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ON THE COVER: The No. 84 Kellymoss Porsche in the Kellymoss garage. Photo by Nick Berard
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FROM THE CHAIR

BY DAVE RODENROTH

Mid-Season Checkpoint

The year 2023 is absolutely flying by and by the time you read this, Porsche

Parade in Palm Springs will be history, the 100th Running of Le Mans will be in the books and more than half of our Club Racing season will be complete.

We have just closed the submission period for rules proposals and the comment period will be open for input from each of you. This is an important time to give us your thoughts on the proposals submitted by fellow racers. Once we receive commentary and close that period, the rules committee will consider all of the proposals/comments and decide what changes or additions to include in the rule book.

We have purposely kept our rule book simple and we intend to keep it that way. The rules define the safety

requirements for all classes and the intention of the rules is to provide fun and fair competition. I think we have achieved that over the many years of PCA Club Racing and while some change is inevitable, we'll continue to maintain a simple approach.

It has been great to get out to a few of the races this year as a Steward and see familiar faces as well as some new ones. I was at Eagles Canyon for the first time in May and was very impressed with the facilities. The track looks like great fun, has a lot of run-off area and provided some great racing over the weekend. If you haven't been there, it's probably one you should put on your bucket list.

The season for 2023 is half over. Dust off the race car, load the trailer and get out and drive! See you at the races. ■



Club Racers –

For as long as I can remember, Club Racing News has been the official publication for PCA Club Racing and has delivered news, stories, classified ads, and other information to us on a quarterly basis. It has been a staple in our program and has helped us give exposure to our valuable sponsors. As good as it has been over the years and while the timing is right with the change in editorial staff, we've decided to give Club Racing News a bit of a facelift.

I'm pleased to announce effective with the 3rd quarter issue in 2023, Club Racing News will become a publication of the Porsche Club of America called Club Racer. The intention is to continue to bring relative content and important information to all of you in a professionally produced way. We will continue to seek story ideas, photos and other input to have professionally written, edited and produced into a top-quality magazine. The end product will provide excellent value for our important sponsors and entertaining, informative reading for each of you. It will continue to be distributed on a quarterly basis.

Enjoy!

Dave Rodenroth
PCA Club Racing Chair



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VIEW FROM THE TOWER

BY BILL MILLER



SKIP CARTER

Contact and Controversy

don't follow many of the PCA Club Racing online forum conversations, but a recent thread piqued my interest because it mentioned a couple of times a need for PCA to have data on the drivers, especially the ones who (it alleged) are in a rubout incident "nearly every weekend."

What the folks commenting in the thread don't know is that our data is actually quite robust. You see, PCA's Susan Shire has been tracking incidents for every driver, incident type, track, and many other details since the early 2000s. She has also been tracking rubout incidents ever since the rules were relaxed a few years ago

to address minor contact that doesn't lead to a 13/13.

Early this year, Dave Rodenroth and I dug into the latest incident data and among other things, we looked at rubouts. I'll admit that we were a bit surprised to find that over multiple racing seasons only four racers had more than one rubout incident. Only two racers had more than two rubouts. Contrary to the notion that a few racers are routinely causing rubouts, the data showed that the vast majority of rubouts are a single incident for a racer who then had no more, at least during the period we looked at.

Perhaps there are a lot of rubout

incidents occurring that aren't being reported. As you know, racers are required to report to Black Flag after the session to report ANY incident. Failure to do so runs the risk that if a corner worker called it in or another racer reports the contact, you'll get a DQ for not reporting. Another thing about rubouts is that sometimes we hear from racers after an event who complain about aggressive behavior or unreported contact occurring – to them we say see your steward at the event while there is an opportunity to look into it.

The other bit of data I'll share is that over multiple years nearly 40% of our incidents turned out to be single car. Essentially damage we inflict on ourselves. Seriously, that's a lot! This is why we always need focus on using the practice sessions for practice, learning the track and our competitors, finding our own limits in increments, and making smart decisions about the risks we take.

I'd like to encourage any racer who

has questions about our procedures or how the program operates to reach out. We're always glad to visit and many of the positive changes to our program in recent years have started with suggestions from racers who have shared their ideas.

See you at the track. ■



COACHING PERSPECTIVE

BY DAVID MURRY

Make the Most of Test Days

There are numerous opportunities to test your car during the year. Everything from test/tune or track days before the club races or DE's, to private test days. Some have sessions with a lot of cars and other have a more or less open track. Needless to say, an open track with fewer cars provides the best environment for testing, but no matter when and where you test, there are some basic things to remember.

Before we make changes be sure we have baseline documentation of where all the settings are, swaybar, springs, ride height, rake, shocks, wing angle, etc. Create a setup sheet that makes sense to you and a way to document the changes and effects of those changes and lap times of each change. This can and should all be done before arriving at the track. Once we have all this documentation we can start to make changes and always go back to a previous setting that we know the results of without guesswork.

For most of us doing laps, improving our driving is priority one. We need to do enough laps to be sure we are getting the most out of ourselves before we start changing the setup of the car. Obviously if something is significantly wrong with the car we need to get that fixed first. Once we get a baseline, when we're driving consistent lap times, we can start working on car setup. The "why" is simple. If we accept the car the way it is, we will be limited to the lap times that the car can deliver in that configuration.

The ideal driving technique for car setup is simple—Don't try to set qualifying laps, just good race pace laps that you can drive consistently. Once you have a baseline, come in

the pits for a change. It helps to have a crew if you can be in the pits to make changes for you and document it on your sheets. When you come in and stop in the pits, don't talk with anyone right away, just sit and think of what improvements would make the car better (faster and more raceable). Think of balance first, do I move grip either from the front to back or back to front. Then pick one and do it. Move the swaybar in the front softer or stiffer and see if you lap times improve and/or the car feels more consistent and drivable. Sometimes we think the car is OK until we change something not even realizing it has oversteer and is slow. Just because we can drive it doesn't mean it's fast if you are not using the front tires to their potential or vice versa.

When you go out to try the new changes, drive enough laps to compare the difference and be sure the tires are up to temp and you drive consistently. It's pointless to pound around and do a million laps. We have different things we try to maximize for setup like steady state balance, transition balance, aero balance, bump compliance, etc. We need the steady state balance to match the transition balance (shocks affect balance only for transitions). Once we have a comfortable to drive car, steady state balance is good and transition and aero balance are matched, now we need to make changes trying to lower lap times.

Start by stiffening both the front and rear swaybars. It should help transitions and lateral grip in smoother corners but will hurt in bumpy corners—what did it do to the overall lap time? Is the gain/loss in a passing zone? Try going up on shock settings

all around with compression first, then do it again with rebound until the car does something you don't like or laps times suffer. Then try stiffer springs if you have them or softer setup. Try adding aero downforce but if the aero balance is matched you need to add front and rear downforce at the same time to keep the aero balance the same. More downforce will be faster in corners, sometimes slower on straights but not always. Sebring is an example of not being slower on straights because the corners leading onto and off of the straights are high speed or hard braking using downforce.

Bumps add an element to the equation. Bumps usually favor a softer setup for compliance to keep the tires in contact with the pavement. Sometimes like the 993 RSR the suspension geometry is compromised due to the

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

Bottom line is when you go testing, make the most of it by trying one thing at a time and documenting it with lap time and driver feel. Don't be afraid to try different things to see what works. Don't avoid test days because you just like to race, unless you like running in the back. Testing gets you and your car ready to be fast, more relaxed and safer. Make changes in testing, you will be glad you did. ■



SKIP CARTER



RULES

BY WALT FRICKE



SKIP CARTER

The Art of Fair Play

From the beginning, Club Racing has had a rules cycle: Racers propose rules or changes to rules in the spring, the Rules Committee decides which proposals to put out for comment in the summer, and after comments are received decisions are made in the late fall as to what changes will be made for the next year.

The Committee consists of the Club Race Chair, the Chief Steward, the Chief Scrutineer, and the Rules Committee Chair (now often referred to as Coordinator). Chair exaggerates the position I hold, as I just assemble proposals, prepare an agenda for discussion, sometimes ask proponents of some change for more information,

moderate the discussion (which includes my views), and generally act as the editor of the rules. Decisions are usually by consensus, with the CR Chair having the final say when necessary. As of late, Keith Fritze has been added ad hoc to the committee because of his familiarity with the water cooled mid-engined cars and experience in forming SPC. On some issues, others are included in the discussion (now usually Zoom instead of by telephone) based on special knowledge and fingers on the pulse of a group of racers where forming or refining a newer class is involved.

Sometimes this seasonal cycle can't be followed. Not everything is put out for comment. Safety issues are

generally not put out for comment. Rain lights are a recent example. Not that the Committee was unaware of views on the subject. Those have been addressed, however, mainly by trying to keep the requirement simple, with far less specificity than some organizations require (like exact location, specific foot-candle output including a maximum as well as a minimum, blink or not, certification, etc). And rain lights are only required to be on the car in the wet, to accommodate those who don't drive in the wet, and don't want to install what they won't use.

Operating issues also are generally not put out for comment. Enduro rules are an example. The Stewards hear racer suggestions, but as a rule decide how to handle them in house. This has led to factoring into particular race schedules the problem the Cayman Club Sports and some other newer models have with being able to run a full hour without refueling. All e-mails addressed to crules@pcaclubracing.com go to all on the Committee. These issues are not ignored even if they don't appear in an e-mail blast seeking comment.

But from time to time it is expedient to issue interim rules changes. This is usually due to equipment issues. For instance, the Stock class 992s, as with most street models, do not come with adjustable front lower control arms. For previous models, adjustable arms from the GT3 models can be substituted, and when those for some models became scarce, aftermarket arms were allowed. But the 992 GT3 now has a double wish-bone front suspension (or something similar), and that LCA won't fit. The result is excessive outer tire wear. So a substitute has to be allowed, and cannot await a full rules cycle. Since we are all volunteers, we usually learn of issues of this kind by communication from racers or race shops. The sooner such issues are noticed, the sooner a decision of a fix can be made.

Like politics, it is hard to please all

the racers all the time. For instance, the 911 Cup class started with the idea of including all the air cooled models (except for the Turbos), but stopping with the 964s. The 993s were rarely turned into race cars, have a much improved rear suspension, and just wouldn't fit. 964 owners have lobbied for a weight reduction. But SC and 3.2 owners have lobbied to keep the 964s (with the 3.6 liter engine) out, on the theory that they are too fast on the straights, but slow in the corners, so can't be passed even by drivers with better lap times. We'll have to see how that pans out.

Similar issues arise when classing by dynamometer results for power to weight ratios. The shape of the torque curve has a lot to do with actual track performance, and affects gearing (though Porsche generally does a good job matching gearing to engine characteristics). And there is a certain distrust of dyno sheets, as there are ways for the operator to manipulate results if so inclined. This discussion will probably never end as we pursue the goals of maximizing attendance (not to make money, but to have better racing and support for Regions with less prominent tracks) and especially car counts within a class, for better competition.

Atop all this lies modern car chassis fabrication. Instead of relatively easily repaired and weldable steel, chassis now have a great deal of bonded aluminum and special high strength steels. This has led to the concept of re-tubbing a car with more than superficial chassis damage. Quite a different long term proposition than the relative cost to race a new 944 back in the day. This will continue to pose a challenge to Club Racing in its mission to accommodate as best it can, all segments of the PCA membership. ■

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PIT PASS

GUEST COLUMN BY ALAN FRIEDMAN



How to Make a Small Fortune in Racing ...?

Ah, the same old dilemma, and everyone knows the answer, right?

Well, I was recently chatting with a fellow racer who noted that on the PCA 2022 financial statement Club Racing expenses were nicely exceeded by Club Racing income, and he asked me if that was normal? While I haven't looked back at all the 30+ years, I told him that I thought it was, and there are lots of reasons for this: The way the program is structured, its health and longevity, and the amazing health of our two founding "partners" and their brands - Porsche Cars, and

PCA!

When I think about this, Club Racing and its finances, let's call it CR Inc, many things come immediately to mind:

-32 years of Club Racing - somewhere north of 800 events, thousands of race starts and checkered flags every year, many thousands of entrants each year, and at tracks throughout the US;

-2000 "paying" customers, many of whom are spending \$5-10K (and more) on their equipment and participation each year;

-Club Racing Inc has something like 30+ operating "divisions", the Regions that put on races, and the overall operating unit, the Club Racing National staff;

- The Regions have plenty of motivation and tools (and experience) for making each Club Race a success and at least break even financially, and part of this was built in at the beginning to try to quickly build the entrant lists to help with the bills. Such things as "clean/safe/fun" emphasis, the 13/13 rule, etc. were focused on making it easy for advanced PCA drivers to make the move into Club Racing, and help the financials too;

-PCA has a wonderfully robust "feeder" program for entrants and volunteers - The PCA HPDE programs, the entry point for aspiring racers, and for Region volunteers;

-A large number of experienced volunteers in the Regions and the National group working to make each

driver/customer experience a success;

- A continuously growing list of Porsche models to race, from 75 years as the world's leading sports car manufacturer;

- Numerous organizations that have followed PCA into their own versions of Club Racing since 1992;

-A significant number of Region and National sponsors - that reflect the financial stake of Club Racers in their sport;

- And of course racing is still the ultimate way to enjoy a fine sports car!

So yeah, we all know the answer: To make a small fortune in racing, start with a large one. But read the above list - that's the fortune we start with each year - and it's a really BIG one! ■

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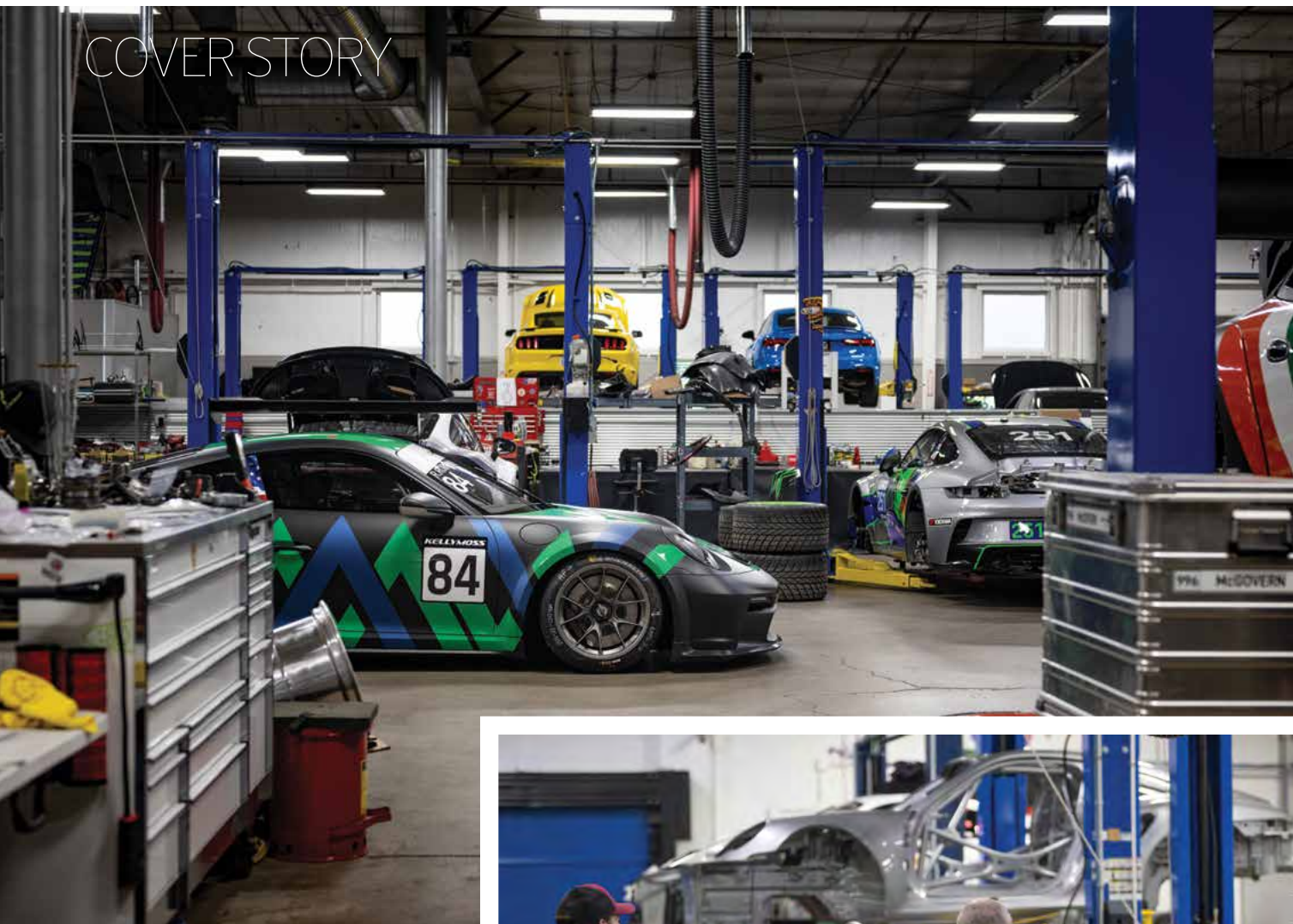
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COVER STORY

Kelly MOSS





By DAVID MATHEWS

WHEREVER THERE IS AN APPE-
tite to push harder, and go further;
wherever there is insatiable hunger;
wherever there is a drive to drive; that's where you
will find team Kellymoss. Transforming dreams
into head-turning, octane-burning, race-winning
reality.*

Innovative success comes from identifying and
seizing an opportunity that results in a paradigm
shift. For Kellymoss, that opportunity culminated
in 1989, when David and Jeff Stone, Rich Moskalik,
and Kathy Kellogg, together with a team of volunteer
Porsche experts/engineers/technicians, pulled
into the pits at Road Atlanta with their Kelly-Moss
Motorsports (KMM) Porsche 944S. Kyle and Tom
Rathbun, co-drivers in that three-hour, International
Motor Sports Association (IMSA) Firestone Fire-
hawk Enduro, showcased KMM, and in the process,
created a new normal. KMM dominated with a
first-place finish in that initial effort. KMM became a
force with which to be reckoned.

"Kellymoss exists for the driven. Those driven to

**dream. Those driven to push. Those driven, come
hell or high water, to DRIVE.***

As one would expect, Porsche racing at all
levels is its core business. Presently, Kellymoss
provides support for 23 drivers competing in the
IMSA Weathertech Sportscar Championship, VP
Challenge, Porsche Carrera Cup North America,
Porsche Sprint Challenge, PCA Club Racing, vintage
events, and independent testing venues. A consistent

race winner, Kellymoss has amassed more national
championships than any other team in the IMSA
Porsche GT3 Cup Challenge and Porsche Sprint
Challenge. Kellymoss has competed in every GT3
Cup Challenge since 2005. It is also formidable in
PCA Club Racing.

"Some of our clients use Driver Education (DE)
events and then PCA Club Racing as a stepping
stone to the next higher levels of competition," began



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Victoria Thomas, co-owner of Kellymoss. "Perhaps they move to Porsche Sprint Challenge where we assign them an engineer. The next step may be Porsche Carrera Cup North America—the highest single-entry racing venue in the United States. Then for us, skilled drivers can go into IMSA WeatherTech SportsCar Championship and GTD."

"That same drive fuels every person on team Kellymoss. It's why we innovate and obsess. Why we toil and take on the tremendous. The more impossible the task, the more aggressive the timeline, the more intense the pressure, the bigger the victory." *

Kellymoss continues to demonstrate innovation, dedication, and perseverance, 25 years after that first victory, with leadership provided by co-owners Victoria, who owned an accounting firm before gasoline and motor oil bubbled in her veins, and her husband, Andy Kilcoyne, who started with Kellymoss in 2015 as a 'fly-in' race mechanic, the new Kellymoss has

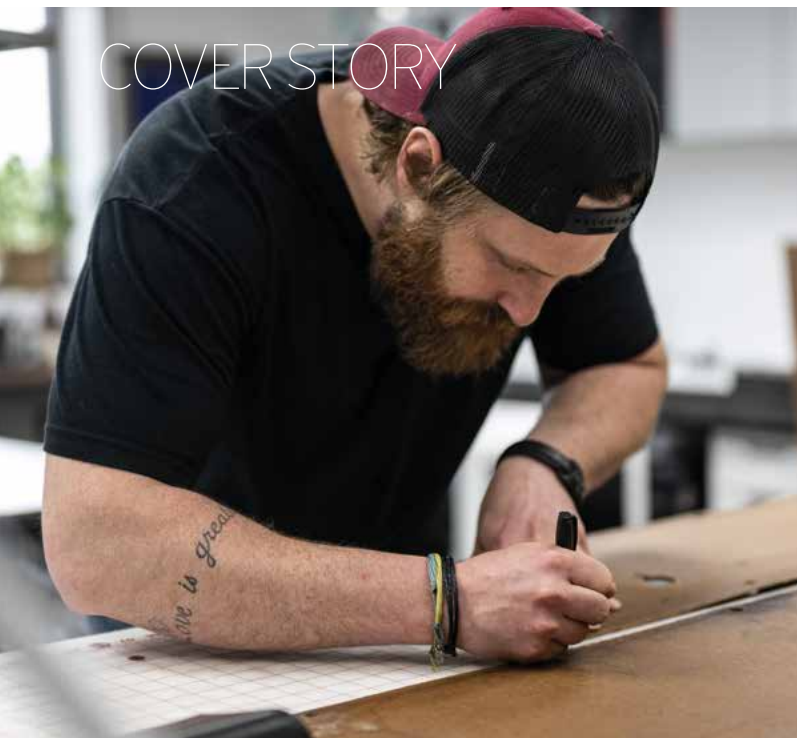
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assumed a diversified persona. A persona that embraces rehabilitation, revitalization, renovation, and re-creation. A persona built on passion, not profit.

Calling Kellymoss a race shop is like calling the New York Symphony Orchestra a garage band. Kellymoss is an 80,000 square-foot facility that does just about everything Porsche-sport related. "For sure, our sweet spot is Porsche," said Victoria. "It's what we know best." The new Kellymoss accommodates oil changes and engine rebuilds, cosmetic detailing to a bare-metal restorations, and racetrack support, from Porsche endurance racing to Vintage racing.

Several years ago, Kellymoss, then Kelly Moss Motorsport, blended that passion with opportunity. Illegal shenanigans that brought down a former client created excess capacity. The need to productively fill that space prompted quick action from Victoria, Andy, and former owner Jeff Stone. Recognizing the need for the highest quality classic restorations and the increasing interest in custom Outlaw and Safari builds, the team thought, why not grow that segment of their business?



"It's easy to say it can't be done. Easy to eye up a challenge and opt to look the other way. But for those born with drive during deep in their bellies, things like easy never even enter the equation." *

"With classic restorations," Victoria began, "there is a whole lot of effort trying to find specific parts that are absolutely accurate and authentic. Finding old parts that require remanufacturing makes our metal fabricators incredibly critical to the process. A critical component with a custom build is encapsulating the personality of our client...blending that personality with the car itself. That means lots of

conversation, asking questions, pulling it altogether, moving it from, 'I think I want,' to, 'Yeah man, you nailed it.'"

The Hillary Coe Off-Road Safari Porsche is one example. An international personality known for her design expertise (Director of Design at SpaceX; Principal of Experience at AKQA, a digital design and communications agency owned by WPP) her award-winning documentaries, records in drag racing, and experience as a pilot, Hillary is also a car person. A Porsche person. So, when Hillary wanted a 'special' Porsche, she called Kellymoss. "After Hillary discovered that Kellymoss was owned by a woman,"

recalled Victoria, "the deal was sealed. Hillary said she wanted a 'Kick Ass' Porsche from a 'Kick Ass' woman." 'Little Black Dress' is the result—an ominous matte black Safari-themed 911, softened only slightly by red accents. "Hillary was intimately involved with its design features," Victoria continued. "After all, she said every little black dress needs red heels."

Many shops advertise their restoration prowess, yet most subcontract at least part of the work. The paintwork goes to 'their paint guy.' Interior finishing and upholstery are farmed out to some specialty shop. Engine building may be done by the machine



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shop down the street. Kellymoss doesn't march to that drummer. ALL work, with the exception of engine/gearbox work on Porsche Sprint Challenge and Porsche Carrera Cup race cars (Porsche mandates that the factory does that work) is done in-house. Their designers, design. Their fabricators, fabricate. Their painters, paint. Their upholsterers, brothers actually, upholster.

This unique approach makes sense to Victoria and Andy. "You lose control over that which you do not control. Carbon Fiber, graphics, interiors, paint, engine and drivetrain, and the design/builds all are done in-house," said Victoria. "The average stay in our Project Department, where the major work is

done, is 15 months. Depending on what is done, price will range from \$60,000 to \$2,000,000+, and can take years to complete."

COVID-19 stabbed at the heart of our world economy. Many entities didn't recover. Victoria and Andy suffered, but recognized an opportunity and built upon it. "When we were shut down for COVID, and couldn't race," said Victoria, "we were groping for something to offer clients stuck at home. That's how our Online Driver Academy began. We wanted to incorporate every piece of knowledge that one doesn't actually have to be driving a car to get, and put it into an online format. Subscribing members learn at their own pace."

"The initial offering was 70 lessons—how to learn a track from the comfort of your home. We incorporated in-car videos, learning to map out the track with your eyes closed, learning the line, learning braking points, how to 'read' drivers around you so you understand passing and defending. This is all online in our Driver Academy. We wanted our client/members to maximize their time. Racing is expensive. Our Driver Academy continues to evolve with weekly 'chalkboard talks' given by professional GTD driver Alec Udell and others. We teach theory first, then show actual in-car footage, follow up with data-based Q&A, all of which leads to the on-track experience."

Does this type of focused training work? "Michael McCarthy won the 2021 Porsche Sprint Championship. Michael joined Kellymoss and in his first year, won his first national championship. He had never sat in a GT3 Cup Car before beginning his training with us."

Another appealing entree on the Kellymoss menu is KLÜB. Embracing a tiered membership concept, members gain access to ALL things Kellymoss—watching pit/track action on a huge big screen TV, eavesdropping on in-car communication, SIM driving training on an APEX6 Full Motion Simulator... the list goes on. The KLÜBHOUSE, located within the Kellymoss facility, provides space for members to get behind the scenes," explained Victoria. "They see our awesome builds, the creative and technological processes we use, and engage our clients. For example, one can meet Hillary, and see and hear firsthand how her Little Black Dress came to be."

And then there is DRIVEN, the online publication produced exclusively by Kellymoss. Through its images and print, DRIVEN provides its readers

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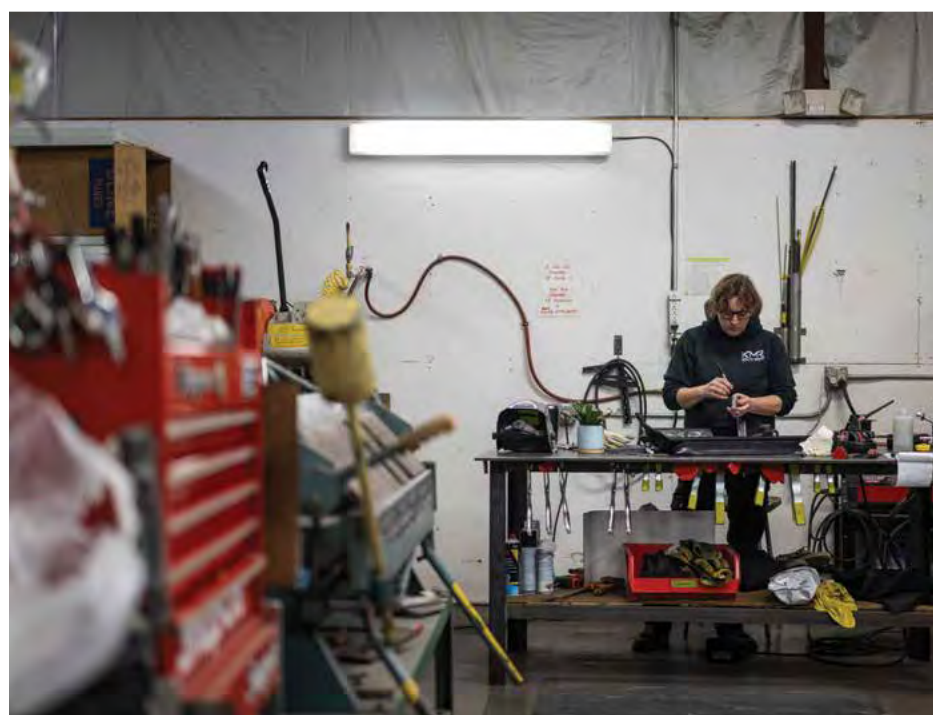
with current news/developments in the Kellymoss world. Racing highlights and results, interviews with drivers, clients, and owners, details on special builds and restorations, news about the feminine focus of Kellymoss, and the who, what, when, and where of the youth in the Kellymoss family. Growing the future and growing the Kellymoss brand are critically important to Victoria and Andy. "I'm obsessive," added Victoria with a smile.

How does Victoria see the fit between Kellymoss and Porsche Club of America? "For sure, it is a partnership," said Victoria. "No one has to pick between Kellymoss KLÜB membership and PCA. The more we talk about it, the more fun things we do, the better off we all are. We want to grow a strong partnership. This is just another way to get involved."

"IT'S OUR TALENTED TEAM..."

"Yes, it's about perfect, and yes, it's about winning. But it's also about building a tightly-knit community of dreamers, what-if-ers and why-not-ers. We know that behind every driver is a dream, and behind every dream, there is an undeniable drive." *

Victoria continued. "We know the importance of discovering unique and non-traditional talent." With over 100 full-time employees, having grown from 12 employees in 2016, it was easy to see that Kellymoss



is doing something right. Who are these people and what do they say and do?

Mikayla Bennett is the Tire Manager, responsible for every tire in the facility. "Every tire is labeled," added Victoria. Every lap on every tire is documented. Mikayla keeps track of all of that."

Jason Brown, Lead Graphics Designer. "I've been (with Kellymoss) for eight years," said Jason. "Four years ago, the decision was made to bring the

graphics department 'in-house' for (quality) control and convenience. Everything is done here. We can produce the graphics so the cars can get to the track ready. Prior to moving this operation in house, we depended on a graphics company who had other jobs. My process begins with a discussion with the drivers...their likes, dislikes, what they may have in mind. Color. Business logo. Then we began 'fleshing' it out... we tweak it."

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Sabré Cook, winner of the first Kellymoss-sponsored Female Shootout in October 2022, competed with eleven other female drivers to earn her spot behind the wheel of a Kellymoss Carrera Cup Porsche. The program included funding for the 2023 race season, six tests, race entry fees, testing, Michelin Pilot race tires, fuel and a championship winning staff of professional driver coaches, engineers and technicians. "Winning the shootout and thus the scholarship with Kellymoss is incredible," Sabré is quoted as saying. "I'm eager to have the chance to run a funded season with a top team for the first time in my career. Kellymoss has a great group of people and I'm confident they can provide me with the tools to be successful."

Chase and Kenyon Erickson, brothers, compose the Department of the Interior. Chase maps out the artistic renderings and determines what is mechanically possible. Both fold, cut, sew, and pleat. Victoria added, "They keep very busy. The ability to control the timing and the quality was too important not to bring it in-house. Issues outside our control were unacceptable." Chase added, "It's

been an interesting journey. Kellymoss allowed me to experience a position that I could actually prosper from. Not the 'starving artist' thing. I'm allowed, make that encouraged, to be creative. It's been awesome."

Mitch Kessler is the Paint Protection & Detailing Specialist. Mitch finishes each car that comes out of the paint booth, wet-sanding, buffing, polishing, paint protection film...spending close to 40 hours on a car after the final paint application. He also works

magic on client cars brought to the facility. "His ability to physically change the appearance of a car, is amazing," said Victoria. "Mitch will take a car with little chips and blemishes and completely hide them with proper paint protection. His work is awesome."

What does Mitch like best about his work at Kellymoss? "I love working on cars that are 'fun' and that clients love. These cars are their babies. They leave them for us to take care of. Every time, people are blown away by what we achieve." ■



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LIKE FATHER LIKE DAUGHTER

Some parents would rather their kids don't follow in their footsteps. In the case of this Porsche racing family, it's become a family competition.

By DAVID MATHEWS



CAMPING, FISHING, HIKING, BOARD games are all typical activities that one would assume parents enjoy with their children. But when Ohio Valley PCA members Rene Robichaud or his daughter Nicole relate what they did over the weekend, people take notice. It's not everyday one hears about a father and daughter who compete in racing, together. Or that they compete at PCA Club Races at Lime Rock, Mid-Ohio, or Sebring, each piloting a purpose-built Porsche race car capable of breathtaking, triple-digit speed. It's rather unheard of.

The father-daughter activity start with a gifted weekend class at the Skip Barber Driving School at Lime Rock in 1992. "[My wife] thought I was over-worked and needed a break," Rene said. "That was my first on-track experience. I think they were using Formula Fords back then. I was absolutely hooked. I couldn't believe how much fun it was. My wife had no idea what she was getting me into."



"I went to other Skip Barber schools at Lime Rock, and at Sebring, at least one a year, until 1997 when I bought my first Porsche. It was a 993 Carrera 4S with a whale tail. ... I was in heaven."

Rene was sliding headlong down that slippery slope. With his 993, Rene began doing Driver Education (DE) events. By 2004, Rene had notched six years or so of those DE events and thought the time had come to try PCA Club Racing.

"I managed to find a 993 Cup Car," Rene continued. "It was fantastic. I raced that car in Club Racing in 2004 and 2005, really enjoying the sport. Since that time, I've been trading different race cars every couple of years. I've owned 10 or 12 race cars, enjoying what Porsche does to them, how they improve them. I'm now racing a 992 Cup Car."

Nicole caught the racing bug from her dad. She began go-karting at the KartPLEX at Motorsports Country Club (MCC) – a Cincinnati-area track that Rene and eight friends financed and help build. Rene



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realized he had created a monster. "I remember her as a teenager, when I chased her four laps before I could find a clean pass. I thought, holy cow, she is wringing that kart's neck. I could tell she had a racer's heart."

In 2015, Porsche Motorsports announced the coming of a Cayman race car. Rene approached Karen, his wife, with the idea that Nicole could race a Cayman safely. Karen embraced the idea. Subsequently, Rene told Porsche Motorsport that he would buy not one, but two of those cars if they would allow Rene and Nicole to compete in the 2016 GT4 Clubsport race season. Porsche Motorsport was at first, hesitant. "They said that at the time they were only going to build 25 cars and it would be difficult to give me two of those 25," said Rene. "But they reconsidered, concluding the father-daughter thing would be good, especially since I'd purchased a number of Porsche race cars in the past."

Clearing that hurdle, Nicole, then in her mid-20s, needed to become licensed for PCA racing. After consulting with Brian Henderson, Chairman of Club Racing at the time, Rene rented a Boxster race car for Nicole to learn to drive competitively. The protocol called for four races as a Novice Driver, the first three held at Motorsport Ranch in Cresson, Texas. Her fourth novice race was at Sebring in yet another Boxster. After earning her license, Rene and Nicole raced in all but one of the 2016 races in their Clubsports.

"We raced head-to-head in those Caymans during the season. It wasn't that hard to beat Nicole then. It's much harder now!" Rene said. "In the rain, she is stunningly fast. She finds where the grip is and simply flies. A couple of years ago at Sebring, she started 13th overall and finished 4th overall. And she had the fastest lap time, in fact, her time was better than three Pro racers in the same race."

"Racing in the rain - IS SO MUCH FUN," Nicole added. "The car is much more responsive under wet conditions. Balance, patience, and smooth inputs become imperative as the car responds immediately when you misstep. There is nothing like immediate feedback—it can be such a gift."

Nicole took to racing almost naturally and found the journey to be a wild experience. "It's terrifying up until you put me in the car. Then it's exhilarating. It is so intense. The fastest I've taken this car is about 165 MPH," Nicole said. "No matter what's going on at work... if you're behind... what you've got to do...



what you should have done, but didn't get to it... all of that melts away. There's no room for it. You've got to be focused on every corner... what's coming at you. Learning to tell the difference between an inch and a foot is much harder when you're at full throttle

or mid-corner, but all that goes away when the green flag flies."

Nicole's day job is Data Consultant for 8451, a data-mining analytics company for Kroger, best known for its national chain of groceries and supermarkets.

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Class in the inaugural Clubsport Series. I was very happy about that. In February this year, Nicole and I raced together in the Endurance Race at Sebring, coming in sixth overall. We got the Corner Worker's Award and it wasn't because of me. We started 15th or 16th out of 25 cars. She brought us up to 7th place. I gained just one more spot."

Nicole added, "There's no one I'd rather be racing with... or against. We're not racing in the same class these days, but we are always on the same team. And we don't have radio comms to one another on track, which means my race doesn't end with the checkered... it ends after I pull into the paddock and race to the trailer to swap stories with Dad. We get to share such a unique bond with memories that far transcend the race weekend."

As for Rene, he says PCA Club Racing gave him a special opportunity and outlet to have quality father-daughter time. He was also able to watch his daughter grow into a talented driver.

"With her increased proficiency, her confidence grew dramatically," Rene said. "That she could not only do this thing... she could do it well. That has played well for her, in her business, and in our relationship. That's the message I give to other parents. This thing [Club Racing] can be a tremendously educational, social, and family building experience."

Nicole added, "My favorite part of racing is probably that I get to do it with my dad. Learning something as cool as how to race a car... it is so awesome that I get to do it with my dad as a leader, coach, as someone I am trying to chase down... it is just really special. It's not the speed or adrenaline that keeps me coming back to the track... it's the company. Racing would be nothing without the [PCA] people — from the drivers to the volunteers, and the people who support us. THANKS MOM!" ■

Naturally, whether she is at her desk or on the track, it all comes down to the data.

"Data is everything," she said. "It's the first thing I want to see after I get out of the car after a session. Understanding all the telemetry. There is nothing that compares to that. It is where my worlds [work and racing] collide. I can have a gut feeling about how I am taking this corner, or what I think the best strategy is, but until you actually look at the data, you [realize you] have a lot to learn."

Kellymoss, Inc., Madison, Wisconsin, the nationally-recognized touchstone on every rung of the ladder of Porsche racing, from Porsche GTD through PCA Club Racing to various vintage venues, maintains and supports the Robichauds.

"We used to have our work done locally, but then contacted Kellymoss," explained Rene. "That was at least ten years ago. We've been with Kellymoss ever since. In 2016, with their support, I won the Masters



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Thanks For the Memories

Skip Carter has been an integral part of Club News Racing for nearly a decade, and we could not be more thankful for his dedication to the craft of the magazine, and the sport.

By RYAN CARIGNAN

EDITING A MAGAZINE WITH A small budget and a virtually non-existent staff is no small feat. It requires dedication, optimism, and a level of commitment seldom seen without the promise of compensation. One may

think the magazine is only published quarterly, so there can't be much work. Or that many articles are updates from Club Racing staff members, so they shouldn't be difficult. Those thoughts would be very wrong.

When Club Racing News editor Michael Winfield stepped down to focus on running Timing and Scoring, PCA Club Racing oracle Susan Shire knew precisely who should fill the position. "In 2014, Bryan Henderson [then Club Racing Chair] asked for suggestions for replacement candidates," said Shire. "Without hesitation, I offered up Skip - I'm not sure I even asked him if he was interested."

Shire knew from her experience as a PCA region newsletter editor that Carter had the ability, knowledge, and drive to take over the position. She and other regional editors often sought his advice as they assembled their issues. Carter may have yet to understand what he was getting into, but he took the challenge with genuine interest and enthusiasm and worked tirelessly to improve each issue.

Carter stepped into the role of editor with quite a bit of experience, as in over 20 years as the editor

of PCA region newsletters. During that time, Carter also served in several chair positions in two regions, including as a Driver Education (DE) and Time Trial instructor, Performance Driving Chair for 12 years, and the region president for five. Skip Carter is one of the rare gems PCA Executive Director Vu Nguyen likes to call a "Super Volunteer." He is one of the individuals whose efforts make PCA the fantastic and unique community it is today.

While Carter was familiar with the program, he knew he needed to learn more. A driving instructor and track-driving enthusiast, he knew the best way



to learn was to race. He co-owned a 944 race car and was campaigning it in regional DE weekends and Time Trials, but after assuming the role of CRN Editor, he got his rookie license and went racing.

With that in mind, Carter knew there was no better way to get to know racers than being in the paddock. He made it a point to visit as many unique events as possible—walking through paddocks to meet racers and teams, as well as learn the personality of different tracks and regions. It is easy to think that every race is like the one you're most familiar with, but that is rarely the case. The only way to discover what makes each event special is by being there to experience them.

Traveling from race to race is just one of the incredible perks of the job, but attending races was also a critical way for Carter to discover story ideas. It

wouldn't take long after someone learned he was the CRN Editor that he would find there was someone he "had to meet" at the race. He loved the discovery and searching for the next feature article. "He got to know racers and had them write articles," said Shire. "He continued the tradition of Club Racing News being reflective of who we are, not just the racing."

Carter was passionate about focusing on the people over racing. "He wants to make sure people see that the program is more than the competition," said PCA Advertising Director Ilko Nechev. "He shows the camaraderie that comes with PCA, the selflessness of the drivers and shop owners he interviews."

Add in Carter's eye for design—a positive attribute for a magazine editor—and it really brings the entire vision of CRN together. Carter worked as a General Contractor with a degree in Architecture and collect-



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ed years of experience remodeling homes, helping to hone his eye for design and layout. These skills helped Club Racing News evolve with Panorama Creative Director Richard Baron during a refresh of the magazine in 2016. The process and results energized Carter which could be seen through the newer pages of CRN.

His vision to highlight the personality of PCA Club Racing in every issue of Club Racing News made him a great editor and a true asset to the program. "Assembling each issue is Skip's favorite element of being the editor," said Nechev. "Putting everything together and seeing the final product in print means everything."

Carter also understood that Club Racing needs enthusiastic partners to keep the program going. If he

met someone or saw a team or company at an event he thought would be a good fit for the program and its racers, he would pass their information to Nechev. Carter and Nechev regularly attended the annual Performance Racing Industry (PRI) conference, where Carter would hand out copies of CRN to prospective sponsors and advertisers whose dedication to supporting the business aspects equaled his editorial focus.

That support was a crucial ingredient in creating a successful magazine. As we know, racing takes time and money; racing at tracks a day's drive or more away takes even more of both. Carter understood that reading a good article about a race at Road America or the California Festival of Speed (an event Carter and his wife Suesan helped create) could in-

spire racers from other regions to enter those events. Carter used racer's stories to showcase different races. He knew the essence of PCA is each region's people and unique personality. The entire program would benefit if racers were excited and motivated to attend an event they traditionally wouldn't. The idea worked, as evidenced by multiple articles documenting racer's journeys across the country to participate in races far from home.

The Porsche Club of America and the Club Racing community owe a massive thank you and round of applause to Skip Carter for never failing to genuinely care about the club, the program, the regions, the racers, and the sponsors. Readers cannot underestimate Carter's accomplishments as the CRN Editor since 2014. He helped elevate Club Racing News from the look and feel of a regional newsletter to that of a professional magazine highlighting the best of PCA Club Racing. You know Skip Carter from reading Club Racing News, even if you have never met the man. This magazine's future will build upon his work, and we can't thank him enough. ■

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FROM SIM TO STARTER



Adding simulator time to your driver training results in some noticeable benefits come race day

By Stephen Kemp,
Nord Stern Region PCA

TECHNOLOGY HAS BEEN A BOON for the modern racer and weekend warrior. It's not uncommon for current drivers to utilize digital training, whether learning tracks through videos on YouTube, or driving simulators to put in laps that would otherwise be difficult to schedule or afford for physical practice. The benefits of the practice most certainly translate to making drivers who are much better prepared heading into race weekends.

Enter, PCA's Sim Racing, established to help club members compete and train at any level, alongside fellow club members. As an avid PCA sim racer and potential Club racer, I spoke with drivers who spend time on the track physically and virtually to understand how they complement each other, and how you too, can benefit from digital racing.

USING SIMULATOR TIME TO PREPARE DRIVERS FOR ON-TRACK CLUB RACING

Of course, the first and most obvious thing that

racers use the sim for is to learn new tracks. Having access to so many tracks, from anywhere, at any time convenient to you is a massive advantage not only for training, but financially as well. It would also be costly to make a trip to test in-person, taking into account any wear and tear (and breaks) on your actual vehicle, along with costs to run it and pay for track time. With all of that eliminated, you're now able to run a track, on your time, and as often as you would like, without having to also budget for practice time.

Jeff Smith, 4 seasons with Spec Boxster and Spec Cayman – "I also find it's far easier to dial in a track now than before I used the sim. We drive so many different configurations, it helped me learn how to learn a track quickly. ... I use the same system today for both DE and Club racing."

Sim racing relies much more on vision due to the lack of other feedback, like feeling how the car will react firsthand in a corner under braking, or the Gs coming out of that same corner. While physical track time will be more beneficial to adjusting and/or finessing the car's natural reactions in those situations, digital training helps drivers with establishing other critical tools for a successful time on track like spotting markers, and learning where to look through the corners and down the track.

Charlie Boyer (Northern New Jersey Region), 964 Cup, Spec Boxster, 996 Cup, Spec Cayman, GT4 Clubsport with over 135 race starts – "I have found sim racing very helpful for keeping all my pro-



cessing “working”, particularly my vision. You lose sensory feedback in the sim and to make up for it, I have had to rely on much better eye control than I probably use in the real car.”

Kris Pippin (Kansas City Region), reigning 2022 SP1 national champion – “I’ve been most surprised on how sim racing has improved my wet driving skills. I had no idea the realism or the sophistication of sims.”

Another surprising benefit to simulation racing, is learning how to drive in traffic. Drivers who dabble in both were quick to remark the advantage of doing that digitally. Of course a digital race will never be exactly like the real thing, but multiclass racing with a crowd of other drivers in the sim allows drivers to dabble and learn where and how to set up better passes, and how to do so without losing much time.

Tamer Elbaga (Riesentöter Region) GTB1

class in a 981 Cayman – “I was frankly surprised how much the wheel-to-wheel action in sim translated, not only in experience but calming the nerves. I thought I would be pretty nervous in my first race weekend but I found myself quite calm and fairly composed. It’s like I had done this before.”

A PROPER RIG SETUP CAN MAKE OR “BRAKE” YOUR TRAINING

Sim racers learn that aside from vision and steering, the most important equipment to get right on a sim rig is the brakes. Driving different cars with and without an anti-lock braking system (ABS) teaches a lot about controlling brakes in real-world scenarios. The fast access to braking data in the sim—seeing your braking profiles versus faster drivers in the same car—makes it easier to see where you’re making mistakes

and make changes, quickly, in real-time.

Smith says, “Some of the technical skills translate a bit more than you think. Driving a Cup car teaches you to control braking. Driving the Clubsport forces you to properly trail brake. You drive the sim, the data is there. It’s there as soon as you finish driving along with all of your friend’s data as well.”

Adding simulation to your race training certainly has its benefits, but there are a couple of things to keep in mind that drivers say could be counter-productive when using simulations for training, sim rigs are sometimes adjusted far off the seating position, wheel forces, and pedal forces of real cars, so drivers suggest keeping these particulars aligned with your car so you can best translate your digital training to the real thing on race weekends. ■

To learn more about PCA Sim Racing and how to join, visit www.pcasimracing.com/



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Eagles Canyon Raceway I	Decatur, Texas	May 27 - 28, Opens 4/10
Brainerd International Raceway	Brainerd, Minnesota	July 15 - 16, Opens 5/29
High Plains Raceway	Byers, Colorado	July 22 - 23, Opens 5/5
Eagles Canyon Raceway II	Decatur, Texas	Oct 14 - 15, Opens 8/28

<https://pcaclubracing.org/mid-america-series/>

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Dream to Reality

Story by: John Gunter, Alex Rezende, and Alex Beszterda
Photos provided by: Alex Rezende (various photographers)

Alex Rezende and John Gunter met years ago at autocross and car control school and continued to develop their track driving skills progressing through HPDE levels. After several years of barely missing an event at the track, they advanced to the instructor level and eventually got involved in PCA Club Racing and other endurance racing events. Having experienced the frustrations that can accompany competing and maintaining a pre-owned race car, Rezende and

Gunter wanted to start with a clean slate.

We both first ventured into taking our street 911s to the track at a PCA HPDE at Texas World Speedway. We immediately fell in love with it. We hardly missed an event after that first experience. It was so exhilarating and addictive. We strived to improve our skills every lap, challenging each other and learning from our PCA instructors. Two years into our adventure, there was a Club Race scheduled to coincide with alternating HPDE sessions between

races. We watched those races with such excitement and wonder; wondering how we too might be able to race someday.

Five years later, we hatched an idea to create a way to encourage more of our diehard HPDE friends to move into Club Racing. We decided to order two new 992 Carreras in September 2021 and convert them into Club Racers. We knew the latest generation Carrera would appeal to a broad base since it is full of the latest Porsche technological advances and would be very reliable. We only included two options on the cars, 1) the larger 90-liter fuel tank to support enduro races and 2) the front axle lift to allow easier trailer loading. We deleted the standard sunroof to allow more headroom in the cabin.

Following delivery in March 2022, the cars were converted for racing at a shop near Alvin, Texas each taking around two months. The biggest challenge was

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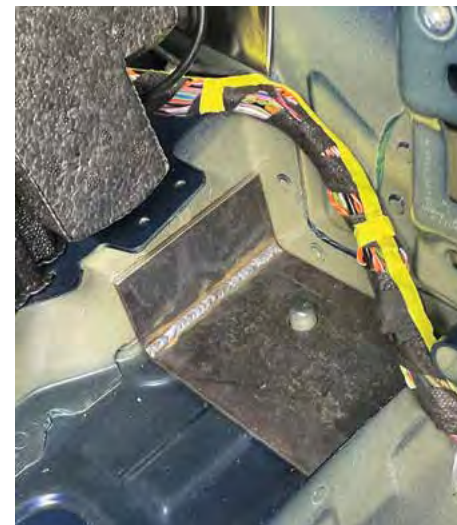
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Spencer Cox at the wheel of his GTB1 National Championship-winning Cayman. Enhanced with Softronic[®] software.



how to build the cage. We knew the frame and body were made of aluminum and you cannot weld steel components directly to the body. We also knew it would require a custom-built cage by someone who understands the PCA rule book and possesses the talent to design it from scratch. Fortunately, we knew just the person that we had previously worked with on other older car projects at APEX Auto Works.

In preparation for the conversion, the entire cabin and frunk were vacated of all carpeting, soundproofing, seats, headliner, and airbag system. This phase signaled the point of no return for our project. It

felt like that feeling you get when about to go into surgery. Hopeful for a positive outcome, but nervous about going under the knife. Nonetheless, we proceeded with the utmost confidence that our dream could be fulfilled while being prepared to face a few challenges along the way.

It began with designing the anchor braces which would attach to the subfloor of the car using bolts. Thick sheet metal was used, meticulously shaped to contour to each of the anchor points on the car. Once installed, the tubing layout phase began, starting with the main hoop that runs up and over the center of

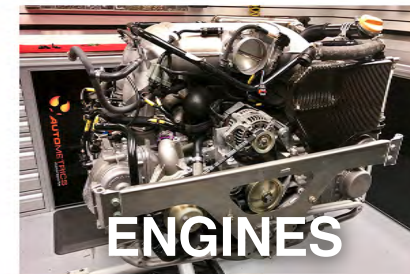
the car just behind the driver, anchoring to the floor. The next sensitive step in the layout required careful removal of the windshield to allow installing tubing across the top of the dash across to the A-pillars. The A-pillar sections were equally challenging because the dash was to be fully preserved, meaning the tubing would run vertically in front of the dash without intruding into the foot well. The side impact tubing required the lower half of the door panels to be removed to allow the tubing to extend into the doors to allow ample room for the driver seat and window net installation. The final step of the process was to apply special paint to the tubing sections prior to being welded into a complete cage. The result was amazing. We were so thrilled with the fit and finish of the cage.

The driver's seat selection was an important decision. Most seats meet the required safety requirements, but a seat often comes down to a personal choice between function and comfort. We evaluated several options, finally selecting the OMP HTE-R racing seat. The regular size provided a snug fit for the lower body, with generous padding for comfort, and most importantly had an integrated halo providing maximum protection. We opted to remove the OEM slider to lower the driver position and provide maximum head clearance around the cage. Initially,



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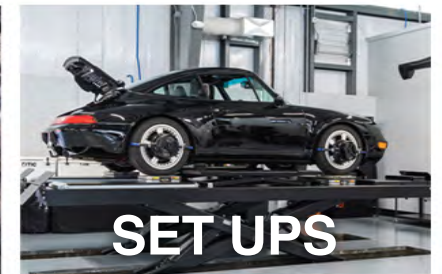
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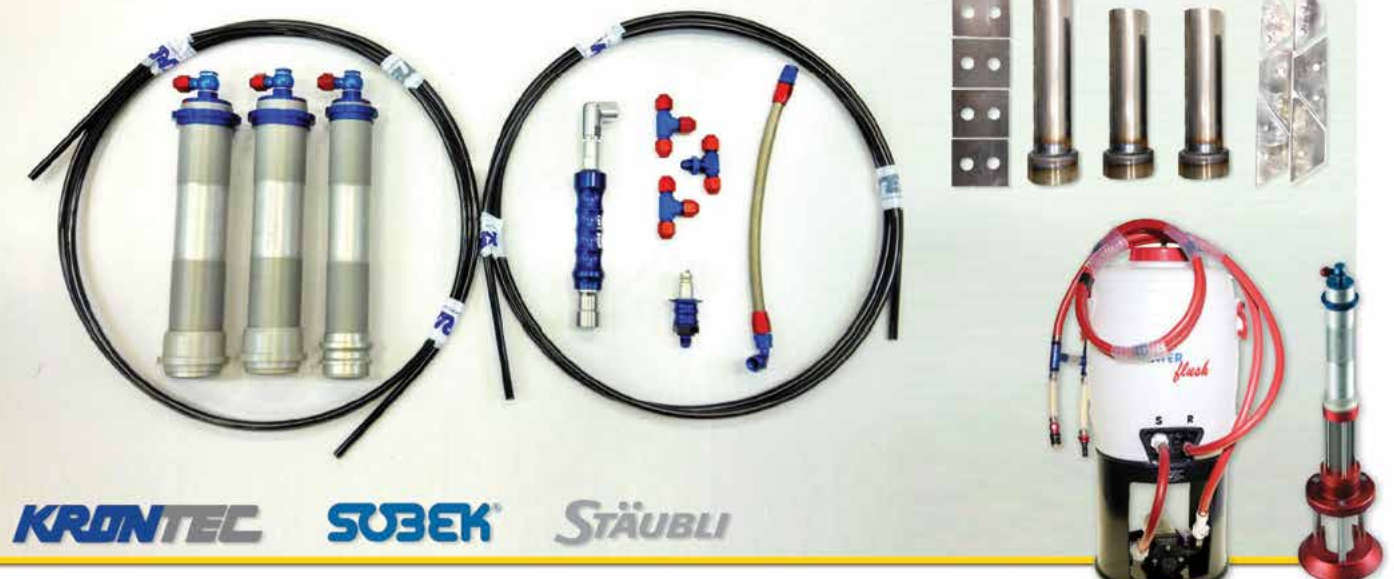
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the lower position felt unusual compared to our other track cars, but our custom builder assured us that this lower position would force the driver's vision to be higher and farther forward.

We also needed a fire suppression system. Again, there are many choices that meet the requirements. We chose the Fireline 2000 FIA 4.0 liter system with electric activation push buttons. The system exceeded the minimum required bottle capacity and included 4 nozzles routed to the motor and 4 nozzles in the cockpit.

A battery disconnect rotary switch from Longacre racing was installed in the frunk with a pull cord routed outside below the windshield wiper. The radio system included Sampson Racing Communication (SRC) components commonly used by racers. The final driver comfort touches included a hydration drink bottle system, a CoolShirt® system, and 17" Longacre wide-angle mirror.

An odd characteristic of the 992 Carrera is the extreme buffeting noise in the cabin when at high speed with the windows down. It is terrible and creates a brain-rattling phenomenon. Our current solution somewhat reduces the low-frequency

rumble and consists of extending the winglet length on the triangular air deflectors behind the side view mirrors.

The 992 comes standard with 20" rear and 19" front wheels. Racing slicks are only available at 19" or smaller wheels. We chose 3-piece Forgeline® GZ3R's, 12x19 rear and 9x19 front which seemed to fit great. However, when driven on the track, we noticed a rubbing on the inside wheel hub on the rear wheels.

The problem was the bolt on the lower control arm would contact the hub under track conditions. Our solution was to grind and polish the lower edge of the bolt head which had an integrated washer to contour to the arch of the wheel. After several iterations, we were successful in getting the necessary clearance.

So why the idea to order a new Porsche 992 and convert it to a race car instead of just buying a used race car? "In hindsight it's reliability," says Gunter.

"You're going to drive to California to do a cup race or club race, you want the car to start when you get there. You don't want to get there and find out the car won't start, or something breaks in the first hour."

Rezende agrees "a hundred percent reliability is the big one... you want to make sure you get there and your car is ready to go and you're not spending hours and hours fixing things. Because we see that a lot. There are a lot of drivers that we see on the side working on the car as opposed to being on the track."

Aftermarket parts availability can cause delayed repair timelines, especially when dealing with smaller aftermarket suppliers or shops. In contrast, "if something happens to our car, we can go to any [Porsche] dealership in America, and we'll give our VIN number and say 'Hey, I need this specific part for the car.'"

The final test of whether our project was success-

ful was the technical inspection at our first Club Race at High Plains Raceway in Colorado. The inspector was very thorough and scrutinized every detail. Fortunately, we were well prepared to explain every detail of the conversion.

Our cars were recognized at the awards ceremony at the conclusion of the weekend by the PCA officials with a special award for "Best Prepared" Porsches. This validated our dream of converting a 992 Carrera and competing in PCA Club Racing.

These gentlemen racers are looking forward to 2023 as their first full season of events with their 992s and envision making the long trek to California to race at the historic Laguna Seca Raceway. Friendship and camaraderie are a big part of PCA Club Racing, and they hope more people consider joining to expand participants in their class. John admits "In all likelihood, no one's going to take a brand-new car

and do this." As used 992s come up off lease the opportunity may arise to pick one of those with some miles and do the same race conversion. Alex and John have shown a way exists to build a factory-fresh Porsche race car. ■

Alex Rezende and John Gunther compete in PCA Club Racing and other endurance racing events, for more information on their 992 race car builds contact Alex Rezende turbo911fast@gmail.com or John Gunter john.waring.gunter@gmail.com. Alex Beszterda has been a PCA member since 2015 participating in many activities from autocross, HPDE, tours, concourse events, and national festivals such as Rennsport Reunion. His passion for Porsche and motorsports has grown into sharing stories and experiences with other Porsche fans. Contact alex.beszterda@gmail.com.



> SP996 staged for action

**HEARTLAND PARK RACEWAY,
Topeka, KS, April 15-16**

Heartland faced a host of weather ailments with rain, sleet and wicked winds, but Sunday granted track-goers with great weather. There were 40 cars covering 13 classes of PCA racers making for a nice variety of mixed class racing over the weekend.

SERIES UPDATE:

Mid America Championship

By David Hodges

According to the result sheets, there have been quite a few racers competing in every Mid-America race this season, which is great to see! But there's always room for more to join!

As of printing, three of the series' six 2023 Mid America Championship events have already taken place at Heartland Park Raceway (Kansas), Motorsport Park Hastings (Nebraska), and Eagles Canyon Raceway I (Texas), and we may have wrapped up racing at High Plains (Colorado), and Brainard International Raceway (Minnesota). Our last Mid-America series event for the year is at ECR II in mid-October. We'll have the season's final results and series awards in upcoming issues.



> Sprint 2 race start

**MOTORSPORT PARK HASTINGS,
Hastings, NE, May 20-21**

Bench racers report a nice weekend of racing as seen in these event photos.



> Formation lap. Let's go racing!
Photo by Armando Colorado



> Dan Mayer, Dale Tuety, Bill Miller.
Photo by Justin Burch Photography



> Lisa Hunsicker, Steve Coomes, Jay Walker II.
Photo by Justin Burch Photography

**EAGLES CANYON RACEWAY I,
Decatur, TX, May 27-28**

The first of two race weekends this season at Eagles Canyon Raceway had a 27 car SBP race group and a second race group of 27 cars covering 13 classes.

Daniel Shoffner finally broke Livio Galanti's incredible 12 consecutive ECR SPB win streak. Shoffner notched two SPB wins. Aidan Meek also took an SPB win, and Jeff Wilson collected 3 P3 trophies. In SP1 Pat Heptig swept the field with three wins.



➤ SBP race for the podium. Daniel Shoffner, Aidan Meek, Jeff Wilson. Photo: John Sandusky



➤ SP1 racing with Pat Heptig, David Nelson, Bill Miller, and Terry Morris, Photo: John Sandusky



➤ Dale Hartzell, Earl Herrington, Shawn Keeler, Randy Maxwell. Photo: John Sandusky



**THE FINAL RACES FOR THE MID AMERICA
CHAMPIONSHIP SERIES 2023 SEASON:**

- Brainerd International Raceway, Brainerd, MN - July 15-16
- High Plains Raceway, Byers, CO - July 22-23
- Eagles Canyon Raceway II, Decatur, TX - Oct 14-15

➤ Livio Galanti presenting P1 in SPB Sprint 1 to Daniel Shoffner, ending Livio's 12 consecutive ECR win streak Photo: David Hodges

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PS86-002	PORSCHE 911S 2.5L 10.3:1
PS98-005	PORSCHE 911 3.0-3.2 CIS 9.8:1 (Wedge Dome Max Moritz Style)
PS98-009	PORSCHE 930 TURBO 3.4L 7.5:1 (3.3-3.4)
PS98-010	PORSCHE CARRERA 3.2-3.4L 9.8:1 (3.2- 3.4 Motronic inj.)
PS102-017	PORSCHE 964 NA 3.8L 12.3:1 (107mm slip-in cyl 3.6-3.8)
PS102-018	PORSCHE 964 NA 3.8L 12.3:1 (bore in 109mm cyl 3.6-3.8)
PS102-019	PORSCHE 993 TWINTURBO 3.8L 8:1 (109mm bore in cyl 3.6 TO 3.8)
PS102-020	PORSCHE 993T 3.8L 8.5:1 PP102- 013 (107mm slip-in cyl 3.6-3.8 NA to Turbo conversion)
PS102-021	PORSCHE 993T 3.8L 8.5:1 PP102-01 (109mm cyl bore in 3.6 TO 3.8)
PS102-02	MMS 993 RSR 3.6L 11.4:1 (107mm slip in cyl 3.6 TO 3.8)
PS102-023	MMS 993 RSR 3.6L 11.4:1 (109mm bore in cyl 3.6 TO 3.8)
996 103 915 3.8 MA	PORSCHE 996TT 3.8 liter (102mm 23mm pin 9.4:1CR 3.6-3.8)
996 103 942 3.8 MA	PORSCHE 996 GT3 3.8 late (102mm 21mm pin 12:1CR 3.6-3.8)
996 103 942 4.0 MA	PORSCHE 996 GT3 4.0 late (105.4mm 21mm pin 12:1CR 3.6-4.0)
997 103 915 3.8 MA	PORSCHE 997TT 3.8 liter (102mm 23mm pin 9.4:1CR 3.6-3.8)
997 103 938 91 MAH	PORSCHE 997 GT3 (102.7mm 21mm pin 12:1CR 3.6-3.8)

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OG Racing continues to sponsor the OG Racing Outstanding Driver Award that is proudly presented to those select racers who raced respectfully and safely for a minimum of eight incident-free races in 2022. So, a huge thank you is in order to the PCA Club Racing national staff and all the host region volunteers who made racing in 2022 possible and continue to do so this year! It is great to see many familiar names from past years and new ones this year. OG Racing Outstanding Driver Award recipients will receive the following:

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roadamerica-trac@pca-chicago.org
- Sep 15-17** Potomac, Summit Point*
Vintage
Donna Amico, 443.745.2359
donna@pcapotomac.org
- Sep 15-17** Laguna Seca, Golden Gate
West Coast Series
James McClelland, 925.286.2336
mcclelland.ggr@gmail.com
- Sep 28-Oct 1** Rennsport Reunion VII, PCA Club Racing
Dave Rodenroth, 904.571.0930
racer914@earthlink.net
- Oct 14-15** Eagles Canyon Raceway II, Maverick
Mid America Championship Series
David Hodges, 713.304.2557
clubrace@mavpca.org
- Oct 1 -15** Sonoma Raceway I, Golden Gate
West Coast Series
James McClelland, 925.286.2336
mcclelland.ggr@gmail.com
- Oct 20-22** Carolina Motorsport Park*, Carolinas
Vintage
Bill Scarbrough, 803.600.6704
clubrace@carolinas-pca.com

* Indicates an Enduro

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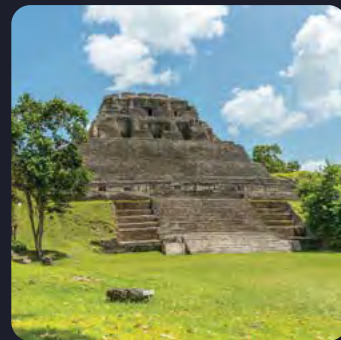
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