

PCA Club Racing Newsletter - Sponsored by Porsche Cars North America

Pastures of Heaven Page 20



Handling Curves

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Photo by Ron Amos (KSC)

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On the Cover
Peter Venturini (GG) #72 in his
'79 GT3R 911 at Thunderhill Raceway Park
Photo by David Wong (SCV)

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State of the Program

By Bruce Boeder, Chairman PCA Club Racing



As PCA Club Racing gets deeper into its 19th season I am pleased to announce that the Cayman Interseries has decided to move from Historic Sportscar Racing (HSR), where they raced for the last year plus, to PCA Club Racing. You may have read about the Cayman Interseries cars – stock Cayman S cars that have been gutted, welded in roll cages, various suspension upgrades but run with sealed engines and transmissions. A requirement of the series is to run a “historic” livery on the car. So you may be seeing Martini racing or the famous “hippie” car or even the “pink pig” appearing soon at a Club Race near you.

The 944 Cup group is also racing with us for a second year, bringing another version of “Spec” racing to our program. Plus, Spec Boxsters seem to be cropping up all over the place. All examples of racers finding another opportunity to race their Porsches in our venue.

I am also pleased to report that this July we are participating as the support race for the Grand Am Rolex Sports Car Series at New Jersey Motorsports Park. Unfortunately, we will only have one race group at that weekend and as often times happens, when racing as a support race for a pro event, our schedule is somewhat at the whim of the television satellite uplink. Nevertheless, we should get great exposure from that event.

Many of you have already read about the repaving of the Daytona International Speedway. Unfortunately, that means our October 2010 event has been canceled, as have all events at Daytona after the July NASCAR race. Racing is scheduled to resume at Daytona in January 2011. Fortunately, we already have a date for 2011, October 14-16. With a freshly paved tri-oval, 2011 should provide a great opportunity to get down to Florida and try Daytona. Look for an article in an issue of Panorama late this fall about the link between Daytona and Porsche and our continuing presence at that track.

The coaching program continues to get rave reviews. David Murry has coached at Sebring International Raceway and Road Atlanta. He

is currently scheduled to be at Eagles Canyon Raceway, Virginia International Raceway, Brainerd International Raceway, High Plains Raceway, Road America and perhaps other races this season. In addition David will coach at the annual Watkins Glen International Zone 1 Driver Education event. Plus, Kees Neiroop, who many of you met at Sebring, will be coaching at the Miller Motorsports Park Club Race this fall. We hope to continue to expand the program this year and into next year. Whether you are a first time racer or have been racing forever, I think everyone can benefit from some coaching. For more updates on the coaching program, read the article by Roger Johnson on page 16.

The 2010 Rules Change period is currently open. So far we have had a fairly small number of rules change proposals. The Rules Committee is optimistic that it can keep the number of changes to a minimum this year. As always, we strive for consistency from year to year in any rule changes.

Finally, some of you may have read about John Crosby’s (National Steward and former Club Racing Chairman) recent heroics saving someone from certain drowning who had jumped off the Lake Ponchatrain Causeway. If you have not read about it, Google “Crosby lake rescue fox8line” for more details. What is particularly amazing about John’s actions is that John’s father (John Crosby Sr.) also saved a drowning man back in the early 1950’s by jumping into the Mississippi river and pulling him out. However, as John told me, his father was 29 at the time and John is 58 today and frankly, he would have preferred to have done it at 29. In any event, kudos to John.

I’ll see you at the track! 🏁

Whether you are a first time racer or have been racing forever, I think everyone can benefit from some coaching.



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2010 Club Racing Schedule

Dates	Event	Region	Region Contact
Jun 5/6	Motorsport Park Hastings	Great Plains	Tom Cooper 402.499.5125 gpr-registrar@cox.net
Jun 11/13	Portland International Raceway	Oregon	Peggy Ann Walker 503.913.7987 peggyw@99westtrailers.com
Jun 25/27	VIrginia International Raceway *	Zone 2	Mike Andrews 215.589.5633 mra.1954@gmail.com
Jul 17/18	Putnam Park Road Course *	Ohio Valley	Rich Rosenberg 513.530.9090 rjrol@aol.com
Jul 30/Aug 1	Mosport International Raceway *	Upper Canada	Wayne Spiegelberg 905.825.2853 spieg57@gmail.com
Jul 31/Aug 1	Brainerd International Raceway *	Nord Stern	Roger Johnson 763.557.9578 rogerdjohnson@comcast.net
Aug 14/15	High Plains Raceway *	Rocky Mountain	Rick Goncalves vicepresident@rmporscheclub.com
Aug 27/29	NJMP-Thunderbolt Raceway *	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Sep 4/6	Road America *	Chicago	Keith Clark 630.690.3381 kc_design@sbcbglobal.net
Sep 18/19	Thunderhill Raceway Park	Golden Gate	Andrew Forrest 650.387.4019 grracereg@gmail.com
Sep 24/26	Miller Motorsports Park *	Intermountain	Darrell Troester 801.209.8702 dstmcd@comcast.net
Oct 1/3	Summit Point Motorsports Park *	Potomac	Kevin Oyler 301.846.7936 kevin@scmanage.com
Oct 16/17	Hallett Motor Racing Circuit	Cimarron	Earl Schott 918.455.2888 eschott11@aol.com
Oct 29/31	Carolina Motorsports Park *	Carolinas	Nadine Saville 704.394.5422 nsaville@carolina.rr.com
Dec 3/5	Roebing Road Raceway	Florida Crown	Bob Linville 904.272.2998 cblinville@bellsouth.net

* Indicates Enduro Event

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DEBUT ON — Anyone Read Cyrillic?



When you look at the front of the '66 Carrera D-Class "Turbo look" racecar of David Gross (HCT), you may think someone has misspelled a message in cyrillic. However, when you see the same message in your rear view mirror on the race track, you gain a

new perspective on this seemingly ubiquitous Russian phrase. Then again, perhaps this is a little known phrase that translates loosely to, "I'm overtaking you without the aid of boost!"



David's message as seen in your rear view mirror

Lorem Ipsum

By Michael Wingfield, Club Racing News Editor



One question I am often asked is when will the Club Racing News return to its former bimonthly, or six issues per year, format. I honestly reply, "I do not know." I then proceed to explain that even if CRN did return to a bimonthly publication, I do not know that I would have enough material to fill the 32 pages per issue as I have strived to do over the past 18 months. It seems that I always have just enough material to fill each issue as the due date approaches. Only once have I received more articles than I could fit into a single issue, and that issue was CRN 09.4.

However, this issue marks the second time that I received more written matter and photographs than I could possibly squeeze into a single issue and keep the issue size below 40 page. This issue expanded by four additional pages and yet I still have articles I can not include. For this, I thank you for your contributions and support of this periodical. If such an over abundance becomes a regular occurrence, we just might justify returning this newsletter to a bimonthly format.

For those authors and photographers that provided content that I could not fit into this issue, despair not. I will endeavor to include the Road Atlanta and Lime Rock Park material in the next issue. I have not tossed aside any articles provided for CRN and I am not about to begin now. Your stories and photos will appear in these pages soon.

While on the topic of articles, I must continue to thank those writers that provide unsolicited material. From my perspective, receiving unsolicited articles means that you are reading CRN and enjoying it so much that you want to join in the fun by contributing. One might even argue, or try to anyway, that contributing to CRN is just another extension of the full race experience. At least, I for one will try to convince you that your experience is lacking unless you have been published among these pages.

If you have seen me at a Club Race, then you may have witnessed me asking most everyone I met to write something or send photos for these pages. I must add here that the round of applause I received

when Steward Jim Coshow announced at the Rolling Thunder I drivers meeting that I was the CRN Editor was, well, it was something totally unexpected and heartfelt.

Keeping with this issue, The Classifieds section continues to expand. If you are in the market for a yellow racecar, there are several from which to choose among the photo ads. However, to be sure you are looking at the yellow cars, you will need to read the ads from the full color online edition of CRN. No, this is not an

attempt to plug or to aid in the selling of any yellow racecars. Rather, this is plug for reading CRN online in color. A reader recently commented to me how much more impact CRN had when viewed online in color. Check it out for yourself. 🏁

...it was something totally unexpected and heartfelt.

Club Racing News

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View From the Tower

By Bryan Henderson, Chief National Steward



A review of incidents over the last six months or so shows several situations that didn't work out where drivers tried to involve three cars in a corner while making pass attempts. This is a tough situation that involves decisions made by too many people to be controlled.

The Old 1-2-3

In one situation a while back, the leader made a slight bobble in the exit of the previous corner allowing P2 to move up on the inside in the brake zone for the next corner. The fellow in P3 observing the two drivers braking for the corner decided he could pass them both in that corner and moved to the far inside to try. P1 and P2 were side by side at the turn-in point making it a "leave racing room for the other guy" situation. P3 was still behind at turn-in but coming up hard on the inside. He had not earned a right to be there since he was not even by turn-in. This situation leaves the guy in P2 who was in the middle of the three cars pretty much at the mercy of both of the other drivers neither of whom can see all three cars clearly.

The fellow in P3...decided he could pass them both in that corner...

At the apex it became very exciting. P1 tried to make as large an arc as possible to maintain speed and squeezed slightly toward the middle. P3, who was in a bit hot trying to catch up, slid slightly off the apex toward the middle. The guy in P2, who was in the middle, trying to avoid both cars and making a good pass had nowhere to go. He gets tapped on both sides. This is an easy one for the Steward since P3 had not earned the position and he was the one making it a three wide deal. He is responsible for all of the contact.

In another situation with almost the exact same scenario P1 saw what was happening and drove off track in an attempt to stay out of the impending collision. P3 still hit P2 and was at fault since he did not have position at turn-in.

In contested passes it takes a very unusual situation for a three wide pass to be completed safely in a corner. In the first situation above the corner

was 180 degrees. In the second it was a fast 90 degree corner with a narrow line and normal track width. In both situations the guy making it three wide made a bad decision with very little real chance to complete the pass safely. All else being equal it would be difficult for the Steward to not fault the third car making it three wide when there is contact.

In a third situation a driver tried to pass two cars in class in the brake zone. The three cars had come out of the previous corner in trail with no issues and accelerating at about the same rate toward the next corner. The brake zone for the next corner was only about 40 to 50 feet long. Passing one car would have been OK although it would have involved both cars being slow out of the next corner which is a 90 degree corner. Passing two cars would have required the P3 driver to make up 30 to 40 feet on the P1 car in the 40 to 50 foot long brake zone. This is virtually impossible. There was contact between P1 and P3. This is another easy one for the Steward. P1 had turned in even before P3 had passed P2, and P3 was found at fault.

Be very careful while trying to pass two cars in one corner. If the passes are not essentially point-by-point or the cars don't have grossly different speed potential you will very likely not make it safely.

Still the Problem

The most common incident we see remains the two car contact where P2 believes P1 either left the door open for him or should have left the door open for him. Those, by the way, are two different deals.

In one recent incident P1 was learning the track during the first hot lap of the first practice session. He started working up his line like many folks do by turning in for a late apex in the corner from the far outside. P2 who was very familiar with the track at that point thought the late turn-in was the other driver giving him the line and the pass. He was still more than a car length behind P1 at P2's turn-in which was from mid track. P2 stopped observing P1 when he thought he was being given the line and concentrated on his apex. He was surprised when P1



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Practice Day Racers: Practice sessions for racers on Friday will be held in groups under DE rules.

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Registrar: Mary Louise Bauman at 513-272-2452 or mlbauman@fuse.net

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turned in and there was side to side contact with P1 still ahead.

There are to morals here. The first practice session is a bad time to attempt any tight pass. I remember a few years ago where the P2 driver in the exact situation above at a very large race thought we should punish the P1 driver because he was so slow and in the way of the "good drivers". The "slow" P1 driver won the feature race the next day. The second moral is if you are not at least even at turn-in, back out of the pass. If you are convinced the other guy is giving you the pass and you decide to continue, always plan for the P1 guy to turn-in on you and leave yourself an out.

Classed by Power

I sometimes get asked why PCA doesn't class stock cars by power to weight. PCA classes are in fact set up by a power to weight grouping. We use past experience with the class to fine tune those groups to make the completion as fair as possible.

All power to weight is not equal. We then scrutinize cars to find those who are not playing by the rules. Any other situation just creates more cost and unfair racing even if you don't consider fooling the dyno which with modern electronics is pretty easy. For example, I know of some "stock" cars that race in situations where power to weight is the only concern. These cars are ultra competitive and very expensive to set up. These cars have modified electronics and modified variable cam controls to make the car produce outstanding torque at low and mid rpm levels and shut down at rpm levels where the horsepower is getting too high. These cars produce an insanely flat torque curve right at the torque/horsepower maximum. Throw in custom gear sets for the new rpm range, bigger brakes, modified suspensions, larger tire and wheel packages and true aerodynamics and you can get a very fast car indeed that still has the same maximum power to weight ratio. All of these modifications would be illegal in our stock classes and easily detectable. This is a quick way to get over \$100,000 invested in a "stock" car. 

From Start to Finish

By Michael Wingfield, Chief of National Timing & Scoring



As races progress through the season, I make notes of questions from events to use as topics for this column. When I looked at my list of topics, I saw a list of familiar items, all of which have previously appeared in these pages. However, since new racers join the program and others move on to different endeavors, it seems appropriate to touch on these topics again.

Transponder Mounting

Timing and Scoring (T&S) staff has noticed a rise in the number of weak transponder signals or failed transponders at races this season. While transponders do eventually wear out and fail, this is not the case for most of the transponder issues investigated. T&S is seeing an increasing number of improperly mounted transponders, resulting in missed laps on the scoring equipment. At the top of this list of improperly installed transponders is the growing number of SPBOX cars.



One Approach

Mitch Landry (MG)
#308 has his transponder mounted on the front bumper on the outside of the car

Transponder installation has two simple rules. First, the transponder must be mounted with the proper end facing down towards the racetrack. Second, the transponder must have unobstructed access to the racetrack immediately ahead, below, and behind the transponder. All too often T&S finds transponders mounted in locations surrounded by metal, with only a small hole directly below the transponder. This type of installation is inadequate.

The transponder must have exposure to the racetrack ahead of (toward the front of the car), behind (toward the rear of the car), as well as directly below.

The transponder does not emit a single beam, as from a flashlight, down from the bottom of the transponder. Rather, the transponder signal spirals outward from the transponder, front to rear, in an increasing arc much like the spirals of a conch shell. Thus, in order for the transponder signal to be properly received by the scoring loop mounted in the racetrack and interpreted by the scoring equipment, the radio signal must radiate out the front and rear of the car as well as the bottom. As a result, no metal or carbon fiber should obstruct the transponder signal as it broadcasts this spiral signal pattern forward and aft. It is also helpful if the transponder is mounted such that the writing on the unit faces either the driver side or passenger side of the car, rather than toward the front or rear of the car. Mounting inside the open area of the wheel well is ideal.

Finally, some racers have had good success in SPBOX cars by locating the transponder in the plastic nose of the car. When placed far forward within the nose, no metal obstructs the bottom of the transponder and the plastic does not appear to interfere with the emission of the radio signal forward to the racetrack. If you have any question about the placement and reception quality of your transponder at a race, please do not hesitate to ask the National T&S staff at the race to examine your car.

DisplayIT

The DisplayIT in-car timing system by Blind Apex is reappearing at PCA Club Races. I first discussed the unit in 2006 in CRN 06.3 with an article on the features and functions of the device and the interaction with the PCA Timing and Scoring system. If you do not have access to the past article, here are highlights:

- Last Lap Time – You will see your official lap time displayed for all of your on-track sessions.
- Gap with your best time – The difference between your best lap and your current lap.

- Gap with the vehicle one position ahead – The time between you and the vehicle immediately ahead displayed in seconds and 1/100th seconds.
- Track Time – The track time represents your actual time on the track, NOT the session time. Specifically, session time begins when the Green Flag waves. Your track time begins when you first cross the timing loop.
- Laps – The number of laps completed in the current session.
- Over All Position (OA) – This value will reflect the current Qualifying position during all sessions at PCA Club Races. OA will NOT reflect your Over All Position during a race.
- Class Position (CP) – Currently not available in PCA Club Racing.

Hard Charger Award Eligibility

An article describing the return of the Hard Charger award, the criteria for eligibility for an award, and the formula for calculating winners appeared in CRN 08.3. A second brief description of the award process accompanied the first published list of award winners in CRN 09.2. However, this award seems to generate questions from competitors who think they “earned” a Hard Charger award. One may ask a question something like this, “I started from the rear of the pack and passed almost all of the cars on my way to finish on the podium. How come I passed 15 cars in the race but the Hard Charger ‘winner’ only passed five cars?”



DisplayIT in-car timing system

The answer lies in the eligibility rules and qualification requirements. Likewise, one must ask why a competitor starts a

Continued on page 34



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Timely Reminders for Safer Racing

By Donna Amico, Technical & Rules Chair



My column this month is really three separate commentaries inspired by some recent discussions among the National Scrutineers and an “attention-getting” incident at Heartland Park (yes, the driver is OK). The first part discusses fundamental safety equipment. The second part is about racecar maintenance. Finally, the third part covers refueling procedures during Enduros. Attention to each of these points keeps you and those around you a lot safer.

If you haven’t noticed before, I always talk about safer racing, not safe racing. There is no such thing as safe racing, which is why we keep working to make racing safer.

Harnesses, Seats, and Seat Back Braces

After the crumple zones and roll cage that protect the passenger compartment, probably the next most important element of crash safety is the equipment that makes sure you stay put within that compartment. It is a system of elements, and all elements have to work together. If your harnesses are not properly mounted, they will not hold you in the seat and they will not exert force on the seat in the correct direction (down) to help keep the seat in place. If you do not have your seat mounted to well-reinforced and structurally solid mounts, then the seat mounting points can fail – even more likely if they are getting no help from the harness. If you have the wrong seat back brace for your seat or it is mounted incorrectly, you will have no support from the back for the seat to keep you in place and away from the roll cage. In fact, the wrong brace or an improperly mounted brace can do more harm than good.

So here is what I want you to do. Really inspect everything about your harnesses, seat, seat mount, and seat back brace (if you need one). Start from the bottom – are the 4 mounting points to the chassis all reinforced and solid, with no cracks? Even when a Scrutineer looks at your car, chances are he or she has not been able to get a good look at the inboard mounting points. Are you using rails (sliders)? Do

you have double locking rails on both sides, or a single lock on one side? When were the rails and the rest of the seat mount last replaced? I can not give you specific guidance about when “old” is “too old.” Since 2002-2003, I have seen a lot of cracked seat mounting points on 964s (built from 1990-1994), so it is definitely necessary to be vigilant about 10 year old metal.

Look at your seat position relative to the lap belt and anti-sub belt mounting points. The usual (easiest) mounting points may not be right for you. If you are short, you may need to move the attachment points towards the front of the car to get the correct angle for the seat position. The harness manufacturer sent you instructions on the proper way to mount the belts; take out the directions and check them.

Finally, is your seat back brace right for your seat? If you have a tube frame seat with only fabric and foam in the seat back, STOP AND THINK.

Unless your seat brace is designed to support the tube frame, you probably have a spear pointed at the middle of your back.

You cannot use a commercially available seat back brace on that style of seat. Consult a professional race shop to design a brace or get another seat. If you have a seat with a composite back, this style of seat is designed to flex to soften the impact but it can crack. To support it properly, you need a larger contact area on the back brace. We specify at least 30 square inches. You also need high-density foam between the seat and the metal brace to allow some give and prevent the composite from hitting a metal edge. Bolting the brace to the seat is not allowed unless the seat is designed for that type of back brace attachment. Otherwise, the attachment point can crack when the seat flexes. Finally, metal seats can be bolted to the brace. If the seat brace manufacturer says the brace must be bolted, pay attention. It is time to look at those instructions again!

So what happened at Heartland Park? Well, the answer is “some or all of the above” safety components failed. It is a system after all. If all the components are not working together, the system and all or most of its parts can break down.

There is no such thing as safe racing

Racecar Maintenance

The parts on a stock-class car were made for a street car. OK, we are fortunate with Porsches – probably a street car that will go for a few hundred thousand miles. Still, we have to think a bit about how we use these cars. We lower them, max out the negative camber, put very sticky tires on them and then see just how fast they can go around our favorite race tracks. This puts unusual stress on components, especially suspension components. I have been at this a while and written about 944 control arms, ball joints, ball studs, spindles, hubs, etc. It appears it is time for another article, since a new generation of cars has started breaking.

A 996 had an unfortunate experience at Road Atlanta when a control arm broke and the ball joint pulled out of the arm. According to the Scrutineers that inspected the car afterwards, it appeared that it was an “original” arm where a crack had started to develop earlier and then finally cracked the rest of the way.

When we put our cars on the track, many of the parts should no longer be expected to be “lifetime” items. Instead, many parts become consumables. No, you do not need to replace control arms as frequently as brake rotors, but these and other parts should be inspected regularly and replaced on a schedule that makes sense for how much track time you put on the car.

Enduro Refueling

Ask any Scrutineer when he or she is most apprehensive during a race weekend and you will receive a unanimous answer: “during refueling.” During refueling we have hot racecars, flammable liquids, and a whole bunch of people all in the same general area of the hot pits. The situation has the potential to get very interesting and dangerous very quickly. So the first point to remember is, however you choose to refuel, BE CAREFUL! The second point is to review the rules. With respect to the rules,

I offer some options to the plastic jug and funnel that are allowed under the rules.



Photo by David Hawley

PCA Club Racing seems quite unusual in allowing refueling during a race in a way that requires no special equipment. Our rules about plastic jugs, disallowing metal containers, and no electric-powered tools are all directed toward preventing anything that can create a spark, and minimizing the amount of fuel in any one container.

Some Scrutineers have observed refueling approaches that seemed safer than jugs and funnels and started allowing them on a case-by-case basis. We proposed a rule change that would have allowed some of these rigs, but in the end the change was not adopted.

We have to write rules that anyone can use or follow, and that the volunteers who help staff races can enforce. It is difficult for non-professionals to determine if these rigs are set up correctly and safely, and we rely on Region volunteers as well as National Scrutineers to monitor refueling. Refueling rigs are generally metal and can contain a large volume of fuel. In

the race series where these rigs are used, everyone in the hot pits (including the officials) wear a fire suit.

Plastic jugs and funnels have a lot of potential for spills, and using a cap for the jug with a hose can be quite slow. There are two other options that are allowed that are faster and have less potential for spills if used properly. A change that we did make to our Enduro rules is to allow plastic jugs with a hand crank, which allows the fuel jug to stay on the cold side of the wall. Please note that if you use this, you can not have more fuel in the reservoir than will fit in the car, because a crank is a pressurized system that has some carry-over. Extra fuel in the jug can spill. Another option is a dry-break system and plastic “dump” bottle. It probably is not a “do-it-yourself” project, but a dry-break can be installed in the stock fuel filler location for those of you without fuel cells.

Here’s to safer racing for all of you in 2010 and beyond! 🏁

*When we put our cars on the track,
many of the parts should no longer be expected
to be “lifetime” items.*

Michael Melton Memorial Rookie Award - 2009

By Bruce Boeder, Chairman PCA Club Racing

I am pleased to announce the recipient of the Michael Melton Memorial Rookie Award for 2009 is Randy Cassling of Great Plains Region. But first, for those of you who did not have the privilege of knowing Michael Melton, some background.

Michael was an international law professor at Boston University Law School, after having worked for the IRS and various firms early in his career. Michael became an avid supporter of PCA and specifically PCA Club Racing. He also was a school boy athlete (football and lacrosse), dog lover, lover of good food and drink, raconteur, and quietly the life of any party. After attending and volunteering at numerous Club Races, his friends at European Performance Engineering (EPE) convinced him to jump into PCA Club Racing in his 1969 911T, running in J class. Michael thereafter disparagingly

referred to himself as “The Rookie.” Michael was the second editor of Club Racing News. Unfortunately he passed away in 1999 of pancreatic cancer. His friends at EPE in Natick, Massachusetts, have given this award in his memory ever since.

The award has been the same since its inception, a plaque which resides at EPE. The plaque is a permanent trophy and each year, the winner’s name is added to the plaque. Jerry Pellegrino, the owner of EPE, was also a close friend of Michael and has sponsored the award from the beginning.

The award winner is chosen by the stewards, who review a large group of rookie racers who participated safely and successfully in at least five races during their rookie season. This year Randy Cassling rose to the top of the group. I’ll let him tell the story in his own words in the article that follows. 🏁

Rookie of the Year - 2009

By Randy Cassling, PCA Club Racer (Great Plains Region)

I am honored to be considered for this award. I have loved Porsche ever since I began drooling over cars.

Mitch Schneringer, manager of Porsche of Omaha, talked me into doing a DE after I bought a Boxster S. I was hooked. After several DE’s I upgraded to a GT3 I bought from a now good friend. My brother also bought an RS America from the same person. Our plan was to do PCA Club Racing together. That didn’t work out, so I went to my first Club Race solo.

The people at the Heartland Park Topeka Club Race were wonderful and I was very happy to have a large red “X” on my car. The Cup Car drivers kept me safe and apologized later if they got too close. The highlight of that first race was passing my first and only car while having

my crew cheer me on. I also received the Rookie of the Race award! However, I should tell you I was the only rookie there.

Next I went to the Club Race at High Plains Raceway. There I was able to lose my red “X” and learn how fun Enduros are, as long as you remember to go to the bathroom first. I also passed a few more people along the way.

Since then I changed cars to a Cayman and I have pulled my wife and my daughter into this sport as well.

I have found the people at Porsche Club events to always be helpful, friendly, and inclusive. I have a long list of tracks and events to attend. Driving and racing is such a blast. How can you not have a constant smile? Thanks for this honor. 🏁



Randy Cassling (C) with PDE Instructors Chris Hall (L) and Christian Coggins (R)

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Pro Coaching Program Update

By Roger Johnson, PCA Club Racing Coaching Coordinator



A great deal of progress has been made on the PCA Club Racing Pro Coaching Program since the inaugural event at Brainerd International Raceway (Brainerd) last August. At the time of this writing, we had a coach in 2009 at Brainerd in August, Roebbling Road Raceway (Roebbling) in November, Daytona International Speedway in December, and for 2010 at Sebring International Raceway (Sebring) in March, and most recently, Road Atlanta in April. A great deal has been learned and we are trying new things and adapting the program at each event. At this juncture, one thing is clear – the idea is a winner. It makes for a better race weekend and makes racers better.



David Murry - PCA Club Race Pro Coach

It was clear from the onset that David Murry was a great fit to be the Club Racing coach. David has a wealth of Porsche and other experience and, quite frankly, he fits the demographic of our members with a little grey around the temples. He is an outstanding communicator and very willing to engage anyone who wants to talk about our sport. He also has great ideas on what is needed and how we can make our racing better.

One of the biggest challenges for the program has been the event schedule. We originally

envisioned one-on-one coaching for a fee. While this was successful at Brainerd and Roebbling, it was clear that coaching one-on-one limited the value of the program to a very small number of participants. While we have not totally abandoned the idea of one-on-one coaching, it has been placed on the back burner for now.

From the outset, we did “David Murry Minutes” at all the drivers meetings. This has been very well received and provides drivers with just a little mental check from a pro before going out on the track.

At Roebbling we started doing a “digital track walk” at the Orientation Meeting and refined it greatly at Sebring. Here, David takes the group around the track with photos and video very much as you would if you were walking the track. This technique allows for covering the basics of brake point, turn-in, apex, track-out, etc., but also the little things that come from a professional’s experience. “If it rains, it doesn’t drain very well over here. There is always a big puddle there, so watch out for that.” “You will be tempted to try a pass here, but be patient and maximize your cornering speed through this corner and you will have an easier and safer time getting by here.” A huge benefit of this approach is that it is open to anyone who wants to attend. So far all the events where we have provided a coach have had a DE component. Those drivers, as well as anyone else in the Club who is interested may take part in the digital track walk.

At Sebring, we tried the idea of sending David out to a challenging corner at a scheduled time and inviting participants to go out to watch the cars go through the corner. David then explains the finer points, or often the basics, of how to drive the corner. We created talk sheets covering the corners using satellite photos of the corner so David and the participants could make notes and help explain salient points. David also takes notes on these sheets regarding things he sees drivers doing that they may want to think about. He then distributes the sheets to the drivers which usually lead to a conversation and the drivers get a professional point of view on whatever the issue is at hand. Occasionally these are big issues, but usually they are subtle little things the driver can do to pick up a tenth of a second or two.

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Lastly, we are working diligently on figuring out how we can use video and data in the program. The benefit here is that we can time-shift the actual coaching. The technology seems to be there, but the logistics are challenging. The benefits are huge and we see this as a way to spread coaching to more participants over the weekend.

A great deal has been learned and we continue to adapt the program as we gain understanding and experience. There are a number of other great ideas we are just getting into, so watch Club Racing News for more information as the program evolves.

For the Race Chairs who may be asking, "How do I get my race on the list for the Coaching Program?" The simple answer at this point is that we are looking at all races for this program. However, due to David's busy schedule there are only a few weekends that he is available. We will be contacting those races where David is available.

David has also trained Kees Nierop, a 12-Hours of Sebring overall winner and racer of a lot of great Porsches from 935's to 944's. Adding Kees to the pro coaching program will double our ability to provide coaching at races in the future. 🏁



Photo by Roger Johnson (NST)

Sometimes you have to go the extra mile to get just the right vantage point to explain the subtleties of a corner.

2009 OG Racing Award Winners

By OG Racing



is proud to continue our sponsorship of the PCA Club Racing series. Active in PCA Club Racing as both a participant and a sponsor for over ten years, we feel it is important to acknowledge the racers who continue to

compete in the spirit of the program since it was established in 1992. We want to take this opportunity to recognize the following Club Racers who competed in at least five races throughout the 2009 season with no incidents by awarding each of those racers the **OG Racing Award**.

The **OG Racing Award** winners will receive the following in recognition of their accomplishments: A Certificate of Excellence, an **OG Racing Award** patch, a year patch and a gift certificate for a one-time 15% discount on all current products purchased from OG Racing.

OG Racing has been “**Making racers safer since 1990**” by offering a wide selection of name brand safety equipment, data acquisition, in-car video, apparel and driver aids including equipment from Sparco, Alpinestars, Bell, HJC, Arai, HANS, DefNder, Brey-Krause, AIM, Racepack, Traqmate, SPA Technique, Performance Friction Brakes, Hawk Performance, Pagid, Swepco and Redline Oil. OG Racing prides itself in providing the PCA Club Racing community with excellent customer service complimented by the most complete, in-stock inventory in the industry.

Please join OG Racing in congratulating the following recipients of the **2009 OG Racing Award**:

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Pastures of Heaven

By Mike Cullinan, PCA Club Racer (Golden Gate Region)



Golden Gate, a 50 year PCA Region as of 2010, has a strong history of track events, going back to the 1970's. In 2009, it was decided to bring PCA Club Racing back to Northern California starting with three race weekend events. Three more are planned for 2010, including the most recent March three day event at Thunderhill Raceway Park (Thunderhill). There will be a May event at Buttonwillow Raceway Park, and another two day event in September, again at Thunderhill to round out the Rolling Thunder 2010 series.

This setting, bright green rolling hills, snow covered foothills ... present stunning scenery. This is also the setting for Thunderhill

John Steinbeck's Pastures of Heaven in Monterey County, California, has a twin in the low rolling hills of the northern Sacramento Valley, especially in late March. This setting, bright green rolling hills, snow covered foothills to the west, Mt. Shasta to the north, Mt. Lassen to the northeast and the Sutter Buttes to the southeast present stunning scenery. This is also the setting for Thunderhill, which has become one of the premier race tracks in California. Significant elevation changes, off camber turns, blind turns, fast sweepers, and a nice long straight all combine for a challenging and very fun "drivers" track. Coupled with well maintained buildings and a fantastic staff, Thunderhill does not

take a backseat to any of the California road racing tracks.

On the third weekend in March, 110 hardy Club Racers and DE participants braved sunny 70 degree weather for the opening weekend of the Golden Gate Region "Rolling Thunder 2010" season. PCA assigned Jim Coshow as Steward, Michael Wingfield as Timing & Scoring, and Geoff Daniels as the Scrutineer; a great crew of PCA folks.

A variety of racecars were on hand, ranging from a lone spec 944, a lone 914, a couple of Cup cars, and pretty much everything in-between. Timing & Scoring Chief Michael Wingfield was overhead to say, "I've never seen a Cup car come to a race on an open trailer with the driver setting up under an easy-up to service the car. You guys are going retro, but in a good way". Hartley Smith was the owner and driver of that 2006 997 GT3 Cup car.

The event featured a DE on Friday, with Club Racing and DE on Saturday and Sunday. The Club Race included Sprint Races on Saturday and Sunday as well as a one-hour Enduro on Sunday afternoon. The event also included Practice Starts and a Fun Race, which, along with the other Club Race sessions, allowed a number of rookie drivers to obtain PCA licenses, namely David Potter, Carl Switzer, and Alex Steele. In between the Club Racing activities, the DE drivers had plenty of track time with full 30 minute sessions as well as timed runs for the Time Trial portion on Sunday afternoon.

Sprint #1 featured the aforementioned Hartley Smith in his GTC4 Cup car as the overall winner, followed by Ferd Carnerio in his GTA1. GT3R was headed up by third place overall Gary Willard in his white car with new graphics for 2010, followed by Don Brunell (winner of Best Prepared GT car),



Photo by Ken Mack (GG)

David Stomp (GG) #77 on the right leads Behram Soonawalla (GG) #81 and the rest of the Spec classes to the green flag to start Sprint #1

Warren Walker, Carl Switzer and Peter Venturini. Brunell edged Walker, one of the co-chairs of the event, by a mere 0.196 seconds. Great racing.

The Spec911 crowd was well represented with nine Spec911's in the field. David Stomp, the pole sitter of the spec class split start, took first in class with a tight battle for second in class with Kirk Millet taking the second spot just in front of Ken Park.

Thanks to local SPBOX drivers and promoters Bill Pickering and Andrew Forrest (Golden Gate Club Race Registrar), the SPBOX class is seeing strong growth in Northern California. David Potter, with his newly minted PCA license, took first in class in both Sprint #1 and #2 in his new SPBOX. Andrew Forrest took second in class in Sprint #1, with Jorge Barba taking third. Pickering had transmission troubles during Sprint #1 and unfortunately was done for the weekend.



Photo by Clemson Chan (GG)

Rookie Carl Switzer (GG) #15 in his new GT3R '73 911 takes the overall victory in the Enduro

In Sprint #2 on Sunday morning, Hartley Smith was once again the overall winner after battling Paul Camusi in his 2009 GT3 Cup car. Smith won the 14 lap race by a mere 0.520 seconds, with both cars nose to tail for the entire race.

In GT3R, Willard made it a sweep of the Sprint races by again taking first in class (third overall), followed by Carl Switzer second in class (fourth overall). Unfortunately, the other two GT3R racers retired before the end of the race.

In the Spec911 class, Todd Grantham took first with David Stomp following as second in class. Kirk Millet rounded out the top three podium spots for the SPBOX class.

The Enduro was the first in the history of the Golden Gate Region. A total of 14 cars took the



Photo by Ken Park (GG)

Sampling California Cabernet after Saturday dinner are (L to R) Mike Cullinan (Co-chair and Club Racer), Geoff Daniels (National Scrutineer), David Loop (Club Racer), and DE drivers Dean Lyon, John Teasley, Scott Kalkin (foreground) and Marlin Neufield

green flag for the one-hour race, which included a mandatory five minute pit stop. Carl Switzer, another newly licensed driver and attending his first ever race weekend, won the Enduro over fellow GT3R competitor Warren Walker by only 15 seconds! Mike and Alex Steele, a father and son team, finished third overall in their very nice 1995 993 I-class prepared car. Don Brunell was vying for the overall win, after leading 15 of the 28 race laps, and 11 of the last 12 laps. Unfortunately, he encountered a fuel starvation issue on lap 27 of the 28 lap race and was forced to retire in sight of the checkered flag, finishing seventh overall.

Todd Grantham won the Spec911 class in the Enduro followed in class by Behram Soonawala and Kirk Millet. Kirk made it three for three podium finishes for the weekend with two third place finishes and one second place finish.

Pickering and Forrest teamed up in Forrest's SPBOX for the Enduro with Forrest driving for the first half of the race and Pickering driving to the checkered for a first in class. They finished just outside the top ten, eleventh place overall.

Unfortunately there were a number of racers who had fuel issues in the Enduro and were unable to finish. Forrest, who finished the Enduro with Pickering as a co-driver, was quoted as saying, "Winning an Enduro includes the basic ability to tell time and read a gas gauge". Regretfully, Mr. Forrest will be out of the country for the remainder of the year.

Continued on page 23

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Rolling Thunder I Pictorial

Photos by David Wong (Sacramento Valley Region)



A - Hartley Smith (GG) #06 GTC4 takes overall victory in both sprint races in his '06 997 GT3 Cup

B - GG regional GT3R battle between Donald Brunell #10 in his '84 Carrera and Warren Walker #88 in his '80 911

C - William Pickering (LPA) #628 pursues fellow SPBOX competitor Jorge Barba (LV) #5

D - John Seidell (GG) #314 pilots his GT6R '74 914

E - William Ward III (GG) lifts the right front tire of his '79 Carrera SC SP911 as he leads Andrew Forest (GG) #14 SPBOX in a chase down the hill into turn 5A

Pastures of Heaven

Continued from page 21

The green hills also made a perfect backdrop to showcase the colorful cars. Larry Heitman, driving what may be the only sepia brown racecar in the history of mankind took first in GT4S in Sprint #1. Larry Robison with his rainbow early 911, took first in GT4R in both Sprint races. John Seidell, with his dark purple 914-4, took first in GT6R in both Sprint races. John also turned a fast lap of 2:05.637; a really quick lap for a 4-cylinder 914. Jerry Whitteridge in his white and red Spec944 took first in class in both Sprint races. Other colorful Spec911 racecars included the Kelly Green car of your author, Mike Cullinan, David Loop with his black car, Bill Ward with a bright blue and white car, and Cris Wedekind with a very well prepared dark charcoal car.

Hartley Smith, Paul Camusi and Carl Switzer won Worker's Choice Awards for the weekend, all having very nicely prepared cars. Congratulations to all three.

As with any of these events, volunteers made the weekend happen. Besides the PCA National

crew the, Golden Gate Region crew consisted of Dan Thompson working Race Control, Ken Mack as DE Steward, George Morris DE Tech, Andrew Forrest as Club Race Registrar, Paulette and Ross Johnson as DE Registrars, Paul Marty working Safety, Marlin Neufield and Jim McCeland working Grid, Chuck Kolstad as Chief Driving Instructor (along with his hard working band of instructors), Claude Leglise handling Orientation and novice de-brief sessions, Karen and Sharon Neidel assisting with Club Race Timing & Scoring as well as Time Trial timing, and David Bunch, Dean Lyon and Scott Kalkin for helping wherever needed.

Jay and Amanda Jarvis of Jay Jarvis Motorsports hauled both the Timing and Scoring and Scrutineer equipment from Thunderhill to Fontana. Thank you from Golden Gate Region and PCA for them doing that for us. They saved GG considerable shipping costs and we are very appreciative

Rolling Thunder 2010 continues in the third weekend in May with the next stop at Buttonwillow Raceway Park, Oil Capital of California! See you there. 🏁



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Handling Curves

By Steve Coomes, PCA Club Racer (Maverick Region)



The trip to Heartland Park to race in the Kansas City Region “Porsches in the Heartland” Club Race started with a flight to Kansas City to see my relatives. Travis Cearly, service technician from Ruf Auto Center, my girlfriend Leah Lamb, and I picked up the rental car and drove to Independence, MO, and met my aunt Cecilia and cousins Becky and Marie. We ate lunch at Smokehouse where the BBQ Angus tips were fantastic! We then headed over to see my cousin Debbie at her place of employment. After all this, we drove the hour or so over to Heartland Park, Topeka.

We signed in at the track gate and headed over to the garage area to get our key. Bob Wayman, big cigar and all, met us at his garage. He welcomed us, gave us the key and sternly reminded us to turn the key back in on Sunday. If we did not return the key, we would risk big fines, caning, or other bad things! Shortly thereafter, the transporter arrived with my E-class 944 S2 and Bill Bernick’s E-class 911. Arriving with Bill was two of his employees, Nate Wagner and Josh Jensen from Fifth Gear Automotive and Motorsports in Lewisville, TX. Nate and Josh are good young men and proved valuable over the weekend.

On Friday we ran the Kansas City Region Test-n-Tune and did not have any problems. It had been a long time since I ran a whole day without a hitch. I was looking forward to a good weekend.

After the track went cold, we cleaned up and headed out to dinner. After inquiring as to local flavor and not getting any good suggestions, we went to a chain steak house. There was a large table of



Photo by Leah Lamb

Steve Coomes



Photo by Leah Lamb

Steve in his stock E-class ‘89 944 S2.

fellow racers there when we arrived. After some jovial exchanges, we were seated and enjoyed a good meal, albeit with some slow service and the always necessary after-track beverages. Back at the hotel it was off to a good night of rest, for the race weekend officially started the next morning

The first practice session on Saturday threw me the expected curve. A mounting ear broke off the A/C compressor. I have all the A/C components in the car and working due to the huge advantage of having a defroster if it rains, and it has been known to rain on a Club Race or two, especially in Topeka. [Ed. For some racing in the rain, see CRN 09.2 with Steve in the rain on page 3 of that issue] Even my rear window defogger works! Luckily, RPM Motorsports had the A/C delete brackets that fellow racer Chris Blazer recommends. I also scored a new tensioner from Bob Viau at Auto Edge. Travis, who was serving as my track support for the weekend, thrashed to get the kit installed and did a great job. Unfortunately, I still missed the second practice session. Looking back, I probably should have done the A/C delete service as soon as it was legal.

In the third practice session my car was not running all that well and I was anticipating another curve with some serious diagnostics. We found no anomalies other than an overflow tank issue that was eventually repaired by slightly bending the tabs on the cap to get it to seat. I asked around for a spare tank and on Sunday had two tanks that Richard Bennet and another 944 pilot brought from home.

We then got ready for the practice starts and Fun Race. About half way through the first lap on the third green flag to start the Fun Race, the car began to really run rough. I came into the paddock so that I would not be a nuisance

to my fellow racers. The problem? The number three plug wire was not firmly seated in the cap. It felt like the contact in the wire was not snapping into the cap. Luckily, I had a full set of replacement wires

and those were quickly installed. Now I was ready for qualifying.

A new set of Hoosier R6s was going to be my ticket to a fast qualifying lap. I made three good laps and was really feeling comfortable and was going to really pick up the pace when I lost my power steering. The car is drivable without the power assist, but it is sure a workout on the forearms. I decided to come in and settle for whatever position I had managed; ninth it was. I found a spare pump at Terry Morris' trailer and he kindly loaned it to me. More thrashing by Travis and it was installed.

I had a fantastic start for Sprint One and parlayed that into an eighth place finish even though the car developed what I believed to be a fuel pick-up problem and some kind of high-end miss. After some cold suds we all headed over to the tech garage and enjoyed an excellent dinner buffet: salad, mushroom chicken, marinated steak, pasta, mixed veggies and the most sinful dessert selection ever. I must say, that for track food this was world class! After dinner, it was back to the hotel for a quick dip in the indoor pool and off to bed.

The Sunday morning warm-up session seemed uneventful with just a hint of the fuel issue and miss from the previous day. I got another great start in Sprint Two and managed the car well enough to place twelfth even with the worsening fuel issue. To me, that was a miracle. I then found myself starting even further back in Sprint Three due to my slowing lap times. I had a decent start and was again nursing the car around when in lap 10 a piece of my shift linkage broke. Between the poor running qualities and the fact that I was stuck in third gear, I decided that was enough and headed for the paddock with a DNF. Since first and last place pay the same, I celebrated with my favorite carbonated adult beverage!

On Sunday my cousin Marie and her son Sam came out with my cousin Debbie, her husband Don, their sons Zach and Brandon, and one of their friends. It was nice to have family (aka groupies and fans) at the track. I wish I ran better, but they still

enjoyed the outing. They got to see Sprint 2, eat a picnic lunch down at the concession stand, and see Sprint 3. Of course the weekend flew by and it was time to head back to the airport and get back to Aubrey, TX, and the real world.

The National Staff was great. Ray Newman, National Scrutineer, advised me to change my numbers on my car to something more discernible at the request of Timing &

Scoring. After a cold delicious bribe, Ray agreed to let me update the vinyl before my next race at Eagles Canyon Raceway in May.



Photo by Leah Lamb

Steve followed by fellow E-class competitor Bill Bernick



Photo by Leah Lamb

Josh Jenson (L), Nate Wagner (C), and Travis Cearly (R) patiently wait in the garage

At the airport we noticed Michael Wingfield, Club Racing News Editor, was on the same flight as us back to Dallas/Fort Worth. He was seated across the aisle from me and suggested I write this synopsis. I told him I would agree if he, wearing his T&S hat, let me leave the diamond plate numbers on my car. I lost that battle but still wrote about my adventure.

Thanks to Fifth Gear Automotive and Motorsports, and Travis for the hard work all weekend, and the Kansas City Region for hosting a terrific event. 🏁

Watermark Photo by David Hawley

Porsches in the Heartland Pictorial

Photos by Ron Amos (Kansas City Region)



A



B



C



D



E

A - Shawn Reardon (KSC) driving the Panamera pace car leads Jerry Greene (NST) #92 in his GTC3 '03 GT3 Cup and the rest of the Blue sprint group toward the green flag

B - John Marchant (GPL) #44 in his H-class '93 RSA battles with Robert Viau Jr (NST) #21 in his E-class '92 968

C - SPBOX contest between fellow Mavericks Rocky Johnson #530 and Bryan Henderson #66

D - Henry Davis (GPL) #121 in his GTB1 '09 Cayman S ahead of Michael Hemingway (RMT) #10 in his '74 914-4 GT4S

E - Steele Alphin (PAL) driving his GTB2 2006 997 S



Texas Two-Step Pictorial

Photos by Cafe Photo www.Cafe-Pics.com



A - Cheryl McCally (MAV) #371 and Glen Smith (MAV) #717 battle at the Start/Finish line in SPBOX

B - David Speights (RMT) #29 in his I-class 2009 Caymen S

C - Chris Amond (MAV) #210 SPBOX pursued by Chris Blazer (KSC) #23 SP1

D - Mitch Landry (MG) #308 in his GTC4 2009 GT3 Cup leads Bruce Busby (HCT) #83 in his GT3S '93 RSA

E - David Baum (WMI) #11 displays historic Gulf livery on his GTC4 2008 GT3 Cup

F - Richard Jackson (LST) #24 en route to one of two podium GT3S finishes in his '86 951

G - Scott Kuhne (NST) #124 SP1 is chased by Michael Hanza (WHB) #68 E-class '89 944 S2

2010 Early Season Hard Chargers

By Michael Wingfield, Chief of National Timing & Scoring



<u>Name</u>	<u>Region</u>	<u>Class</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>	<u>Index</u>	<u>Race</u>
Sebring International Raceway							
Robert B Seitz	UPC	GTC3	GT 05 GT3 CUP	19	15	4	Red Check Night Sprint
Alain Goulet	REN	G	S 88 951 CUP	9	5	4	Blue Check Night Sprint
Bryan W Berry	GCT	GT4S	GT 68 911 T	29	18	11	Green Sprint 1
Bryan W Berry	GCT	GT4S	GT 68 911 T	22	14	8	Green Sprint 2
Robert B. C. Hale	MSO	D	S 74 911	50	28	22	Orange Sprint 1
Steve Roach	CAR	E	S 77 911	43	14	29	Orange Sprint 2
Michael Iapaluccio	CTV	GTC3	GT 05 GT3 CUP	33	14	19	Red Sprint 1
Michael Iapaluccio	CTV	GTC3	GT 05 GT3 CUP	28	18	10	Red Sprint 2
Rick Fairweather	CIN	F	S 88 951 S	32	15	17	Black Enduro
Daniel Yonker	RTR	GT4S	GT 84 911	46	26	20	Pink Enduro
Texas World Speedway							
Brad T Boyd IV	HCT	E	S 86 911	10	6	4	Blue Sprint 1
Bryan Henderson	MAV	SPBOX	P 98 986	19	6	13	Blue Sprint 2
Bill Tutt	LST	E	S 87 911 CARRERA	19	9	10	Blue Sprint 3
Guy O Danielson	MAV	GTC3	GT 00 GT3 CUP	14	3	11	Red Sprint 1
Keith Olcha	MAV	H	P 93 RSA	15	10	5	Red Sprint 2
Claus Nielsen	LST	GT4S	GT 74 911 S	27	15	12	Red Sprint 3
David Speights	RMT	I	S 09 CAYMAN S	23	13	10	Combined Sprint 4
Road Atlanta							
Jeffrey Freeman	PNW	GTC3	GT 02 GT3 CUP	19	14	5	Group 1 - Race A *
Alain Goulet	REN	GT2R	GT 92 968 T	22	17	5	Group 1 - Race A *
Randy Oswald	UPC	GTC4	GT 09 GT3 CUP	7	3	4	Group 1 - Race B *
Robert B Seitz	UPC	GTC3	GT 05 GT3 CUP	13	9	4	Group 1 - Race B *
Tom Rogers	PST	GTC3	GT 03 GT3 CUP	14	10	4	Group 1 - Race B *
James Roberts	OCM	GTA1	GT 04 GT3 CUP	15	11	4	Group 1 - Race B *
Denis Hebert	REN	GTA1	GT 01 GT3 CUP	16	12	4	Group 1 - Race B *
Marc Villeneuve	REN	GTA2	GT 07 GT3 RSR	18	14	4	Group 1 - Race B *
Mike Courtney	NST	GTC1	GT 92 964	27	18	9	Group 2 - Race A
Greg M Barrows	FLC	H	S 99 996	28	21	7	Group 2 - Race B *
William A Frame	CHO	G	S 96 993	34	27	7	Group 2 - Race B *
Frank Vento	POT	D	S 83 911 SC	36	22	14	Group 3 - Race A
F Allen Shirley	FCR	D	S 72 911 S	35	27	8	Group 3 - Race B
Thomas Sheehan	NCR	GT3R	GT 78 911	9	4	5	Group A Enduro *
Marc Villeneuve	REN	GTA2	GT 07 GT3 RSR	15	10	5	Group A Enduro *
William A Frame	CHO	G	S 96 993	21	8	13	Group B Enduro

Photo by Cafe Photo www.Cafe-Pics.com

Thunderhill Raceway Park

No Winner	-	-	-	0	0	0	Sprint 1
Carl Switzer	GG	GT3R	GT 78 911	7	5	2	Sprint 2
M Steele / A Steele	CHO	I	P 95 993	5	3	2	Enduro

Auto Club Speedway

Paul D Young	SDO	D	S 79 911 SC	21	18	3	Blue Race 1 *
Erik Kinnerger	SDO	SP1	P 84 944	22	19	3	Blue Race 1 *
Bob Madrid	SEQ	GT4R	GT 74 914	28	25	3	Blue Race 1 *
Erik Kinnerger	SDO	SP1	P 84 944	20	14	6	Blue Race 2
Blake Troester	INT	SP1	P 88 944	15	12	3	Blue Race 3
Carl S Akins	ORC	GTA2	GT 06 GT3 996 CUP	12	10	2	Green Race 1
Gregory E Ross	RED	GTC3	GT 03 GT3 CUP	10	4	6	Green Race 2
Doug Baron	SGB	GTC5	GT 10 997 GT3 CUP	3	1	2	Green Race 3
Les Long	INT	GTA1	GT 00 GT3R	9	3	6	Enduro

Heartland Park

Joel W Pfister	NST	GT3S	GT 73 911	25	17	8	Blue Sprint 1
Robert R Viau Jr	NST	F	S 92 968	22	14	8	Blue Sprint 2 *
Brian A Amond	MAV	SPBOX	P 99 986	28	20	8	Blue Sprint 2 *
Brian A Amond	MAV	SPBOX	P 99 986	20	14	6	Blue Sprint 3 *
Bryan Henderson	MAV	SPBOX	P 98 986	21	15	6	Blue Sprint 3 *
Ron Igou	STL	E	S 89 944 S2	24	15	9	Red Sprint 1
Richard Bennett	KSC	E	S 87 951	6	4	2	Red Sprint 2 *
Nunzio Pirrello	KSC	E	S 86 951	18	16	2	Red Sprint 2 *
Brent Knoll	NST	SP1	P 83 944	22	13	9	Red Sprint 3

Circuit Grand Bayou

Terry Simon	MG	SP2	Porsche 944	15	13	2	Race 1
Gary Small	MG	SP2	Porsche 944	14	10	4	Race 2
Mike Hamza	WHB	E	Porsche 944	14	11	3	Race 3

Lime Rock Park

Robert N Cohen	NE	SPBOX	P 98 986	27	20	7	Green CV Sprint
Attilio A Albani	CTV	F	S 93 911	16	7	9	Green LR Sprint
Carl Tallardy	RTR	GTP2	GT 95 FABCAR	19	11	8	Orange CV Sprint *
Mario Lomedico	JSH	GT3S	GT 85 993	23	15	8	Orange CV Sprint *
Jack D McCarthy	CTV	GTC4	GT 07 GT3 CUP	8	6	2	Orange LR Sprint
Uli Furtmair	UPC	E	S 91 944S	16	8	8	White CV Sprint
Gary Radocchio	CTV	D	S 78 911 SC	21	14	7	White LR Sprint
David E Karl	NCR	GT4S	GT 95 993	24	9	15	Yellow CV Sprint
Carlos E Gomez	MNY	H	S 06 CAYMAN S	6	4	2	Yellow LR Sprint

Round 'Em Up

By Dawn Flood, PCA Club Race Volunteer (Kansas City Region)



In the midst of turbo engines and exhaust fumes is the desire to burn up \$1300 in Hoosier tires and an endless supply of petrol. Spending the day in the timing booth at the Kansas City Region PCA Club Race was more than exhilarating. Calling out numbers, chasing retirees, and trying not to distract the apparent perfections of the man in charge became a difficult task for a young women who rarely stops talking; but I managed to do the job. While running the race results time sheets to the tech center in my super charged Yamaha golf cart, all the while dodging cars, left me with so many confrontations of the driving game "Chicken" I contemplated investing in a Nomex fire suit for sale in the tech center.



Photo by Rick Polk (NST)

"The Cow" - just one of the herd of racecars stabled by Rick Polk (NST), began life as a 1973 911



Photo by Rick Polk (NST)

Dawn has a very personal and "mooving" experience behind the wheel of "The Cow"

As I perused the vast array of racecars with their various sponsor stickers, creatively recognizable, but legal, race numbers, and the not so flashy paint jobs, I began to have visions of Holsteins and to crave a juicy hamburger. Unfortunately, they only offered me Subway for my hard work, but Rick Polk graced me with the opportunity to sit in "The Cow" and pull its horn. I had to practice multiple times to attain the perfect "moo" effect, but success is always inevitable with perseverance and a little charm. So remember racers, don't lose your perseverance and keep in mind that charm is safety on the track. See you at the next KSC PCA Club Race. 🏁

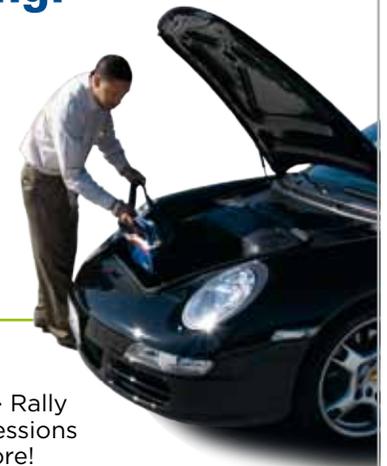
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On the Job

Photographer David Wong (SCV) is captured by fellow photographer Clemson Chan (GG) at Thunderhill Raceway Park during Rolling Thunder I.

With this much equipment, one can see how David landed the cover of this issue.

David and Clemson have additional photographs elsewhere in this issue

Photo by Clemson Chan (GG)



Seeing Double?

Yes you are. The photo below originally appeared in CRN 09.3 on page 25 with the photo credit: "Photo Provided by Dick Dobson"

Dick provided the photo, but was not the photographer.



Photo by Jacqueline Buys (MNY)

The photographer was Jacqueline Buys of Metropolitan New York Region

The Classifieds

Buy, Sell and Browse



1994 SCCA WORLD CHALLENGE 968

1994 pro series team Kelly Moss #77. This car is now a turbo. Rebuilt in 2009. T66 turbo, Motec, Moton, AIM, BBS. The best of everything. Also featured "GT Racing catalog." '05 Haulmark 24 ft. V-nose trailer available. 968 priced right at \$49,000.

John Ricci 363.375.9220
lularicci@aol.com

(1)

1975 914/6 (GT4) Racecar

Competitive, many podiums. Mid-Ohio Workers Choice. Dawes (2.8) Refreshed (4/10), 915 Transmission w/ cooler, Wevo shift w/ lockout, short Gears, Quaife LSD, Twin ignition, Fuel Injection, Haltec mgt. System, Big Brakes in-car bias, Carbon fiber/fiberglass body, Fiske 17x10 front, 17x12 rear (2 sets), Custom built wing. \$29,900. Retiring. Consider trade for street Porsche.

Mike 847.912.1137
MJC443@msn.com

(1)



1980 911 SC Euro

Fresh PWR engine, Leo Goff heads, full welded custom cage, race suspension, PCA E many podium finishes, sorted, balanced, two sets BBS, new Schroth HANS harness, Quaiff, race shift linkage, 0 hours rebuilt tranny, Coolsuit, Momo detachable wheel, more, ready to race or DE, \$25,000. Contact photos and specs.

rchurin@bellsouth.net

(1)

1973 911 GT3 Racecar

911 GT3 class, 993 Turbo body. Fast, fun, reliable! 2150lbs. 3.4L JW engine, twin plug, RSR style MFI, 335BHP. C.Schuh Motorsports. Full 930 brakes and suspension with coilovers. Runs like on rails; brick wall braking. Race gears, ZF LSD, squirters/cooler. Quality engineering, built right, 1973 tub. \$43,200. Let the podium fun begin.

Ray Quick 847.894.5473 Chicago
mercuray1@yahoo.com

(2)



1998 Twin Turbo 993 Racecar

2180 lbs, 500 HP, Carbon Fibre 993 body/wing, Alcon brakes, 3 sets Fiskes, Stack dash/data, G50 6-speed, Tilton clutch/pedals, Penske shocks, coil overs, never crashed. Built from 1993 RS America for 1998 Daytona 24 Hours for \$225,000+. 2005 Road America lap record, podiums. Trailer/delivery available. Run with GT3 RSRs. www.dna-motorsports.com. \$79,500.

Steve Keneally 617.838.4648
steve@dna-motorsports.com

(2)

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2004 996 GT-3 Cup

Owner Chief Engineer Penske, Spotless history, 0.0 Hr. engine by Kelly Moss, 420 HP crank, 2 piece front rotors, G-50 0.0 Hrs. refresh, Premiere Fuel with gauge, solid hood, new Recaro, Schroth belts, welded pts., TPC sway bar, drop link system, BBS wheels with 0.0 Michelin Blues, Extreme custom graphics, New Speed radio, extras.

Allen 610.202.4855
Astra@pobox.com

(2)



1984 911 Carrera Euro Coupe

Club Racecar/D.E., WPOZZZ91ZES122284, trick, low hr. 3.4L, Wong chip, fresh AJRS 915 w/ short gears, gated, L.S., Sachs clutch/light plate, coolers, Fuel Safe, cage, fire system, new FIA harnesses, Cool Suit, fiberglass & carbon fiber body, Lexan, 2200 lbs., turbo brakes & ducts, 3 sets 993 wheels, coil overs, adjustable 935 mono-balls, <http://www.356racing.com/gosar/> \$28,000.

Greg 719.580.2133
gosar@amigo.net

(2)

914

1974 914/2.0 Roadster

Silver/Black. Race ready, GT-6, full cage, chassis kit, Weltmeister torsion bars, 22mm fit sway bar, solid mounts, turbo tie rods, Bilstein Shocks, MSD 6AL ignition, Webers, Lexan windshield, motor overhauled 2007. Prepared/maintained by Rennsport of Tulsa. Extra wheels & tires. \$13,500.

Bill Jacobi 918.694.1261 Tulsa, OK
bjacobi@sbcglobal.net

(2)

928

1986 928 S Racecar

6.4L, black/orange, full race, Penske adjustable shocks, roll cage, Lexan windows, 2 sets wheels, new engine, 2825 lbs, \$24,000. Homebuilt trailer, aluminum box fits wheels and tools, hydraulic brakes, aluminum folding ramps, easily towed by GMC Envoy, \$2,000.

Sylvain Toupin 514.937.9191
toupin928@hotmail.com

(1)

968

1992 968 DE/Auto-x Car

Black. 2009 National Parade auto-x champ, 2008 Challenge Series champ. Tiptronic, fully set up for track, corner balanced, Bilstein coilovers, M030 sways, camber plates, RS Barn catback, chipped, lower/upper braces, Redline roll bar, OMP seats, 2009 5-point harnesses. New steering rack, belts, water pump. Fully street legal as well, with stock seats included. \$15,000.

Chris Lennon 719.487.2842
cjlennon@comcast.net

(1)

1995 968 Euro Club Sport

Extremely rare factory Club Sport. 3.0 L. 6 speed. Last year of production. This Riviera Blue Coupe is one of a handful in the USA. Completely turnkey for PCA racing. Cage, seats, belts, fire, data, Charlie Arms, etc. Superb, unblemished car. Ready to race or DE. \$39,500.

Ed 801.209.3159 Utah
eblais@xmission.com

(2)

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Submit text and photos ads to the CRN editor. Photo ads are accepted at a prepaid price of \$30 for two issues. Submit payment for photo ads to the Advertising Coordinator.

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The Classifieds

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911

1967 911s Racecar

Viper Green, 2.0L Matching numbers. Full cage, Corbeau Monza seats, 5-piece belts. 2 sets wheels/tires, 15 gal Fuel Cell, Turbatrol oil cooler, Weber carbs, MSD, short gears – CFLOS, Lexan rear window. 2153 Lbs. Sorted, competition ready. Original paint color/ code Slate Grey/6601. PCA Club Race and Rocky Mountain Vintage Racing log books. \$49,995.00 Pictures <http://manpos.com/67s>.

speedster156@gmail.com (1)

1974 911 Carrera

Matching numbers 9114400034. 2.7L MFI RS spec, 213 bhp rear wheels, 1st Carrera to Brumos, Peter Gregg driven. Engine rebuild, LSD, Fuel Safe, cage, 5pt, Recaros, 17" Fiske F10 8/9, 245/275 Hoosers, Wevo, crnk windows, net, GT bumpers, lightened flywheel, oil cooler, Bilsteins, SC brakes, ducts, Musante suspension, MFI rebuild TDX. Street legal, race ready E Class.

echoman@optonline.net (2)

1990 964 RS Carrera Cup Racecar

Extremely rare first year 911 Cup. #11 of only 45. Team Strahle car with all documents and race history. Fresh 3.6 motor, 100 L cell (Enduros). Superb authenticate car. Ready to race PCA GTC1, SVRA, HSRetc. Very collectable, and a blast to drive! \$79,500.

Ed 801.209.3159 Utah
eblais@xmission.com (2)

944

1989 944 Racecar

2.7 L 8V built by AutoEdge, Blk/Blk PCA Stock class or SP-2, Momo seats, Removable steering wheel, OG cage, LSD, SACHs clutch, FABCAR LCA, Bilstein coilovers, camber plates, spherical bearings, CoolBrake kit, BK strut brace, new RA1 tires, pads, rotors, battery. No issues. Had my fun! Race or DE. \$8500.

Steve 225.767.2390
L.Bujenovic@gmail.com (2)

GT3

2000 911 GT3 Cup

Successful World Challenge car with multiple podium finishes. Many firsts in PCA GT2/GTA. PMNA high HP engine, no body damage, upgraded clutch, trans, electric power steering, RSR rear suspension, Motons, 3 sets wheels, spares, perfect condition, set up by Autometrics, see photo at www.forgeline.com/customer_gallery, \$65,000.

Jim Schardt 937.603.7662
jjschardt@msn.com (2)

2004 GT3

Silver w/graphics, black int, 6-speed. Stock engine, ECU, gearbox. PCA J-class winner. K-Fab custom cage, NASCAR basket, new window and center nets. '09 Recaro and belts. PCA 2010 rules lightened, A/C removed. 6:1 headers, Wrightwood brakes, JRZ coil overs, Cup monoball and tie rod suspension. 12,200 miles. Info/photos www.bodymotion.com. \$79,999 2007 26' trailer available.

Vern 732.778.9638 (2)

From Start to Finish

Continued from page 11

race from the back of the grid. Did the competitor start from the rear because that was the competitor's best possible qualifying time, or was the competitor moved to the rear by some other process?

To win the award, one must follow all race rules, meet the eligibility criteria, and legally participate in the session that serves as the qualifying session for a race. To simplify, if you have your qualifying time disallowed or do not qualify for a race, you are ineligible for the award.

Race qualifying may be a formal Qualifying session, some other on track session (Practice 3),

or the result of a prior race lap time computation. If you fail to participate in the qualifying session, you have no time-based grid position. Without a time-based grid position, you become ineligible for the Hard Charger award in that race. Similarly, if you participate in the qualifying session but receive some form of time-disallowing race penalty (DQ) in that session, you become ineligible for the award in the race that uses that qualifying session to set the grid. In short, the easiest way to ensure your eligibility for winning a Hard Charger award is to obey all race rules, participate (legally) in each on track session, report to grid on time, and do your best, without incident, during the race. 🏁

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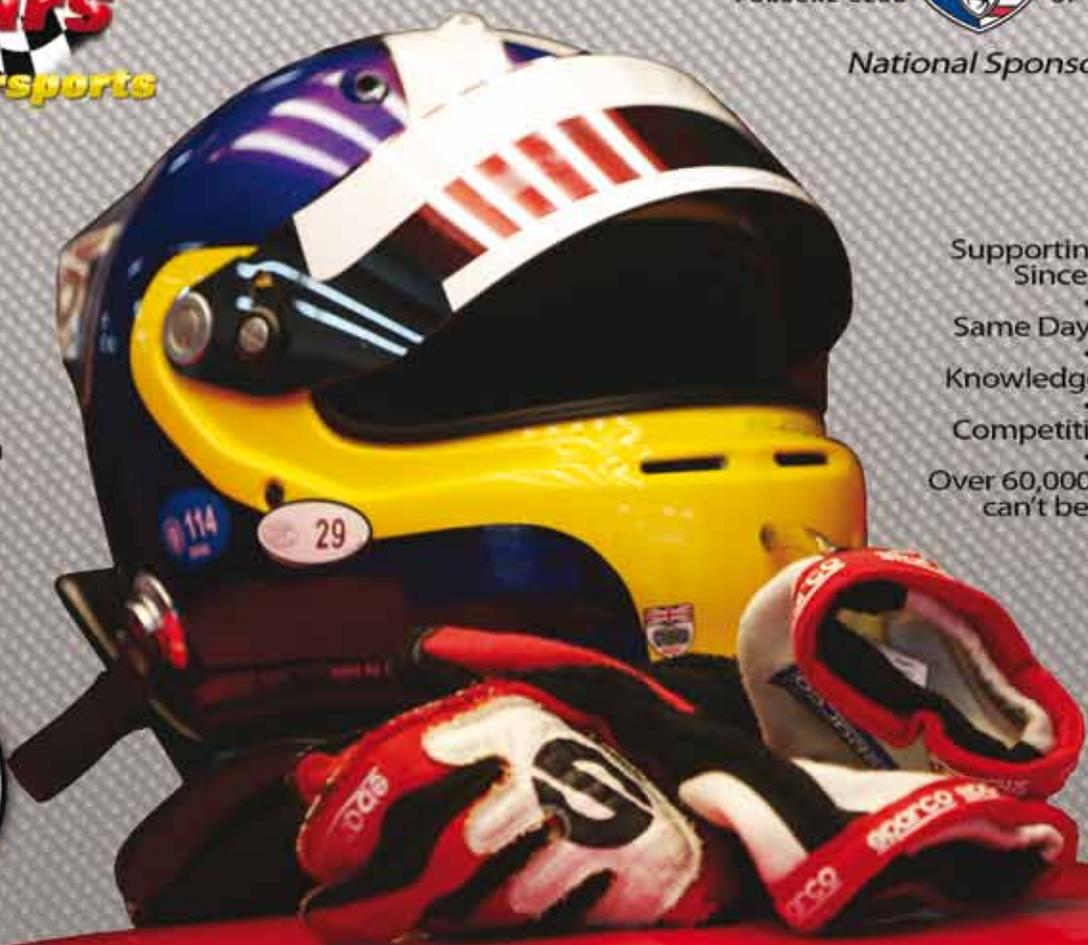
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