

# CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA

OCTOBER 2024



PRES SEZ  
2024 SVRA SPEEDTOUR  
FIA RACE DIRECTOR  
CAMMACK STATION  
THIS QUARTERS FOCUS  
PORSCHE AND FRIENDSHIP NO SUBSTITUTE





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*James Embry*

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James has lived in Indiana his whole life. James worked for a while as an engineer in the automotive industry prior to real estate. He remains a true car enthusiast! He has chosen real estate not only as a profession but is an active real estate investor as well. In 2021, James sold \$32.8 Million and 109 Units in real estate. In his free time he enjoys watching and helping his two children grow up while spending as much time as possible with his wife.



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KELLERWILLIAMS  
*Luxury*



# PRES SEZ

Photo by Larry Clarino

# 2

2024 has been a very busy year for the club and it is hard for me to believe that we have already reached the fourth quarter.

The activities for the past three months were diverse and abundant. We had our first Kids Autocross in Ft. Wayne, tours of Purdue Engineering labs, several Cars & Coffees, Porsche Palooza at Artomobilia and Battle of the Bricks at IMS as part of the IMSA race weekend. That doesn't include Porsche drives, dinners and lunches. And the club's final HPDE event of the year, Pumpkin Run, was held at Putnam Sports Car Course, the last weekend of September. On a personal note, my wife and I were able to attend the PCA Treffen at Sea activity, which was a cruise from Seattle to Alaska, with 900 fellow PCA members. I hope you were able to participate and enjoy some of these events. Be sure to keep your eye on the CIR calendar as we are working to schedule more events for the remainder of the year.

Behind the scenes the Leadership Team is working to improve the IT/Software of the club. The CIR website is currently on life support and the board is working to identify the scope of the changes that are needed to keep it seamlessly operating for the next several years and beyond. The board is also evaluating moving to Microsoft Teams for communication and data storage.

I want to take a moment and thank the membership for the support provided to the Leadership Team that started early in 2024. Each of us were new to our respect roles. We have had our moments and rough patches, but we continue to get better every day. It has definitely identified the need to create a transition document for each leadership position to make board changes more seamless.

As the weather begins to cool, although the 90-degree temperatures in September make me question seasonal changes, continue to enjoy your vehicles as long as possible. Keep an eye on the club calendar for future events.

All the Best



## 2024 BOARD OF DIRECTORS & CHAIRPERSONS

To contact any CIR Team member please use the link below and add their name in the subject line:

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Pam Clarino\*

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dlstetson@icloud.com

### CIRPCA HISTORIAN

BOB SNIDER

\*Denotes Voting Board Member



# EDITOR'S NOTE

A little big news...at the August board meeting the CIR directors approved a freshening up of the club logo. While still meeting all the requirements of the by-laws, this a bit more contemporary. It brings a sense of "Indiana" to our club symbol and is much more readable. Let us know what you think. Plus, it will embroider much easier on club swag.



As we mentioned in the last issue of the CIRcular, we have something to be proud of in our Region. Okay, yeah, we are blowing our own horn here. We won the top newsletter in the PCA for division five. That is for regions up to 1,000 members. This is probably the most competitive group in North America. Pam and I want to thank everyone that contributes to our publication.

I find it hard to call the CIRcular just a newsletter. We hope you do too. We do our best to make it more of a magazine with articles highlighting things we feel you will find interesting as well as reporting on the many club activities.



By the way, we do need some help. If you are interested in doing a little writing or photography for the CIRcular, please let us know. CIR member, Jim Hatfield, has become a major contributor with his wonderful photography and writing. Jim will be covering the IMSA weekend at the Indianapolis Motor Speedway for us. He was a contributing photographer for On-Track and Road & Track magazines and



Photo by Pam Clanton

a staff member of the IMS photo team for many years. We have several ideas for stories, so if you would like to maybe interview an automotive celebrity,

or do a tech article, or just tell us about how you got your Porsche, let us know. Don't just write a comment on social media, come write an article!

We of course want to thank the CIR board. Several help us cover CIR events and activities. It is fun to get involved. It is your club after all.

A few readers asked about the story in the July CIRcular about Andy Simonson's engine swap in his 996, 911 from a Porsche to an LS3 Chevy V8. Here is a photo of the installation. The engine is nearly done, but Andy is now adding electrical power steering to the car. Can't wait to see it and get a few laps around Putnam Park.



*Janey*

## Everyone has a Porsche Story.

Everyone that gets a Porsche has a story to tell about the adventures they've had with their Porsches.

We want to hear your story. Send us 300 to 500 words and a couple of photos of you and your car to <https://cirpca.org/contact-us-2/>. Please don't embed the photo in the document. Just send them as an attachment. We would love to hear from you soon!

Artwork Courtesy of PCMA.





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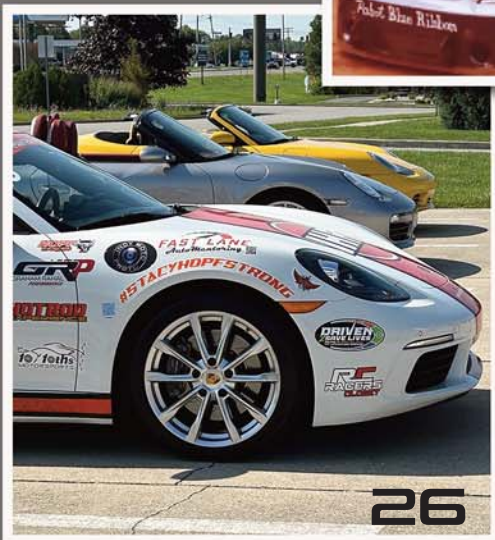
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 Elliott: Porsche & Friendship:  
 Snider: Cammack/boxster Backroads  
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 Anthony: Kids Take the Wheel/Cars & Coffee/Purdue Labs  
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# CIRPCA.ORG



Get INVOLVED! The CIR Website is a fantastic resource for Central Indiana Region, Zone 4, and Porsche Club of America national news.

The latest news on upcoming local, regional, and national events, Porsche related wire news, members photos, classified ads, site information and more is just a mouse click away!

Join other members and Like Us on Facebook!



Check out the Club Calendar for detailed information about upcoming events and links to register for events.

The CIR offers free classified ads online for members to advertising selling or wanted Porsche cars, parts, and miscellaneous Porsche-related items. Buyers get the peace of mind of purchasing items owned and maintained by club members. Click **CLASSIFIED ADS**

Peruse current and back issues of the CIRcular newsletters!

It's easy to contact any CIR/PCA Board member. Simply go to the Contact Us page and fill out the form. Your message will be forwarded to the appropriate CIR Team member.

Interested in learning more about what your Porsche car is capable of? The CIR Driver Ed links menu provides links to information about the next DE event, DE FAQs, Putnam Park Info, and DE videos.



Would you like to learn more about the Club itself? The About Us menu has links to the Club's history, CIR By-laws, CIR Philanthropies, and more!



The PCA/Zone4 menu contains links to all Zone 4 events and Zone 4 region websites.

## DEADLINE FOR THE JANUARY 2025 ISSUE OF CIRCULAR IS DECEMBER 1, 2024

Do you have an article or photos that might be of interest to our other members? Please send any articles and photos of past or upcoming events to CIRcular Editor, Pam Clarino at <https://cirpca.org/contact-us-2/>. Please add my name to the subject line. The next full issue will not be until January 2025.

Send photos as separate email attachments (highest resolution possible) and **do not embed them in your articles**. We're always looking for good content. You too can be in CIRcular!

A heartfelt thanks to all of the contributors for this issue and past issues. A publication of this quality would not be possible without its members and contributors.

### LIST OF ADVERTISERS

*(in alphabetical order & page number)*

- Euro Motorworks/40
- Graham Rahal Performance/16
- Indy Bra/21
- James Embry-KW/2
- MotorVault/32
- Mint Detail/17
- Porsche Fort Wayne/6
- Reggies Motorworks/12
- Sonax/36
- Sweet Cars/29
- Tom Wood Porsche/25



# EVENTS CALENDAR

Be sure to check the club website; [cirpca.org](https://cirpca.org) for the latest additions and changes to club events. The monthly club meeting is now via Zoom.

## October

- 7 Club Meeting — starting at 7:00 p.m.
- 12 Autocross at Tire Rack — starting at 8:00 a.m.
- 19 Cars & Coffee at Java Jo'z — 9:00 to 11:00 a.m.
- 20 Ice Cream on the Square — 4:00 to 6:00 p.m.

## November

- 4 Club Meeting — starting at 7:00 p.m.

## December

- 2 Club Meeting — starting at 7:00 p.m.

## January

- 6 Club Meeting — starting at 7:00 p.m.
- 11 CIR Annual Dinner & election results

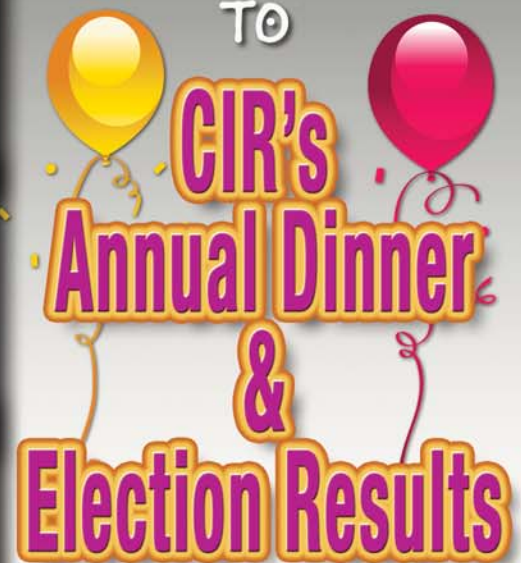
Be sure to keep an eye on the CIR events calendar! It's the best way to stay on top of new CIR events. There are several club activities in the works for the upcoming months. Be sure to bookmark: <https://cirpca.org/calendar/>

Thanks,  
The CIRcular staff



YOU ARE INVITED

TO



**SAVE THE DATE!**

**Saturday, January 11**

It's that time of year again. We are gearing up for our annual dinner and election results. It is being held at club sponsor Tom Wood Porsche's showroom. We will have dinner, drinks and the results of the 2024 election.

We are still working out the logistics of this event and hope to have more details soon. You will notice that you can not RSVP just yet, but keep checking the website it will be posted soon.

[cirpca.org](https://cirpca.org)



# Interested in Porsche market trends?

*Sign up for PCA's free monthly e-newsletter, Mart Fresh News!*

The Porsche Club of America features news, videos, and information about the current market for used Porsches in the monthly *Mart Fresh News* email newsletter.

*Mart Fresh News* also highlights a variety of Porsche listings from PCA's *Mart Classifieds*. When you find a vehicle in *The Mart*, you can be assured that it's been cared for by a registered PCA member — not some anonymous seller.

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**PORSCHE CLUB OF AMERICA**





GP - Alan Benjamin in Group 6/8/12  
Big Bore Production class.

# 2024 SVRA SpeedTour

*at the Brickyard Vintage Racing Invitational*

*Photography and article by Jim Hatfield*

The SVRA SpeedTour made their annual stop at the Indianapolis Motor Speedway this past June. Vintage sports car racing as well as three rounds of the Formula Regional Americas and three rounds of the International GT Championship were scheduled, which made for a very busy weekend. From Pre-World War I racers, known as the Ragtime Races, to recent sports racing and formula cars, there was something of interest for everyone.

Included in several SVRA race classes were Porsches, both older and recent. Paul Mortimer entered his 2006 GT3 in both the SVRA Group 11 FIA GT class as well as the International GT races. He finished first in the Group 11 GT4 class. In the Group 6, 8 and 12 Big Bore Production class, Tom McGlynn raced his colorful 1972 914-6 to third place overall and first in his class in

Feature Race #1. Other entrants in Race #1 were Alan Benjamin in his 1992 964 Cup and Adam Golightly in his 1987 Porsche 944. In the Group 10 GT and Trans Am class, Manuel Gil del Real raced his 2023 GT3 to third place overall in Feature Race #2. David Roberts, from Carmel Indiana, finished 4th in Race #1 in the Trans Am GT4 class with his 2016 GT4 Club Sport.

Perhaps the highlight of the weekend for Porsche enthusiasts were the three rounds of the International GT Championship featuring mainly Porsche GT3s and Cayman GT4s. The big winner was Tom Pank in his 2013 GT3 Cup, who won Race #2 and #3 and finished second in race #1. David Tuaty won Race #1 in his 2020 GT3 Cup and finished second in race #3. Other podium finishers were Stephen Hamman, Lukas Pank, Paul

Mortimer and Javier Ripoll, all in Porsche GT3 Cups. In addition, David Hampton was the top finishing GT4 in his 2023 Porsche Cayman.

Three rounds of the Formula Regional Americas Championship provided some intense competition among fourteen up and coming drivers. Standing starts and FIA compliant rules were the order of



*Formula Regional Americas/  
Patrick Woods Toth*





GP Group 10 /TA2C  
Manuel Gil de Real.

the weekend. Patrick Woods-Toth won Race #1 and #3 while Ryan Shehan won Race #2. Other Podium finishers were Jett Bowling, Theodor Jensen and Nicole Havrda.

The popular "Ragtime Racers" again made an appearance with their "Exhibition of Speed." The pre-war track and speedway racers had several outings on the road course and oval. With their "100-year-Old Racing Shop" within one of the garages and the participants all dressed in period garb, it was easy to be transported back to the early days of motor car racing in America.



IGT Sandridge's Porsche.



Ragtime Racers grid.



IGT Tom McGlynn's Porsche.



Pre-war Indy Racers.



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# FOCUS ON Ryan Milton

*Article & Photography by Larry Clarino*



One of our region's newest members is Ryan Milton. The Hoosier native was not much of a performance car guy when he, sort of, stumbled into the crazy world of Porsche.

"It all started with a buddy, Evan, who had a '96 Crown Victory. It looked like a cop car, We told him he needed something new! Well, he bought a 2022 Macan S," said Ryan. That friend's purchase caused him to meet the team at Tom Wood Porsche and hooked him onto our favorite brand. And boy has he been hooked!

"I was thinking about a BMW. Some friends were getting Bimmers. I was thinking maybe a E46, 330 or a M2, but I stopped in Tom Wood one day. I had not considered a Porsche. I thought it was out of my league, until I looked closely at one. Hey, I can do this! Tom Wood had no one on the 2023 allocation list for 718's, so, after looking at finances, in August, 2022 we ordered a new 718 Cayman GTS. I got a February 2023 build date and it was delivered in March of 2023."

Since taking delivery of his GTS, Ryan joined the CIR and now has become involved with CIR management.

Ryan, now a CIR board member working on our club's web and technology needs, was born and raised in Kendelville, IN, not far from the spiritual home of Indiana's car industry, Auburn. That was the home of Hoosier's own classic marques, the Auburn, Cord, and Duesenberg names.

Ryan married his high school sweetheart, Lizzy. After five years of living in Chicago, the couple wanted something a little more child-friendly and a bit slower-paced. They now live in Westfield and have two kids, six-year-old Addison and three-year-old Liam, who loves to ride shot gun in daddy's Cayman. Ryan and Lizzy are both Purdue grads working in the computer field.

With a degree in Computer and Information Technology, Ryan joined West Monroe Partners right out of Purdue. Now a director with the firm, he is involved in business and technology strategy consulting, serving a variety of industries nationwide.

Ryan, after being appropriately warned of the addictive nature of doing a HPDE, ventured out to Putnam Park for Central Indiana's Spring Brake. That set the Porsche hook deep, indeed. As this reporter can attest, he did a very fine job of exercising his new Cayman. He is planning on doing many more. "Just a few years ago I never dreamed of having a Porsche, but now I love the design and engineering of the Cayman. The car was just made for fun."





# CIR's Scott Goodyear

# FIA Race Director



Article & Photos by Larry Clarino

Many of you know Scott Goodyear from his amazing career as a racing driver. The Central Indiana Region member finished second in the Indy 500 twice and was a Porsche factory driver at LeMans finishing 3rd in a GT1 Porsche 911. After retirement from driving in 2001, Scott joined ABC/ESPN as a motorsports color commentator with Paul Page. Scott was the longest running color commentator for the Indy 500.

Then in 2019 Scott got a call from SCCA-Pro Racing to take the lead as race director of the F4 & FR Americas Championship ladder series in North America. "It's going to be a part-time job, you know, just weekends," said Goodyear. Boy, was he wrong!

In 2021, Parella Motorsports Holdings, (PMH) acquired all commercial rights to F4 and F3, now called the Formula Regional Americas Championship, from SCCA-Pro Racing. PMH, also owns SVRA, Trans-Am, Radical Cup, International GT and several other racing series in North America.

F4 and FR are worldwide championship programs created and run under the auspices of the Fédération Internationale de l'Automobile (FIA). Both are ladder series to Formula One and run exactly like the top line of all motorsports.

As race director, Goodyear, is responsible for the operations, safety, and fairness of competition, in all of

the F4, FR and now the new entry level Ligier JSF4 series in the U.S. and Canada. The JSF4 series is the first step up from karts to cars, for kids as young as fourteen and uses older first generation Ligier F4 race cars.

"We run all practice, qualifying and racing sessions to full



FR cars in pre-grid.



View from the FIA Safety Car.



FIA standards, with at least three stewards, a clerk-of-the-course and myself as director, at all times. All of our staff are certified by the FIA. Even our safety car drivers must meet FIA standards. This is serious racing operating at world class standards. While the Ligier JSF4 Series Driver Champion is not FIA sanctioned, (It is exclusive to North America while F4 and FR are worldwide.) we run it the same way F1 is run.”

Race Control at all the events is more akin to NASA mission control than what you would expect at a racing facility. A sense of calm and professionalism is clear as Goodyear is absolutely in charge while the stewards working under the course clerk watch for the slightest of infractions. Also in the room are the video analyst with a control board able to replay instantly any of the twenty to thirty live video feeds from cameras located all around the circuit. Every foot of track and pits are covered by video. Virtually nothing gets by the team of veteran officials.

It takes more than thirty staff to produce an FIA sanctioned series at this level. Not only are there the race director, stewards, and clerk-of-the-course, but also

data-engineers, at least four scrutineers, a video engineer, a safety car driver and more, dedicated to just Scott's formula series, with many more officials shared with other PMH team-members on a race weekend. PMH will run several series together, so F4 and FR could be running with Trans-Am, IGT and SVRA in any given event.

“This is truly a training ground for the up-and-coming drivers. They are required to attend autograph sessions and pit walks to learn to connect and relate with fans. If they are even late for a driver's meeting, there are consequences. We teach not just race craft but professionalism,” emphasized Goodyear.

Scott allowed the CIRcular to sit in on race control at a practice session at the Indianapolis Motor Speedway when the FR series was running with the SVRA/Trans-Am Speed Tour in June. Located in the center of the famed Pagoda on the second floor, the windowless room is a marvel of modern communications. Dominated by a massive video display wall, Goodyear and his team not only can see every square inch of track and pit road, but they are in instant communications with observers all around the 2.439-mile road course. It's really more like NASA Mission-control than a racetrack.

As race director, Scott is in radio contact with not only the flag stations and observers, but every car's pit must have



*CIR member, Scott Goodyear commands Race Control.*





a dedicated communicator monitoring race control. Goodyear can even talk directly to every driver at any time if need be. A new track condition lighting system has been added, aiding the flag stations with an on-board yellow flag warning now right on the cockpit of each car. If there is an incident on track, race control instantly warns every car and every corner worker.

As for that part-time job, Scott is now vice-president and director of F4, FR Americas, and JSF4. He works with teams, suppliers and sponsors, and with parents supporting kids starting the climb up the sports car racing ladder. As a matter of fact, the age range of drivers Scott is working with goes from fourteen to fifty-two. Not bad for an old, retired Indy Car driver who owns a Porsche!



SCCA champion, James Rogerson drives the safety car.

FR Americas, serious racers.

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Photo by Larry Clarino

# Cammack Station

## A CIR "Meet in the Middle"

Article & photos by Bob & Brigitta Snider

Historic signs and photos.

The weather on June 22nd was truly gorgeous! What a night for a CIR "Meet in the Middle" dinner on the west side of Muncie. The historic old-timey drive-in and gas station, called Cammack Station in Cammack, IN, saw 35 CIR members from all over the state turnout for a fun night of dinner food, talk of Porsches, and Sundae's Homemade Ice Cream.

It had been a busy day at Cammack Station! The restaurant hosted an antique tractor show at 1pm. Then around four o'clock, a local Corvette Club just showed up with eight newer Corvettes of various years and colors. We arrived early around 5:30 and I parked our 2000 Boxster S in the front row, just in front of the 'Vetts and, well, "Corvette vs Porsche" was on!

Our cars started arriving shortly thereafter, and the local Corvettes started departing; one by one. Sooner than later, the parking lot was filled to overflowing with many Porsches of every model, year and color. I think we must have had over twenty in total.

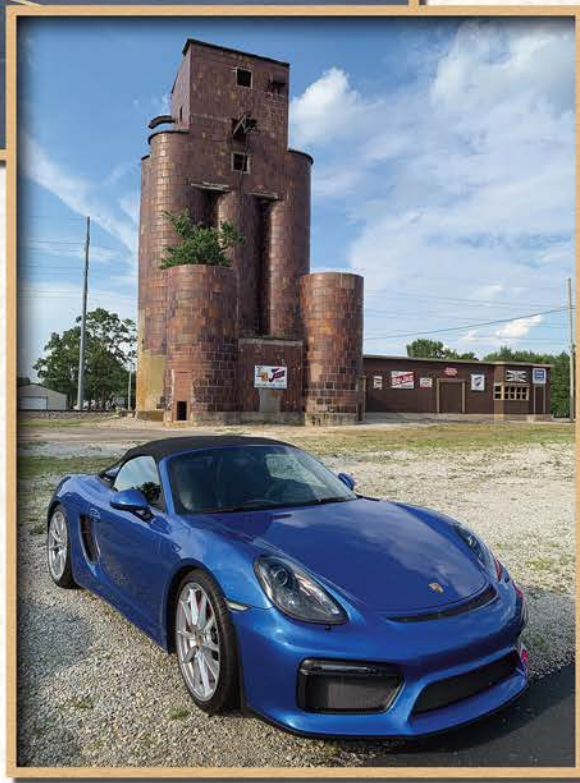


There was a good turn out of CIR members.



Models ranged from Tom & Ann Spots green '64 356A to the latest 911's, and 718 Boxsters & Caymans. Jack Henricks even brought Jim Edmondson's historic black 911 race car that competed back in the day at SCCA events. It drew a lot of attention. The food was great and the conversation even better! Cammack Station serves a wide variety of typical drive-in comfort food in an atmosphere of 1950s nostalgia.

It's a combination hard to beat-lovely weather, a fun venue, great food, beautiful cars, even if some were Corvettes. All that and historic tractors thrown in! Let's do it again next year. Hope to see you there!



*Henricks' 911 racer.*



*Historic Farm Tractors to Porsches; life in Indiana.*



# WEST FORK WHISKY CO.

## Drive to West Fork Whisky Co & Lunch at the Mash House

Article and photos by Don Perkins

July 20th saw an absolutely beautiful day for a drive! Central Indiana Region member Brian Palmer stepped up to organize a driving trip around Hamilton and Boone counties followed by a visit to the Mash House restaurant.

After being rained out in June, Brian got the drive back on track in July. Nineteen members and guests in thirteen Porsches met up at the exclusive Motor District garage condos in Westfield to start a sixty-mile journey through Sheridan, Kirklin, Zionsville, West Clay (Carmel) and Westfield's Grand Park, summer home to the Colts. In spite of the drive's conclusion being at a whiskey distillery, albeit a family restaurant, several young future Porsche enthusiasts joined family and friends for the trip.

West Fork Whisky Co. is a relatively new operating distillery featuring some high-quality products under both the West Fork and Old Hamer brands. The ten-year-old firm is already marketing some fine bourbon and rye adult beverages.

The family restaurant, Mash House, located right in the distillery, features good midwestern fare. A big thank you to both the Westfield Motor District and West Fork Whisky Co., for supporting our club.



Parked outside the Mash House restaurant at Fort West Whisky Co.



Porsches, lunch and a little whiskey.





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# Porsches and friendship no substitute.

Article & Photos By Dennis Elliott

Joe Sikora and I are long-time members of CIR, friends for 50+ years, been driving Porsches for years, and met in Evansville when I was with Bristol-Myers and Joe with Alcoa. We drove a variety of sports cars, participated in road rallies and autocrosses and then, finally, competed on track.

Our careers moved us around, but while in Evansville, an opportunity was presented to join a new Porsche team preparing for IMSA competition, formed as Bullwinkele Racing by our friend, the late Tom Ashby. In the era of citizens band radio "Moose" was Tom's handle. As time passed, crew members were assigned a character from the infamous cartoon show. Joe became "Snidley Whiplash", and I became "Mr. Peabody."

The team members agreed to live in the garage at night and travel to tracks around the country on weekends. The challenge? Competing against teams that raced for a living. Our team makeup included an owner of a hydraulics company, a pharmaceutical marketing manager, a mechanical engineer, an audio components owner, a dentist, salesmen, an owner of a plumbing supply company and of course, a deputy sheriff. How could this not work, right?

Joe and I were the only ones with on track experience as we had

previously campaigned a Formula Vee in SCCA competition.

Tom had been a crew member for a Ferrari team that featured Paul Newman (PL to those of us who knew him better) in his first professional outing at the 24 Hours of Daytona. Later, at the 12 Hours of Sebring in 1977, Tom was again a crew member with the Porsche team of Bill Freeman and Newman. That Porsche was purchased and became the focus of Bullwinkele Racing.

The Porsche was taken to Franz Blam Racing in Atlanta for a thorough assessment, updating and bringing it into compliance with GTU class regulations for IMSA competition.



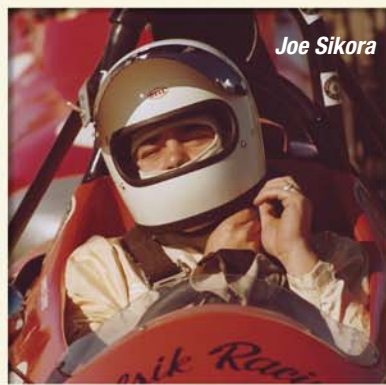
The Bullwinkele Team

The team had a late start for the '78 season, but we made a test session in early April at Road Atlanta. The GTU

class, under 2.5 liters, was highly competitive with drivers such as Sam Posey and Hurley Haywood and combined class endurance events added drivers like Peter Gregg, Gianpiero Moretti, David Hobbs, and Danny Ongais.

For some events Bill Bean, an English professor at Daytona Beach Community College, joined the team for sprint races and co-driver for endurance events. Bill had been racing for many years, beginning in a Formula Vee, and was well thought of when driving a variety of Porsches and other race cars.

The team pulling into the paddock for the first race at Road Atlanta gave a truly professional appearance in its silver and blue livery. The team



Joe Sikora



Dennis Elliott



had embroidered shirts and jackets, and a trailer full of Bullwinkele t-shirts for sale but Bullwinkele Racing was not viewed as a serious effort in spite of its appearance.

In the paddock was Buzz Cason, a competitor in the Champion Spark Plug Challenge series. He had been attracted to our trailer by the high-volume playing of Jimmy Buffett's infamous, "Why Don't We Get Drunk and Screw" from our sound system. As a member of Buffett's Coral Reefers band, he proceeded to tell us how that song came about. Interesting story! Bullwinkele had arrived, if only with this distinctive auditory recognition.

In between races the time in the garage was spent with routine maintenance and preparatory activity, and an occasional call from Paul Newman. Joe and I had always worked (and played) well together with the Vee, mirroring a surgical nurse ready with the next item needed by the surgeon without asking. It's notable that over two seasons we only had one DNF while compiling a more than respectable finishing record.

In constant motion was the identification of potential sponsors, writing proposals, preparing graphics renderings and making trips to corporate headquarters



During our first season we were greeted by a "fan club." I was asked to send them names of the team members, along with their Bullwinkele character monikers. Later we were given a plaque complete with the names and characterization of the famous moose. Everyone knew we were around, including John Bishop, the leader of IMSA, walking down the pit lane and smiling as he came across our pit.



The first season was great. Joe and I were glad to be competing again. A lot of work, satisfaction, and certainly a lot of fun. Remember those who didn't take Bullwinkele seriously... we won at Mid-Ohio. Not bad for the cartoon team.

Preparing next for the 24 Hours of Daytona was

Fan Club

crazy busy. Engine rebuilds for endurance with another for qualifying and "reserve," and an overall tear down and rebuild of the car. We made improvements for endurance racing, and rehearsed how we would face adversity with hot parts, darkness, etc., as well as who would do what.

Practice and qualifying went well (4th in class) and in addition to Bill and Tom, we added veteran Porsche competitor, Bob Beasley, to the driver lineup for the race. We constructed our own design of a fueling rig to the curiosity of other competitors, and planned for every conceivable thing we might need in our pit.

During the race I monitored timing and scoring and lap charting while Joe was on duty during pit stops for fueling, changing pads and new tires. During the seventh hour of the race, things went south...the engine let go.

The crew jumped into action. Some were under the car in the pit lane, dropping the engine and transaxle in one unit. Others went to the trailer for new engine. In what seemed record time, the engine and transaxle were installed and with only one turn of the ignition the Porsche lived again... not a single problem.



A 24-hour race is an incredible experience for drivers and crew. Positions had been lost, but at the checker we were 8th in class and 20th overall out of 65 entries. Not bad at all for the Moose and the gang. Then it was time to pack up, get something to eat, crash at the hotel and arise the next morning for a 17-hour-plus drive to Indiana, and then back at our day jobs the next day.

The sponsorship search continued, but only for races at Road America and at Road Atlanta. Concurrently, many team members were facing increasing demands from employers. It was hard for Joe, I and the team to accept, but Bullwinkele Racing ended its run.



Final Race / Road Atlanta





# Kids Take the Wheel!

Article & Photos by Will Anthony

Describing course layout and rules.

The CIR together with the Michiana Region, staged the first ever Kids' Autocross at Porsche of Fort Wayne. The August 3rd contest saw young drivers from four to twelve years old piloting 1/14th-scale remote-control Porsches.

GM Adam Sauerland, Sales Mgr. James Tippmann, and Julie Kimes O'Daniel's Director of Marketing, represented Porsche Fort Wayne, with CIR's Jimmy Arata leading timing & scoring and Michiana's Brian Inniger taking the role as head driver's coach.

Jeff Margush, Autocross Chair for the Michiana Chapter, handled the course layout using weighted red Solo cups in place of traffic cones. After a warmup session, things got serious. Each driver got a run with the driver coach, followed by two runs on the clock.

After the eleven entrants finished their timed runs, a third-final run was added. The total combined times of the three runs resulted in the driver's official time. Parents were welcomed to 'help' the young drivers. However, after a bit of persuading, most parents did finally give back the controllers to the kids. Some of the older kids figured out pretty quickly to walk behind the cars, making steering direction much easier.

Each young driver was presented a gift from Porsche Fort Wayne, with the two top pilots getting a 1/28th scale Porsche replica. While all the cars survived the day, many of the Solo cups did not. Mainly, it was great fun for everyone. Porsche Fort Wayne is already planning another Kids' Autocross for spring 2025!



Gifts from Porsche Fort Wayne.



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# Cars, Coffee and Brisket

Article by Larry Clarino

Photos by Larry Clarino, Don Perkins & Will Anthony

One of the most popular activities for car enthusiasts, at least around the Midwest, has been the popularity of what is known as Cars & Coffee getting up early on a Saturday or Sunday morning and gathering for a mini car show and friendly chitchat over a cup of joe.

Well, the Central Indiana Region has firmly jumped on the bandwagon. Over the last few months, we have held these fun affairs all over our region. In June, we had members gather at the Dunkin in Fishers. On the same day, several gathered at Porsche of Fort Wayne for coffee, rolls, and lots of Porsches.

Events Chair Don Perkins, put together a backroads drive from Lawrence to Coffee House Five in downtown Greenwood where more than twenty-five Porsches took over the City Hall parking lot. It was a wonderful morning for a top-down cruise, and a great spot for breakfast.

And it's not just coffee, but sometimes lunch. Eleven-year member, Dr. Ed Mamaril, and wife, Kate hosted the second Porsches & Brisket on July 13th at his BeGental Denistry in

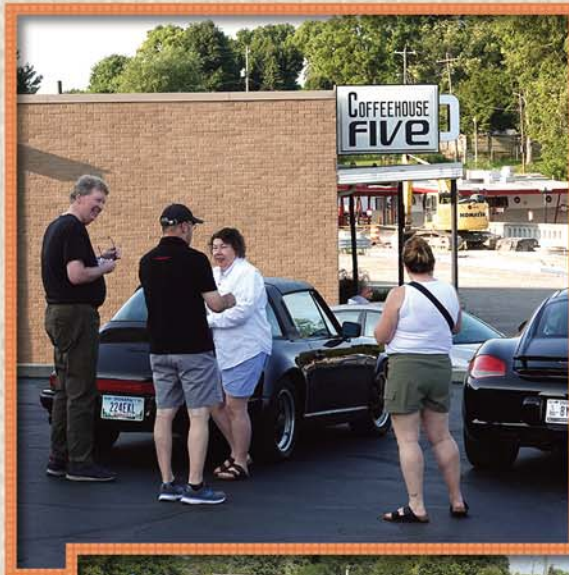
Porsche of Fort Wayne Cars & Coffee.



Porsche of Fort Wayne Cars & Coffee.



Kokomo. Twenty members joined up at the BeGental parking lot for a mini-Porsche car show. The weather was terrific, so a number of drop-tops in the form of Boxsters and 911 Cabs made appearances. Lunch at the neighboring Half Moon Brewery topped off the day with their menu of classic pub grub. Dr. Ed and Kate want to make this a regular stop on the CIR calendar. Sounds like a grand idea indeed!



CoffeeHouse Five



Kokomo Car Show and brisket.



# CIR/PCA MAGNETIC MEMBER NAME TAGS

We want to know who you are when you come to our events. If you have not bought one or two of our magnetic member name tags, please take advantage of the new savings. There is a whole new way to order official Central Indiana Region name tags. Cost is \$10.00 per tag, plus shipping. Just go to <https://cirpca.org>, the club home page and scroll down a bit. Fill out the form and click submit!

You will be contacted by Bardachs Awards in Indianapolis. They'll make arrangements with you for proofs of your new name tags, and the cost and shipping.





# "Meet in the Middle"

Article & photos by Larry Clarino

"Meet in the Middle" was certainly the watch word for the August 10th Central Indiana Region dinner at Ron Lahody's Trust Your Butcher Steakhouse in Muncie.

Twenty-Nine CIR members came from as far north as Fort Wayne and as far south as Camby, Kokomo from the east, all of Greater Indianapolis and, locally, Muncie was well represented.

This was the fourth time the club has been to Lahody's in what is now an annual summertime treat. Every year sisters Moriah and Karly show us great patients, along with great service for our dinner. It's hard work lugging all that food and more than a few beverages, soft and adult, up to our private dining loft.

Steaks of all cuts and weights were ordered along with fresh seafood and thick, juicy Indiana pork chops to highlight the fare. Lahody's many unique and tasty side dishes, along with their sweet and warm cornbread adorned the CIR tables. (Ed. Note, sadly they ran out of frog legs just before my order.) And of course several indulged in the delicious homemade desserts.

By the way, Ron Lahody opened a brand new 2-story restaurant in downtown Anderson in September. Maybe another CIR "Meet in the Middle" should be in the works! Are you hungry yet?

Host Bob Snider welcomes everyone.



Wilson & Cathy Hopkins and Tom Spotts enjoying the conversation.



Sharon, George & Cole checking the menu out.





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# Sim Racing

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## PCA Sim Racing News — Oct. 2024

Article by Jim Legault

**P**CA Sim Racing uses the iRacing platform for all of its online racing activities. iRacing provides a robust, realistic, and reliable racing experience that is without question the premiere online multi-player racing service. iRacing also offers single player racing against AI racers, and single car “Time Attack” style high performance driving. It also has its own driving school to help beginners get up to speed.

iRacing operates on a subscription based model. A subscription includes 23 cars and 30 tracks. Additional cars and tracks may be purchased and typically cost between \$11.95 and \$14.95 each. You own the cars and tracks. If you let your subscription lapse, and then a year later decide to renew it, you will still have all of your previously purchase content. New content and development updates are release quarterly.

Subscription list prices vary, depending upon the duration, from \$13.00 for a 1 month subscription up to \$199.00 for a 2 year subscription. As of today's date, June 7, all subscriptions are available at a 40% discount from the list price: \$7.80 to \$119.40. Discounts are frequently available.

The subscription model is the single most common complaint about iRacing, though. It is certainly a barrier to entry for some. I thought then, that we could explore a couple of alternatives to iRacing that require a single purchase. There are a number of well-regarded racing sims currently on the market. I am very familiar with two of them: Automobilista2 and Assetto Corsa.

Automobilista2, or AM2, from Reiza Studios was released on March 31, 2020. Much like iRacing, AM2 is in a continual state of development with updates to vehicle physics, graphics, VR support, and overall performance

released on a regular basis. The development updates are delivered at no charge. New downloadable content (DLC) or in plain English, new cars and tracks, are also released regularly. Some DLC is free and some is at an additional cost over and above the initial purchase price.

There is a lot to like about AM2. It is very easy to set up AI races and the AI in AM2 is very good, rivaling iRacing's AI behavior. The graphics, VR graphics, and overall system performance are excellent. The force feedback is very detailed and is very simple to set up and tune to your liking. Visually, AM2's weather effects are quite immersive, as are the sound effects.

The variety of racing vehicles, vintage to modern, is eye-popping! Go-karts, Brazilian stock cars, open wheelers, prototypes, GTs and even Euro-style racing trucks populate AM2's vast fleet of racers. Porsche race cars, past and present, are very well represented, too. The track selection is huge



iRacing cockpit. ©



and varied. Oval, road course, go-kart or off road, you will find tracks appropriate for every type of vehicle.

Unlike iRacing which controls all of its content, AM2 has a strong modding community. For folks who may not be gamers, a mod is new content or utilities created by independent developers that help keep a game fresh. Some mods are free and some require payment.

There are areas that can be improved upon. Multi-player is supported but is nowhere close to the level of sophistication seen in iRacing. Vehicle physics can be hit or miss, but has improved noticeably with recent updates. But driving in the rain, while visually stunning, does not have the subtlety of feel that iRacing's wet weather racing provides. And the triple screen setup process can be difficult especially for the non-tech savvy. It should be noted that Reiza Studios is targeting these areas, and more, as part of their ongoing development efforts.

AM2 is available on Steam. The Automobilista2 All Inclusive Bundle includes all DLC content and is currently on sale for \$157.18, but you can buy the basic package for \$39.99.

Assetto Corsa, or AC, from Italian developers KUNOS Simulazioni was initially released over 10 years ago. What has kept AC current and among the most interesting of all sim racing programs?

AC's modding community is huge, with many, many mods that cover the full gamut from system performance, utilities to manage mods and updates, graphics improvements, and more cars and tracks than you can possibly imagine. Like AM2's mods, some are free and some require payment.

Among my favorite track mods are the Pike's Peak Hillclimb, and the full Targa Florio circuit. In addition, there are many open road maps that allow you to drive for miles in various cities and exotic locations throughout the world, with or without AI traffic.

Putnam Park is an available mod and quite well done, too.

Have you ever wished you could put in some sim time in your 911 Carrera S or 718 Cayman S prior to an HPDA at Putnam Park? (Or almost any other North American Track!) Ever wondered what it would be like to drive a 935 or 962 around

Putnam Park? You can do that in AC. Better than that, there are more Porsche street and race car models for AC than any other racing sim of which I am aware.

As a ten-year-old sim, with an entire universe of mods out there, vehicle physics can be great, or not so great. Though I have found a number of excellent free mods, generally

speaking you get what you pay for, particularly with some older mods. Graphics quality can be improved immensely by some of the newer graphics mods, producing visuals that rival AM2. Online multi-player racing is supported, but like AM2, it falls well short of what iRacing offers.

I would be remiss if I failed to mention that searching for, finding, and installing these mods is a very "hands-on" activity and presents somewhat of a learning curve to those who are less technically inclined. The good news is that there are numerous "how to" videos on YouTube that provide excellent, step-by-step instruction on how to do most anything related to sim racing, including AC, AM2 and iRacing.

As racing sims go, AC is relatively inexpensive due to its age. The Assetto Corsa Ultimate Edition, available on Steam, bundles all 12 Assetto Corsa DLC packages and updates, and is currently on sale for \$55.88

It's also noteworthy that KUNOS Simulazioni intends to release a new version of AC later this year: Assetto Corsa EVO. I will certainly check it out!

So to sum all this up, iRacing is the best for online multi-player racing and their implementation of rain within the sim is second to none. It's simply outstanding. Automobilista2 is my choice for AI racing due to ease of use and excellent AI behavior. Assetto Corsa is the lowest cost racing sim with the greatest variety of cars, track, and roads. It is unrivaled in the sim racing world in that regard. If you don't mind getting under the hood a bit, the experience can be very rewarding!

You really can't go wrong with any of these racing sims. So, give one of them a go. I think you'll be glad you did!





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# Book Review

Article by Jim Hatfield

Best you think the unassuming title of Adrian Newey's memoir from his 40+ year career designing race cars suggests an unremarkable book, nothing could be further from the truth. Together with ghost writer Andrew Holmes, the memoir is a deep dive into his experiences working with racing teams, from Formula 2 to IMSA to Indy Car and to Formula 1. It's a thorough treatment of his work, as a section of the book is devoted to virtually every car he had a hand in designing up to 2014. Throughout the book, technical aspects of car design, particularly aerodynamics, are made understandable through clear text and simple drawings. Also, his wealth of experiences working with many different teams and personalities allow a number of human-interest stories that complement the technical aspects of the book.

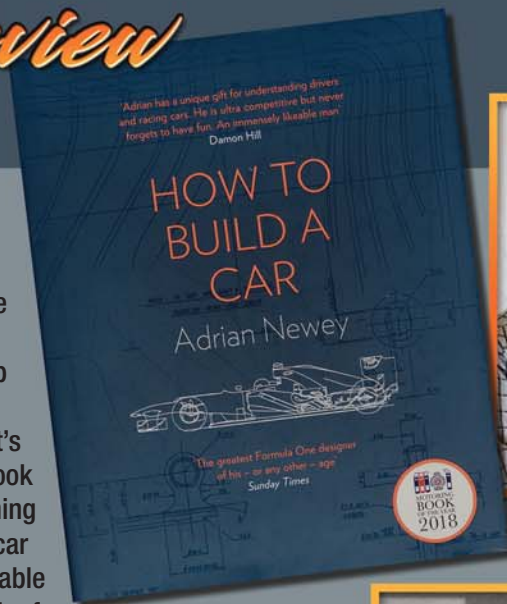
The book begins with his early interest in racing cars, particularly designing them. His time at university was in design engineering, specifically aeronautics. Like many in the racing car business, he bounced around a bit, from Fittipaldi F1, then to March, first race engineering their F2 car, then on to their 83G GTP sports racing car. March Engineering then sent him join the Indy Car circus, first with Bobby Rahal and the Truesports team then to Michael Andretti with the KRACO team. After a stint with Mario Andretti and the Newman-Haas Lola team, he got his wish to design a F1 car in 1987, the short-lived Leyton House March 881. After that it was several years of design work with Williams F1, then to McLaren before his last place of employment, Red Bull. During some of these years, he was both the race engineer on weekends and a design engineer through the week. Newey admits he kept an exhausting schedule.

In the end, he was responsible for the cars that won the Indy 500 three times and twelve Formula 1 constructors titles, which is more than any other designer. Newey recently announced he is stepping away from the Red Bull F1 team to work on their Hypercar sports car before leaving Red Bull altogether next year.

Newey's unrivaled success in designing winning race cars did not include his Williams FW16, which was the car in which Ayrton Senna died at Imola in 1994. To his credit, Newey examines in detail the possible causes of the crash, from a deflating tire to a broken steering column. In the end, he doubted both possibilities, but blames himself for designing a car that was aerodynamically unstable such that Senna tried too hard to compensate for its deficiencies.

This is a very readable book that explains a lot of the design decisions that go into the modern racing car. Even non-technical types should enjoy the explanations and the wealth of stories about drivers, team owners and colleagues.

Newey, Adrian, *How to Build a Car*, HarperCollins, 2017. Available on Amazon



Author Adrian Newey



Photos from the book.





## LONG-TERM CERAMICS VS. TRADITIONAL WAXES

Article by Rob McCrary, SONAX USA

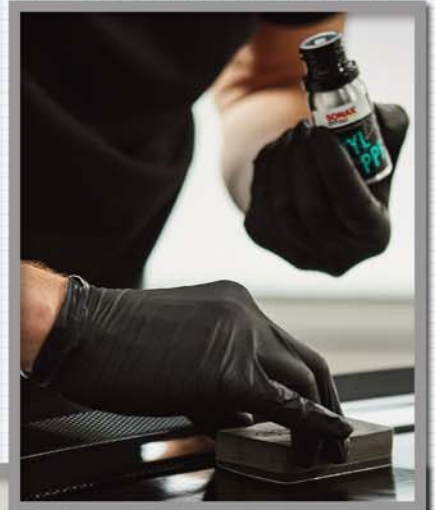
Photos courtesy SONAX USA

Many car enthusiasts are confused by the new ceramic coatings on the market today and would like a better explanation as to how they work and perform. Since they are so new, many people are reluctant to have them applied to their vehicles. We, at SONAX, would like to take this opportunity to explain how they are developed and why they perform better than traditional waxes.

First off, SONAX relies on our thirty-one chemists on staff, to develop the most durable, safe and reliable products on the market. Yes, real scientists.

SONAX took over two years to develop a coating line that is not only durable, but easy and safe to use on any vehicle — painted or wrapped. The entire SONAX ceramic coating line uses Si-Carbon technology. Simply put, coatings lay down multiple layers of carbon for protection, and a thin layer of silicone to provide slickness and gloss.

Our coatings can also be applied to matte paint and not cause the paint to change its finish. Unlike some other ceramic products, there is no special environment or training needed to apply the coatings. Simply clean the surface and remove any type of protection (waxes, coating, sealants) that may be on the vehicle. Using the enclosed



applicators in the kit, apply the coating in a small section of the vehicle. Allow the coating to bond for two or three minutes to the surfaces and wipe away the remaining product. After coating the entire vehicle, allow the surface to cure for up to 24 hours. It is usually cured within a few hours. You will find the surface to be slick to the touch with an incredible depth of gloss and future cleanings to be much easier and quicker.

SONAX USA has recently added three new ceramic coatings to their US product lineup. CC ONE is a 3-year coating designed for painted surfaces including wheels and rims.





Ceramic Coating for Plastic+Rubber was developed for all exterior parts made of either plastic or rubber. It does enhance the colors but doesn't restore deeply faded dark plastic. However, if this is applied when the car is new(er), the UV protection will help the plastics from fading over time.

Ceramic Coating for Vinyl+PPF will help protect vehicles that have been wrapped. This coating with UV protection and can help paint protection film (PPF) from yellowing over time while increasing the life span of the film. To help maintain all the coatings, SONAX has developed spray detailers to keep the coatings doing their job for years.

Long-term ceramics are here to stay. Traditional waxes, although they helped keep our vehicles beautiful for many years, are becoming less and less popular. Technology and chemistry have overtaken the natural wax products that immediately begin to break down the day they are applied. Becoming comfortable



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# A Boxster Backroads Drive

Inspired by Bob & Brigitta Snider

Photos by Bob Snider & Dick Rutkowski

La Chatelaine French Bakery & Bistro, Worthington, OH

One of the best things about being in the Central Indiana Region of the Porsche Club of America is doing things that are not part of the club. That may sound a bit counterintuitive.

Getting together with old and new friends from the club can be a big bonus of membership. Back in July, from the 24th to the 26th, Bob & Brigitta Snider, Dick & Becky Rutkowski, Greg & Sharon Smith and Jim & Maureen Arata, all Boxster owners; joined up for a backroads drive to the German Village District, just south of downtown, Columbus, OH.

“Dick Rutkowski put together a great route for us that missed any large cities and the small towns that we went through were very charming. Dick and Becky were in the lead car and just out of coincidence, we were all grouped by year in our caravan with their black 1999 first, our dark red 2000 second, the Smith’s deep blue 2009 third and the Arata’s sweeping in their bright red 2019,” said CIR historian, Bob Snider.

As a group, they found some great restaurants in the extensive village within the city where original German and Polish immigrants settled and built numerous brick homes and businesses spread out over many blocks, dating back to the mid-1800s.

In the words of Bob, “Pick your destination, plan your route, pick your lodging and invite your friends to go with you. You don’t have to file for PCA insurance, if it is your own private event, nor sign any PCA waivers — just go!”

Better yet... how about organizing a drive for the club? It is a great way to meet some new friends. It can be a couple of hours or a couple of days. Our members are terrific people and fun to be with. Contact Will Anthony, Don Perkins or any board member at: <https://cirpca.org/contact-us-2/>. It’s really a fun thing to do.



Famous Schmidt’s Sausage Haus Restaurant in German Village.







©Purdue University/Memorial Mall

# Purdue Lab Tours

Article & photos by Will Anthony

**A**n unusual CIR event took place on July 20th. Region member Dr. Eckhard Groll invited a group of members to tour a couple of advanced research labs at Purdue University.

Dr. Groll's own research work is located at the historic Ray W. Herrick Labs on the Purdue campus, where he is working on the design of more efficient compressors for the heating/cooling industry.

Founded in 1957, the Ray W. Herrick Laboratories supports world-class mechanical engineering research for students, faculty, and industry. The lab partners with industry to develop new technologies in sustainable building systems, indoor environments, human perception and comfort, and high-performance equipment.

One of Groll's recent projects was using Piezoelectric devices built into the walkways at airports. When a person walking over special tiles in the floor, the tiles generate a tiny amount of electricity. With thousands of people walking on thousands of tiles, the energy adds up quickly.

The club also toured the Maurice J. Zucrow Laboratories. Founded in 1948, Zucrow Labs is the largest academic propulsion lab in the world. Its 24-acre campus hosts world-class research facilities in combustion, turbines and compressors, energetic materials, hypersonics, aerodynamics, fluid mechanics, and more.

Dr. Robert Lucht, a professor of mechanical engineering, gave the group a tour of his lab working on advanced design for scramjet development. A scramjet relies on high vehicle speed to compress the incoming air before combustion. Think of a Porsche GT3RS but going 4600 miles per hour!

The club got up close and personal with scramjet engines being tested.

The CIR would like to thank Dr. Groll and Dr. Lucht for the fun and very informative day at Purdue.



Engineering research at Purdue University.



# Welcome New Members

June 1, 2024 — August 31, 2024

From Will Anthony, Membership Chair

Cory Black/Carmel/2024 Carrera T  
Beth Boles/Zionsville/2024 Macan S  
Travis Bonwell/Carmel/2021 Cayenne Turbo Coupe  
Mark Burton/Columbus/2024 718 Boxster  
Dwight Creasy/Fishers/2017 911 Cabriolet  
Michael Frazeur/Mccordsville/2006 911 S Cabriolet  
John Garvin/New Castle/2019 911 Turbo S  
Jeff Gettle/Indianapolis/2002 911 C4 Cabriolet  
Spencer Giacalone/Carmel/2013 Boxster S  
Doug Goodman/Jamestown/1977 911S  
Eckhard Groll/West Lafayette/2008 911 Cabriolet  
Alexandre Herpin/Carmel/2024 911 Carrera S  
Junaida Irwan/Fishers/2024 Carrera T  
Jeffery Kitchen/Carmel/2018 Cayman S  
Tanner Norrick/Westfield/2012 Cayman S  
Jeffrey Pickett/Indianapolis/2021 Cayenne Coupe  
Tom Poland/Indianapolis/1978 911 SC  
Dennis Rausch/West Lafayette/2012 911 C4 GTS  
Cory Reckard/Poneto/2024 Mecan GTS

Michael Robins/Carmel/2023 Carrera GTS  
Tony Saunders/Pendleton/2024 718 Cayman S  
Eric Schwieterman/Carmel/2009 Cayenne S  
Evan Scott/Carmel/2023 Macan S  
Stephen Simpson/Carmel/2024 718 Cayman GT4  
Matthew Snyder/Roanoke/2024 Cayenne  
Monty Thurman/Shelbyville/2003 Boxster  
Brad Vanpelt/Columbus/2011 911 Turbo S  
Gary West/Yorktown/2023 911 Cabriolet  
Darrell Woodman/Lafayette/2019 911 C4S  
Tom Wu/Fishers/2024 718 Cayman GT4 RS

**Membership Tip:** Every PCA Membership comes with a free Co-Member that can be your spouse, 18 yr. or older son or daughter, friend or neighbor. They receive a PCA Membership Card and have the same club rights as yourself. The easiest way to add a Co-Member is to call the PCA National Office at 410-381-0911 MF 9-5 or add them when you renew your membership. Make their membership card a surprise gift. They will appreciate it!

## CI/R Member Anniversaries

### 2024 Anniversaries

Coming Up in the 4th Quarter

#### 1984 — 40 Years

Rory & Alice McCoy/Columbus/Oct.

#### 1994 — 30 Years

Michael & Audry Dworek/Avon/Oct.

J. Sandfur/Greenfield/Oct.

Chuck & Lisa Surack/Fort Wayne/Dec.

#### 1999 — 25 Years

Jeffrey & Jean Buttrum/Indianapolis/Oct.

Jeff & Donna Watson/Brookston/Nov.

William & Catherine Ehlhardt/Dec.

#### 2004 — 20 Years

Micah & Leslie Jones/Brookville/Oct.

#### 2009 — 15 Years

Matthew & Shannon Chambers/Fort Wayne/Nov.

William Cripe/Zionsville/Nov.

Scott Dybedock/Brownsburg/Dec.

#### 2014 — 10 Years

Don & Michelle Davis/Columbus/Oct.

Michael Keith/Plainfield/Oct.

Russell Bell/Huntington/Nov.

Blair Nedderniep/Noblesville/Nov.

Roger & Jana Schneider/Carmel/Nov.

David Higgins/Bloomington/Dec.

Robert Prostco/Carmel/Dec.

Mark VanderHagen/Huntertown/Dec.



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# CIRCULAR

CENTRAL INDIANA REGION • PORSCHE CLUB OF AMERICA OCTOBER 2024

Larry and I would like to thank all the people who contributed to this edition of the CIRCULAR. Because of you folks, we have a jam packed issue of interesting stories and events. Hope we can do the same for the January 2025 issue.

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Endurance Challenge 2024

# The Porsche Endurance Challenge North America

with a star-studded field unique to one-make racing.

Article & Photos Porsche Newsroom US

Movie and television star, Patrick Dempsey, sports car and open wheel champion, Jan Magnussen, 2023 Porsche Carrera Cup North America champion, Riley Dickinson, and current prototype racer and IndyCar driver, Tristan Vautier, are participating in the “Porsche Endurance Challenge North America” series.

The large field, a hallmark of the single-make race series Porsche Motorsport North America operates on the Porsche Motorsport Pyramid North America, will include two classes, one for Porsche 911 GT3 Cup (type 992 and 991.2) race cars and a second for the Porsche 718 Cayman GT4 RS Clubsport.

One-make races are typically sprint events with no pit stops. This transition from the norm is a first for Porsche in North America and has been met with great interest from a broad range of competitors. The enticement of more wheel-to-wheel race time, and the opportunity to share a familiar race car on some of the top tracks in the United States with another driver has proven more popular in the build-up to its first race than even Porsche Motorsport and United States Auto Club (USAC) anticipated.

Run in conjunction with the Porsche Sprint Challenge North America and the Porsche Sprint Challenge USA West, there are four events scheduled for the series’ inaugural season. The championship will include three 60-minute races and a single six-hour endurance race to close the season.



Patrick Dempsey part of star-studded field.

In addition to the first COTA date of May 24 – 26, the new series will race at Road America in Elkhart Lake, Wisconsin (August 11) and Sonoma Raceway in Sonoma, California (September 29) before returning to COTA for the six-hour event in November.

The first three rounds, all 60 minutes long, will mandate a single pit stop. Regulations for the six-hour endurance round, with its added drivers and consumables, will require a minimum of four stops for fuel. The three opening rounds will allow a single-driver format with a maximum of two drivers per car. The six-hour finale will require three drivers.