



NEWS

Volume 22 • Edition 14.2

PCA CLUB RACING NEWSLETTER

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On the Cover
Philip Bloom (MBY) #182 displays his commitment to PCA Club Racing at Lime Rock Park
Photo by Tim Rogers (CVR)

Deadline for article submission for the next issue is July 25, 2014

Club Racing News (CRN) is the official publication of the Porsche Club of America, Club Racing and is published quarterly.

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BRYAN HENDERSON CHAIRMAN PCA CLUB RACING

CHAIRMAN'S CORNER

TIRE CONTINGENCY

Our tire contingency program with JX2 for the GTC3 thru GTC6 classes is a great deal that has been flying under the radar so far this year. For each of these classes, when four or more cars race in the class in a points race, first place will earn two Pirelli racing slicks, and second place will earn one Pirelli racing slick. For each of these classes, if there are two or three cars in the class then JX2 will provide a certificate for one Pirelli racing slick for the winner. You really can't beat that.

JX2 has just announced a new program for all classes outside of GTC3 thru GTC6 where racers can use Pirelli race tires. These drivers can earn a gift certificate for \$250 for wins and \$150 for second in a class where there are three or more starters, and \$50 for third in class where there are five or more starters. The driver must race on Pirelli tires purchased from JX2.

We have a new contingency program with Toyo Tires. This program is for our Spec Boxster (SPB) class. These guys have been getting huge fields in the southwest and the class continues to grow across the country. Toyo has a system that will allow a racer to earn as much as \$240 in Toyo bucks for a win in a points race where there are 19 or more starters in the class. It has been the norm recently to have 25 to 32 starters in SPB in the Southwest. Naturally, the Toyo bucks amount drops as the fields become smaller: \$160 for first place with nine to 18 starters, \$120 for five to eight starters, and \$30 for three or four starters in class. The payout with a sliding scale goes five

places deep in races with five or more starters and three places deep with three or four starters. We are currently working with other manufacturers and suppliers to enhance your racing experience.

DNF vs. DQ

There has been some confusion with drivers who receive a DQ (disqualification) or DNF (did not finish) on the score sheets after a race. These are two very different things and the results are actually very different as well.

The process your stewards go through when working an incident could be better publicized

The DNF designation occurs when a car does not finish a race. It does not imply any violation of rules. It simply means the car did not take the checker flag on the track. In our rules that driver would also get no points. The driver does however keep the finishing position, whatever it may be. This could occur when a driver has a mechanical break down or flat tire. This could also happen when a car, for whatever reason, simply exited the race before that car received a checkered flag. The confusion here happens when a driver sees the checkered flag but does not realize the winner is behind him and the flag is actually for the car behind. In some cases the driver misinterpreting the checkered flag will slow and exit the track on what should be his last racing lap, not his cool down lap.

In a relaxation of the DNF rule, the stewards and timing & scoring staff decided at their last meeting to allow a checkered flag pit loop crossing

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2014 CLUB RACING SCHEDULE

Dates	Event	Region	Region Contact
Jun 20 - 22	Virginia International Raceway	Zone 2	Mike Andrews 215.589.5633 Mra.1954@gmail.com
Jul 26 - 27	Brainerd International Raceway*	Nord Stern	Doug Anderson 507.273.5346 argosy@cluemail.com
Aug 8 - 10	Canadian Tire Motorsports Park*	Upper Canada	Mick Oliveira 416.702.4408 aapo@sympatico.ca
Aug 16 - 17	High Plains Raceway*	Rocky Mountain	Brian Leary mrclubrace.com beleary36@yahoo.com
Aug 22 - 24	NJMP Thunderbolt*	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Aug 30 - Sep 1	Road America*	Chicago	Keith Clark 630.514.5937 kc_design@sbcglobal.net
Sep 6 - 7	Thunderhill Raceway Park	Golden Gate	Tim Smith 480.381.6297 ggrtchair@gmail.com
Sep 12 - 14	Mid Ohio Sports Car Course*	Mid Ohio	David Hayden 740.973.0538 davidehayden@windstream.net
Sep 20 - 21	Miller Motorsports Park*	Intermountain	Otto Silva 801.889.3511 otto@databaseguru.net
Sep 26 - 28	Summit Point Motorsports Park*	Potomac	Fred Pfeiffer 301.729.2407 clubrace@pcapotomac.org
Sep 27 - 28	Willow Springs International Raceway	San Diego	Greg Phillips 619.395.7506 phigr@att.net
Oct 4 - 5	Hallett Motor Racing Circuit	Cimarron	Jon Jones 918.740.7951 Jjone20@aol.com
Oct 10 - 12	Monticello Raceway	Riesentoter	Marty Kosce 610.216.3355 track@rtripca.org
Oct 24 - 26	Daytona International Speedway*	Florida Crown	Allen Shirley 904.338.2324 turbo91188@comcast.net
To Be Announced	Carolina Motorsports Park*	Carolinas	Bill Scarbrough 803.600.6704 clubrace@carolinas-pca.com
Nov 8 - 9	Motorsports Ranch*	Maverick	Pat Heptig 214.649.7909 pheptig@heptiglaw.com
Nov 15 - 16	Buttonwillow Raceway Park*	San Diego	Greg Phillips 619.395.7506 phigr@att.net

* Indicates an Enduro



Zone 2 PCA Club Race

"Rumble at the Oak Tree"

Virginia International Raceway, Alton, VA

Join us on **June 20-21-22, 2014** on the FULL COURSE Virginia International Raceway in Alton, Virginia for the premier, mid-Atlantic PCA Club Race.

The format will be the same as last year with three Club Races: **two Sprint races** plus a **90 minute Enduro**.

Registration is open

<http://register.pca.org>

See you at Rumble at the Oak Tree

Chairman: Mike Andrews (215)589.5633 mra.1954@gmail.com

Registrar: Marty Kosce (610)216.3355 registrar@rtr-pca.org

Chairman's Corner

Continued from page 4

in the hot pits to finish a race, where the track lay out allows. However, this is impossible with normal traffic flow at about one half of the tracks where we race. At these tracks, cars do not have the opportunity to take the checkered flag in the hot pits, and thus will be assessed a DNF if the checkered flag is not taken on track.

A DQ occurs when a car is disqualified for not following a rule. In this situation the car does not receive any points and does not receive a finishing position, i.e. the car is placed at the rear of the field. This could be a result of the car being underweight or using non-compliant parts during the race or simply spilling fuel. The DQ is also applied for not racing within the rules for a race.

This particular issue comes up more often in Enduros, where there are rules

concerning pit stops. In our race at Sebring International Raceway earlier this year we had a prime example. Three or four cars were gambling a bit with the clock, for whatever reason. These competitors found that when they *pre-sumably* planned to make a very late pit stop (in a one and a half hour enduro), that they could not do so due to a full course yellow flag situation. Those cars had plenty of time to make pit stops earlier in the race.

Since these competitors could not make a legal pit stop in the waning laps of the race, most just pushed on to the end. There is no way to score this except a DQ for failing to make the required pit stop. A DNF would likely have caused them to win their class without receiving points. I am sure their weight would have been checked due to likely having a very light fuel load. These cars were disqualified for not making a legal pit stop.

At least one driver came in under the late race yellow flag and informed the scrutineer that the pit stop would not count as the required five minute pit stop. However, it could *not* count as a legal pit stop in any case since the flag condition was full course yellow¹. Likewise, the pit stop could not be completed prior to the last 10 minutes of the race². The driver then exited to the paddock with less than 10 minutes remaining in the race. He was surprised to find that he was classed as DQ rather than DNF. The fact that he went into the paddock was irrelevant since he had

1 2014 PCA Club Racing Rule Book, Appendix E - 2014 Enduro Protocols, Rule 2

2 2014 PCA Club Racing Rule Book, Appendix E - 2014 Enduro Protocols, Rule 1

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MICHAEL WINGFIELD

CLUB RACING NEWS EDITOR

There are some exciting changes in our program this year. The most notable are the tire contingency programs targeting the top tier GTC classes and the popular and still growing Spec Boxster (SPB) class. There are also additional award opportunities for competitors in all race classes. The highlights of these programs are described in the Chairman's Corner column (page 4).

There has been a slight change to the DNF (Did Not Finish) rule that has been in place for the past two years. For the past two years, a competitor had to take the checkered flag on the race track in order to score a race finish. Failure to cross the start/finish (S/F) line on the race track under a waving checkered flag resulted in the competitor scoring a DNF. Beginning this year, a competitor may take the checkered flag on pit lane, provided the opportunity exists to do so. This alteration of the DNF rule has the caveat that it affects only certain tracks. Only those tracks that allow a competitor to cross a pit lane S/F line on the way to the paddock will receive the benefit of the rule change. If the track configuration does not allow the competitor to cross the pit lane S/F line, then the competitor must still take the checkered flag on the race track to score a finish, else the competitor receives a DNF. Each competitor must be aware of the track configuration in order to determine if the pit lane S/F line has any bearing on finishing a race. As always, any competitor that is towed across the pit lane S/F line or limps in after a race after having been stopped on track will continue to receive a DNF. You can read more about this rule change in both the Chairman's Corner and View from the Tower (page 10) columns.

Two things that have become scant in the past two issue of the Club Racing News (CRN) are racer written articles and general photo submissions. Compare CRN issue 13.4 containing three feature articles with CRN issues 14.1 and 14.2, each with just one feature article. What has

happened to my racing writers out there? This is your newsletter (although I frequently call it a magazine), created for your benefit and entertainment, and hopefully your written content. You don't have to be a racer to get your PCA Club Racing content published here. I welcome articles from crew members, families, volunteer staff or other PCA member spectators attending our races. If you have been to one of our races in any capacity, enjoyed the event, then share your story with others.

To drive this point home, I recently attended a club race where someone recognized my name and said, "You're the guy that writes the Club Racing News." First I was flattered that he made the connection between me and CRN (most people do not make the connection), but then I corrected the friendly gentleman by stating I was just the editor and not the "writer" per se. The man replied, "It seems to me that half of CRN is written by you." Point taken - but it is not supposed to be that way, and certainly not my intent. I would much rather edit than compose.

Second, the lack of photo submissions leaves these pages filled with monotonous, albeit informative and necessary, text. If you're one of those who have sent me an article, you know that I reply with a note of thanks and a question, "Do you have any photos to accompany your article?" Photos greatly enhance your story and improve the visual appeal of CRN. Think about it. Are you likely to read page after page of static running text, or is your interest piqued when you see a cool photo on a page? I am betting on the latter. Whether you're providing an article or not, if you have interesting photos from our races and are willing to share those photos with our racing community via this publication, please contact me. I welcome photo submissions as much as article submissions.

When I first took over this position, professional and amateur photographers alike sent me CDs and DVDs filled with event photos. I had

What has happened to my racing writers

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DE registration also via clubregistration.net See NordStern.org for more information.

plenty of good quality photographs from which to pick and choose, and frequently had extras photos to use for watermarks and backgrounds. Does anyone remember those event photo collages I use to have in CRN? However, as the years have passed, photographers have not been as generous. In fact, one photographer responded to my request for CRN images with, "I did not sell any photos at the race, so why would I provide photos to you for free?" Touché! You can never have too many photos of your car, can you? Maybe the next time you're at the track you could pay a visit to the track photographer and see what is there to interest you.

CRN does not pay for photographs that appear in this newsletter. The best I can offer any photographer is a photographer credit for any photos that graces these pages. However, I do know that a cover photo or two have generated post event photo sales for the photographer. I don't think it was that the photo was on the CRN cover as much as it was a really good photograph.

Along these lines, while discussing the declining influx of photos with fellow PCA members at a race, one person commented, "Why don't you search the Internet for photos from the various events?" While that may appear a good idea, I do not have time to spend hours in search of club race event photos on the Internet. If you're one of those people with ample time on your hands, I invite you to contact me and we'll work to make you the CRN photo researcher. Your tasks include searching the Internet for club race photos, contacting the photographer to obtain permission to use the photos, and collecting appropriate photos for use in CRN. I am happy to discuss the details with any willing candidate but can assure you the hours will be long and the pay will be zero - thus is the lot of the volunteer. 🏁

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VICKI EARNSHAW CHIEF NATIONAL STEWARD

VIEW FROM THE TOWER

PCA racing is in full gear and I hope you find yourself at a track accomplishing your personal goals for 2014. That may be enjoying the camaraderie of fellow competitive racers, acquiring points for the Championship, doing your very best, or trying some new tracks. Another way to be active in PCA Club Racing is submission of proposed rule changes. From April 1 until June 1 you may submit these proposals. These proposals are reviewed by the rules committee and then sent out for comment by all PCA racers. The comments by racers are an integral part in consideration of the proposed changes by the rules committee. Please actively participate in this process.

PCA Club Racing is unique because it is the members who volunteer their time and the members who make the rules. These volunteers have a passion for racing. Each one has a unique niche that allows the program to run 32 events a year. Not only the national team but each race depends on a core of regional volunteers to deliver a safe and fun event. The event chairs from each region may take 10 months to set up and organize a team for the race. This dedication deserves your respect and appreciation for their giving of time so we can race.

Flag conditions need to be understood by every racer, who must react correctly based on knowing the rules for each flag. Here are two flag conditions to review:

Black All Flag (open black flag from all corners)

A Black All Flag denotes racing has stopped. There is NO PASSING, and you must return to the hot pits. If the session is not a race, you will return to the track (time permitting) in the order you entered the hot pits once the session has gone back to a green flag. If a Black All Flag occurs during a race, there may be some rearranging of positions in the hot pits to duplicate the last full green flag lap.

AND YOU THOUGHT TAKING THE CHECKERED FLAG WAS THE EASY PART OF THE RACE

During any session with a Black All Flag, you may not work on the car until we return to a green flag condition. You may pull out of line to the pit wall if you plan to work on your car, but no work is allowed on the car until that green flag condition.

Of course, not following these rules brings penalties. Passing under a black flag during practice, qualifying, or warm up is penalized by removal from the track for that session. During a race, any driver passing under Black All Flag will be assessed a stop and go penalty. If the infraction occurs on the last lap or two, and it is not possible to assess the stop and go penalty before the end of the race, the racer shall receive a post race penalty of one lap.

In almost every article I emphasize the importance of (working!) in-car cameras. In the last year

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Registration Opens June 23, 2014:
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MICHAEL WINGFIELD CHIEF OF NATIONAL TIMING & SCORING

Racer Chad Cox (#27) recently asked me a question about the race clock, elapsed time, and penalties. At the Texas World Speedway (TWS) race the winner, #723 Richard Heck, won the race with 14 laps and a time of 30:17.229. John Montgomery (#21) finished 14th overall, with 12 laps and an overall race time of 30:14.215, a time less than the race winner by three seconds. Chad finished one lap down from the leader and 13 seconds behind at the checkered flag with 30:29.921 race time. However, Chad was assessed a one lap penalty post race for passing under yellow. Between the #723 and Chad were two cars, Pierce Marshall (#59, initially finishing in P2 but also assessed a one lap penalty post race) and James Dean (#466), then two laps down. The question Chad asked was how the #21 finished ahead of #27 even with #27 receiving a one lap penalty, since both cars now had 12 laps and Chad had completed 12 laps quicker than #21?

To understand the results, one must understand track position as well as the overall race clock and each individual competitor's race clock. I covered the race clock seven years ago in CRN issue 07.1 (does anyone read past issues?), and some of that information appears here. Simply using the time component of a race will not generate a race result. Race results are a combination of laps completed, the time per individual lap, and the overall race time per competitor.

Let's establish an understanding of race time. The race clock represents the elapsed time from the drop of the initial green flag until the drop of the checkered flag. Within this clock there exist individual competitor's race clocks, or the race time for each competitor. The individual competitor race clock starts when the competitor *first* crosses the Start/Finish (S/F) line under the green flag (or technically, under any flag except the red flag – laps and time stop under the red flag). Likewise, the individual competitor race clock stops when a competitor crosses the S/F line under the checkered flag, or when a competitor crosses the S/F line for the final time, which may occur before the end of the race as in retirement.

**By being
the car
immediately
in front of the
overall winner
at the drop of
the checkered
flag, #21 sealed
his minimum
finishing
position**

From this you should see that the pole sitting competitor will start his race clock ahead of a competitor at the rear of the pack, but the pole sitting competitor will have traveled some distance down the track before the last place competitor reaches the S/F line. Similarly, if a competitor joins a race late, the clock for that competitor will not start until the competitor crosses the S/F line the first time. For example, if this late comer joined the race at the half way point of the race, at the end of the race the late comer will have an elapsed race time nearly half that of the overall winner. Similarly, when a competitor retires from a race, the individual race clock stops for that competitor as of the last time the competitor crossed the S/F

line, again generating a race time less than the race winner.

It is very common to have a race finishing competitor, who is not the race winner, have a lower overall race time less than the race winner (as noted for winner #723 and #21). This situation occurs when a competitor is lapped, or about to be lapped (more on #723/#21 later), by the race winner. The winner has effectively made more circuits around the track than the lapped competitor, who by nature of being lapped does not have the opportunity to make additional circuits around the track after the checkered flag displays. The checkered flag ends the race for each competitor as the competitor crosses the S/F line, regardless of lap count. Thus, when the winner laps a competitor as they both approach the S/F line, the race clock stops for each competitor behind the winner, and the

lapped competitor will have an elapsed race time less than the winner.

There are two points to understand concerning the TWS race result and the positioning of the #21 and #27. First, let's examine the #27 race result. #27 completed 13 laps. The race stopped for #27 when it crossed the S/F line under the checkered flag behind the overall race winner. Both the lap count and race clock stopped, with the accumulated values for each, when #27 crossed the S/F line. #27 was then assessed a one lap penalty for passing under yellow. The penalty deducts from the lap count, but does not alter the individual race clock (overall race time for the competitor). Thus, the time component for #27 remains intact representing the time it took to now complete 12 laps, not 13 – this is the nature and intent of the penalty. If the time component were also adjusted back to lap 12, that would be a "roll back" and not a penalty. The

roll back would allow #27 to maintain position as of lap 12, which is not an imposition of a penalty, as it would not change the results relative to other 12-lap competitors.

Second, let's examine the position and time for the #21. #21 was immediately in front of the #723 when #723 took the checkered flag, a critical component of the #21 race laps and time. By being the car immediately in front of the overall winner at the drop of the checkered flag, #21 sealed his minimum finishing position. That is, #21 cannot finish any worse than the first car a lap down to the leader in this particular race (but in reality two laps down based on laps complete and assuming no post race penalties for #21). At this point in time, it is impossible for any other competitor to pass #21, as #21 is physically the last car on track (track position, not

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FROM START TO FINISH

7th Annual
SCHATTENBAUM SHOWDOWN
August 22 - 24, 2014
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WALT FRICKE TECHNICAL & RULES CHAIR

By the time you read this, the time to propose changes to the rules for 2015 – by June 1 - will be over. Be on the lookout for an email coming your way some time before August 1 listing the rules changes put forward for comment. If you don't receive it, after August 1, look for it on the PCA Club Racing website. The Rules Committee has two months to digest the proposals, select those we want comment on, and get the word out. We usually are able to meet this time line.

Each year it seems the rules increase and get more detailed; this is inevitable. Rules inherently start out a bit broad. The rules writers assume a certain amount of common understanding. But not all share that understanding, and questions arise as to where the line might be between compliance and infraction. Where there reasonably is some ambiguity, as questions get answered, the answers usually find a way into the rules. But sometimes questions of ambiguity are resolved by publicizing interpretation. In that spirit, here are some things to remember about the Stock and Prepared classes.

You cannot remove your windshield wipers. Okay, in the spirit of not grinding too fine, if you want to remove the external wipers and arms, you can do so (but the motor and linkage must remain) - lots of luck seeing any aerodynamic advantage from removing the wiper arms and blades. If you don't have the wipers with you and it rains you have penalized yourself.

You must retain the external cabin air circulation system. In the early 911 cars, this system resides under the cowl where the wiper motor also sits. It is up to you if this system functions or not, but it is good to have an operable system in damp

weather when the inside of the windshield tends to fog. A racer who can't see well is at quite a disadvantage and a potential hazard for fellow competitors. In some models, the system is commingled with the heated or conditioned air. We allow removal of those systems, and if a removable part of such a system is integral to the external air system, well you can remove that too - but no more. If connections to what you remove can be blocked off so the external air system still introduces air into the cockpit, you must do that and retain the functionality.

In a couple of years we should have this straightened out

You must retain your headlights, taillights, and turn signals. These lights don't have to work – bulbs can be burned out, fuses blown, or switch contacts failed, but the stuff has to be there. If you put a cover over your headlights to save the glass, the glass must be under those covers. Of course, for a night race things are different in terms of lights.

The rules are quite specific about brake lights - they have to work, and be as bright as stock. You won't be black flagged if you only have one working brake light, but you take quite a risk. If the other brake light fails you will be black flagged and chances are pretty good you won't be able to fix it in the hot pits and return to the race. This is why corner workers call in cars with only one functioning brake light and scrutineers try to contact the drivers to notify them of the problem so the drivers can remedy the situation.

You don't have to retain the horn. It might be convenient to give someone a quick beep in the paddock, but otherwise it doesn't come into play. Many racers have added extra cooling radiators or

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THINKING ABOUT RULES

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 AUGUST 16/17, 2014

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 - > Two sprints per run group and a one hour Enduro, along with a fun race
 - > Access to the track beginning at 5 pm on Thursday (8/14), Test and Tune on Friday (8/15) (Not a PCA event)
 - > Mark your calendars now and plan on joining us in August 2014 for the Rocky Mountain Thunder Club Race, brought to you by the Rocky Mountain Region Porsche Club.
 - > Registration will open June 30th thru ClubRegistration.com (<http://register.pca.org>)
- www.rmclubrace.com



Chairman's Corner

Continued from page 7

placed himself in a position where it was impossible to comply with the rules. This car was essentially in a similar situation to those who just kept racing. Going to the paddock did not change that. Cars which stopped racing and came into the paddock earlier in the race were classified as DNF since there was ample opportunity to comply with the rules when they stopped racing.

INCIDENT REVIEW

It has recently come to my attention that the process your stewards go through when working an incident could be better publicized. Most drivers are aware that when an incident occurs,

all drivers involved must come into the black flag station³ on pit road and report the incident to the scrutineer. Drivers are also aware that the scrutineer will start the paperwork and give the driver a Drivers Incident Report form. The scrutineer will make arrangements to review the damage to the car and make his written report for the steward. The driver will go to medical and then fill out his written report of the incident. The steward will review all information including video and determine who is at fault to complete the incident investigation report.

The part of the process that most drivers are unaware is how hard the stewards work to achieve consistent enforcement of our rules concerning

³ 2014 PCA Club Racing Rule Book, Driver Requirements, Rule 4-B

contact on the track. Each incident goes into an internal report to ALL stewards. Each steward can review the incident and ask questions or challenge the findings. If a steward happens to be at the race, but not working in an official steward capacity, they are quite often shown video of the more difficult incidents from that weekend and asked for an opinion on what they see and who is at fault. We are working on a process whereby a steward at a race can get a second opinion via the internet from a steward that may be at home enjoying a cup of coffee. Fortunately, most incidents where good video is available are relatively easy to figure out. However, some require more thought and analysis. The goal is to get each and every one right.

Our stewards meet as regularly as the budget will allow. The most recent

meeting occurred in February 2014 in Austin Texas. The stewards as a group reviewed several of the more interesting incidents that have occurred and likely all of the incidents that have been appealed. The video of these incidents is scrutinized quite well. Each time a steward works an incident the steward understands that not only will the drivers involved be knowledgeable of what occurred but so will the steward's peers. By keeping this process within the relatively small group of stewards who are trained and practiced at reviewing incidents we are able to have consistent enforcement.

However, if a driver believes the steward has made an error, the driver may appeal the steward's decision. The appeal must go to the Chairman of

Club Racing within 30 days of the incident. The appeal should be in writing and outline exactly why the driver believes he is not at fault. The appeals are looked at quite thoroughly. Stop motion video and frame by frame analysis on a large monitor are used when video is available. The duty for review is most of the time delegated to the Chief National Steward. If either the Chairman or the Chief National Steward was involved in the original decision, the party involved stays out of the appeal process. If by chance both were involved, the appeal would go to another very experienced steward.

Who are our stewards? None of the stewards asked for the job. Each one was noticed by our existing stewards as someone who has broad experience

including having been the local Chairman of a PCA Club Race, the type of personality who would tend to be a clear thinker under the stress in the control tower, the ability to deal with racers in emotional situations and as someone who "gets it" on the track. They are vetted and approved by the PCA Executive Council (EC) then asked to participate. The EC gets involved because the steward is the face of PCA leadership at a club race. It cost every one of these folk's lots of their personal time and likely some personal dollars to "volunteer" as a club racing steward. They have truly earned your thanks and respect even if you don't always agree with them. 🏁



PCA Chicago Region - The Road America Challenge 2014

22nd PCA Club Race – 48th Drivers' Education
 Concours - Dinner – Party

Friday, August 29* thru Monday, September 1
 (Labor Day Weekend)

Road America in Elkhart Lake, Wisconsin

Thursday – Track access AFTER 6:00 pm

* Friday - Optional Test & Tune (under PCA DE Rules)

Saturday – Practice sessions and starts, Concours, Dinner, and Party at Siebkins

Sunday – 2 Sprint Races

Monday - 90 Minute Enduro

Friday – Monday: - Advanced Solo DE

Registration will open July 14th 9:00 pm CDT <http://register.pca.org>

Event Chair: Keith Clark 630.690.3381 KC_Design@sbcglobal.net

Club Race Registrar: Susan Shire 847.272.7764 raceregTRAC@aol.com

DE Registrars: Toby and Bonnie Duckett630.248.7680 tobyduckett911@gmail.com

Important Event Information: www.PCA-Chicago.org and <http://register.pca.org>

Thinking About Rules

Continued from page 14

hoses in the spaces where stock horns reside. With the advent of mandatory door bars, the popularity of halo seats, back braces being mandated (unless special and somewhat expensive measures are taken) quick release steering wheels are common. Some quick release steering wheels can be made to include

the horn button, but most can't. When you need to remove the steering wheel in a hurry, more wires are the last thing you need to deal with. So you can ditch the horn if you want.

SP3 INTERPRETATIONS

Here are two interpretations which apply now, and will be found in the next rule book. In SP3, flaring of

fenders is allowed. The limit on wing width remains as it was with the stock fenders at 68.3 inches. In addition, the only diffuser allowed in SP3 is the factory 944 Turbo diffuser, and it is allowed only on the 944 Turbo and the 944S2.



WEST COAST SERIES

Mar 29/30 Golden Gate Region-Thunderhill Raceway Park
Apr 4/6 Zone 8-Auto Club Speedway
May 10/11 Golden Gate Region-Buttonwillow Raceway Park
Sep 6/7 Golden Gate Region-Thunderhill Raceway Park
Sep 20/21 Intermountain Region-Miller Motorsports Park
Sep 27/28 San Diego Region-Willow Springs Raceway
Nov 15/16 San Diego Region-Buttonwillow Raceway Park

for info contact your zone rep
must drive in at least 4 events to qualify for a trophy

Attention Club Racers! 2014 marks the inauguration of the new, **West Coast PCA Championship Series**.

Starting March 28 at Thunderhill Raceway, all racers in Zones 6, 7, 8 & 9 who participate in points races at least four of the seven West Coast Series Club Races held this year west of the Rockies will be eligible. Club Racing points earned in PCA Club Racing National Championship points races will be tallied and class champions determined at the end of the year for both the West Coast PCA Championship Series as well as the PCA Club Racing National Championship.

The West Coast PCA Championship Series winners will be awarded trophies at their annual Zone awards banquet. For more information regarding the West Coast PCA Championship Series contact your local club racing chair or your Zone representative.

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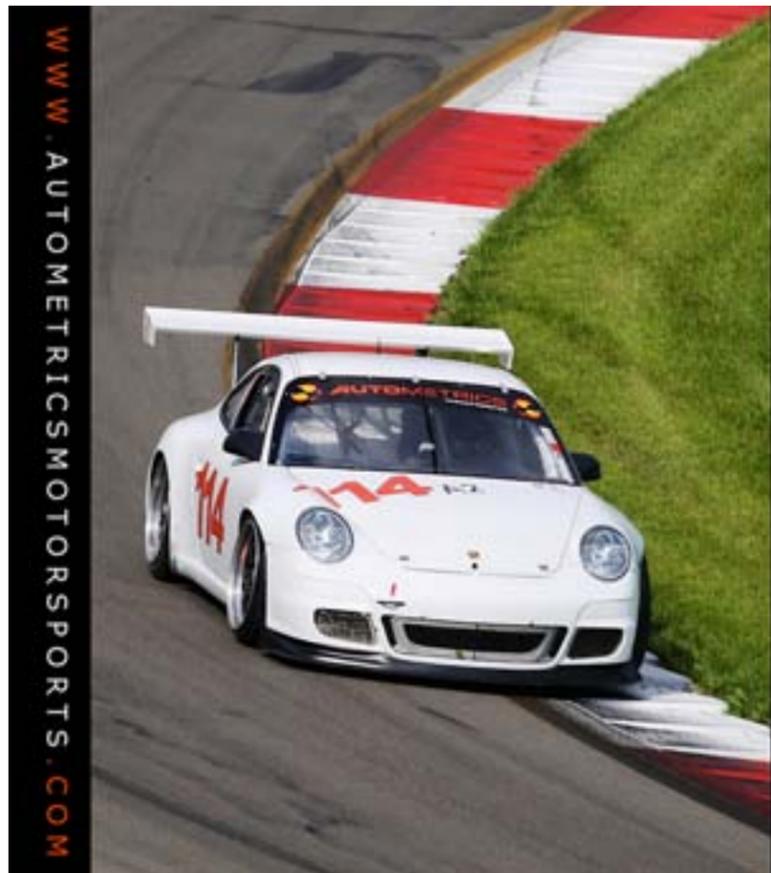
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View From the Tower

Continued from page 10

I have had racers bringing video of competitors passing under the yellow or black flags. The video allows us to have confirmation that the corner worker was displaying a yellow or black flag, and the pass happened after that flag station. With this information the steward would give a one lap penalty to the offender after the race.

Checked Flag

In order to be counted as finishing a race you must be running ON track when the leader receives the checked flag AND cross the Start/Finish loop.

The Start/Finish (S/F) loop runs across the hot track and is triggered by your transponder. At most tracks it also runs across the hot pits. Unfortunately, at a about half of the tracks visited by PCA Club Racing the S/F loop in the hot pits is after your turn into the pad-

dock. Some examples of tracks with this configuration include Road America, Texas World Speedway, Thunderhill Raceway Park, and Mazda Raceway Laguna Seca. This would make it impossible to cross the timing loop in the hot pits. Being aware of your position in relation to the leader is important so you do not short yourself one lap. The Penalty for not crossing the S/F loop is a DNF - and you thought taking the checked flag was the easy part of the race!

I hope you enjoy the race season and accomplish your race goals that you have set for the 2014 PCA club racing season

Enjoy,
Vicki 

From Start To Finish

Continued from page 13

finishing position) for that lap as the race has ended for every competitor behind #21. Yet #21 does have the opportunity to pass other competitors and advance his position on his last lap.

Unfortunately, #21 did not advance his position on that last lap, nor did he actually complete that last lap by taking the checked flag. #21 was entitled to take his last lap and finish on the tail end of lap 13 by virtue of being ahead of the overall race winner at the checked flag. As noted above, the worst possible finishing position for #21 was sealed as the first car two laps down to the leader when the leader took the checked flag behind #21. Had #21 completed his last lap, he would have finished as the last car on the lap 13 rather than the first car on lap 12, two laps down to the leader. The overall finishing position for the #21 cannot change (first car two laps down or last car one lap down) by virtue

of the leader taking the checked flag and thus ending the race for all competitors immediately behind #21. What could change for the #21 is his individual race time, which would increase by the lap time for that final lap. Since #21 did not take his last lap, his race clock (overall time) effectively stopped the last time he crossed the S/F on lap 12.

As noted above, #21 did not complete his last lap, which results in a DNF. Nevertheless, note that even with a DNF the finishing position for #21 does not change. The failure of a competitor to take the final lap to avoid a DNF as been detailed in several issues of the Club Racing News (CRN) by the chairman, chief steward, and the chief of timing and scoring. However, there

has been a slight change in how a competitor may complete and thus finish a race. This year, a competitor who takes the checked flag on pit road will now be scored as finishing the race where in past years taking the checked flag on pit road was not permitted. Unfortunately, taking the checked flag on pit road is not an option at all tracks based on the track configuration. Therefore, the competitor must be aware of their options to take the checked flag at each race and race track in order to avoid a DNF. You may read more on this topic in this issue of CRN in "Chairman's Corner" on page 4 and "View from the Tower" on page 10.

The bottom line, #27 was assessed a lap penalty that alters completed laps

and thus the finishing position, not the race clock. Thus, #27 finished behind the #21 although both cars completed 12 laps. By not altering the race clock for the #27 with the imposition of the one lap penalty, #27 took longer to complete the 12 laps than the #21. The position of #21 was determined when the overall winner took the checked flag immediately behind the #21. The #21 possibly could have advanced his position, but #21 cannot lose any positions when the leader crossed the S/F line immediately behind #21, and the leader stopped the race for all subsequent competitors crossing the S/F line.



Gas up! Golden Gate Region invites you to a
PCA Club Race weekend at
the new 5 mile long Thunderhill Raceway Park, Willows, CA
Sep 6 -7, 2014



- All race entrants must be PCA members and have a PCA Club Racing license or an approved License Application
- Club Racing forms/info: <http://www.pca.org/Activities/ClubRacing/RulesLicensingForms.aspx>, or call 847.272.7764
- Register at: <http://register.pca.org>

PURPLE HAZE



Photo courtesy of ColourTechSouth Motorsports Photography

BY FRED SEIPP, PCA CLUB RACER (MAVERICK REGION)

Road Atlanta Race Notes
March 28-30, 2014
#81, '09 GT3 Cup, "Purple Haze"

Thursday 3/27

Arrived at the legendary track to register and begin preparations for practice on Friday. Unexpectedly, practice on Thursday was not fully subscribed, so I accepted the invitation to join the last track session of the day. It was a hurry-up, but I wanted to lay eyes on the place, since my last laps here were exactly 20 years ago! The track now has an "interrupt" in the back straight, turns 10A & 10B, so one no longer approaches "The Bridge Turn" at top-top speed after diving through "the dip" which was a major hairball to swallow back in the day. It must have gotten too unsafe as cars got too fast for the old layout. Probably, same-same as the evolutionary process at Laguna Seca, where turn-2 is a sharpie that sends you into the infield curves that replaced the big sweeper where Mark Donohue was going 200+ in the Su-

noco Porsche. Laguna Seca retained its signature corkscrew, and Atlanta retained its two sig's, the esses and the bridge turn to the front straight.

Friday 3/28

Practice 1: Wet. I was 2nd quick behind Grady Willingham in his well-driven 2011 GT3RS.

Practice 2: Less wet, but we're still on wet weather tires, and we musn't use 'em up as they will be needed for rain racing during the weekend. Andy Wilzock and Ken Finch rise to the top of the time chart.

Practice 3: Wet again. This session will set grid for qualifying on Saturday, so this one counts. My 1:41.8 was P1. Hoorah! I won practice :)

Practice race: Wet again, but not wet enough to not over-heat the rain tires, so I sat out this session. Andy Wilzock pounded everyone in his 2008 RSR.

Saturday 3/29

More in-between weather again, had the guys changing the car from slicks to rains. I qualified up near the front, which was pleasing. The Steward advised that the fastest lap times from Race A (mid-day) would be used to set the grid for Race B, which would be the points race later in the day. The day dried up and we were on slicks for the afternoon race. But, then the skies opened and we changed back to wets. I was late to grid, as were many, and had to forego my favorable place on grid and start in the back. Humbug- but it is fair. They need to close grid shortly before starting, and I was simply unlucky to be the first car to not make it to grid before it closed. So I started in the back of a 40 car field. Others were more late, so I was in an upper 30s position. That felt lousy after winning practice, and being quick in the wet, but the rules are what they are, and I respect that - we all need to comply.

Race A: The downhill at Road Atlanta is pretty severely steep and leads onto the

front straight. I would have needed a sunroof to see the starter. Luckily the crew was able to call the green flag, and away we went. The mist in the air caused near zero-visibility, as we all fanned out to the edges of the track. I think there were no shunts, which seems surprising, but in fact treacherous conditions often do cause people to pay attention and be less crazy, so maybe that element was in play on Saturday.

The speed deltas on the back straight were alarmingly high. Some drivers were tip-toeing along, while others (self included) felt pretty comfortable with the wet weather performance capabilities and were going at full song. The new-this-year Pirelli rain tires were FABU-

LOUS. That part was great. Less great, was the curvatures in the back straight, which is actually turn-8 and turn-9. I call 'em a straight because the gas pedal is on the floor, but it is a meandering drive through the Georgia countryside, in top gear. Naturally drivers want to use the inside of these gentle bends, and that entails crossing back and forth on the non-straight. Add to that, the mist from multiple cars at 120+ mph (140-170 for the big cars), and that was a new and different chess game on each and every lap. Is that car going to stay left? Usually not. Will I get through before the door closes? Can I cross over to drivers left now, or is that lane not going to be open yet? It was a new and different guess

each time. Fortunately, I think there were no incidents there.

I stayed busy passing cars until there were no more "passables". That would be 3rd overall, behind Wilzock's RSR and Norman Houle's Men Racing GTC5. Note: the bad starting position, which felt pretty unfortunate at the time of being denied my grid spot, didn't matter. 18 laps were enough that we sorted out to where we "belonged" at that moment, in those conditions. That's often how it is in racing.

Race B: Grid had me behind Wilzock, Houle, and two 'new' cars, Levitas and Steingas. How did that happen? Cleverly, lap times not finishing position, sets the grid, and

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even though we had lapped these cars in the race, by the end of race A, the track was mostly dry and these two cars (on slicks) were going quickly and posting quick times. Good move guys.

Race B started right after a downpour, and one of these guys (on slicks again) forewent his grid position (good move for safety). That moved me up to 4th, outside row 2, which was the break I needed. On the green flag, I was able to split the P2 and P3 cars going into T1 and get a run out of T1 to pull up alongside Wilzock. This enabled a very sporty side-by-side run all the way through the esses, and I squeaked ahead for turn-5. That was my moment of glory, having the overall lead, even though I knew it would not last. The back straight put an end to this drama, as Andy found his footing and his longer legs. He checked out, off the front, never to be seen again. That would be our finishing position.

Sunday 3/30

This was our first fully dry day. We would finally get to lap at full speed. This was good for some, and bad for others. I was comparatively better in the wet, so I was doing a rain dance before every race, but it was indeed fulfilling to finally get to lap this great racetrack at full speed. Road Atlanta is seriously fast and topographical. To miss that full experience... woulda been unfortunate.

We had a morning warm up and an afternoon Enduro - a 90 minute run with a 5 minute fuel stop. Enduro group B was a combination of our race group #3 and some cars from the middle-speed race group. This added new bed-fellows to our party.

Another new dimension in the Enduro was... some car owners have their pro or coach co-drive, as the five min' pit stop easily affords a driver change. So some cars "speed up" and behave differently on Sunday. E.g. last month at Sebring, I was leading (class) when we double-yellowed and then restarted with a bunched up field, with only a few laps to go. This put a pro on my tail on the next to last lap. Ugh. He won. :(But I had a mitigative win by getting to race against a pro, and seeing where I was under-performing. Thinking about the positives is more pleasing than being bummed.

And, yet another new dimension at Atlanta was, the grid for the Enduro was determined by the best lap time from either of the two sprint

races. That oughta put the fast cars at the front, right? It is logically the safest gridding solution. But...the smaller cars had sprint raced under dry conditions. So the grid was highly mixed. Again, it seemed goofy, but again, it worked out. The faster cars can work their way forward over the course of an hour and a half, and everyone gets into their own little race.

My Enduro: Andy left us on the start, again. Men Racing's Houle was up there also. I pressured Houle for awhile but could not convert. We circulated like this for awhile. Then Kristin Treager came up and passed me, in a 996 based World Challenge GTA1 car. While a racer never likes



Fred's niece, Hannah Ritzer gets some seat time

Continued on page 28

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TRANSPONDER HEALTH

BY MICHAEL WINGFIELD, CHIEF OF NATIONAL TIMING & SCORING

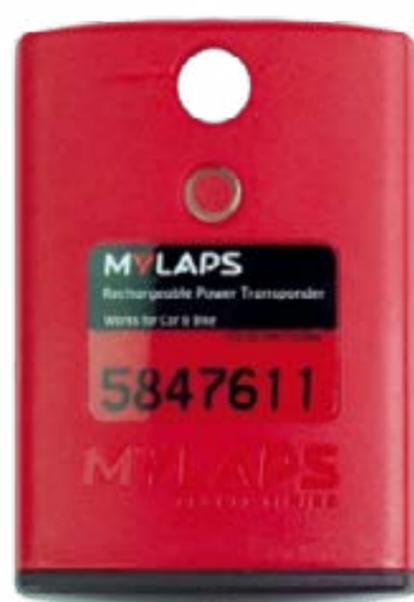
Is your transponder healthy? This question has played on my mind as we begin the 2014 season. With only five races in the books this year, I see more intermittent and failed transponders in our race data than I can recall from any prior year. I witnessed this firsthand at our season opener at the Sebring International Raceway. Both Jon Beatty and I were perplexed at the number of intermittent transponder reads our equipment received, as well as the number of failed transponders. Traditionally at Sebring, Timing & Scoring (T&S) is plagued with trying to resolve the number of mismatched transponders to cars/drivers generated by car swaps, sales and purchases during the off season. However, this year the number of mismatched transponders was compounded by the increased volume of intermittent and failed transponders. Since our scoring equipment had just undergone a post season refresh and much of the gear is only two years old, the problem appears from aged transponders within our sport.

Transponders do not last forever; they wear out. Transponders are electronic components, and although built for our extreme conditions, subject to failure as much as any other component on your car. Consider the vibration, g-loading, wet/dry conditions, and temperatures your transponder endures over the course of several years. It is remarkable the units last as long as they do. Unfortunately, the transponder has little to offer in operational diagnostics beyond a power supply LED. Apply

power to the unit and the LED illuminates. If the LED does not illuminate, you're likely experiencing a loss of power to the transponder, or the unit has failed. I have not yet encountered a transponder where the LED has failed but the transponder continued to function.

While a failed transponder is typically the easiest for T&S to determine as it emits no signal, the intermittent transponder is most taxing and aggravating to T&S. Consider for a moment a five car pack in a 70 car field crosses the start/finish line nose to tail and side by side with less than a second difference between the first car and the last car. The scoring computer registers four cars; which car was missed? This scenario is the bane of T&S, especially when on the next lap that pack of five cars becomes seven cars and all seven cars score. Now consider, trying to sort out three, four, or more intermittent transponders within the same field of cars. Finding all of the intermittent transponders becomes as difficult as playing Whack-A-Mole with 70 moles in the game.

T&S diligently works each lap to identify any intermittent scoring car. T&S will manually time (during qualifying) and score (during a race) competitors with failed and intermittent transponders based on the number of cars on track and the number of cars requiring manual intervention. However, T&S performs this manual operation as a courtesy for you the racer, as the rule book clearly states you must



have a working transponder to get scored¹. Similarly, T&S performs this courtesy when your transponder fails during a session, or after providing you with at least one notice. If T&S has notified you on multiple occasions that your transponder does not work or works intermittently, and you do not correct the problem, you may find that you do not appear on the results sheet other than as a notation at the bottom of the sheet stating you have no working transponder.

Possible causes of intermittent problems include poor placement, loose power connector, driving off the edge of the track, or finally a transponder suffering through its final days. Sometimes T&S can see a failing transponder as a decrease in either the signal strength or number of transponder reads (called hits) as it crosses the scoring loops. When T&S sees a transponder with low strength or hits, we notify the competitor in person (if the schedule allows) or via the timing sheet. You should always look for these notations on the timing sheets after each on-track session and take the appropriate action.

Failed and intermittent transponders require replacement during the race weekend. T&S has rental transponders available for your use. If you suffer

¹ 2014 PCA Club Racing Book, Car Requirements, Rule #10

Continued on page 33

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Info: www.morpca.org



Purple Haze

Continued from page 24

to be passed, this turned into a blessing, as I got to measure my pace against hers and Houle's as they did battle for several laps. I figured out a few areas where I could go quicker, and joined into what became a three-way fray. Kristin eventually got through on Houle. I followed Houle during a long double yellow as a car was removed from the back straight. Houle pitted. Wilzock broke. Treager broke and I inherited the lead. Treager's break required a truck to remove the car, so another extended double-yellow ensued. After the yellow,

I pitted for my required 5 min stop, and rejoined the green track for the dash to the finish. I caught Houle and overtook, thinking that would secure an overall W for PurpleHaze, but... not so. The double yellows had jostled the positions and those who were in the pits prior to & during either of the double-yellows benefitted hugely. How much? The pace car laps are at ~30-40 mph vs. race pace laps at 90+. So, two to three laps of double yellow costs more than a lap.

The Enduro winner was Angus Rogers in a '73 RSR, then others, and I was 8th. Bummer- but again, what

seemed unfortunate at the time, sort of corrected itself out by applications of big-picture thinking. It was fun to be up front in the overall lead, but it was only by 'gift' that I was there. Lady Luck giveth and taketh away. I'm happy to be playing racing again, after too much time away. 'til next time... 🏁



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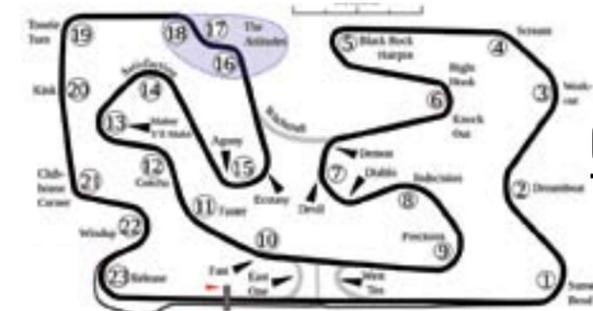


Photo by Eric Schramm

Miller Motorsports Park

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Region, Event & Hotel Info.
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Race Chair - Otto Silva
otto@databaseguru.net
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Registrar - Kay Koellner
koelhunt@gmail.com
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Driver Education - Jeff Bogaard
jwbogaard@gmail.com
801 712 9211



2014 HARD CHARGERS

Michael Wingfield, Chief of National Timing & Scoring



Name	Region	Class	Description	Start	Finish	Index	Race
Thunderhill Raceway Park							
Trygve Isaacson	GG	SPB	P 98 BOXSTER	15	11	4	Sprint 1
Paul Camusi	SVR	SP911	P 84 911	13	8	5	Sprint 2
Doug Boccignone	DIA	SPB	P 97 BOXSTER	14	9	5	Sprint 3
Road Atlanta							
Matt Distefano	UPC	SPB	P 99 BOXSTER	7	2	5	Group 1 - A
Mark Peebles	FLC	SPB	P 98 BOXSTER	14	9	5	Group 1 - B*
Carl Amond	MAV	SPB	P 98 BOXSTER	16	11	5	Group 1 - B*
James Silvio	MSO	F	S 90 911	23	13	10	Group 2 - A
Jeff Wiggins	MAV	E	S 91 911 EURO SC	36	17	19	Group 2 - B*
Joe Gaucher	CHO	E	S 81 911 SC	49	30	19	Group 2 - B*
Bruce Mcpherson	RMT	GTA1	GT 04 GT3 CUP	24	15	9	Group 3 - A*
Duncan Mcpherson	CAR	J	S 04 911 GT3	39	30	9	Group 3 - A*
Ken Finch	MAV	GTC5	GT 12 GT3 CUP	17	3	14	Group 3 - B
Tom Collins	CHO	SP3	S 92 968 FIREHAWK	41	11	30	Enduro A
Angus Rogers	SFL	GT4	GT 73 911 RSR	27	1	26	Enduro B*
Chris Dooley	PST	J	S 04 GT3	39	13	26	Enduro B*
Auto Club Speedway							
Bob Jones	INT	F	P 87 911	11	7	4	Blue Race 1
Nigel Maidment	LA	SPB	P 99 BOXSTER	10	7	3	Blue Race 2*
Tom Stone	SGB	SPB	P 97 BOXSTER	11	8	3	Blue Race 2*
Kent Harmon	SDO	GT3S	GT 90 964 CARRERA	28	18	10	Green Race 1*
Frank Powell	SDO	GT3	GT 86 911	31	21	10	Green Race 1*
Daniel Davis	ORC	GT1	GT 06 911 GT3 CUP	11	6	5	Green Race 2
Nicolaos Perdikaris	GPX	SPB	P 98 BOXSTER	13	9	4	Combined Race 3
Tyler Palmer	SDO	GT3	GT 71 911 S	19	13	6	Enduro*
F Chin / E Skeer	LA	GT3	GT 97 BOXSTER	23	17	6	Enduro*

Name	Region	Class	Description	Start	Finish	Index	Race
Lime Rock Park							
Timothy Lynn	CTV	E	S 84 911	9	5	4	Green Sprint 1*
Keith Fisher	NIA	F	S 90 964	11	7	4	Green Sprint 1*
David Hutchings	CTV	F	S 72 911	12	8	4	Green Sprint 1*
Harry Kintzi	CPA	F	S 01 BOXSTER S	23	18	5	Green Sprint 2
Jason Krikorian	NE	GTC4	GT 09 GT3 CUP	6	1	5	Orange Sprint 1
Andres Leon	SCH	GTC4	GT 08 GT3 CUP	9	6	3	Orange Sprint 2*
Gene Kim	CTV	GTC3	GT 04 GT3 CUP	12	9	3	Orange Sprint 2*
No advancement among eligible competitors							
No advancement among eligible competitors							
Ken Nielsen	RTR	J	S 04 GT3	8	4	4	Yellow Sprint 1*
John Frank	CTV	J	S 09 CARRERA S	11	7	4	Yellow Sprint 1*
Spencer Cox	CTV	G	S 05 BOXSTER	10	5	5	Yellow Sprint 2
Circuit of the Americas							
Scott Denmark	CHO	GTC4	GT 09 GT3 CUP	47	33	14	Blue Sprint 1
Gunther Enz	SDO	GTA2	GT 07 GT3	42	24	18	Blue Sprint 2
Kevin Hansel	HCT	SPB	P 99 BOXSTER	22	9	13	Red Sprint 1*
David Gross	HCT	D	S 76 CARRERA	29	16	13	Red Sprint 1*
John Glueckert	CHO	SP3	P 91 944 C2	14	8	6	Red Sprint 2
Ken Biermacher	MAV	SP996	P 03 911	20	12	8	White Sprint 1
Karl Poeltl	SMT	E	S 89 944 S2	36	23	13	White Sprint 2
Brooke Van Horn	WB	H	P 90 911 CARRERA 2	54	24	30	Red Enduro
Dan Burnham	SBA	GT2	GT 12 G3 CUP	33	16	17	White Enduro
Buttonwillow Raceway Park							
Tony Mazzagatti	LV	SP911	P 82 911SC	19	12	7	Sprint Race 1
No advancement among eligible competitors							
Trygve Isaacson	GG	SPB	P 98 BOXSTER	12	6	6	Sprint Race 3
Roebing Road Raceway							
Greg Pickeral	CAR	I	S 02 996	13	6	7	Blue Race 1
James Stanislaw	CAR	K	02 996 TT	8	4	4	Blue Race 2*
Randall Joe	CAR	K	GT 05 GT3	10	6	4	Blue Race 2*
Duncan Mcpherson	CAR	J	S 04 911 GT3	11	7	4	Blue Race 2*
Bob Hahnemann	FLC	GT3	GT 88 951	15	11	4	Blue Race 2*
James Roberts	OCM	GTA1	GT 04 GT3 CUP	7	4	3	Blue Race 3*
Randall Joe	CAR	K	GT 05 GT3	10	7	3	Blue Race 3*
Jimmy Martin	CAR	H	S 07 CAYMAN S	12	9	3	Blue Race 3*
No advancement among eligible competitors							
No advancement among eligible competitors							
No advancement among eligible competitors							

* Indicates a tie

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randybbd@aol.com (14.3)



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Chris 206.948.2900
chris@pallis.net (14.2)



1980 911SC
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Brian Thomas 918.663.2906
Bthomas@rennsporttulsa.com (14.2)



1976 911
Burgundy, black int. Street & DE vehicle. SC body with fiberglass bumper and GT 3.6 wing, 3.2l, SSI heat exchangers & sport muffler. Clear bra. Full cage. Konig seats, 5 point harness. RS door panels, 911 SC brakes, front bumper mounted oil cooler, front & rear sway bar. Lightweight battery. Camber truss. No sunroof. 127000 miles \$22,500
Jay mazzola
jjjnoah2@msn.com (14.2)



1976 914/4 converted to 6
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Classified ads are free to PCA members. All ads must include seller's PCA membership number. Each ad has a 60 word limit. Ads are subject to editing and abbreviation per the requirements of available space. Ads run for two consecutive issues unless renewed, or notification of sale received.

Submit text and photos ads to the CRN editor. Photo ads are accepted at a prepaid price of \$40 for two issues. Submit payment for photo ads to the Advertising Coordinator.

Ads are limited to vehicles and trailers. We do not accept business related ads in The Classifieds. Ads for parts and accessories are not accepted.

Transponder Health

Continued from page 26

a transponder failure during a weekend, we would rather you stay and race by using a rental transponder versus packing up and heading home. Likewise, T&S would prefer you use a rental transponder rather than you depending upon T&S to sort out your position when your transponder only works some of the time. If your transponder has permanently failed, PCA Club Racing sells new transponders though the PCA Club Racing website at a price point that I doubt will be beat.

Finally, the stewards have long promoted the use of video for resolving contact incidents. I also encourage the use of video to support a failed transponder during a race. For example, at Road Atlanta the Enduro results showed a racer as DNF and three laps behind his fellow class competitors. His transponder died during those final three

laps. T&S was already actively tracking and scoring other failed transponders during the same Enduro, so I am not surprised T&S missed this new failure during the last three laps. The racer contacted me with the offer of video to support his finish. I gladly accepted the offer and requested the last six laps of the Enduro, which he provided. I easily aligned his video with our scored results during the three laps prior to the transponder failure. Likewise, I easily inserted the competitor into the proper running order for the remaining three laps based on the cars he passed or passed him. His video supported the correction of his finishing position and the removal of the DNF, which allowed him to now score championship points for the race. Without the video, it is unlikely an adjustment would appear in the results. Thus, I encourage each of you to have working video should your transponder fail or become intermittent during a race. 🏁

Club Racing News

Editor

Michael Wingfield
3805 Clearwater Court
Plano, TX 75025-2094
972.491.2766
ClubRacingNews@PCA.org

Advertising Coordinator

Susan Shire
1897 Mission Hills Lane
Northbrook, IL 60062-5760
847.272.7764
847.272.7785 (F)
ClubRace@PCA.org

Printing

Press Tech
959 Lee Street
Des Plaines, IL IL 60016-6545
847.824.4485

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Porsche Club of America

Potomac, the Founders Region, Announces

The 23rd Annual Summit Point PCA Club Race and Advanced DE Event September 26, 27, 28, 2014

Please join the Potomac Region for their twenty-third annual PCA Club Race and Advanced DE at Summit Point Motorsports Park's Main Circuit, presented by Tyson's Porsche and Silver Spring Porsche. Summit Point Motorsports Park is located in Summit Point, West Virginia, just west of Charlestown.

Racer registration will be Thursday evening. Race activities start on Friday, the 26th with warm-up sessions, practice starts and fun races later in the afternoon. Saturday will feature practice, qualifying and two sprint races. Saturday night we will offer a delicious barbeque at the track for racers, family, friends and race volunteers. Join us as we welcome back many of the members who are responsible for Club Racing as we know it today. All participants will receive a ticket for the Saturday night barbeque, with extra tickets available for purchase. On Sunday there will be a Sprint and 2 Enduro Races.

Lodging and dining accommodations are available in either nearby Winchester, Virginia or Charlestown, West Virginia. Overnight camping is also permitted at the track.

Registration opens Monday, August 11th, 10:00 pm EDT <http://register.pca.org>



944 Drivers Love Summit Point!

The Potomac Region's Club Race is the oldest continuously held PCA Club Race event and is the actual birthplace of Club Racing. Plan now to join us and help us celebrate the Potomac Summit Point Club Racing tradition. This is also the 45th Anniversary of Summit Point Motorsports Park. Summit Point is continuing their upgrade of facilities. Come out and see why 115 of your fellow competitors raced with us last year.

For more event information contact: Race Chair: Fred Pfeiffer: 301-729-2407 fpfeiffer@atlanticbb.net
Racer Registrar: Starla Phelps: 703-354-5833 starlaphelps@comcast.net or starla@pcapotomac.org

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ROOKIE STRIPES



Two rookie scrutineers joined the festivities at the Circuit of the Americas club race this year, shown here displaying their "Hello Kitty" rookie "X"

Rookies Mark Robinson and Jerry Austin are flanked by veteran scrutineers Lori Mauthe and Brian Gay



National Committee

Chairman
 Bryan Henderson
 2416 Bedford Circle
 Bedford, TX 76021-1822
 Phone: 817.845.2664
 Fax: 817.345.6045
 Email: Bryan@BPHMS.com

Program & License Coordinator
 Susan Shire
 1897 Mission Hills Lane
 Northbrook, IL 60062-5760
 Phone: 847.272.7764
 Fax: 847.272.7785
 Email: ClubRace@PCA.org

Chief National Steward
 Vicki Earnshaw
 7161 South Lewis Street
 Littleton, CO 80127
 Phone: 720.244.153
 Email: Vickilm@aol.com

Chief National Scrutineer
 Mike Mulligan
 1304 North Melrose Drive, Suite B
 Vista, CA 92083
 Phone: 760.672.9175
 Email: Mugs914@yahoo.com

Chief of National Timing & Scoring
 Michael Wingfield
 3805 Clearwater Court
 Plano, TX 75025-2094
 Phone: 972.491.2766
 Email: Wingfield@juno.com

Technical & Rules Chair
 Walt Fricke
 4651 Huey Circle
 Boulder, CO 80305
 Phone: 303.499.6540
 Email: WalterFricke@msn.com

Sponsor Coordinator
 Steve Rashbaum
 1897 Mission Hills Lane
 Northbrook, IL 60062-5760
 Phone: 847.272.7764
 Fax: 847.272.7785
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