



# NEWS

Volume 22 • Edition 14.4

PCA CLUB RACING NEWSLETTER

SPONSORED BY PORSCHE CARS NORTH AMERICA



**FREE TO JOIN!**  
SIGN UP NOW AND START SAVING!

- Opportunities to win FREE gear and accessories!
- Exclusive offers not able to be published on our website and ONLY available to our VIP Club Members.
- Periodic e-mail newsletters featuring real information and useful tips racers & car people need to know!
- Invitations to Special Events.



SCAN THE CODE TO SIGN UP NOW!

**ALL THE BRANDS YOU TRUST  
FOR RACING PERFORMANCE & SAFETY EQUIPMENT**

Northstar Motorsports has earned the reputation as the premier supplier for racing performance and safety equipment. With over 40 years of racing experience, our staff of racers and professionals can help you select the best equipment for your application.

**Northstar**  
MOTORSPORTS  
WWW.NORTHSTARMOTORSPORTS.COM  
ORDERS: 800.356.2080 TECH: 847.304.5515

28144 W. Industrial Ave., Suite 108  
Lake Barrington, IL 60010



## Inside

Visit us on the web at  
<http://www.pcs.org/Activities/ClubRacing.aspx>

## Features

- 22** Re-Birth Of A 944 Turbo Cup
- 24** Pirelli PCA Cup Podiums



## Columns

- 4** Chairman's Corner
- 6** Lorem Ipsum
- 10** View from the Tower
- 12** From Start to Finish
- 16** 2015 Rules Changes



## Remnants

- 8** 2015 Club Racing Schedule
- 26** 2014 Hard Chargers
- 30** Advertiser Index
- 30** National Committee



**On the Cover**  
Joe Toussaint (LST) exits turn-6 at Road America in his '14 GT3R

Photo by Michael Klaskin (CHO)

Deadline for article submission for the next issue is January 30, 2015

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

Written contributions and photographs are welcome and can be mailed to the editor. Opinions expressed are those of the authors and do not necessarily represent the official position of the Porsche Club of America, Club Racing National Committee, its officers or members. Permission is granted to reproduce any material herein provided full credit is given to the author and PCA Club Racing News. PORSCHE®, the Porsche Crest®, CARRERA®, TARGA® and Boxster™ are trademarks of Porsche AG. The editor shall reserve the right to edit and publish only those articles felt to be in the best interest of the members of the Porsche Club of America. Commercial advertising inquiries should be directed to the CRN Advertising Coordinator.

Postmaster: Address Change to: PCA Club Racing News, c/o PCA Executive Secretary, P.O. Box 6400 Columbia, MD 21045



# BRYAN HENDERSON CHAIRMAN PCA CLUB RACING

## CHAIRMAN'S CORNER

We have had a few races cancelled this year for several different reasons. Most of the cancelled races are back on the 2015 schedule. Reasons for the cancellations ranged from a track with maintenance issues, to a region that lost their race chairman with no ready replacement, to a projected lighter than expected turn out. On the other hand, we are having a good year with total race entries. Last year set a record for us in total race entries. As of this writing our total entries for the year are the third highest total on record and we still have some races to go this year. It is not likely that we will reach the number from last year but we should end up with our second highest total in 2014.

Our regions are in many cases at the mercy of tracks schedules. We are working to get folks to spread out the event dates a bit throughout the year. The spring and fall seasons are most popular. However, we really can't have all of our races during that time. Look for an announcements early in 2015 about some exciting upcoming events.

### PASSING

Over the last few months several incidents have occurred that indicate we still have some misunderstanding of our passing rules. The concepts are really quite simple. The rule book<sup>1</sup> states:

1 2014 PCA Club Racing Rules, PCA Club Racing Passing Rules, page 8

1. The driver attempting a pass has the responsibility to complete a clean pass.
2. The car ahead at turn in has the corner but does not "own" the corner.
3. Everyone must leave racing room.

Some drivers have trouble figuring out the coexistence, leaving racing room part of rule 3. Each driver has a responsibility to coexist. This means if you are trying to pass me and I am ahead

at turn-in, by rule one it is your responsibility to complete a clean pass and by rule two I have the corner. If there is no overlap, the responsibility for not having contact lies greatly with you. If you continue to push the pass when I was ahead at turn-in and there is contact as a result, you will likely be found at fault. If there is overlap but I am ahead I can't just hit you. However, I was ahead at turn-in so I have the corner. You have not earned the

right to stay in that position by being equal at turn-in. So it is your responsibility to back out and you back out to leave me racing room. If you again continue to push the pass you will likely be found at fault.

If we are even at turn-in we each must leave full racing room for the other until one of us is ahead. That means the rear bumper is ahead of the front bumper on the other car. Let's say you are trying to make a pass on the inside and we are equal at turn-in and you are ahead at the apex, you have not completed the pass until your rear

**This keeps the racing real. The competition does not change for any race in any manner.**

**Don't Miss The Premier Club Race of the Year!**

**22nd Annual 48 HOURS AT SEBRING**  
January 29 - February 1, 2015

**Welcome PCA Members and Motorsports Enthusiasts!**

Experience the excitement of the Sebring Track, whether you are racing or volunteering!

- Enduro & Sprint Races
- Night Races
- Advanced Solo
- Test & Tune
- Plus Autocross!

Get the details, visit: [www.48hourseatsebring.com](http://www.48hourseatsebring.com) or email us at: [Sebringclubrace@yahoo.com](mailto:Sebringclubrace@yahoo.com)

Presented by **Champion PORSCHE**

bumper is ahead of my front bumper, so you may not track out fully with me still holding overlap. You did not "have the corner" since we were even at turn in. This is also coexistence because your pass is not complete until there is no longer overlap.

### BLOCKING

We have had lots of discussions about blocking, both at drivers meetings including orientation meetings and in columns I have written in Club Racing News over the last seven years. I think we have covered it pretty well by explaining that the, "you get one move," concept does not mean you get one free block. Your one move is to declare your intended line into the next corner by how you place your car. If you come off that line and impede me when I am making a pass attempt it is considered blocking. Lately, I have been hearing people say that if you move in reaction to a car trying to pass you, that is

blocking. These concepts are not at all contradictory. In fact they are different ways to say the same thing. If you are making blocking moves that result in an incident you will likely be found at fault.

### NATIONAL CHAMPIONSHIP & 13-13

There has been some question about how our 13-13 rule and the required elimination of a driver from contention in the year the 13-13 is issued actually works. The rule book<sup>2</sup> states:

13-13 Sanction: A 13-13 sanction (probation or suspension) during the calendar year will cause the sanctioned driver to be ineligible

2 2014 PCA Club Racing Rules, Appendix H – 2014 PCA Club Racing National Championship Points Rules, Rule X. p44

for a National Championship. The driver will be dropped from the National Championship points totals.

A driver who earns a 13-13 sanction will continue to be counted in the points system including earning points even after the 13-13 sanction is issued. The driver is dropped from the points totals at the end of the year when the podium finishers are verified. This keeps the racing real. The competition does not change for any race in any manner. That driver will count in his actual finishing position for all points. He will also count for you as bonus points if you beat him. At the end of the year no recomputation is done. That driver is simply dropped from the point's total.

Let's say Driver A is racing Driver B late in the year. Driver A received a 13-13 at the race preceding this one. Driver A finishes first in class and

Continued on page 14

# MICHAEL WINGFIELD

## CLUB RACING NEWS EDITOR

Swan song defined by Wikipedia is a metaphorical phrase for a final gesture, effort, or performance given just before death or retirement, and by extension any final work or accomplishment. This issue is my swan song.

Looking back over the past six years, this journey has been one filled with fun, excitement, and plenty of new experiences. I had been a frequent CRN columnist for several years, writing about the interesting (at least I thought they were interesting) aspects of timing and scoring. When my predecessor decided it was time to pass the baton, then Chairman Bruce Boeder contacted me. Bruce offered me the position of CRN editor, and it was with some trepidation yet more enthusiasm that I accepted the position.

Picking up the pieces to produce my first issue was difficult, but I am not one to back down from a challenge. I am not overly proud of that initial effort (issue 09.1), created to mimic prior issues with minimal change, but mostly created in a rush to meet the delivery deadline. Although I did make one small change that generated my first complementary email, "thank you for increasing the font size. It makes [CRN] easier to read for those of us not as young as we use to be." It was a subtle change, but one well received and a change that has continued.

With issue 09.2, I slowly began to inject my style. I recall the second email compliment I received, "finally, a vertical cover! Thank you!" It was a larger change, something not seen on the CRN cover since issue 05.2, but something I wanted to do and have continued.

I had fun with Easter Eggs, hiding them throughout CRN issues during the first two years. Although, I was slightly saddened that no one ever found one, even when I revealed they existed. I did have a couple of readers make guesses, and one actually got quite close to discovering one, but unfortunately "missed it by that much," as

Maxwell Smart would say. The eggs will remain hidden in the PCA archive, waiting for discovery. However, I did toss in one blatant egg in the 14.3 issue. Did you find it?

One change I made that was not understated was a new CRN logo created by Jill Beck. I contacted Jill, the then PCA National Newsletter Committee Chair, and asked for a slight improvement to the former logo. She delivered an awesome fresh new design, something to mark my tenure as editor a little more personal. She kept the spirit of the original logo while modernizing the design. Thank you again Jill.

I generated the first ever full color cover for CRN on issue 12.1. Sadly, the vibrant splash of color, including glowing brake rotors during the night race at Sebring seemed to go unnoticed [p.s. there was an Easter egg on that cover]. I had planned to continue the color format if it got noticed and received positive, if not rave reviews.

However, with no comments received (hailing or otherwise) on the arrival of the color cover, subsequent issues reverted to the black and white (B/W) format. While we're covering color, I suspect most people are not aware that I actually created two versions of each CRN edition: a full color PDF version for the web, with interactive features, and a color-balanced B/W version for print. It took extra time, but it ensured the best possible renditions of CRN in color and B/W formats. The color PDF is much more appealing than the B/W edition, and I would not be surprised to see CRN become a PDF-only newsletter in the future.

I've attempted to incorporate several new series over the years including unique and interesting car graphics, write your own photo caption, and identify the close up. One reader asked why these different series never continued. The answer was simple - lack of response. I have limited resources (photos) needed to keep the series going

**Each year, I attempted to make CRN better than the year before**

and without additional submissions, the concept withered on the vine.

I once sent CRN to the PCA national newsletter competition knowing that CRN was ineligible. However, I wanted CRN to be critiqued by peers with extensive newsletter experience. I asked the panel of anonymous judges to review CRN and let me know what I was doing right and where I needed improvement. I was amazed at the near perfect scores returned. The constructive criticism I received was immediately incorporated into CRN to improve quality.

At work I became known as the guy, "with his own magazine." We know it's not my magazine; rather it's your magazine. However, having a couple of extra copies on my desk each month did get two Porsche owners at work interested in PCA and they are headed to a DE soon. Who knows, maybe they will eventually become part of our club racing community.

Each year, I attempted to make CRN better than the year before, in content and appearance. Hopefully you agree. I've actively sought that unique cover photo, and on occasion I found that rare trophy shot. My favorite covers include issue 10.4 [HPR 911 by the porta-potie], and issue 10.3 [the young lad washing the windscreen]. To me, each of those covers captured a unique moment in a club race weekend, one that most certainly the majority of people missed seeing at the event.

As I look back over the issues from the previous six years, I see the subtle and not so subtle changes I've made each year. I knew the changes worked when I received a compliment from a reader telling me that they really enjoyed a specific issue. I hope you have enjoyed CRN and the articles as much as me, and that you continue to support the new CRN editor with your articles and photos. Thank you for the kind and supportive words over the years. 🏁

### 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

Copyright 2014  
Porsche Club of America

**www.AUTOMETRICSMOTORSPORTS.COM**

**AUTOMETRICS**  
motorsports

**Building, Preparing  
and Supporting  
Winners**

**Since 1982**

**843.763.7356**

# 2015 CLUB RACING SCHEDULE

Dates	Event	Region / Zone	Event Contact
Jan 29 - Feb 1	Sebring International Raceway*	Suncoast Florida Gold Coast	Dan Smithyman 954.224.4717 dansmithyman@bellsouth.net
Feb 28 - Mar 1	NOLA Motorsports Park*	Mardi Gras	John Crosby 504.909.2767 jlcrosby@crosbydevelopment.com
Mar 13 - 15	Texas World Speedway	Lone Star	Greg Platt 281.433.6136 clubrace@lsrpca.com
Mar 27 - 29	Road Atlanta*	Peachstate	Mike Hopper 404.379.6877 hopperm993@gmail.com
Mar 28 - 29	Thunderhill Raceway Park	Golden Gate	Tim Smith 480.381.6297 ggrttchair@gmail.com
Apr 10 - 12	Auto Club Speedway*	Zone 8	Vince Knauf 619.287.4334 vvvince@aol.com
Apr 24 - 25	Lime Rock Park	Connecticut Valley	Bob Bradley 203.458.7120 clubracedirector@cvrpca.org
May 8 - 9	Monticello Motor Club	Riesentöter	Chris Karras 215.360.3207 clubrace@rtr-pca.org
May 8 - 10	Circuit of the Americas*	Hill Country	David Gross 512.497.1111 dgross@grossandnelson.com
May 16 - 17	Buttonwillow Raceway Park	Golden Gate	Tim Smith 480.381.6297 ggrttchair@gmail.com
May 29 - 31	Watkins Glen International*	Zone 1	Jennifer Webb 514.235.0157 jenniferbischoff@hotmail.com
May 30 - 31	Motorsport Park Hastings	Great Plains	John Krecek 402.995.1470 johnkrecek@gmail.com
Jun 5 - 6	Mazda Raceway Laguna Seca	Golden Gate	Tim Smith 480.381.6297 ggrttchair@gmail.com
Jul 10 - 12	Putnam Park Road Course*	Ohio Valley	John O'Brien 317.750.6104 JPOBrien@heapy.com
Jul 25 - 26	Brainerd International Raceway*	Nord Stern	Doug Anderson 507.273.5346 argosy@cluemail.com
Aug 7 - 9	Canadian Tire Motorsport Park*	Upper Canada	Mick Oliveira 416.702.4408 aapo@sympatico.ca
Aug 8 - 9	GingerMan Raceway*	S E Michigan	Marc Molzon mextremem@hotmail.com
Aug 16 - 17	High Plains Raceway*	Rocky Mountain	Brian Leary rmclubrace.com beleary36@yahoo.com
Aug 21 - 23	NJMP Thunderbolt Raceway*	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Sep 5 - 6	Thunderhill Raceway Park	Golden Gate	Tim Smith 480.381.6297 ggrttchair@gmail.com
Sep 5 - 7	Road America*	Chicago	Keith Clark 630.514.5937 kc_design@sbcglobal.net
Sep 19 - 20	Miller Motorsports Park*	Intermountain	Otto Silva 801.889.3511 otto@databaseguru.net
Sep 25 - 27	Summit Point Motorsports Park*	Potomac	Fred Pfeiffer 301.729.2407 clubrace@pcapotomac.org
Oct 3 - 4	Hallett Motor Racing Circuit	Cimarron	Jon Jones 918.740.7951 Jjone20@aol.com
Oct 23 - 25	Daytona International Speedway*	Florida Crown	Allen Shirley 904.338.2324 turbo91188@comcast.net

\*Indicates an Enduro

# JX2

PERFORMANCE GROUP

IS PROUD TO ANNOUNCE  
CONTINGENCY FOR ALL NON-SPECIFIED  
TIRE CLASSES IN PCA CLUB RACING.

GO TO  
[WWW.JX2PG.COM/CONTINGENCY](http://WWW.JX2PG.COM/CONTINGENCY)  
FOR DETAILS.



JX2 Performance Group is proud to offer Pirelli tire sales, service and full team support at select PCA racing events.

Visit [JX2pg.com](http://JX2pg.com) or call 866.325.5426 before your next race.

**JX2**  
PERFORMANCE GROUP



Official Sponsor





VICKI EARNSHAW  
CHIEF NATIONAL STEWARD  
&  
Guest Columnist  
DAVE RODENROTH  
NATIONAL STEWARD

I took the day for a run up in the canyons with the '82-911SC to enjoy a Rocky Mountain fall. There is a lot to be thankful for from the 2014 season. The smiles of the 100 Rookie Candidates is a treasure. We just had our first race at Monticello Motor Club (MMC) with the 944 Championship race held on Sunday. Those who raced there had a unique experience of racing at a membership track. The camaraderie of the racers on the tight 3.6 mile track had close and clean racing. Racers were spoiled with hot chocolate delivered to their paddock in the morning and chocolate cookies delivered in the afternoon. It was a weekend of great racing and fall weather at MMC.

## The Mental Side of Racing

In the last issue of the Club Racing News there was a very pertinent article by Allen Shirley that talked about SA or Situational Awareness. It got me thinking about the total mental aspect of racing and how important it can be to your success. I believe that situational awareness is but one important piece of a much larger mental requirement in racing.

I just returned from the Oktoberfest Daytona PCA race this past weekend (I was away from the tower and in the racecar) and while it was a near perfect weekend for me, it was not that way for everyone. On Friday, in the first lap or two of the first practice session I witnessed two

We have many of the races on the 2015 schedule and the rules for 2015 have been adopted. You may review these topics on the PCA Club Racing website ([www.pca.org/club-racing](http://www.pca.org/club-racing))

National Steward Dave Rodenroth from the Florida Crown Region is contributing to this column for this issue. Dave has many years of experience as a steward and is very competitive and successful in the 944 Cup series. He defended his 2013 South Chapter 944 Cup Championship with nine podium finishes in 2014 to claim the 2014 South Chapter 944 Cup Championship.

Get ready for 2015 - it is going to be exciting!  
Vicki 



beautiful cup cars virtually destroyed and most certainly done for the weekend. As a steward and a competitor, my first thought was, "Are the drivers okay?" and almost immediately after, "what were they thinking?" The answer is almost always the same and you can probably guess what that might be.

## PCA Mardi Gras Cup 2015

NOLA Motorsports Park  
2.65 mile Indy Car Course

This is a new track configuration that will be used by Indy Car for their race at NOLA in April.

Feb 28 - Mar 1, 2015  
Hosted by Mardi Gras Region

2 Sprints, 1 Hour Enduro, DE

Test day on Friday Feb 1

Registration opens Monday, January 12<sup>th</sup>  
9:00 pm (CST) <http://register.pca.org>

For details: [www.mgpca.org/race](http://www.mgpca.org/race)  
Questions: [jlrosby@rosbydevelopment.com](mailto:jlrosby@rosbydevelopment.com)  
Track website: [www.nolamotor.com](http://www.nolamotor.com)



When I think of this particular incident or one like it, I try to dissect it and figure out what could have been done differently. This usually leads me to the mental side of a race weekend and it starts well before arrival at the track. I think this can be broken up into various stages but in the end the elements work in concert to help deliver the desired result.

### Planning and Preparation

The first stage is actually committing to the event, registering on time with the latest information on yourself and your car. Having your latest medical and emergency contact information is vital in allowing National Race Officials to act appropriately in the event of an unplanned emergency. This piece also sets an end date to having the remainder of the planning and preparations done prior to arrival at the track and gives the region the ability to plan the best event possible for the participants.

Preparation of the car, whether handled by an outside shop or yourself, should be meticulous in nature and cover all systems in the car. This gives you, the driver, fewer things to worry about at the track and allows for your mental capacity to be focused in the best way possible. Likewise, leading up to a race weekend, a driver that is well fed (with the right foods) and properly rested has much a better chance at performing their personal best. The reality of this sport is that racing can be dangerous so we should put ourselves in the best possible condition to deal with danger.

### Practice, Practice, Practice

During our orientation meetings we talk at length about the overall structure of the typical PCA race weekend - it starts with that meeting, practice sessions and practice starts which all lead up to the races or the culmination of the weekend. That structure is by

Continued on page 14

Quick Release Steering Wheel Hub

TC Racing

Order online at  
[www.tcracing.org](http://www.tcracing.org)  
Tel: 901-821-9235  
Email: [tcracingporsches@aol.com](mailto:tcracingporsches@aol.com)

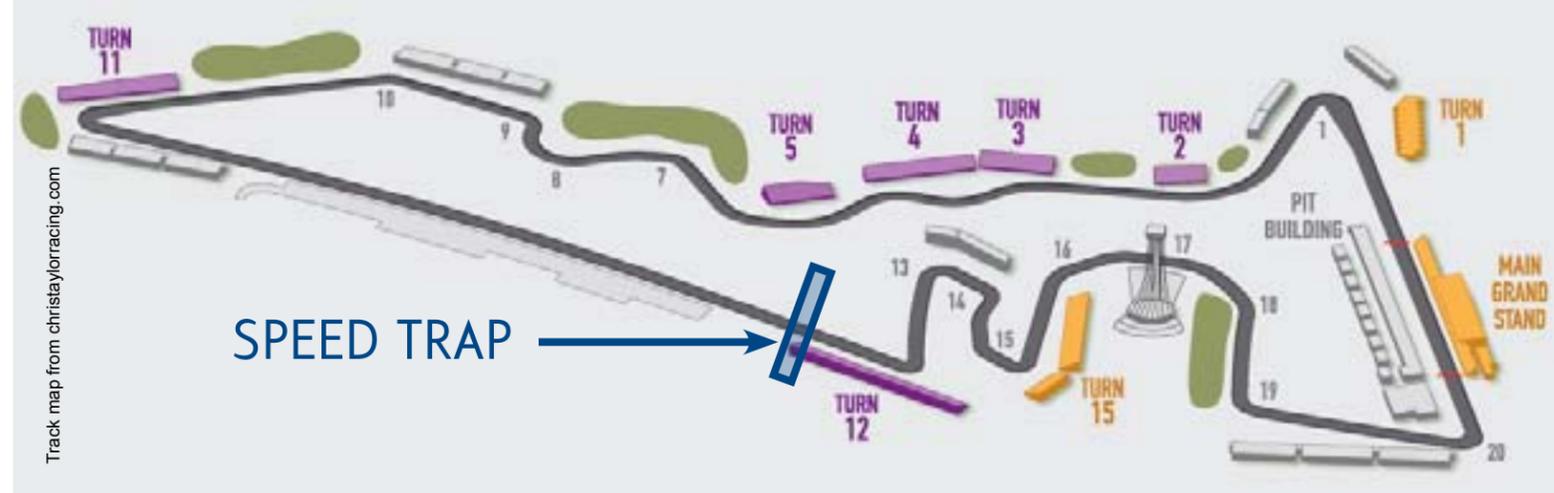
TC Racing's quick release mechanism makes it easy to insert and remove the steering wheel from the hub. Simply pull the twin pins. Direct bolt-on installation to Momo, Sparco and other steering wheels.

- Hub: \$76
- Quick Release and Hub: \$275
- **NEW:** Quick Release for MOMO steering wheel and hub





# MICHAEL WINGFIELD CHIEF OF NATIONAL TIMING & SCORING



FROM START TO FINISH

One of my favorite aphorisms is, “The early bird gets the worm, but the second mouse gets the cheese.” Along these lines one can postulate that the fastest car doesn’t always win the race, rather the quickest car will arrive at the checkered flag first. To better understand the adage I propose one must understand the words ‘quick’ and ‘fast.’ Using Webster as a reference we find the following:

- **Quick:** done or happening in a short amount of time
- **Fast:** moving or able to move quickly. See Swift
- **Swift:** moving or capable of moving with great speed

Thus, my proposition might be amended to, “the swiftest car doesn’t always win the race,” but for the sake of argument, let’s continue with the colloquial form, “The fastest car doesn’t always win the race.”

The main point I make here is that a quick car circulates a track in the least amount of time. The fast (swift) car is capable of obtaining a higher speed at some point on the track, but may not be the quickest car when observed for an entire lap.

We see this maxim clearly demonstrated in the race data from the Circuit of the Americas (COTA) club race. COTA, the premier US Formula-1 facility, has timing loops located strategically around the entire track. Any pair of these loops may be configured as a speed trap, or a pair of loops use to obtain the speed a car travels from one loop to the next. This is easily computed by our T&S equipment since speed = distance/time, and we know the distance between the timing loops and the amount of time it takes a competitor to bridge the gap between the loops. Thus, we

have the speed (average over the distance between the loops) the competitor traveled in that part of the race track. Unfortunately, the speed T&S records is not an instantaneous maximum speed such as a radar gun would record, which no doubt would be slightly higher than the speed recorded by our system. However, our data is very close to that maximum speed by using a sufficiently short speed trap section. Nonetheless, the data provides some incredible insight to the truth of the initial maxim.

At COTA, T&S monitored all of the loops around the race track. Of particular interest was the speed trap at the end of the back straight, between T-11 and T-12, with the trap located just before the brake zone for T-12. This speed trap provides an almost instantaneous speed since the distance between the loops is sufficiently short and the cars are approaching, or have obtained maximum straight-line speed through the speed trap, before braking for the T12. COTA presents a unique opportunity to collect empirical data for evaluating the fastest versus quickest paradigm.

Granted, sometimes the fastest car is also the quickest car. This occurred in the red race group where for both sprint races, Pablo Crespo (NNJ: #75, '94 968 GT5) took home both honors: fastest and quickest. For sprint 1 and sprint 2, Crespo recorded speeds of 125.842 and 127.034 respectively through the trap. Crespo also set the fastest laps for each race at 2:32.197 and 2:32.544 respectively. An interesting fact to note here is that while Crespo had a faster speed through the speed trap in race 2 (1.192 mph faster than in race 1), his overall lap time was actually slower than recorded in race 1 by 0.347 seconds, which is an overall decrease of 0.184 mph for a lap.

For the rest of the race weekend, the above scenario did not hold true; the fastest car was not the quickest car and the fastest car did not win the

race. The one exception to the fastest car not winning the race occurred in the white enduro. In the white enduro, Andy Wilzoch (RMT: #447, '08 997 RSR GTA2) was the fastest car and the race winner. However, the quickest car in the white enduro was #256 ('11 GT3R GTA2) piloted by the team of Kyosti Viljanmaa (WIC) and Daren Law (AZ), which unfortunately retired two laps before the end of that race. Wilzoch cruised through the speed trap at 160.464, and generated his quickest lap of 2:14.256, or a lap average of 91.808 mph. In contrast, #256 traveled the speed trap at 153.487, giving up 6.977 mph to Wilzoch in top speed. However, #256 recorded a quicker lap time of 2:11.758, or 2.768 seconds quicker than Wilzoch, which translates to an overall lap speed advantage of 1.928 mph for #256.

The white sprint group illustrates the adage wholly. In both white sprint races, Alex Welch (RMT: #49, '74 RSR GT4) was the quickest car and the race winner, but not the fastest competitor in either race. In white sprint 1, Welch recorded a trap speed of 131.51 or 4.26 mph slower than Keith Olcha (MAV: #127, '93 RSA H) who had a trap speed of 135.777. While Olcha had a faster trap, his lap time was 2:33.478 at an average speed of 80.471 mph. Contrast, the quicker Welch who lapped the track at 2:27.275, over six seconds per lap quicker than Olcha, giving Welch a lap average speed of 83.86, or 3.389 mph quicker per lap than Olcha. Similarly, Welch took Paul Norwood (HCT: #3,

'94 RSA H) to task in white sprint race 2 where Norwood tripped the trap at 136.606 (even faster than Olcha in race 1) and had a best lap of 2:33.007, for a lap average of 80.719 mph. Still, Welch improved his sprint 1 results by posting a race 2 trap speed of 132.849 (only 3.787 mph slower than Norwood), and a lap of 2:27.638 (83.654 mph) giving Welch a 2.935 mph per lap advantage over Norwood.

In the blue race group, Chip Romer (AZ: #155, '09 997 GGT3 Cup GTA2) proved the victor in both race 1 and race 2. Romer was also the quickest competitor in race 1 with a lap of 2:14.279 (91.977 mph). However, the quickest lap in race 2 belonged to Mark McKenzie (HCT: '12 Grand Am GTA2) who posted a 2:13.541 lap (92.485 mph) to edge Romer by a slim 0.738 seconds or 0.508 mph. Nevertheless, the fastest competitor in both blue group races was Klaus Vijanmaa (WIC: #222, '11 GT3 Cup GT1). Vijanmaa tripped the speed trap in race 1 at 158.943, slightly faster than winner Romer who had a trap speed of 158.193. But Romer’s lap time was 3.389 seconds quicker than Vijan-

maa, giving Romer a 2.265 mph advantage per lap.

Similarly, Vijanmaa bested his race 1 trap speed with a race 2 trap speed of 162.014 mph, three mph faster than race 1. Unfortunately, the faster trap speed did not generate a quicker lap time, and Vijanmaa scored a quickest race 2 lap of 2:18.178, 0.51 seconds slower than race 1. In contrast, McKenzie

was the quickest competitor in race 2 as noted above, giving up over five mph in the trap, but lapping the track 4.637 seconds quicker than Vijanmaa. However, as noted earlier Romer took the win in spite of giving up over nine mph in the trap to Vijanmaa, and Romer’s lap time of 2:14.420 was 3.758 seconds quicker.

The fastest car though the speed trap during the weekend was the

#222 GT1 of Vijanmaa, with a speed of 163.595 mph during the Saturday blue group warm up. It is interesting to note that Vijanmaa, while consistently the fastest through the speed trap in each blue group session did not win a race.

**what the race winner gave up in pure maximum speed was more than recovered in the quickness of a lap**

Continued on page 15

## Chairman's Corner

Continued from page 5

Driver B finishes second in class on the track this weekend in the first points race. Driver A gets 10 points for finishing first and Driver B receives 7 points for his second place finish. Driver A also gets a bonus point for beating Driver B. That would give Driver A 11 points for this race and Driver B would earn 7 points for the race. At the end of the year Driver A would be dropped from the totals. Driver B would have earned 7 points at that race and his total remains 7 points for that race.

## CHANGES

Cathy Crosby a veteran of almost 20 years of Timing and Scoring has tendered her resignation. Cathy will be profoundly missed. She has been very effective in the timing room and has earned a reputation as someone who will do whatever is necessary to make sure race results are accurate and timely. Cathy has been an extremely valu-

able hard working member of our team. We will miss her on a professional level and on a personal level. She is truly a special person that deserves our thanks.

Michael Wingfield, our Club Racing News Editor and our Chief of Timing and Scoring is feeling the need to have someone else become the Club Racing News Editor. Michael has done an exceptional job. We are still begging him to stay on in that job. He has made some great improvements in our quarterly magazine. He will be leaving some very large shoes to fill. However, I do understand that Michael generously gives a great deal of time to PCA especially when you consider he has two jobs. If you are interested in becoming the Club Racing News Editor please contact me immediately.

BE SAFE

Bryan 

## View from the Tower

Continued from page 11

design and should help drivers work on their skill set in anticipation of the races. It is during this practice time that successful drivers will do the following:

Remember we are here for FUN!

Use this time to work on track knowledge. Things change from year to year even at tracks you have driven before.

Work on setup of the car relative to the conditions and the track

Look for flag stations, workers and their flagging tendencies and make it a habit to glance their direction every lap

Set goals for each practice session on what to accomplish: faster in turn-4, later apex in turn-7, learn the competitors, etc.

Arrive on the grid early with time to review the goals for a particular session

Stay within the limits of their self and their car, working on getting better each session in anticipation of the races.

## Peachstate 225 Club Race 2015

Road Atlanta March 27 - 29



- Thursday Test & Tune (non PCA event)
- 3 Day Race—2 Sprints and 90 minute Enduro
- Saturday Reception
- 3 Day Solo Only DE Group

Register: <http://register.pca.org>  
Registration opens February 9, 2015  
More Info: <http://peachstatepca.org/>  
Or email [clubrace@peachstatepca.org](mailto:clubrace@peachstatepca.org)

# CARQUIP

Porsche Parts & Transmission Specialists

Contact us at: [email@carquip.com](mailto:email@carquip.com)

**Transmission Sales & Build-to-Order**  
741, 901, 911/914, 915, 930, G50, G54

- Full Service Factory Spec Rebuilds
- Full Service Race Charts & Builds
- Custom V-8 Conversion Specialists "Flips"
- Custom Off-Road, AutoX, Hillclimb, Rally, & Road Race
- Largest Inventory of NOS, New, Used Transmission Parts in the Country
- We also buy good used and core transmissions

**356, 911, 914, 944, 930 Engine Components**

- Cases, Manifolds, Carburetors, Cams, Heads, Cranks, Piston & Cylinders, and just about anything you might need for your project...

**356, 911, 914, 944, 928, 930 Body Parts**  
More than 800 Porsche's dismantled!!

- Fenders, Doors, Hoods, Glass, Trim, Wheels, Interiors, and much, much more...

**CUSTOM MANUFACTURING OF THE FOLLOWING:**

- Twin Plug Distributors (2.0L - 3.8L)
- Aircraft Quality Gears (741 - G50)
- Special Ratio R & P's (741, 911, 915, 930, G50)
- 915 Stainless Bearing Retaining Plates
- ZF Type LSD's and Torque Bias Diff
- 911 Billet Aluminum Intermediate Plates
- 904 Mainshafts & 904 Special Ratio Gears
- 915 Mainshafts w/ Active 1st Gear
- Cryo treatment of Gears, Ring & Pinions, etc.

**WE ALSO BUY & SELL PORSCHE'S !!**

 [www.carquip.com](http://www.carquip.com)  
7191 Arapahoe Ave - Boulder, CO. 80303  
**303.443.1343**



Coexist, use situational awareness, keep their field of vision well ahead, be predictable, use good judgment, and back out given the chance

Not try to "WIN" the practice session which counts for nothing

Focus on the races and remember we are here for FUN!

At the many races I work as a steward, it never ceases to amaze me during the first few sessions of the weekend, how many cars we have spin, go 4 wheels off, or worse – impact a wall or another competitor. In a number of these instances, from session to session, it is the same driver. The excuses run the gamut from old tires, brake problems, or some other mechanical issue but seldom is the lack of driver focus admitted.

## Off to the Races

By now, the best mentally prepared drivers, are set to do battle in the races. This preparation gives them the best

chance to achieve their personal desired result. Bear in mind that this result might be a top ten finish, or to best another competitor or to even win but it should be their personally desired result. They have practiced and are prepared to race. They will be ready to use all of the skills they sharpened the previous day during practice.

These are the drivers that I want to race next to and with as we approach a corner side by side. They will race hard yet clean. They will not give you anything and make you earn everything but they will be clean. Through the process, we will both become better drivers and we will have FUN!

## After the Dust Settles

Once the races are in the books, the cars on the trailer and the ride home ready to begin, mentally prepared drivers will take time to reflect on the event and ask themselves what steps could have been done with more focus or

better preparation. They will "debrief" themselves, review the video, make notes and start the process all over to plan and prepare for the next race. It's a process. The very best drivers in the race are typically the very best mentally prepared.

Enjoy the upcoming Holidays. We'll see you at the races!

Dave 

## From Start to Finish

Continued from page 13

Equally interesting is that this car was nine mph faster in the trap than the race winner. But what the race winner gave up in pure maximum speed was more than recovered in the quickness of a lap.





# WALT FRICKE TECHNICAL & RULES CHAIR

2015 RULES CHANGES

The PCA Club Racing rules changes adopted for 2015 by the PCA Club Racing Rules Committee appear below. Text in italics gives the actual rule wording as needed for clarity.

## GENERAL

### Compliance

With the accumulated experience of the scrutineers using data for compliance checking comes the need to make specific what has always been one of the conditions of racing in PCA:

*Upon the request of the National Scrutineer, for compliance checking all entrants shall allow the downloading of any data accumulated during the event concerning their car.*

None of this data is going to be shared with your competitors, and the complex handling data which is of such interest to the driver is not what the scrutineers are interested in.

### PDK

Cars with PDK in any class except for models which can only be ordered with a PDK, and GT cars not running DOT tires, are reminded that they need to affix a P or an R after the required front and back class lettering, and to indicate this whenever asked for their class as part of licensing or registering. This does not create separate classes, but since it affects weight within a class it is information the scrutineers need to have without having to ask.

### Rules Review

The Rules Review Procedures are changed for next year. Racers may submit proposals from February 1 to June 1, and comment on those

proposals published for comment from July 15 to August 15. A draft of changes will come out October 15, and 15 days will be given for further comment if factors not considered by the committee are identified, or typographical or factual mistakes, appear. The final rules for the next year will be published by November 15.

## SAFETY

### Dry Break

*A single opening (port) dry break filler may be installed in the stock gas cap location under the gas cap door, and modifications may be made to the fuel filler tube leading to the gas tank, and for ancillary equipment required by the system. If a fuel cell is installed, it may include any dry break system attached directly to the fuel cell and accessible only by opening the hood. GT and GTA cars have no limitations on how a dry break is installed on the car or accessed if it is safe.*

Since refueling pit stops require a minimum of five minutes, this option will not give anyone a competitive advantage, but if used will reduce the danger of fuel spills, disqualifications, and fires.

### Roof Net

*Open cars, cabriolets and cars with non-stock, non-metal roofs must be equipped with approved arm restraints. This does not apply to stock roofs on Targas, 914s, or factory sunroofs. The arm restraint requirement does not apply to Boxsters equipped with the allowed aftermarket plastic top as long as a custom fabricated roof net, filling the halo area of the roll cage, is installed. Custom fabrication means that a template of the actual roll cage halo area has been sent to a manufacturer of SFI or FIA approved webbing goods, and that the product is appropriately constructed and attached to the halo*

*bars on all four sides with webbing and metal buckles. The use of plastic tie raps, plastic straps or elastic cords is not allowed.*

Some thought this was going to be required in addition to arm restraints, but that is not so - it is an alternative.

### Seat Mounting Where A Current FIA Seat Is Required

Based on comments from racers and shop fabricators, the 2014 Appendix J specifications and related requirements are modified for 2015 as follows:

*In order to race without a complying seat back brace or meeting the mid-engined car exception to the requirement of a seat back brace, all the following conditions must be met:*

1) *An FIA 8855-1999 approved race seat, within six years of its manufacture, or an FIA 8862-2009 approved seat within eleven years of its manufacture, and installed in accordance with the FIA's and manufacturer's specifications.*

2) *A metal seat mount, with each separate side formed from a single sheet of steel 3mm thick minimum, or aluminum 5mm thick, commercially available as a race seat mount, and mounted in accordance with the FIA's and manufacturer's specifications. Mounts may be modified as needed to clear Cup car type sliders.*

3) *All required fasteners in the system connecting the seat to the chassis must be at least 8mm in diameter and 8.8 in grade. Four such fasteners are required for each component connection, two on each side.*

4) *If seat sliders are used, they may be the Porsche Cup/manual adjustment sliders with the 10mm chassis attachments, and these are recommended. Or they may be double locking sliders which lock with at least two teeth or other locks on both*

*sides, are formed from steel at least 1.75mm thick, and are designed, manufactured, and widely marketed for use in race cars.*

5) *Models with the 10mm seat to chassis mounting bolt system may use adapters, attached with those bolts to the stock mounts, which are made, tested, advertised, and commercially available for securing approved seat mounts or seat sliders.*

6) *Chassis seat mounts on tubs other than those used by Porsche as the base for their race cars must be reinforced. The concern for front mounts is particularly to increase their strength in tension (upward force), and for the rear in compression (downward force - cracks have occurred in the Cup and other cars here, and Porsche issued a service bulletin on reinforcement). If reinforcement includes plates under the floor pan, they shall be a minimum of 1/8" steel, and at least 4" x 4" in size.*

7) *If stock chassis mounts are cut out in order to lower the seat more than otherwise can be accomplished for tall drivers or to accommodate wide seats, fabricated mounts must be made of structural (1/8" minimum) steel using good design practices and properly welded to the sill, floor and center tunnel. The Rules Chair may consider approvals for other designs of altered mounts if they bear the stamp of a professional engineer showing that each of the four required fastener connections will withstand a force of 15,000 Newtons separately vertically and horizontally.*

8) *It is the driver's responsibility to inspect the car's seat chassis mounts frequently for cracking or other weaknesses, and to fix them before further racing use of the car.*

9) *Cars issued logbooks before 2015 may continue to use the fasteners and chassis mounting approved at the time the logbook was issued, if otherwise in good condition and properly installed, until 2016.*

Please note the one year grand fathering provision for current cars. Not only should this allow time for compliance, but if unexpected issues arise there will be time to deal with them. As to reinforcing, the rules since the seat back brace alternative was adopted have always required reinforcing the chassis mounts, so this is nothing new. It just has received more emphasis, which should lead to more compliance and greater safety.

### Ice Mode

*All cars not in the GTC class with ABS systems are allowed to install one or more modifications:*

a) *A reset switch may be installed.*

b) *The brake booster diameter may be reduced to achieve a 3.5:1 ratio with part number 996.355.923.90, the master cylinder bore may be increased to 25mm with part number 997.355.910.30, or both. This option is only available in models where the changed parts have 996 or 997 part numbers and will directly bolt in without modification.*

c) *PASM may be disabled by disconnecting its multi-pin.*

Racers should note that running tires with a different front/rear tire diameter ratio than stock may increase the chance of experiencing this problem.

### Brake Lights

The stewards have always used their authority to deal with brake lights which don't work. This is now directly in the rule book:

Continued on page 19

**PFC**  
BRAKES  
MADE IN THE USA



PFC Bremse Official Partner of Porsche Motorsport & Official Supplier of New 911 GT3 Cup (Type 991).

**We stock most Porsche & BMW applications**



**COOLSHIRT**  
SYSTEMS

It's not just a shirt.

It's the most effective heat prevention system.

Full systems, replacement parts & accessories available



Have our factory trained staff install your HANS device on any helmet for FREE (w/purchase of HANS and/or helmet)

**hans**

**SCHROTH**  
RACING

Harnesses & Right-Side Nets



Receive a **FREE** Helmet Bag & Ground Shipping\* with each helmet purchase!



**Apex Performance**  
Premier Racing Outfitters

Visit us trackside, new showroom or online at [www.apexperformance.net](http://www.apexperformance.net)

**Orders 866-505-2739**  
**Tech 843-299-0997**

Ask for your PCA discount! (available on most items)



**WE'VE MOVED TO A BRAND NEW PURPOSE-BUILT FACILITY!**  
108 Elk Drive  
Murrells Inlet, SC 29576

Visit us on Facebook to view our track schedule

\*Free Ground Shipping US 48

## 2015 Rules Changes

Continued from page 19

Cars must have two working brake lights, at least as bright as stock. Corner workers are instructed to notify the National Steward if a car has less than two working brake lights on the track. If a car has no brake lights, it will be black flagged. If a car has only one brake light while on track, a National Scrutineer will attempt to notify the driver after the session.

Racers can expect that the scrutineers will strongly recommend getting this fixed, because with only one working brake light there is no reserve before you get a black flag if the light stops working also.

## STOCK

### 993 X51

The 993 X51 engine power option is included in the list of similar factory options which are treated as Prepared modifications.

### 993 Weight

The 993 minimum weight is reduced by 120 pounds to 3050 for the 1995 model, 3094 for the 1996-98 models, and 3204 for the 993 (turbo body) model.

### PCCB Brake Package

The PCCB brake option is a prepared modification even if it was ordered on the car. This includes use just of the PCCB calipers.

### Aerokit Wings

Aerokit wings, even if ordered on the car, are a prepared modification.

### Gen 1 997 Carrera

While the proposal for the 997 models running in H was to move them to I, the decision was to keep them in H but raise the weight by 75 pounds to 3300.

### Block Resleeving

When the bores of the water cooled six cylinder motors with a block rather than

a case (Boxsters, Caymans, 996, 997, and later) are beyond factory wear limits or otherwise damaged, they may be re-sleeved. If the liner is plated with Nikasil, an aftermarket piston of a design and manufacture approved by the Technical and Rules chair may be used. Approval will be given to pistons of the same weight, ring size and location, compatibility with the stock rods, piston crown shape offering no flow advantage, and compression ratio no greater than stock, along with a reasonable means of identifying the parts as approved by borescope if feasible and parts invoices. Approvals will be added to the rules in the following year. This approval applies to Stock/Prepared, SP996, and GTB, but not to SPB.

The consensus of SPB engine builders is that those motors have not reached the point of needing this.

### Shock Tower Forward Bracing

Stock Suspension Rule M is amended to read:

*Bracing between the front shock towers are allowed as long as they bolt in to existing suspension or other fasteners, or otherwise unused holes in the stock tub, or rest unattached on a bulkhead in the vertical plane of the shock towers, and may also extend diagonally forward from the shock towers, but may not extend to the rear of the shock towers.*

The forward extension, while inconsistent with the intent of the original shock tower brace rule, is not believed to be a performance advantage, and has been approved as an interpretation in the past.

### SP1, SP2, SP3, SP911

No changes are anticipated in the SP1 or SP911 rules for the PCA rule book. There are some changes to SP2 and SP3, and those changes will be found in the full version of the PCA rule book, or on the 944 Cup website ([www.44cup.com/rules](http://www.44cup.com/rules)).

## SP996

The rain tire for SP996 is changed to: Hoosier Sports Car D.O.T. Radial Wet (H2o) P245/35R18 front, P275/35R18 rear allowed as rain tires. Toyo R888s previously allowed (front: 245x40x18 and rear: 285x30x18) are allowed as rain tires until the end of 2016.

## GTP

A new class GTP-A is added for former ALMS LMP and Grand AM Daytona Prototype cars raced with a Porsche engine and treated as Porsches for manufacturer's championship purposes, and Porsche engined prototypes raced in subsequent similar series, in the engine configuration as raced.

## GTB

The modifications allowed under the Stock engine rules in paragraphs K, P, Q, and R are allowed in GTB.

## GTC

One piece rims of class dimensions are allowed in GTC3.

The rear wing of GTC3 cars may be raised four inches to gain better rear vision, but may not otherwise be altered or repositioned.

GTC and GTA cars which came from the factory with plastic door windows may reattach those windows, if removed, with rivets or other fasteners. Such a replacement window on the driver's side requires use of a window net.

## GTC6

The eligible Porsche racecar for this class is the 991 Cup car with the 3.8 liter 997 motor, as delivered from Porsche with the equipment specified by the German Carrera Cup rules for the years which specify it. These rules limit the options available from Porsche. For instance, you can order various gear ratios, but the Cup rules specify only one gear set. For this class, the option of equipping the car to Supercup rules is not allowed. A car

Continued on page 21

WE ARE FAST AND STEADY  
AND ONLY BRAKE WHEN WE HAVE TO.

**PROXES**

High Performance That Never Rests.

The official tire of



WE ARE TOYO. ALL OR NOTHING. **TOYO TIRES**



Golden Gate Region invites you to a  
PCA Club Race weekend at  
Thunderhill Raceway Park, Willows, CA  
March 28-29, 2015.



- 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>

### 2015 Rules Changes

Continued from page 19

which ran in the Supercup series can easily be refitted to meet Cup specifications. All the Porsche published Carrera Cup rules used worldwide set car limitations on performance, unless they specify otherwise, so the German rules (now available in English also) allow this to be a true specification class to emphasize driver ability, with a bit of suspension setup skill mixed in.

### Why Certain Proposals Were Not Adopted

#### Video

Because of the frequently expressed concern about enforcement (what happens if your video doesn't come through), video will not be a requirement for 2015, although the

stewards strongly urge you to install it for your own sake, and to help the stewards make the right decisions when there are incidents.

#### Underdrive Pulleys

Since Stock the stock rules allow underdrive crankshaft pulleys on Boxsters and Caymans where power steering pump or water pump speeds have been seen as a problem, no change was needed in stock. Not enough evidence was presented that the late Caymans in GTB, for which only an underdrive power steering pulley is approved, suffer from the problems earlier designs did.

#### Racers Are Reminded Of Additional Rules Already Adopted For 2015

- a) Window nets must attach at the top so that they fall down when disconnected.
- b) Window nets must attach to the roll cage.
- c) The two event rookie stock class roll bar allowance will be deleted from the rule book, and all cars will be required to have a complying roll cage.

Looking ahead, you may submit proposals for 2016 rules changes starting February 1, 2016. The cycle never stops. 

# Re-Birth Of A 944 TURBO CUP

BY LARRY CARUSO, PCA CLUB RACER (UPPER CANADA REGION)

August 8-10, 2014 had the PCA Can/Am Challenge on the calendar at Canadian Tire Motorsport Park (CTMP, formerly Mosport International Raceway). For those of you who have never been to CTMP it is one of the classic road courses in North America, hosting Formula 1<sup>®</sup> and United States Auto Club Championship Car (IndyCar) in the 1960's and 1970's. With recent new ownership and sponsorship from Canadian Tire Corporation the facility has been refurbished into a world class facility with a new tower, reception center, track safety up-grades, and paddock area improvements. Even with the changes the track itself remains a legend. The high speed downhill corner one, the off camber blind corner two, the compression brak-

ing zone at the bottom of corner four and the long uphill Mario Andretti Straightaway keeps this place very fast and very exciting.

My road racing career began at Mosport in 1987 driving with Ludwig Heimrath, Dealer Principal at Heimrath Porsche, in the Rothmans Porsche series featuring identical Porsche 944 racecars. In 1988 Porsche announced the now well remembered Rothmans Porsche Turbo Cup Series where we entered a two car team. The car I raced this year in the Can/Am Challenge was the original car I drove back in 1988.

What makes this story interesting is that this car was sold 23 years ago to a doctor in Connecticut. About a year ago we saw a Rothmans Porsche 944 Turbo Cup for sale on the Internet and

it had Heimrath Porsche logos on it. With a little investigation we discovered that this was my original car and it was the same doctor who bought it after the series finished. Yes, we bought it back and when I opened the glove box the original series log book that I signed in 1988 was still there. The car was all original - nothing had changed: the carpet, interior panels, steering wheel, engine, magnesium phone dial 16" rims were all intact. Our sponsor names were gone but the Rothmans graphics were also original and in good condition. Needless to say, a lot of work was required and safety changes like belts and seat had to be replaced before we were ready to race again. We even got our old sponsors back on the car and they were kind enough to help out,



Photo by Kim MacKay

Reunited: Larry, Ludwig, and the 944 Turbo Cup

which as you know, is always appreciated.

This race weekend was my first PCA Club Racing event and with a current FIA Driver's License, I was required to go through the PCA Provisional License process, which included attending the PCA Club Racing Orientation Meeting. I must say, I was very impressed how National Steward West Dillard conducted the meeting with rookie candidates and provisional's. The process of practice starts and a practice/fun race got everyone familiar with what is expected of a driver participating in a PCA club race.

My race weekend went very well with good results after chasing some brake issues. My G-stock 944 Turbo Cup raced in the red group sprint races with a hand full of GT3 Cup Cars thrown in for good measure. This made it fun as I navigated traffic to move up through the pack. Car counts for both groups were strong as the approximately



Photo by Kim MacKay

National staff Walt Fricke, Nadine Saville, and West Dillard

25 car fields circulated the 2.459-mile course. The racing was very competitive with lots of overtaking and mostly incident free. The drivers put on a good show for those who were out to watch the action.

I would like to extend a special thanks to Susan Shire for her help in getting me through the licensing process. Thank you too to those jolly folks, the National Scrutineers Walt Fricke and Nadine Saville for getting this classic

racecar through tech and generating a new log book for the re-birth of the #71 Rothmans Porsche Turbo Cup 944. Thanks again to National Steward West Dillard and congratulations to Mick Oliveira (event chairman) and to the PCA Upper Canada Region personnel who put on a first class event. I hope to see everyone again next year. Keep racing! 🏁



## Air Jacks

From maintaining older systems to new installations, we stock the parts you need. Rebuilds available.



## NEW Safety Collars

## Fluid Systems

We stock the **SUBEK** fluid systems necessary to properly maintain 996/997 GT3 variants.



www.CupCarSolutions.com 404.992.0809



# Podiums: Oktoberfest Hallett Motor Racing Circuit

PHOTOS BY LYNN SCHERMERHORN (ZONE 5 REPRESENTATIVE)



Podium finishers identified left to right

## GTC3

- Race 2: Daniel Martinson (NST) first  
Jerry Green (NST) second  
Mark Kemp (MAV) third
- Race 3: Daniel Martinson (NST) second  
Jerry Green (NST) first  
Grant Phipps (WIC) third  
[not shown]



## GTC5

- Race 2: Pierce Marshall (MAV) second  
Ken Finch (MAV) first
- Race 3: Pierce Marshall (MAV) first  
Ken Finch (MAV) second

# APRIL 10-12 2015

REGISTRATION OPENS  
FEBRUARY 23

**SPRINT RACES**  
\$595

**ENDURO**  
\$120

<http://register.pca.org>

**TIME TRIAL**  
\$365 before 3/9  
\$395 until 3/29  
\$465 thereafter

<http://cfos.motorsportreg.com>

# 2014 HARD CHARGERS

Michael Wingfield, Chief of National Timing & Scoring



Name	Region	Class	Description	Start	Finish	Index	Race
<b>Mid-Ohio Sports Car Course</b>							
Dominique Lequeux	PST	GTB1	GT 11 CAYMAN	19	11	8	Blue Sprint 1
John Amardeil	UPC	GTB1	GT 99 996	11	9	2	Blue Sprint 2*
John Collier	CHO	G	S 97 993	20	18	2	Blue Sprint 2*
Kevin Healy	MNY	G	P 95 993	21	19	2	Blue Sprint 2*
Ernie Jakubowski	UPC	SP3	P 88 944 S2	31	17	14	Red Sprint 1
Ernie Jakubowski	UPC	SP3	P 88 944 S2	27	6	21	Red Sprint 2
Luke Oxner	OZK	SPB	P 99 BOXSTER	10	3	7	While Enduro*
John Gladwill	MAV	SPB	P 97 BOXSTER	11	4	7	While Enduro*
Gary Knoblauch	CHO	GT4	GT 76 911 RSR	9	5	4	Yellow Enduro*
Steve Erickson	CHO	J	S 04 911 GT3	12	8	4	Yellow Enduro*
<b>Miller Motorsports Park</b>							
Bob Jones	INT	F	S 87 911	25	19	6	Race 1*
Jeff Bogarrd	INT	SP1	P 87 924 S	33	27	6	Race 1*
Darrell Troester	INT	GTC3	GT 03 996 CUP	10	5	5	Race 2 (Enduro)*
Mark Boschert	INT	G	S 93 964 RSA	15	10	5	Race 2 (Enduro)*
John Hunt	INT	G	P 89 951 S	16	11	5	Race 2 (Enduro)*
Greg Troester	INT	SP1	P 88 944	17	12	5	Race 2 (Enduro)*
Randy Bergum	AZ	SP1	P 88 944	19	14	5	Race 2 (Enduro)*
Jeff Bogarrd	INT	SP1	P 87 924 S	29	16	13	Race 3
Randy Bergum	AZ	SP1	P 88 944	20	2	18	Race 4
<b>Willow Springs Raceway</b>							
Tim Meyer	LV	SP1	P 88 944	12	8	4	Race 1*
Charles Sharp	SDO	SP1	P 86 944	13	9	4	Race 1*
Tim Meyer	LV	SP1	P 88 944	10	7	3	Race 2
Paul Young	SDO	GT5	S 79 911 SC	5	1	4	Race 3
<b>Summit Point Motorsports Park</b>							
Russell Bong	POT	E	S 88 911 CARRERA	6	4	2	Green Sprint 1
Timothy Lynn	CTV	E	S 84 911	3	2	1	Green Sprint 2
Russell Bong	POT	E	S 88 911 CARRERA	6	4	2	Green Sprint 3*
Patrick Rhodes	POT	E	S 86 911	7	5	2	Green Sprint 3*
Ron Marmol	FST	GT4	GT 73 911	24	16	8	Orange Sprint 1
Don Mattran Jr	CHS	F	S 93 964 C2	24	16	8	Orange Sprint 2
Paul Devany	MNY	SPB	P 99 BOXSTER	25	19	6	Orange Sprint 3

Name	Region	Class	Description	Start	Finish	Index	Race
Randall Joe	CAR	K	GT 05 GT3	20	15	5	Yellow Sprint 1
Scott Bresnahan	POT	GTB1	GT 02 996	8	7	1	Yellow Sprint 2
Randall Joe	CAR	K	GT 05 GT3	14	12	2	Yellow Sprint 3
Scott Leder	SCH	GTB1	GT 08 CAYMAN S	12	8	4	Black Enduro
Clarke Simpson	POT	E	S 78 911 SC	6	2	4	Yellow Enduro

## Hallett Motor Racing Circuit

Kristi Schmidt	LST	GTA1	GT 04 GT3	15	10	5	Blue Sprint 1
Claus Nielsen	LST	GT2	GT 78 930	18	14	4	Blue Sprint 2
Keith Olcha	MAV	H	P 93 RS AMERICA	16	13	3	Blue Sprint 3*
Jay Boulas	MAV	GT2	GT 87 951	19	16	3	Blue Sprint 3*
Darrell Clarke	MAV	D	S 83 911 SC	19	11	8	Red Sprint 1
Julie Bailey	WIC	SP1	P 86 944	29	22	7	Red Sprint 2
Bill Jacobi	CMR	D	GT 79 911 SC	22	18	4	Red Sprint 3
Carl Amond	MAV	SPB	P 98 BOXSTER	20	13	7	Yellow Sprint 1*
Bruce White	RMT	SPB	P 97 BOXSTER	23	16	7	Yellow Sprint 1*
John Gladwill	MAV	SPB	P 97 BOXSTER	3	1	2	Yellow Sprint 2*
Chris Amond	MAV	SPB	P 97 BOXSTER	10	8	2	Yellow Sprint 2*
Richard Hansen	MAV	SPB	P 97 BOXSTER	12	10	2	Yellow Sprint 2*
Laurence Jitts	LHN	SPB	P 98 BOXSTER	11	9	2	Yellow Sprint 3*
Kevin Hansel	HCT	SPB	P 99 BOXSTER	15	13	2	Yellow Sprint 3*
Carl Amond	MAV	SPB	P 98 BOXSTER	19	17	2	Yellow Sprint 3*

## Monticello Motor Club

Hoyt Ammidon	SCH	GTC2	GT 97 993 SUPERCUP	13	10	3	Black Sprint 1
Frank Osborn	NE	E	P 04 BOXSTER	34	28	6	Black Sprint 2*
Jason Nikic	MNY	E	P 78 911 SC	35	29	6	Black Sprint 2*
Bob Engling	CTV	SP911	P 83 911	36	30	6	Black Sprint 2*
Stephen Grevious	CTV	D	S 79 911 SC	37	31	6	Black Sprint 2*
Benoit Juneau	REN	GTB1	S 11 CAYMAN S	18	12	6	Black Sprint 3
Robert Page	POT	SP2	P 87 944	17	9	8	White Sprint 1
Damon Decastro	NNJ	SP3	P 87 951	31	16	15	White Sprint 2
James Beirne	NNJ	SP2	P 88 924 S	24	14	10	White Sprint 3
Bob Engling	CTV	SP911	P 83 911	15	14	1	Combined Sprint*
Martin Okun	NNJ	SP2	P 86 944	19	18	1	Combined Sprint*

## Daytona International Speedway

Joe Crane	CHO	J	S 04 GT3	14	5	9	Blue Sprint 1
Nort Northam	FLC	SP2	P 88 924 S	26	22	4	Blue Sprint 2
Gary Knoblauch	CHO	GT4	GT 76 911 RSR	28	23	5	Red Sprint 1*
Benoit Juneau	REN	GTB1	S 11 CAYMAN S	29	24	5	Red Sprint 1*
Barry Bays	MSO	L	S 11 997 GT3 RS	23	17	6	Red Sprint 2
Maddox / S Collins	FCR	GT4	GT 79 911	42	23	19	Purple Enduro

Continued on page 29

# THE CLASSIFIEDS

BUY, SELL AND BROWSE



### 2000 996 GT3R

Zero hours on new clutch, rebuilt transmission, new slotted disk all the around, Olin adjustable shocks, custom springs and rebuilt dif. Used privately by current owner in PCA/NASA/PRC events locally. Professionally set up by Craig Watkins and Johannes van Overbeek. Married w/kids, car must go. Make offer. 1 of 66 made that year.

Paul Tradelius 415 260 1423

Paul@comcov.com

(15.1)



### 2008 GT3 Cup

25 hour motor, 8 hour gearbox. Less than 5% leakdown. Throttle blipper. Supercup style exhaust. Fresh Brake rotors and pads. Never any frame damage. Body refreshed since wrap removal - looks fantastic. Includes extra BBS wheels, car covers, air jack wand, motec beacon, and original purchase paperwork. \$86,500

Edward Baus 216.265.8057

911.racer@roadrunner.com

(14.4)



### 1989 911 Carrera Stock E Class

Silver Anniversary Edition, 25 hours on rebuild, Porsche Motorsport LSD, Kierkey, full cage, fire system, fuel cell, Leda shocks, 18" CCW wheels plus original Fuchs, B+B exhaust, shock tower brace, all suspension upgrades, quick release steering wheel, Lexan windshield, helmet blower system, current 6 point harness, car is ready to go \$28,000

Mike Patterson

biglickracing@aol.com

(14.4)



### 2011 GT3-RS

Race ready 2013 & '14 Stock L National PCA Championship car, low time 3.8L Pat Williams motor, Sachs clutch, factory front & rear roll cage, 2 sets of OZ forged C/L wheels, Motec, Guard diff gears, all original factory components included (seats, exhaust, wheels, spares, etc.) Contact for complete details, pictures. \$170,000

Barry Bays 901.359.6542

winerace@bellsouth.net

(15.1)

### 3 Car Lift Gate Race Trailer & Toter Home Truck

2007 42 foot goose-neck lift-gate trailer and 2006 12 foot Toter Home on Columbia Freightliner truck. White in color with 81,000 miles; Triple-axle 8,000 lb. air ride, set up for 3 cars and support equipment, tires and tools. Contact for complete details, pictures. \$110,000

Barry Bays 901.359.6542

winerace@bellsouth.net

(15.1)

#### Classified Advertising

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.

## Hard Chargers

Continued from page 27

Name	Region	Class	Description	Start	Finish	Index	Race
<b>Motorsport Ranch</b>							
Wayne Brown	MAV	GT5	GT 75 914	8	1	7	Red Sprint 1
Mike Hamza	WHB	SP3	P 89 944 S2	25	12	13	Red Sprint 2*
Darrell Clarke	MAV	D	S 83 911 SC	27	14	13	Red Sprint 2*
Philip Hanson	MAV	SP1	P 83 944	29	16	13	Red Sprint 2*
Philip Hanson	MAV	SP1	P 83 944	16	9	7	Red Enduro *
Steve Cooms	MAV	SP1	P 87 944	22	15	7	Red Enduro *
James Silvio	MSO	F	S 90 911	24	18	6	White Sprint 1
Barry Bays	MSO	L	S 11 997 GT3 RS	25	13	12	White Sprint 2
Niels Meissner	LST	E	S 79 911 SC	8	5	3	White Enduro
<b>Buttonwillow Raceway Park</b>							
Peter Czajkowski	SDO	GT3	GT 75 911	10	3	7	Race 1
Pucky Loucks	GG	SPB	P 97 BOXSTER	18	13	5	Race 2
Trygve Isaacson	GG	SPB	P 98 BOXSTER	8	5	3	Enduro

## GET YOURS...



Contact us regarding our 2015 PCA racer discount program

PerformanceRacingOils.com/racer

865-200-4264

# Advertiser Index

<b>Apex Performance</b>	<b>18</b>
<b>AUTOMETRICS</b>	<b>7</b>
<b>CARQUIP</b>	<b>14</b>
<b>CupCar Solutions</b>	<b>23</b>
<b>JX2 PERFORMANCE GROUP</b>	<b>9</b>
<b>Millers Oils</b>	<b>29</b>
<b>Northstar Motorsports</b>	<b>IFC</b>
<b>OG Racing</b>	<b>IBC</b>
<b>TC Racing</b>	<b>11</b>
<b>TOYO TIRES</b>	<b>20</b>



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: Vicklm@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  
Email: ClubRace@PCA.org

**PFC  
BRAKES**

1.800.934.9112 | www.ogracing.com

**OG RACING**  
**Got Brakes?**



## The OG-Racing PFC Guarantee

It's easy. We're so sure that you'll like PFC's pad compounds that we're going to guarantee it! Buy a set of PFC pads and try them out for a weekend - if you don't like them, we'll exchange them for the Pagid or Hawk pads of your choice (or equivalent store credit). Visit the link below for all the details.



**Learn more: [ogracing.com/performance-friction-brakes](http://ogracing.com/performance-friction-brakes)**

Program Details: PFC Brake Pad Guarantee applies to any purchase of current PFC pad compounds, shapes & applications. Discontinued or special order part numbers are not eligible for this program. Pads must be returned after ONE event or within 30 days (whichever comes first). Pads may be exchanged for an equivalent Pagid or Hawk shape OR OG-Racing Store Credit up to the purchase price of the returned pads. Other terms or limitations may apply. OGR Inc reserves the right to cancel or modify this program at any time and for any reason.

PCA Club Racing News  
C/O PCA Executive Secretary  
P.O. Box 6400  
Columbia, MD 21045

Address Service Requested

# 2014 PCA Club Racing National Sponsors

**PORSCHE**  
PORSCHE CARS NORTH AMERICA  
[www.porsche.com](http://www.porsche.com)



866.325.5426  
[www.jx2pg.com](http://www.jx2pg.com)



512.273.5016  
<http://register.pca.org>

**TOYO TIRES**  
*driven to perform*  
<http://toyotires.com/>

**HOFMANN**  
POWER WEIGHT  
888.215.4575  
[www.hofmannpowerweight.com](http://www.hofmannpowerweight.com)



773.286.5881  
[www.inglot.net](http://www.inglot.net)

**Hoosier**  
RACING TIRE  
574.784.3152  
[www.hoosiertire.com](http://www.hoosiertire.com)



BOB WOODMAN TIRES INC.  
843.524.8473  
[www.bobwoodmantires.com](http://www.bobwoodmantires.com)



800.797.2911  
[www.gt-racing.com](http://www.gt-racing.com)



877.TRAILEX  
[www.trailex.com](http://www.trailex.com)



203.723.8928  
[www.softronic.us](http://www.softronic.us)



704.450.4507  
[www.racetech-usa.com](http://www.racetech-usa.com)



**RACE FUELS**

800.722.3427  
[www.racegas.com](http://www.racegas.com)



866.505.2739  
[www.apexperformance.net](http://www.apexperformance.net)



800.934.9112  
[www.ogracing.com](http://www.ogracing.com)



800.722.3234  
[www.michelinman.com](http://www.michelinman.com)