

Sunday morning warm-up and qualifying for the enduro. I've asked Robb, the "R" in BR Racing, to be my enduro co-driver in recognition of the great support all weekend. It doesn't hurt that Robb is super quick, either. Robb takes the car out for a few laps and it feels bad. I jump in to confirm and yes, something's wrong. The car's super soft and I can't get on the throttle at corner exit. We bring the car in and find a broken front drop link bolt. A quick fix, but didn't get a decent lap time... So, starting near the back of the pack again. Robb takes the first stint and passes a bunch of cars, positioning us well. I jump in at the halfway mark to see what I can do. Coming up the hill out of the pits I see a pack of 3-4 SPBs up ahead. Alright, time to go to work. I get one car, and then another (thanks for the room, Will!) and there's a third, bright colored car up ahead in the distance, the infamous red/yellow Momo Spec Boxster driven by Chris Amond.

"He's really throwing that car into the corners and coming out hard." And we're not necessarily honoring all of the track limit lines, but what the heck. I follow Chris around for a few laps, learning. Ok, he's quick there, maybe not as quick there.



Why does he keep lifting in turn 9? That'll be the spot. Last lap, and I've got a run on him coming out of the esses. Crud, there's a 944 up ahead. Ok, do the opposite of what he does. We're coming into turn 9, aka, the spot. The 944 makes a strange move and Chris follows him. I break left into the corner just as the 944 pulls way left making room for us. Perfect, that's the biggest gap I've seen all week. Throttle through and race Chris down the hill. Pass made. Sorry, buddy. Now, hold him off for the rest of the lap. Race over. I've just completed racing my second race at COTA. Smile

What an experience, Lap One of the Race Across America. Racing the world famous Circuit of the Americas in Austin, Texas. I can't say enough about the great hospitality from the volunteers of the Texas PCA groups who put on this great event, and the racers and friends that we met there. I'm looking forward to racing with you more. And come on out to California and race with us. The weather's great, the racing's hard, and you'll always have a place to stay.

Next up, Race Across America Lap Two, Road America. 🏁





THE LLOPIZ FAMILY

STORY FROM LST MARKETING. DECEMBER 13 2017, PHOTOS FROM NEIL MACDONALD

The Llopiz family has had a passion for racing for decades, and now a father and uncle have passed that passion down to Club Racer Anthony Llopiz.

Brothers Lincoln and Rafael got into racing in 1995 when they moved from Florida to New York. The Porsche enthusiasts own parking garages all over New York City (originally the largest privately-owned parking garage company in NYC). But Lincoln has opened a new parking company with his brother and son, Anthony.

“It’s less garages and headaches, and more time to go racing,” Lincoln said. The Llopizs attend five to six races per year with Watkins Glen, Road America and Sebring being some of their favorites.

Father and son duo Anthony and Lincoln teamed up to compete in several races in the Cayman GT4 Clubsport Trophy East Series in 2017. They share the No. 121 Dawes Motorsports Clubsport entry. “Anthony drives a lot faster than me, so I start the race and let Anthony finish it,” Lincoln said.

Lincoln, Anthony and Rafael Llopiz at Road America in 2017

Anthony, now 26, started racing go karts at 9 and joined PCA five years ago after he got his first Boxster. He raced that for two years then moved on to his GTC4 entry and shared Clubsport entry with his dad.

“The Clubsport is much easier to drive; it has traction control, bigger tires and a bigger engine, whereas the GTC4 is more technical,” Anthony

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said. "The GTC4 has less driver assist and more power, but I love both cars. I've met a lot of good guys in my GTC4 class, and it is fun to race with guys you know and see a few times a year. Racing isn't serious for my dad and I. We come out to the track to mess around and have fun with each other."

Lincoln says he values the time he is able to spend with his only child on these race weekends. "We have traveled and road tripped a lot together. It's priceless - I wouldn't change it for anything in the world."

Lincoln's brother, Rafael Llopiz, joined PCA in 1995 after buying a new Porsche 993.

"PCA is fantastic because I get to spend time with my brother and nephew. Every race we improve and get better. The PCA staff is amazing. These people volunteer to put on these great events for us drivers."

Even though PCA is considered amateur, people show up with professional driver coaches, expensive equipment and professional crews. We have so much fun competing against each other as a family and teasing each other if one of us wins over another."

Rafael has had quite the progression through his 22 years of racing, going from E class to D to B to driving GTC3, 4 and 5. He currently races a GTC6 and received triple podiums at Road America in September 2017.

"My favorite car at home is my 2005 Carrera GT," Rafael said. We love Porsches and keep them the family." 🏁

Top: Anthony in the 14 car at Road America in 2017

Center: Anthony and Lincoln on podium at Monticello Motor Club

Bottom: Rafael driving the 02 car at Road America in 2017



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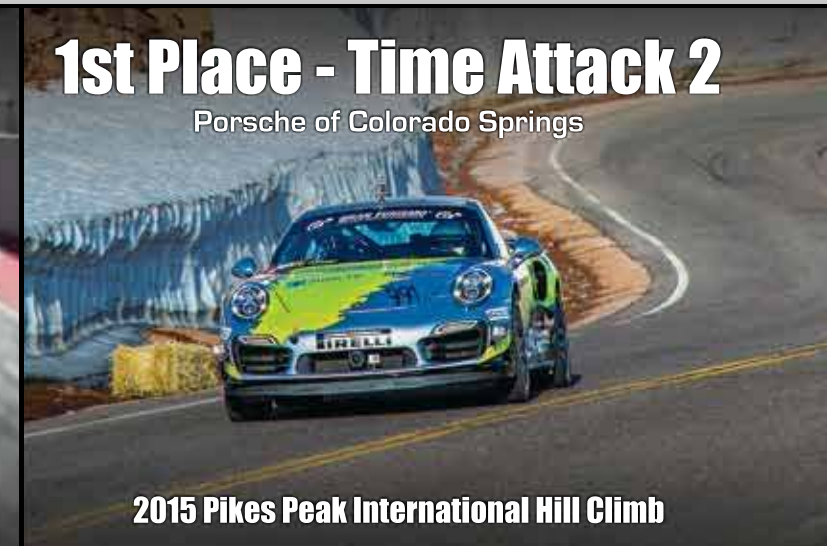
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100TH 944 CUP RACE

STORY BY DAVE DERECOLA, NATIONAL COORDINATOR, 944 CUP AND OTHERS

Ed Dunne clocked his 100th 944 Cup race early this season!!!!

Born in 7-11-56. His lifelong friend, Jeff Victor, refers to him as *horseshoe* because of his birthdate. His partner and mate for 38 years, Sally, has another name: *horses *ss* (just kidding). Life is great for Ed, self-employed used car dealer for over 30 years living his childhood dream of driving race cars, which he does with the support of his entire family from parents to grandchildren.

He saw his first USAC stock car race at the famed Milwaukee Mile at age 7. His parents bought him a plastic crash helmet with goggles, which he wore home, then took his mother's deck of cards and put them in his bicycle spokes (how many of

us remember doing that?). He then proceeded to ride around his neighborhood telling everyone he was going to be a race car driver.

Ed started racing at age 15 when he got behind the wheel of a Hobby Stock car and, when he turned 16 later that year, he moved up to Sportsman Stock cars. From there he drove Super Late Model Stock cars. This continued for many years with the help from his lifelong friend, Jeff from Victor Ford Motorsports. Ed raced many tracks in the Midwest from ¼ mile bullrings to one-mile ovals. Before receiving his PCA license, he had licenses with USAC, NASCAR, and SCCA.

Ed also crewed for some of the best short trackers in the country, including Jim Sauter, Gary Balough and

Junior Hanley. He also owned and raced one of Dick Trickles old cars.

After over 30 years of stock car racing, with hundreds of wins, multiple series championships and track records with a NASCAR Bud Pole Award, it was time to move on.

Next stop was Autobahn Country Club, a private club in Joliet, Illinois. Ed found out about this new private track, and he and Denny Hiffman, who raced stock cars together, both became corporate members.

Autobahn is where Ed met Tom Collins, another PCA club racer. A friendly rivalry between Ed and Tom began with Tom winning the Championship that first year. Ed learned from Tom and won the championship the next three years while Tom was racing and winning with PCA.



After an unfortunate wreck at Watkins Glen because of an ABS brake failure, Tom's SP3 968 racer was destroyed (Tom was OK).

Tom hired Brian Weathered, owner of Midwest Eurosport in Bensenville, IL. to build him a new car with Ed later becoming the full time driver. Brian's crew, led by Tony Reyes and Dan Schubkegel built the new car.

Tom was showing pictures of the new car to Ed, and asked if he'd like to co-drive the car at Daytona. Ed was honored to have this opportunity. Tom started the Enduro running bumper to bumper with one of the toughest SP3 competitors,



Above: Ed with his twin grandchildren: Dylan and Nora

Top right: Midwest Eurosport crew chief, Tony Reyes at Watkins Glen. Ed says that, without Tony he would have never been as successful as he has been

Center right: Ed with his Championship car at the final 944 Cup race at Daytona

Bottom right: Tom Collins and Ed Dunne

Denny Hiffman. Pitting for a driver change and tires, Ed got in and faded towards the back. Disappointed, he offered to pay for the tires. Tom put his arm around Ed and said: "You know buddy, you didn't go fast enough to hurt them." And that was the start of Team Collins.

Due to a mix up at Watkin's Glen this year, Ed started the Enduro in last place. By the end he had managed to win SP3s. Not only that, but the five PCA Enduros driven this year, he won SP3 in all of them.

With Tom's PCA experience and coaching, Ed has been very successful. In his 6th PCA season, Ed has completed in 108 944 Cup races, winning over 35% and placing on the podium in 75%. He tied for the PCA National Championship in 2016 and won it in 2017, 2018 and 2019, along with the 944 Cup South Chapter Championship in 2017. At Summit Point this year Ed won the 944 Shootout. He has broken PCA SP3 track records at Mid-Ohio, COTA, Sebring, Watkins Glen, and Road Atlanta, and has received six PCA Worker's Choice Awards. And... He's one heck of a nice guy! 🏁



Top: Super late model Ford driving in one of the inaugural race at the new Chicago Motorsport Speedway in Cicero in 1999. They led for 27 laps until the rain started and the race was canceled

Center: Another Ford in the NASCAR/ARGGO Touring Series Remax Challenge Series

Bottom: Steve Saleen decided to run these modified Ford Ranger trucks, sponsored by SVO (Ford Special Vehicle Operations). Ed bought 7 or 8 of these trucks from Steve over those years. For five years, every weekend from April to October they would race these at the Lake Geneva track. Even put a bounty on him by adding 25# of ballast each week until someone was able to beat him.



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Sept 7-8	Golden Gate Region	Thunderhill Raceway
Sept 20-22	Rocky Mountain Region	High Plains Raceway
Oct 26-27	Golden Gate Region	Sonoma Raceway
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THE HISTORY OF VIR

STORY COURTESY OF WWW.VIRHISTORY.COM, MAINTAINED BY NICK ENGLAND AND DAMIEN WALSH FOR THE PCA SEGMENT. PHOTOS COURTESY OF VIR, VICTOR NEWMAN AND OTHERS

In 1955, a group of North Carolina sports car enthusiasts, including Ed Welch, Ed Alexander, Dick Snyder, and Hooper Johnson, began searching for a suitable race track location. Through the help of George Arnold and his wife Preston Foote, they found the perfect site just across the state line from Milton, NC on 1200 acres of rolling farmland belonging to the Foote family.

Ed Kemm joined the group in 1956 and furnished much-needed capital to pave and finish the VIR track. It opened in 1957.

On August 15, 1956 a press conference was held. Their purpose was

to announce the building of a race-track unlike anything ever seen in the heart of stock car racing country. They announced plans for a road course for sports cars, far different from the high-banked oval courses being constructed for stock car racing throughout the South. At that time there were only two permanent road courses in North America: Road America and Watkins Glen. Most sports car races in America had their beginnings on public roads and were mostly run on airport runways.

The group meeting that day had formed a corporation and sold stock as Sports Car Enterprises of Virginia,

Inc. SCCA racer Ed Welch was president. The purpose in building the track was to set up major sports car races in this part of the country and that major international events sanctioned by the FIA would soon be on the schedule.

Welch recalled the early days in an interview. "I started hill climbing in 1953 or 1954. We raced at Pilot Mountain, Grandfather Mountain, and Chimney Rock. I ran a lot, driving a Healy and then a Jaguar. We would drive our cars to the track and then race them. Other than the hill climbs, most SCCA races were run on airport courses. Several of us

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formed a club based out of Alexander-Mann Motors in Greensboro.”

Ed Alexander recalls the formation of the club. “My father and I were in the automobile business. We sold MG, Austin Healy, Jaguar, Alfa Romeo, and Porsche. Sports car owners would hang around our dealership. We started a club that met regularly. As we became more organized we realized that we needed a place to race. We were having gymkhanas and other events anywhere we could, from gravel pits to hill climbs. We decided to build a racetrack. One of our club members, George Arnold, knew John and Jay Foote who had a farm that might be available. The Foote brothers leased us the property for next to nothing. Club members bought stock and we had maybe 25 or 30 thousand dollars. My dad and I put up about \$10,000. Most of us considered the money invested to be a donation and never really expected to get it back. Ed Welch and Hooper Johnson had a bulldozer guy follow them around while they laid out

the track. When we were ready for paving we needed a lot more money, so a new club member, Ed Kemm, came in and paid for the remainder of the paving and construction.

The inaugural race was held August 3-4, 1957, almost a year after the first press conference. The first race at VIR was won by Ed Hugus in an Alfa-Romeo on August 4, 1957.

Some well-known VIR drivers include Jim Fitzgerald, Roger Penske, Mark Donohue, Sam Posey, Carroll Shelby, Richard Petty, Bob Holbert, Briggs Cunningham, David Pearson, Walt Hansgen, Augie Pabst, Curtis Turner, Peter Revson, Brett Lunger, Wendell Scott, Bob Sharp, Bob Tullius, Amos Johnson, Dennis Shaw, Janet Guthrie, Skip Barber, Harry Theodoracopolus, John Fitch, Horst Kwech, Toly Arutunoff, John Morton, Tony Adamowicz, Ricky Rudd, Gene Felton, Denise McCluggage, John Buffum, Roger Mandeville, Bob Leitzinger, Bruce Jennings, Hurley Heywood, Brock Yates, Dick Thompson, Don Yenke,

Lance Reventlow, Richard Attwood, Frank Gardner, Peter Gregg, Dan Gurney, Parnelli Jones, George Follmer, and Bill Scott.

John Gunn holds the old track record (2:06.3) in a Formula A Lola-Chevy in 1969.

Carl Zorowski: “Outbraking a competitor going into turn two on the inside, a perfect drift through NASCAR Bend, diving late into four to set up for the following right-hander, establishing the right rhythm through the esses at the Coke Bridge, feeling the steering go light as you apex at nine, the apprehension of a clear track as you crest through ten, accelerating out of Oak Tree, the whine of the engine straining for RPMs at the end of the back straight, braking for the right-hander into the downhill esses, coming out full bore at Hog Pen; the euphoria of a well-driven lap at VIR is an experience that drivers share in a special way with one another and no one else. Like an intense and gratifying love affair, the marriage of

driver, car, and course produces an intimate experience beyond words and description. VIR was a mistress to be tamed by the union of car and driver comparable to no other. She will be remembered particularly by her drivers in that special way reserved for the satisfaction of a first true love.”

After the opening, Kemm’s role as developer changed to race promoter. There he met new challenges. Kemm says: “Initially VIR received lots of publicity because it was so unique. We had 10-12,000 spectators the first year, but I found it difficult to build a fan base the way NASCAR did. We were having to educate the public to what we were doing. Anytime you get into a business where you have to educate the public; you had better get out fast. VIR was probably 15 to 20 years ahead of its time.

Bill France came by to take a look and told me that until the fans could see the whole track and get close enough to smell it, you would have a

Facing page: Four photos taken as the original grading was complete and ready for paving

Above: One side of the 1966 VIR 400 Trans Am Sedan Race



problem. One key element was that the general public could not identify themselves with the cars. The entire concept was a problem back then. It was strictly a club-type affair. There was no happy medium between the professional promoter and the club course concept. The club course was great socially, but could not support the financial investment we had. There was no set-up in sports car racing that was professional in nature. There was lots of resistance from the top.

We needed a professional racing series to attract the size crowds we needed. I talked to SCCA and suggested that they should really consider our needs. They were adamant that they were not going to go that route. I even went to Indianapolis and talked to Tony Hulman and Duane Carter about a professional USAC sports car series. USAC was very much interested in developing professional sports car racing.”

Kemm was not the only promoter or racer confronting the same problem in the late 1950's. Prominent drivers such as Dan Gurney, Phil Hill, Augie Pabst, Bob Holbert and Carroll Shelby were attempting to make a living through racing and finding themselves fighting the same battle. SCCA resistance was so strong that drivers who participated in professional races were threatened with withdrawal of their SCCA licenses. The turning point came when USAC launched their professional sports car division in 1958. Races were held that year at Lime Rock, Marlboro, Watkins Glen, and Riverside. The USAC series expanded and operated successfully from 1958 through 1963. Promoters from coast to coast were able to attract crowds numbering from 50-75,000. These successes forced SCCA to back down and reconsider professional sports car racing. The United States Road Racing Championship (USRRC) began in 1963 and other series were added in the late 1960s. All of these victories came too late for Kemm. He had been facing other serious



Above: Three photos from the early days at VIR

Facing page: Four photos showing the track condition before restoration. The bottom two show the original Oak tree where the name "Rumble at the Oak" derived. You can see the proximity of the track to the tree. The tree came down during a storm a few years ago. Someone had collected acorns from the original and planted Son of Oak, which is proudly growing at a bit safer distance from the track

problems from the beginning.

He explained. "My biggest problem was always the labor pool. There was never enough people available to put on a race. The more club people you had involved, the fewer paying spectators. Everyone was a participant. After two or three years, I began to see what was happening. We were back to square one and the sport had not gone beyond the club mentality. The track did not lend itself to be financially viable"

In an attempt to solve the manpower problem, Kemm recruited local charitable organizations as sponsors who were able to provide people to staff the race in exchange for having a portion of the proceeds donated to the charity. The May 1959 SCCA Nationals were sponsored by the Danville Shrine Club. The April 1960 Nationals were sponsored by the Danville chap-

ter of the Civil Air Patrol. Kemm had a strong interest in the CAP. "When we first moved to Danville, I decided that I wanted to learn to fly. I took lessons from Paul Rembold and he got me involved in the Civil Air Patrol. I became a very active member. I bought a Piper J-3 and another airplane and flew a lot to build time." Rembold also allowed Kemm to use office space in his aviation business for VIR's office.

In spite of some excellent races, Sports Car Enterprises was unable to draw the necessary spectator crowds and they were forced to give up the lease in 1959. Fortunately, Col. Paul Rembold took over the lease and VIR became a part of the Danville Civil Air Patrol. The track became a popular place for racers (and many thousands of spectators) and was operated by Col. Rembold (and facility manager Henry Wal-

lace) until 1974. The last race was an SCCA Enduro, run October 13, 1974.

What had started as an exciting challenge for Kemm finally became too much of a problem for him to continue. He donated the leases and his interests in the assets of the corporation to the Civil Air Patrol and moved to Baltimore where he operated several successful businesses until he retired and moved to South Carolina in 1988.

The Civil Air Patrol with Col. Rembold at the helm operated the track until the fall of 1974 when the track closed until it was reopened in 2000 by the current operators, Harvey Siegel and Connie Nyholm.

From 1974 to 2000 VIR was now a cow pasture. Reopened in 2000, the current track follows the center line and elevation of the old track but has been widened slightly. The new VIR facility is truly spectacular



VIR and PCA

It was a dark and stormy night in early 2005. Ray Rodriguez and myself (Damien Walsh), over some adult beverages, started to analyze First Settlers Region co-hosting for a PCA Club Race at VIR during the GrandAm period, which Zone 2 had run for a short period, but not for a year or two.

Based on GrandAm schedules, only two PCA enduros and some qualification runs were all that could be held. The FSR Board of Directors supported the measure, so we pressed forward.

While the PCA clan was relegated to the site up the hill by the hazmat garage and other rest rooms, everyone was happy to be in the midst of a professional GrandAm event, free to walk around the pits and talk to the professionals. One of those professionals was "Lutzo", chief mechanic for one of the GrandAm Porsche teams. He now runs the LMN Porsche shop in Virginia Beach.

Most drivers were also happy to be by the showers. As you can guess, there is always a shortage of volunteers to support registration, tech and pre-staging cars up on the hill. Believe it or not, we pulled it off with only 12-14 volunteers, as Ray and I double and triple hatted to cover needs, including the care and feeding of the PCA official staff in the evenings.

In the second year, 2006, word got out about how much fun we were having, so more volunteers came to support the event and Ray and I had a bit more time to observe and make running event improvements. The first year I spent most of my time running around in a golf cart from up by the industrial buildings down to the teams and tech (where Ray was located) to pass information, badges, etc.

One of my great memories was the PCA 911 driver who showed up with his track tires on a roof rack and a tent to stay in. He ran the races then drove home in the car in *old school* style. The only negative comment

I received during these two events was that the drivers would prefer golf shirts rather than commemorative t-shirts. Unfortunately, shortly after the 2006 event was over, VIR and the GranAm folks advised us of plans to expand their qualifying and race periods, so there would no longer be time for the PCA races during the GrandAm weekend.

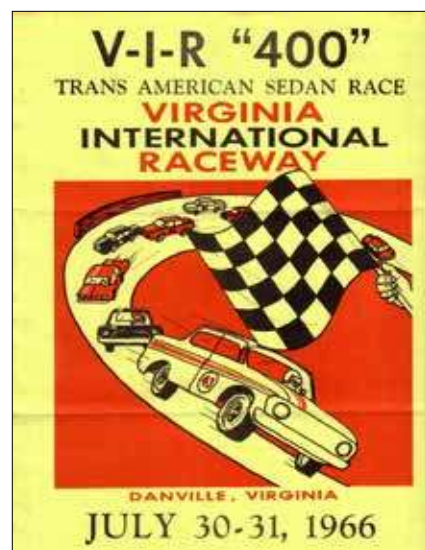
Early in 2007 Tom Bobbitt (PCA National President) asked if FSR would be willing to sponsor a separate PCA weekend race with two DE solo events. The FSR BOD looked at the proposal but decided to let the opportunity go to Zone 2, as FSR was not willing to expand its risk from about \$25K before registrations, to over \$60K, as GrandAm paid for most of the course costs, corner workers, scales, etc., and more PCA officials would be required for the larger event. So Tom convinced Zone 2 to take over the event, now called "Rumble at the Oak Tree", and FSR provided transitional support (e.g., lists of resources needed, lists of volunteers, etc.). The new Zone 2 event got a mid-summer date (we learned to hand out water bottles to the drivers as they exited the track).

I attended the first two year's events to support Zone 2, then I had to drop out as it conflicted with other fixed summer plans. Ray continued as PCA Club Medical representative.

The Current State of Affairs

Today, the "Rumble at the Oak Tree" is one of the premier stops on the PCA calendar. Many drivers have commented that the "must-do" races each year are Sebring, Watkins Glen and VIR. The fields are strong with great competition that attracts some of the biggest teams and drivers from around the country. It's common to see cars from Florida to Canada, Texas and Wisconsin, all over the Mid-Atlantic, South and New England. Some of the PCA Club Racers who come to VIR for the race in June come back to race in the IMSA Series in August.

In 2019, the Zone 2 organizers



From the VIR history website. Our thanks to Nick England and his hard work to make this site what it is

tried a new format. The DE Run Group has been a staple event as part of the Club Race weekend over the years, but the numbers of drivers was dwindling. Lots of discussion about what was causing the decline ranging from market saturation with competing DE events, both in PCA and for-profit businesses, to the summer heat in southern Virginia. In any event, last year, the decision was made to replace the DE run group with a new Vintage Group... A great move! We had solid numbers to fill the group and it was great to watch the older cars battling wheel-to-wheel. Our plans are to continue with the new format as the PCA Vintage Group gets even stronger.

The future success of the "Rumble at the Oak Tree" at VIR is dependent upon the continued financial commitment from the Zone 2 leadership, commitment from our core of dedicated volunteers and, most importantly, interest from the PCA Club Racers. We can't continue to invest in this race, at one of best racing venues in the country, unless the racers continue to show up. It's a great track, with a great environment, run by enthusiastic, friendly people. See you at the "Rumble" in 2020! 🏁

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MY RIGHT SEAT COACH

STORY BY PEDRO P. BONILLA, CLUB RACING SCRUTINEER

My Dad had been a successful Gentleman Racer in his younger days, and that's why I'm passionate about racing as well. I remember riding with him to some of his races. Back then you drove your car to and from the track!

I was awed by, and still remember looking at, the speedometer in his car which had a max speed indication of 300 KPH. His car of choice at that time was a 1958 Mercedes Benz 300SL Roadster. He had traded in his 1954 300 SL Gullwing for the Roadster because the latter was lighter.

With his help, I got into karting at a very young age and Dad and I had a lot of fun tinkering with what

was then a new fad. We modified and greatly improved the brakes, the clutch, the engine and tweaked it after every race with what we had just learned. Just before every race we would have a strategic meeting and, after the race, a debriefing going over my best and worst moments of the race.

I got to be pretty good at it, eventually winning two consecutive National Championships in the Dominican Republic. Dad, as an engineer, studied the intricacies of 2 cycle expansion chambers and got so immersed in it that he designed and hand-made a different one for my kart for each track! But, as good as that was, the times I spent together with my Dad in a car (or better yet,

in a racecar) were the best.

He taught me how to drive a stick by age 10. I couldn't reach the pedals, so he built wooden extensions for me. Every time there was a chance he would let me take the wheel. I was quite experienced by age 12. We would go drive on abandoned dirt roads where he taught me to drift the car into the turns mainly using the handbrake (since our ride was a very underpowered DKW 3=6 with a 2-cycle, 3 cylinder engine probably making 50 HP).

One Saturday morning (it must have been 5:00 AM) he came into my room, woke me up and told me to quickly pack for three days and that I was coming with him. I later learned that the previous evening his



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best friend and pilot of their dedicated rally car (a 1965 Alfa Romeo Giulia ti) had been admitted to the emergency room and could not participate in the 2-day Rally of the Mountain III (Rally de la Montaña III) for which they had worked so hard prepping the car and doing all of the route calculations, etc.

I got in the car with him as we headed to the starting point. He was explaining to me how the tandem Heuer stopwatches and the Alpina hand-cranked calculator, bolted to the dash, worked. All that information was just going over my head.

Shortly after 8:00 AM we took the green flag and off we went!

Within the first five kilometers I had managed to get us lost. My Dad stopped the car and got out. He paced for a few seconds and commanded: "Move over, you're driving!"

All I could say was "Yes Sir!". With his total control of the navigation we quickly got back on-track and on-time without having lost any points.

It was a tough 2-day event crossing the high sierras of the Dominican Republic (where we were living at the time). Dad was the copilot now so he had his time/distance/speed calculations, but he was also coaching/instructing me as well. The first day we finished a respective fifth overall but still close to 2nd, 3rd and 4th places in penalty points. Before going to bed I remember that he sat down with me for over an hour and we had a debrief just as in our karting days. The next morning we took the green with much more confidence and finished the day 2nd overall giving us the 3rd place of the event due to the combined results of both days.

At the awards ceremony we were called to the podium and, just before the 3rd place trophy was handed to us, there was a commotion and everything stopped. We got off the podium and about 30 minutes later the Chief Steward announced that there had been a disqualification and it was car number 7 driven by Pedro Bonilla and co-piloted by Pedro



Bonilla Jr. It was further explained that the fourth place car had protested. The protest was declared valid. They pointed out that, according to the rules, any Rally pilot was required to have valid driver's license and at the time I was about to turn 15 so I didn't even have a learner's permit. The third place points and trophy were being stripped from us. But then something incredible happened. Most of the other 192 partic-

ipants (there had been 100 cars) got up and started chanting our names. Many were upset at the now official 3rd place finishers telling them that *the kid* had beat them all and that they shouldn't be sore losers. In the end the organizers held the awards ceremony again and gave us the 3rd place trophies, but gave the points to the 4th place finishers.

That Rally has been one of the most memorable events of my life.

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Dirt Bike phase

I was mostly into dirt bikes after that and then, with college and later raising a young family, most of my 4-wheel racing came to a halt for a while, although I had managed to keep a Porsche in my garage continually since my college days.

When Mondays were literally too painful due to the off-roading on the weekends, I gave up the bikes and started autocrossing and DE'ing my '98 Boxster. That felt much better!

My Dad passed away 15 years ago, but I still feel him sitting and instructing me from the right seat (even when there is no right seat) and I can swear that on more than one occasion he has physically intervened to save my behind when I've done something stupid at the track.

Why do I drive Porsches?

So why do I drive Porsches when my Dad was such a Mercedes fan?

Well, in 1960 he was at Sebring to watch how the mighty (privateer) #81 Mercedes SL 300s was going to dominate the race. Instead it and every other car in the field got beat by a car half their weight and half their engine size: the little Porsche 718 RS60.

My Dad sold his black-on-red 1958 MB 300SL Roadster right at the track and ordered a Porsche 550. Since then it was always Porsches at the track!

In the title photo at the beginning of this article, that's my Dad on the left. It was late in 1959 practicing at Sebring.

Fifty-one years after the day he sold this car I had the chance to make this tandem photo to honor him in my own way.

I tried to find the same spot and parked next to him.

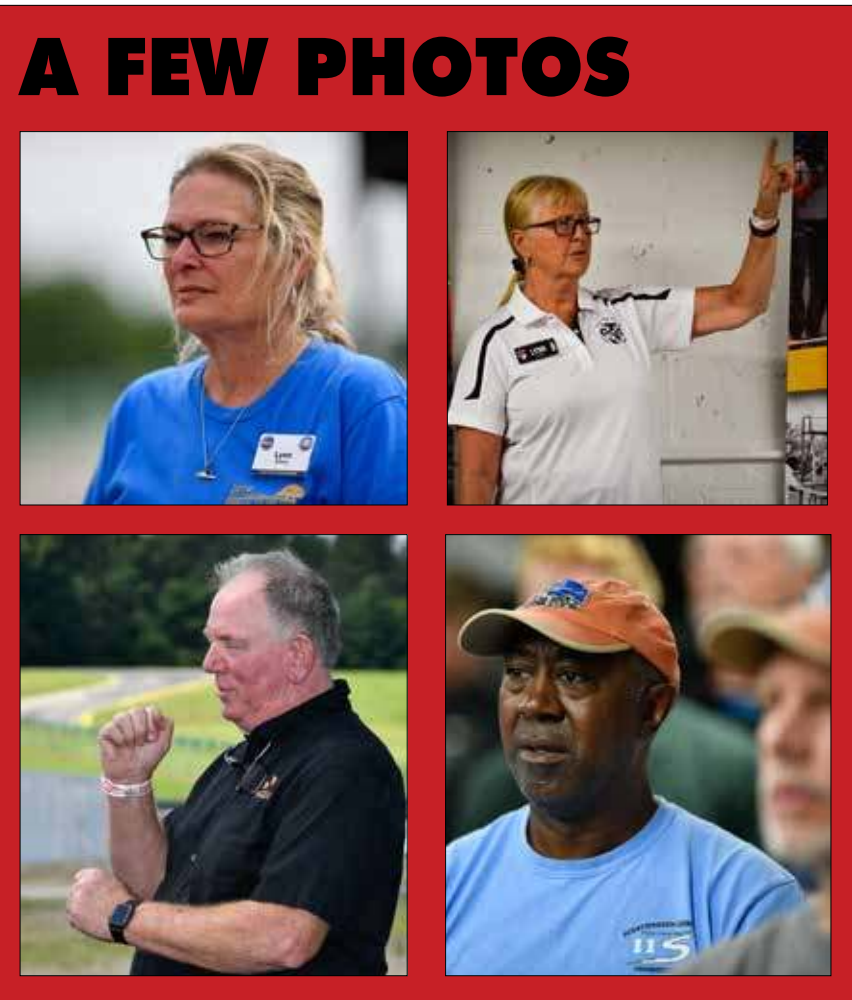
Everything turned out reversed by chance: The colors of the cars, our clothing and the fact that I could have been his father. In the photo he was 33 while I was 59 in mine.

Gracias, Papá!
I miss you every day.



For more information on Porsches and more, please visit my website: www.PedrosGarage.com.

Happy Porsche'ing,
Pedro
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TIMO BERNHARD'S 20 YEARS IN MOTORSPORTS FOR PORSCHE

STORY & PHOTOS COURTESY OF PORSCHE AG

Timo Bernhard couldn't have imagined what an extraordinary and successful career the next 20 years held when he signed his Porsche Junior contract on May 19, 1999.

Timo still has the letter he received with the invitation to the Porsche young driver selection event. "I went along, but had no expectations at all," he remembers. Nevertheless, he came out on top in Misano against the other candidates and landed the coup, becoming a Porsche Junior.

"The brand was always something special for me. The countless successes of Porsche are legendary and the people there are passion-

ate, but there's still always a feeling of family. Porsche is down to earth and yet extremely professional – that's what makes the brand so exceptional.

To be honest, I didn't really know what was in store. At that time I didn't think beyond the next race, and only gradually came to understand what a big opportunity this was for me and what the Porsche legend really meant."

Today Timo is the longest-serving Porsche works driver, and the only one to have achieved champion status in all categories in the "Porsche Pyramid": he won the Porsche Carrera Cup Germany in 2001, took the GT title in the American Le

Mans Series in 2004, and won the LMP2 class there in 2007 and 2008 in the RS Spyder.

Timo was also the first driver to conduct the very first function test, the so-called *rollout*, on the original version of the Porsche 919 Hybrid in 2013. "I was involved in the development of the new car from the beginning. Driving the car for the first time in the rollout was a very proud moment."

The team's efforts paid off. Timo, together with his team mates, took the title in the World Endurance Championship in 2015 and 2017, and he fulfilled his biggest dream in 2017, claiming the overall victory in the 24 Hours of Le Mans.

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“When I started at Porsche as a junior in 1999, I wouldn’t have dared dream that some day I might get the opportunity to fight it out for the overall victory in Le Mans, and be good enough to actually pull it off,” says Timo looking back. “18 years on, we achieved it together. Winning the two World Championship titles and taking the overall victory in Le Mans has been a dream come true for me. The absolute high point of my career at Porsche.”

As a five-time overall winner of the 24 Hours Nürburgring, Timo recorded another highlight in June 2018: he shaved 51.58 seconds from the previous track record of his idol Stefan Bellof with a time of 5:19.55 minutes at the wheel of the Porsche 919 Hybrid Evo on the “Green Hell” of the Nordschleife. “That was a great moment for me and the whole team. The highlight of the 919 programme,” he stresses. “The Evo was perfectly prepared and I gave everything I had on that lap. The aerodynamics meant I was

able to do parts of the Nordschleife at top speed where I couldn’t have imagined that before. The Porsche 919 Hybrid Evo is my absolute favourite racing car, the ultimate racing machine.”

When the Porsche LMP1 programme came to an end in 2017, Timo divided his time between his commitments as a Porsche works driver and his own racing team, which he manages with his father Rüdiger. KÜS Team75 Bernhard also uses Porsche racing cars and is long established as a professional and successful team.

Since 2018, Timo has been lining up in the ADAC GT Masters as a driver in his own team’s 911 GT3 R. As well as appearing in the “Super Sports Car League”, the characteristic colours of the team based in Bruchmühlbach-Miesau in the Palatine region of Germany can also be seen in karting, in the Porsche Sports Cup, in the new ADAC GT4 Germany as well as in the international endurance classics 24 Hours of Spa and 24 Hours Nürburgring.



Looking back at two decades of collaboration, Timo has the following to say: “I owe so much to the brand and the people at Porsche. They made me a professional racing driver and I’ve celebrated many successes in lots of different categories. Porsche is my brand and close to my heart. It’s an honour and something special to drive for Porsche.”



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PCA CLUB RACING 2019 CONTINGENCY PROGRAMS

BY RYAN CARIGNAN, CLUB RACING BUSINESS MANAGER

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



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



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



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



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



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



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



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2019 HARD CHARGERS

BY DAVID ANDERSON, CHIEF OF NATIONAL TIMING & SCORING

Name	Region	Class	Description	Start	Finish	Index	Race
BRAINERD — JULY 27-28							
Alan Weiner	NST	E	S87 911	14	10	4	Sprint Race 1
Alan Benjamin	RMT	GT5	72 911T	19	15	4	Sprint Race 1
Clarke Simpson	POT	E	S78 911SC	15	9	6	Sprint Race 2
Erik Winberg	MIL	SP3	90 968	20	14	6	Sprint Race 2
Chip Smith	NST	G	S 90 964 C2	11	7	4	Enduro
Bret Bailey	NST	E	S 86 911	12	8	4	Enduro

CANADIAN TIRE MOTORSPORT PARK (MOSPORT) — AUGUST 2-4							
Cheryl Lehman Collier	CHO	GT5	97 993 C2	22	13	9	Yellow Sprint Race 1
Michel Prevost	REN	SP2	84 944	29	20	9	Yellow Sprint Race 1
Robert Under	UCR	SP3	92 968	12	6	6	Yellow Sprint Race 2
Mark Hill	CHO	H	S 99 996	15	9	6	Yellow Sprint Race 2
Gilles Nadeau	REN	GTB3	16 Cayman	17	14	3	Red Sprint Race 1
Sergio Pagliaruli	REN	GTA2	05 997 GT3 Cup	16	13	3	Red Sprint Race 2
Tim O'Meara	REN	GTB1	10 Cayman S	18	15	3	Red Sprint Race 2
Peter Czajkowski	SDO	GT4	75 911	21	18	3	Red Sprint Race 2
John Paton	NNJ	SP3	92 968 Firehawk	24	16	8	Combined Enduro

HIGH PLAINS — SEPTEMBER 21-22							
Mark Boschert	INT	SPB	99 Boxster	22	14	8	Yellow Sprint Race 1
Dan Mayer	RMT	GT6	84 944	24	16	8	Yellow Sprint Race 1
Alan Benjamin	RMT	GT5	72 911T	9	5	4	Yellow Sprint Race 2
Sarah Henderson	RMT	SPB	97 Boxster	21	17	4	Yellow Sprint Race 2
Walt Fricke	RMT	D	S 82 911SC	22	18	4	Yellow Sprint Race 2
Chad Cox	RMT	SPB	98 Boxster	8	6	2	Yellow Sprint Race 3
Justin Wilson	RMT	SPB	99 Boxster	11	9	2	Yellow Sprint Race 3
Bryan Greenup	MAV	SPB	97 Boxster	13	11	2	Yellow Sprint Race 3
Sarah Henderson	RMT	SPB	97 Boxster	16	14	2	Yellow Sprint Race 3
Kris Pippin	KSC	SP1	87 924S	14	9	5	Pink Enduro

NEW JERSEY MOTORSPORTS PARK — AUGUST 16-18							
David Felker	RTR	SPB	99 Boxster	25	17	8	Blue Sprint Race 1
Paul Devany	NMY	SPB	99 Boxster	27	20	7	Blue Sprint Race 2
Andy Crook	DEL	SPB	99 Boxster	19	14	5	Blue Sprint Race 3
Frank Osborn	NE	E	S 04 Boxster	20	6	14	Yellow Sprint Race 1
Harry Kintzi	CPA	F	P 01 Boxster S	20	11	9	Yellow Sprint Race 2
James Rothenberger	RTR	SP2	85 944	29	19	10	Yellow Sprint Race 3
Howard Altman	SCH	GTB1	11 Cayman S	13	8	5	Red Sprint Race 1
Bill Coulter	SCH	I	P 99 996	24	19	5	Red Sprint Race 1
Michael Emblar	SCH	GTB1	12 Cayman S	17	9	8	Red Sprint Race 2
Robert Hargesheimer	RTR	GTC4	07 997.1 Cup	14	8	6	Red Sprint Race 3
James Rothenberger	RTR	SP2	85 944	26	20	6	Orange Enduro
Scott Asplundh	RTR	GTD2	19 GT4 Clubsport	7	3	4	White Enduro

ROAD AMERICA — AUGUST 31-SEPTEMBER 2							
Tony Clinton	FLC	GTB1	10 Cayman S	26	13	13	Blue Sprint Race 1
Matt Distefano	UCR	SPC	07 Cayman S	36	17	19	Blue Sprint Race 2
John Poor	GCR	GT5	72 914-6	9	5	4	Green Sprint Race 1
Will Tally	PST	SPB	99 Boxster	19	14	5	Green Sprint Race 2
Glenn Schattman	CTV	GTC5	12 997.2 Cup	32	15	17	Red Sprint Race 2
John Miller	CHO	VO	V 87 911	16	13	3	Vintage Sprint Race 1
Bob Engling	CTV	VO	V 79 911	6	5	1	Vintage Sprint Race 2
Matt Goetzinger	MIL	911 Cup	88 911	35	22	13	Purple Enduro
John Goetz	CTV	GTC6	15 991.1 Cup	36	11	25	Yellow Enduro

SUMMIT POINT — SEPTEMBER 20-22							
Bill Rudtner	NMY	SPB	97 Boxster	28	20	8	Blue Sprint Race 1
Antonio Conceicao	POT	G	S90 911 C2	28	19	9	Blue Sprint Race 2
Joe Dillon	CTV	SP2	86 944	28	20	8	Green Sprint Race 1
Gene Raymondi	CNY	E	S 04 Boxster	7	5	2	Green Sprint Race 2
Dennis Pippy	POT	E	S 87 911	8	6	2	Green Sprint Race 2
Carl Tallardy	RTR	GTP2	95 911 Fab Car	23	17	6	Red Sprint Race 1
Christopher Karras	RTR	GTC3	02 996 Cup	24	18	6	Red Sprint Race 1
Phil Tupper	POT	GTB1	02 996	28	20	8	Red Sprint Race 2
John Koster	CTV	VO	V 78 911	26	17	9	Vintage Sprint Race 1
Joseph Hoover	CPA	VO	V 75 914	27	18	9	Vintage Sprint Race 1
Jeffrey Nieblum	CTV	VO	V 69 911 Carrera RS	16	9	7	Vintage Sprint Race 2
Wade Herren	POT	V4U	V 72 914	26	19	7	Vintage Sprint Race 2
Jim Scott	CTV	VO	V 73 911	6	3	3	Vintage Sprint Race 3
Bob Engling	CTV	VO	V 79 911	20	17	3	Vintage Sprint Race 3
MJ Song/L Wilder	POT	SPB	99 Boxster	38	27	11	Orange Enduro
Scott Asplundh	RTR	GTD2	19 GT4 Clubsport	15	8	7	Yellow Enduro
Robbie Wilson	POT	SP2	85 944	10	5	5	944 Cup Championship
James Rothenberger	RTR	SP2	85 944	21	16	5	944 Cup Championship

THUNDERHILL — SEPTEMBER 7-8							
Doug Boccignone	DIA	SPB	97 Boxster	20	15	5	Sprint Race 1
Tim Smith	GG	SPB	98 Boxster	14	10	4	Sprint Race 2
Doug Boccignone	DIA	SPB	97 Boxster	20	15	5	Sprint Race 3

WEATHERTECH RACEWAY LAGUNA SECA — JULY 19-21							
Kelly McKnight	GG	SPB	99 Boxster	18	12	6	Green Sprint Race 1
Tom Stone	SGB	SPB	97 Boxster	19	13	6	Green Sprint Race 1
Kelly McKnight	GG	SPB	99 Boxster	16	9	7	Green Sprint Race 2
Mark Boschert	INT	SPB	99 Boxster	16	12	4	Green Sprint Race 3
Sohaib Kureshi	SDO	GTA1	01 GT3 Cup	16	12	4	White Sprint Race 1
Scott Daiger	PNW	GTC7	19 911 GT3 Cup	12	6	6	White Sprint Race 2
Roland Schmidt	SDO	GTA2	10 GT3 Cup	19	12	7	White Sprint Race 3
Razvan Sporea	ORC	GT4	05 Boxster S	10	5	5	Enduro
Matt Kehoe	GG	SPB	99 Boxster	13	8	5	Enduro
Michael Tsang	GG	SPB	97 Boxster	17	12	5	Enduro
Dan Zitter	GG	SPB	98 Boxster	20	15	5	Enduro
Chuck Christensen	ORC	VO	V72 911	17	12	5	Vintage Sprint Race 1
Sean Neel	GPX	VO	V 81 911SC	5	4	1	Vintage Sprint Race 2
Richard Cecil	DIA	VO	V 87 911 Carrera	11	10	1	Vintage Sprint Race 2
Brian Lynch	GG	VO	V 84 911 Carrera	13	12	1	Vintage Sprint Race 2
Val Wilt	LA	VO	V 70 911	9	6	3	Vintage Sprint Race 3

The Classifieds

BUY, SELL AND BROWSE

1989 Tiger Star Model 610100A Truck \$15,000

A unique track support vehicle. Tiger Trucks are imported unassembled from China to an assembly plant in Oklahoma. Purchased in 2012 in fairly poor condition, this truck was completely gone through. Work done includes: new shocks and struts, re-engineered front suspension, new brake shoes and master cylinder, new interior, new wheels and tires, lifted for better off road clearance, extensive body work and paint. Designed originally to be used as a factory vehicle, the top speed is about 50 mph. Motor is under the seats, which can be removed for access. Engine is a 4 cylinder, 4 stroke overhead cam design of about 1000cc and 40hp. The truck was built to be a track support vehicle for a race car, but it is street legal, licensed in California. This truck is in very excellent condition

Contact Skip Carter for information 619.992.9927 SkipCarter@pobox.com (20.1)



2012 Cayman R \$ 85,000

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

Arnie Smith Mercer Island
(206) 236-9005 porsche914gt1@comcast.net (19.4)



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

Contact John or Jeff at Black Forest in San Diego, CA
\$17,500 firm (car & trailer) \$10,000 trailer only \$10,000 car only
Service@BlackForestAutomotive.com 858.292.1192

Maintained by Black Forest. Perfect for DE, Time Trial or Club Racing. Full cage, fire system, spare wheels, tires & parts; Cool Suit (both sides), 2 sets race seats, communication equipment camera (and all required PCA Club Racing gear), spare half shaft, straight exhaust pipe and street legal muffler, Hans device, gloves, shoes, etc. This is still a street legal car that can be driven to and from events. 30' 10,000# Texas Trailer is large enough to carry the car, tools and a small track support vehicle. (19.4)



1985 944 SP1 Club Racer (trailer optional) \$10,000

Very strong, dependable track car. Fresh engine and tranny, Guard LSD, short 5th, AMB, Longacre convex mirror, hood pins, Sparco steering wheel, Odyssey battery, Nomex shifter boot, fire system, Weltmeister front sway bar, Tarett rear bar, steel front control arms, 400# front springs, coil over, 30mm rear torsion bar, cool suit, roll cage, race seats and harnesses, spare fuel jugs, stock muffler, 2 sets wheels/tires & other parts. PCA log book. Open trailer (with winch) available for \$2,000. San Diego

Skip Carter 619.992.9927 SkipCarter@pobox.com (19.4)



1982 Porsche 911 Class E Race Car \$95,000

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

Call Randall Alexander 608-852-5616 rpa@torquecompanies.com (19.4)



1976 911 GT4 racecar \$ 65,000

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

Call Randall Alexander 608-852-5615 rpa@torquecompanies.com (19.4)



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

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

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

Oregon, WI Randy Alexander 608-852-5615 rpa@torquecompanies.com (19.4)



2002 Porsche 996 Racecar \$48,500

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

Contact Richard Yochum at re.yochum@yahoo.com or 626.253.8144 (19.4)



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

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

Contact Peter at: 617.266.9200 or Peter Bassett pjb@bristolproperty.com (19.4)



2007 Porsche 997 GT3 Race Car \$85,000

This GT3 has been optimized to run in PCA K-class, holding track record at Daytona and finished runner-up in the National Championship '17 and '18. The 997 GT3 variations are the latest with manual transmission and historic Mezger engine. This 911 is available for immediate inspection and sale at our Charleston, SC facility.

For further information, please call Autometrics Motorsports at 843.763.7356 (20.1)





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CLUB RACING NEWS

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