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NEWS

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On the Cover: Dave and Mary & their kids, Nick & Kelsey - The Billingsley Family. 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®, Cayman® 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



From the Chair

WEST DILLARD • PCA CLUB RACING CHAIR

The Carolina Motorsport Park race marked the last race in my tenure as CR Chair. I can't believe it has already been four years since I took the role. I need to thank a bunch of folks:

- Susan Shire- the power behind the throne, nothing happens without her

- Connor Henderson – our man at HQ. His energy is infectious. An awesome addition to the team!

- Vicki Earnshaw, Bryan Henderson and Bruce Boeder - for showing me the ropes

- Skip Carter - his tireless effort has taken CRN to another level. He'd love to hear about your club racing journey.

- Mike Hoke - stepped up as Chief Steward when we needed him and hit it out of the park

- Dave Rodenroth, Brian Gay and David Anderson – I couldn't have done this job without them. Fantastic guys!

- Walt Fricke and Keith Fritze - you have no idea how much work and research they put in to keep a lid on the technical craziness

- Ken Laborde – our legal and risk management guru (and club racer) who was always there to provide guidance when we needed it.

- Kristin Larson – Club Racing's volunteer CPA is completely on top of our finances. She keeps our budget in line, tracks and reviews every expense report and works with Denise Hovington, Kathy Lawler



and Danika Ware at HQ to sort out any issues. I would have been lost without Kristin, as would a lot of expense reports, if I'm honest. :-)

- Regional Race Chairs and Volunteers – thank you for making the races happen. Your hard work and creativity gives each race a unique local flavor that is an integral part of our program.

- PCA Executive Council – the support provided by our executive team for the Club Racing program has been outstanding. I am sure that will continue with racer, Aaron Ambrosino, at the helm next year.

- And, of course, all our National Staffers who do their jobs, rain or shine, just for the love of the program.

I am proud of how they represent PCA and the CR program. It has been a joy working with each one of you.

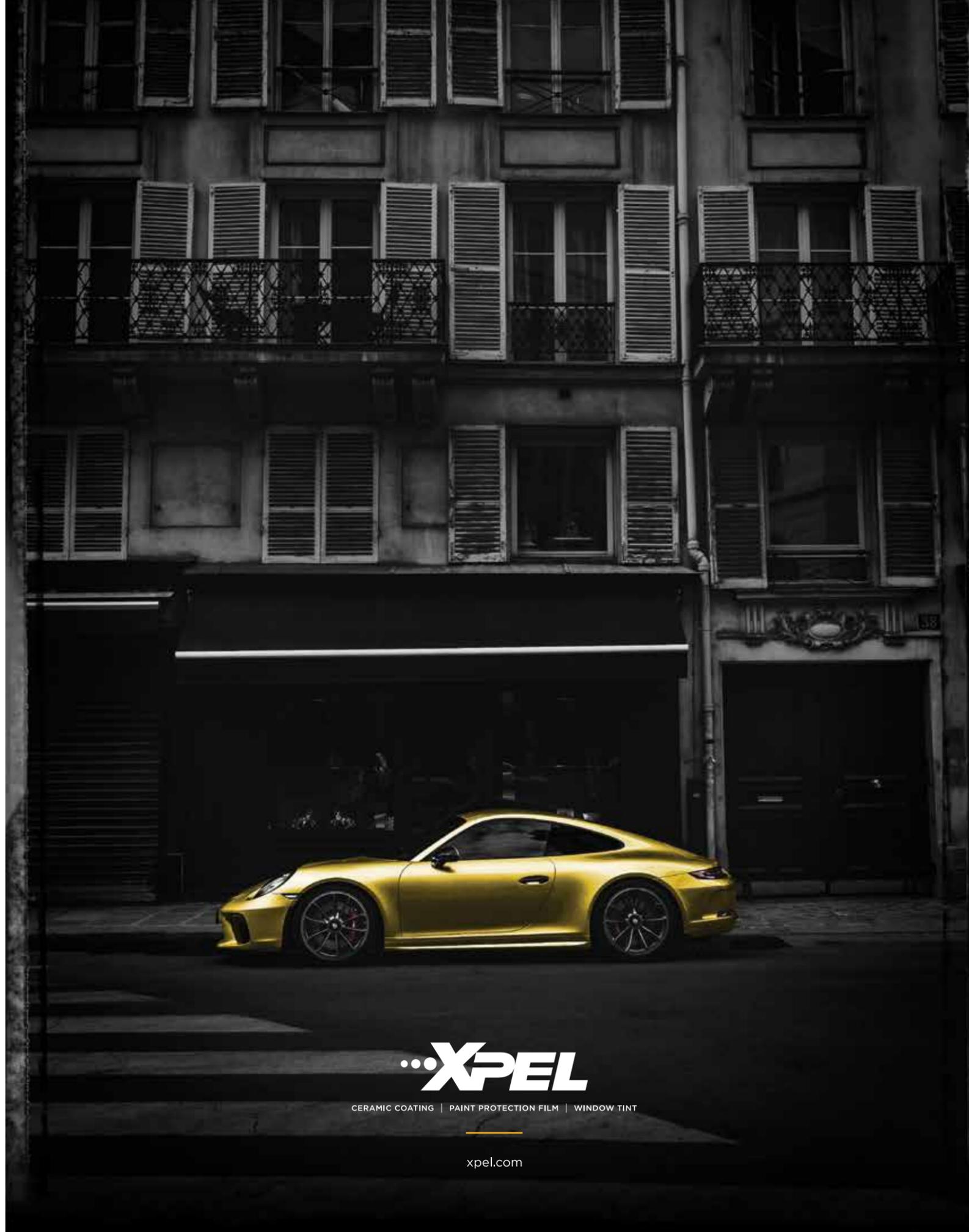
Last, but not least, our racers. Since I started as a Scrutineer 17 years ago, you have provided me with great support and wonderful friendships. That's what this program is all about.

As for the future, my wife, Caren, and I are both timing out of our national roles this year. We are really looking forward to attending races as regular members again. The program couldn't be in better hands than with Dave Rodenroth taking over.

Dave is a long time racer who is smart, level headed and cares about the program. If you don't know him, bring bourbon to happy hour and ask him about racing a Porsche in the Daytona 24.

It has been an honor to serve you. See you at the track!

West 🏁



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Down to Business

CONNOR HENDERSON • CLUB RACING BUSINESS MANAGER

Racers, I want to begin by thanking all of you again for a great year of competition and excellent weekends. I am a bit sad at not being able to make it out to as many events this year but, those I attended were excellent by all measures.

Changing of the Guard

I would like to take this chance to give a shoutout to the four-year Captain of this party boat, West Dillard. West carries all of the traits that a Club Racing chairperson needs, all with a smile and laid-back attitude. I would say he will be missed, but there is no doubt one of us Club Race hooligans will be contacting him on a weekly (perhaps daily) basis. So, we will see him around!

I'd continue on the above message by extending a warm welcome to Dave Rodenroth, who will be replacing West, but I doubt there is

a Club Racer out there today who does not know him. Dave has long been a great addition to our team and I speak for everyone when I say that we're looking forward to him in The Chair.

On the business front

I am happy to report another year of high-fives all around. Our sponsorship has continued from mostly all of 2021s list and I am happy to say we've added a few new ones in the process. My initial goal of adding a title sponsor for a class proved successful with the 911 Cup. I owe a major thanks to Jason Nickic and Jeff Wiggins for leading the charge there and bringing CAST into the picture. This combined group has drawn a lot of attention and I owe one last thank you to the racers and teams for supporting those cars.

More sponsorship please

In the future, I plan to start pick-

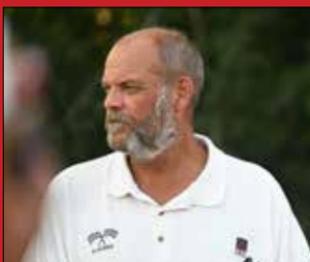
ing away at each group to find title sponsorship. On that note, I ask that you run the required decals, should that be part of the sponsorship. With these sponsorships I plan to include similar contingency plans but some with a more immediate kickback such as parts discounts, regardless of finishing positions.

I ask anyone interested in sponsorship to contact me as I would love to have a chat about it. On that note, I ask generally anyone to contact me on business related items. The collected hive mind of Club Race can help me in my day-to-day items and make a better program for all.

See you at Sebring

That said, I look forward to seeing some shiny new hardware at Sebring. Utilize our existing sponsors while we have some downtime and be ready to rock come February. See you guys in Florida! 🏁

PHOTOS



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I just returned from Carolina Motorsports Park (CMP) to close out the 2022 club racing season. It was my first time at this track and couldn't have had a smoother experience. The new track surface made for some great racing that I wouldn't normally get to watch from the tower. By all accounts, our return to CMP after 10 years was a success.

By the Numbers

One of my functions as Chief of Timing & Scoring is to review, approve, and post results on the driver's website (<https://pcaclubracing.org/results>), MyLaps Speedhive, and Race Hero. Driver participation is down about 7.5% this year which, I suspect, has to do with rising costs of everything but more specifically the price of fuel. It probably doesn't help that tracks are squeezing regions into event dates that ultimately compress the summer racing season making you decide on attending one event over another.

Our series still managed to put together an impressive number of drivers throughout 24 events with the largest attendance at Watkins Glen, Sebring, VIR, Road America, and Summit Point. Unfortunately, we didn't get back to COTA, NOLA, Hallett, Monticello, Auto Club, and Daytona this year. Maybe those venues will end up on Club Racing calendar in the future.

As I mentioned in my lead-in, the

series did get back to CMP after a 9-10 year hiatus. It was lightly attended with 45 drivers. Maybe next year they'll see twice as many drivers vying for podiums in the last race of the year.

A total of 662 drivers participated in club races in one (or more) of the 40 classes run in 2022. The most popular class was SPB (17.5%) followed by GTB1 (9.5%), 911CUP (6.4%), SP3 (5.7%), with SP1 and GTC6 (both with 3.9%) rounding out the top five.

New Championship Series

Collectively, the least attended races tend to be in the mid-West. To promote these smaller events, a new championship series was recently announced. This series will follow the PCA National Championship rules with some modification to the minimum number of races to qualify and limited to six venues covering seven club races at Heartland, NOLA, Hastings, Eagles Canyon, Brainerd, and High Plains. The intriguing twist to this series is

replacing the five event points with graduated points allocated based on distance traveled to the event!

Club Racing in 2023

The 2023 racing schedule is coming together and so far there has been some adjustments to the typical event dates. Some of the fluctuation is due to overlapping event dates and tracks fiddling with date availability. Tentative dates are currently posted at <https://pcaclubracing.org/schedule/#2023>.

On behalf of the Timing & Scoring crew, we hope you enjoy the off season with family and friends. And we hope to see you at the track in 2023! 🏁



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Thinking About Rules

WALT FRICKE • TECHNICAL & RULES

SPM — Oh no, not another class!

The march of time and Porsche's continual performance improvement has complicated the task of car classification for Club Racing. In 1992, the majority of the initial Club Race cars were street driven cars owned by regional DE instructors or others who drove at that level.

DE had no configuration limitations, so many of these cars had suspension improvements, which were adopted as the basis for the initial stock rules. Additional somewhat common modifications were added as Prepared allowances. All other cars, be they SCCA race cars or just otherwise highly modified track only cars ran in a modified class (GT). Most Stock class cars were driven to the race, where tires were changed. GT cars showed up on trailers. A few of these came with a mechanic for support. Air cooled motors, 911 and 914, predominated.

Fast forward 30 years. Every car is trailered. A substantial portion of entries show up in a trailer provided by one or another race shop, or are paddocked/serviced by a shop. Nonetheless, there are 944s and 911s which raced in 1992 and are still being raced. However, two of the largest classes, SPB and GTB, are water cooled mid-engined cars.

The initial premise of car classification was to provide a place for every Porsche sports car to race. The main emphasis seemed to be on having a good dice with

cars of whatever class running at about the same pace. Racers jockeyed for rules changes to feather their own nests (not quite how they thought of their suggestions). Then CR Chair John Crosby once explained to me that CR promised a place to race every Porsche sports car model, but not an equal chance to win. The advent of points and national class championships somewhat changed the dynamic here, with more emphasis on balance of performance within a class. While "Spec" classes predated the points championship, their emphasis on class performance equality fit well with the points system. By and large those classes have thrived, while the Stock classes have waned in participation. Racers with cars prepared for Stock classes have found class competition growing thinner as newer Porsches passed from street to track preparation over time.

An additional worry over the future of Club Racing concerns chassis construction. Porsche has moved to a very substantial amount of aluminum and specialty high strength steels in its newer models. While all this improves performance in one way or another, chassis damage beyond the bent fender level is difficult to repair. The Cayman Club Sport sub-series showed this aspect of newer cars, with some participants having multiple re-tubs in a single season. So

there is a special value for increasing the participation of the cars with older chassis construction.

In prospect is a recognition of how to approach classing cars based on performance. The "Spec" classes are just that - performance doesn't need balance, as all the cars are, by definition, equal in the parameters which affect performance. The potential exists to group cars by performance, balancing the performance by adjusting weight and perhaps some other limitations, retaining many of the restrictions and allowances of the stock classes. That would allow cars which are currently in different Stock classes to run in a larger class without having to do anything except adjust weight (generally down), and perhaps make some optional changes if desired (maybe items like brakes or electro-hydraulic power steering, which are not significant in terms of where one finishes in a race). Additionally, it would open up a largely untapped reservoir of models for conversion to race cars. For the Caymans and Boxsters it would mean a larger race class for the base (non-S) models and the Boxsters after the 1990s models. Rather than mis-characterize this approach as "Spec," it can be considered as balance of performance (BOP). Models which can race in SPB, SPC, and GTB would be excluded.

An attempt was made in 2022 to

create such a BOP class (tentatively mislabeled SPM - Spec Mid-Engine). It sprang from a group of F class Boxster drivers asking for a class and an across the board 150 pound weight reduction, based on their experience of what weight could inexpensively be lost, and their experience of performance equality from F results. Some models from E and G looked like they could fit this new grouping. The initial proponents believed, from their experience, that performance of the cars with which they were familiar was fairly equal as is. Since driver skill is a huge factor in finishing position, comparisons tend to be very tricky.

So why wasn't an SPM class formed for 2023? Fundamentally the Rules Committee decided, based on information from a variety of technical sources, that it was premature to do this, as more infor-

mation on performance balancing is needed beyond the experience of a fairly small group of drivers. There are quite a number of underlying differences between the different model years represented beyond just the factory horsepower and the car's weight. Porsche kept making improvements from 2000 through 2012/2013. The PDK arrived as an option. Perhaps some 981 types could fit the performance envelope if they retained their Stock weight.

The Rules Committee is committed to forming a BOP class along these lines. There is enthusiasm for this approach among racers, who all value having a larger number of class competitors at each event. But rather than form a class for a relatively small number of cars currently racing, it seems better to spend more time forming a more inclusive grouping, leading - one hopes - to drawing more drivers/

cars into PCA Club Racing, and encouraging more existing competitors to attend more events. Work is underway to draw shop owners into a sort of committee, along with racers interested in the approach, to come up with a more technically supported proposal for comment and potential adoption in 2023.

What about the "too many classes" issue? This is more a theoretical than a practical issue. Someone usually is racing at your pace, class or no. Winning a year end trophy when you have no class competition is no particular indication of skill, but neither does it cause the kinds of problems low car counts cause SCCA with its Runoffs based championships, where each class gets its own run group. If somewhat hollow trophies become an issue, PCA could adopt - as some regions have with local race trophies - a cut-off to encourage amalgamation. ☒



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SKIP CARTER • CLUB RACING NEWS EDITOR

How do I get a story about my Club Race into Club Racing News?

It's pretty easy. You'll notice in this issue that there are stories about both the High Plains and the Eagles Canyon races. By the way, they are both part of the new Mid-America Championship series starting in 2023. You can read

about this new series on page 52.

I was contacted by people from these two events asking if I'd like a story for CRN. Are you kidding me? I love it when I get approached about a story. This is one of the things that makes my

job easier. We can figure out who will write it. The main thing is planting the seed for the story.

So, don't hesitate to contact me for this or any other story that you think appropriate for Club Racing News.

How do I get my story into Club Racing News?

Basically, there are two ways. First, wait for me to be at a race you are attending, and something triggers me to ask you specifically, and away we go OR... **Take the initiative and contact me.** I've said this before, that the hardest thing I do is get these stories for CRN. At Road America this year I came up with the idea of asking the drivers at the driver's meeting. Now, why it had not occurred to me to do this in the 6 or 7 years I've been putting this magazine

together... Well, there's no good answer, but it was very effective.

Two or three of the stories in this and the next CRN come directly from that one meeting.

Every year I try to get to one or two races I have never attended. I plan to make the driver's meetings for every race I get to from now on.

We are always looking for writers and photographers and interesting stories who can help us out.

As you probably know, PCA usually sends photographers to our larger events, but it seems to me that the smaller events are pretty much on their own.

I've received some pretty great photos from regional and other local photographers who are volunteers, like most of us.

Photos from both the Maverick Eagles Canyon and Rocky Mountain High Plains stories came from volunteer photographers, so keep them coming.

What would you like to change/improve in Club Racing News?

I do not get a lot of feedback from you readers, so I am left to my own imagination as to what should go into this magazine.

I would love to hear your suggestions. If there are existing things that you just don't think are relevant, please let me know.

If there are subjects you'd like to see covered... Car set up, etc, etc.

Generally speaking, I try to use paddock shots more than anything else. People at the track... And not

just drivers. Crew, visitors, corner workers... You're all part of the action

After all, we put this magazine together for you. If you want it changed or have ideas how it can be better, let me know.

And again, we are always looking for writers and photographers.

Also, If you have a complaint that you'd like me to pass on to the powers that be, I can do that as well.

Photographers

At several locations in this issue I've used photographs to fill empty space. Except where noted otherwise, these photographs were taken by Victor Newman or Brian Wong at either Road America or Summit Point.

Proof Readers:

There is a group of proofreaders who help me out with each issue of CRN. Steve Coomes, Nick Hrycaj and Chris Way primarily.



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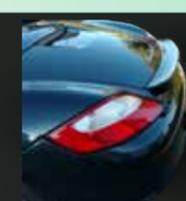
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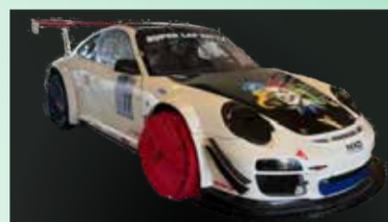
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Coaching Perspective

DAVID MURRY • CLUB RACING DRIVING COACH

Tire and Brake Warming for Race Starts

When we start a race our tires are cold. As we know, tires have a lot more grip once they are up to their operating temperature. If we are running street tires then we don't want the tires too hot or they will have less grip... Slicks operate at a much higher temperatures than street tires and they need to be hotter for maximum grip.

Having hot tires for the green flag

We know that if we have hot tires when the green flag falls, we will have an advantage if our tires are hot (or disadvantage if they are not hot and everyone around us has hot tires for the first lap, especially for the first corner which could affect track position and ultimately the outcome of the race).

It is also safer or, if your tires are not hot and others around you are, you may go off track thinking you have as much grip as they do.

Let's talk about the pace lap

If we run slicks, we need them at higher temperature so most of us weave back and forth as we see on TV... But what is the goal and how is the best way to achieve that goal? We need the tires and brakes to warm up. If we weave back and forth we want the tires to work hard to generate heat, but jerking the steering wheel back and forth in quick motions does not accomplish that.

We want big long sweeps so the

tires work in a cornering mode. Sometimes giving a little room to the car in front (not so much you cause the field to spread out during the pace lap) so you can work the car hard in the corner ahead.

Don't drive the normal line with a big radius, go in on the inside of the corner and turn hard and don't exit all the way out so you minimize the radius and work the tires hard. We can even put the gas on slightly as we turn causing understeer to work the front tires hard, but be careful because while the front tires gain grip from heat, the rear tires will still be cold and you don't want to spin.

All this works for heating tires but does nothing for heating the brakes and PCA frowns on weaving back and forth because it puts everyone in a risky situation. It also causes cars to spread out because it can't be done side by side, so now cars are in a single line but very spread out. That makes it hard to get a nice two by two formation before the starting zone for a clean start.

A much better way to heat both tires and brakes is to simply accelerate and drag the brakes during the pace lap. You may have a problem with some cars that shut the throttle off when brakes are applied for safety. Most of the time you can override that shutoff if you apply the brakes first with the throttle off and then apply the throttle after the

brakes are already on. That heats up brakes which radiates heat from the brakes through the wheels and into the tires. It is very efficient. It also doesn't telegraph to your competitors what you are doing so they may not try to get their tires hot and you will have an advantage. This can be done while driving pace car speeds, in a straight line with cars next to you, keeping the formation that PCA and other series like. Be aware of your competitors around while doing it and be safe.

Now we have our tires and brakes hot and are approaching the green flag area. If we did our homework we watched the starter start races before ours to get an idea of where the front row is when the starter waves the green flag. That gives us a general area where the green flag is waved to start our race.

Now, our goal is to slowly move forward (even one mph more) closing the gap on the car in front so that we have momentum on that car when the green flag waves. It's just like exit speed, if you are faster than another car when you both accelerate you have an *exit speed advantage* and will continue faster than them to Turn 1.

There is no drama, just a slight closing rate before the flag flies. Be sure to keep the pace lap organized and not spread out or create an accordion effect.

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PS102-020	PORSCHE 993T 3.8L 8.5:1 PP102-013 (107mm slip-in cyl 3.6-3.8 NA to Turbo conversion)
PS102-021	PORSCHE 993T 3.8L 8.5:1 PP102-01 (109mm cyl bore in 3.6 TO 3.8)
PS102-02	MMS 993 RSR 3.6L 11.4:1 (107mm slip in cyl 3.6 TO 3.8)
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996 103 942 4.0 MA	PORSCHE 996 GT3 4.0 late (105.4mm 21mm pin 12:1CR 3.6-4.0)
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MOVING UP RUN GROUPS

YOU'RE READING CLUB RACING NEWS, BUT YOU ARE NOT A PCA CLUB RACER

STORY AND PHOTOS BY MIA WALSH, NATIONAL HIGH PERFORMANCE DRIVER EDUCATION CHAIR

You're reading Club Racing News, but you're not a PCA Club Racer. Perhaps this copy is sitting in your Porsche mechanic shop while you wait for your brakes to be bled? Perhaps your PCA Region's DE Leadership received a dozen copies from the CRN editor and this copy is laying around the paddock or classroom of your DE event?

Now, you have your hands on this article, perhaps racing in the Porsche Club of America's Club Racing events is of interest to you? My personal path was very sim-

ilar to most. As I was progressing through the HPDE run groups, my speed was getting faster and I wanted to make the cockpit, car and especially the driver, safer.

In 2011, after three years of participating in PCA's HPDE program, I started making major changes to my 2009 Cayman S for safety reasons. I installed a Piper Motorsports roll bar, bought Sparco race seats with a halo, a Schroth harness system and a Hans-brand head and neck restraint system device.

That same year I volunteered at Potomac's 20th anniversary Club

Race, as both the volunteer coordinator and the pace car communicator. It was the first time I felt like part of the pack! I hadn't yet learned all the Classes in Club Racing, nor did I know the "craft of racing" vs. high performance driving, but I did feel the energy and the excitement brought on by the competition component of being on track.

Several years later, after progressing to the higher run groups and proving I was not only safe on track, but fast as well, and trustworthy to not make mistakes as a driver, in 2015 my racer friends encouraged

me to take the leap to Club Racing. Since then, I have seen many HPDE drivers migrate to Club Racing. Do you want to know how?

Top 10 Steps to migrate from High Performance Driver Education (HPDE) to Club Racing:

If you are interested in taking that next step from HPDE to racing, here are ten things you will need to do:

1. Ensure your PCA membership is in good standing and you must be at least 18 years old.

2. If you don't have a full competition race license with an organization like NASA, SCCA, POC or an equivalent sanctioning body, you will have to request a Club Race check-out ride from your local PCA region. Minimally, you must have 12 or more days of race track driving training within the last 24 months, with at least six of those with a PCA Driver Education program.

3. Your region's CDI will have to complete a Certification of Experience and Ability describing your experience in the region stating your number of days on track, skill level, run group, situational awareness etc. This certification does not officially qualify you, however, as your eligibility will be determined by the Club Racing committee.

4. You need to review the current Rule Book, determine which Racing Class your car would be included in, purchase a transponder and know your minimum class weight. The rules book is a scant 74 pages long, so grab a glass of _____ (fill in the blank: whiskey, wine, beer, vodka) and get down to understanding the details!

5. Once you have approval to move forward, you need to apply for a Club Racing license. The Club Racing rule book, application and medical forms are on the Club Racing website (www.pcaclubracing.org). Complete the application to submit to the PCA Club Racing National Committee. The application fee is \$125.00.



Brian & Mia Walsh



6. You will also have to submit the Club Racing medical form fully completed by your doctor. The doctor will be required to check your heart, your color-vision and other health attributes and sign off on your ability to physically handle motorsport racing.

7. Your application and medical paperwork will be reviewed by the National Club Race Committee and, assuming all is in order, you will be approved as a rookie license candidate and required to attend the PCA Club Racing School at your first PCA Club Race. At your first PCA Club Race event you'll complete car and equipment tech to receive a Club Racing log book for your car, complete the PCA Club Racing School, and race! Now it's time to find a Club Racing event near you!

8. Signing up for a Club Race is relatively simple. www.ClubRegistration.net is the PCA Club Racing online registration website. There are roughly 25-30 Club Races held throughout North America and are listed on the Schedule tab of the pcaclubracing.org website. Entry fees range significantly depending on the track.

9. It's time to do a little shopping. Fire retardant driving suit? Check! Head and neck restraint system? Check! Fire extinguisher? Yes! 5, 6, or 7 point harness systems? Indeed. Forward facing recording camera. Check! Rear facing recording camera (highly recommended). Tires? Tires? There's nothing like a sticker on your slicks when it's time for the actual sprint race!

10. To "graduate" from your Rookie License, you will need to complete four incident-free races within a two-year period.

**CONGRATS
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Questions?

Contact the PCA Club Racing Office at 847.272.7764 or susan.shire@pcaclubracing.org



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THREE WISE MEN MEN RACING

STORY BY CHRIS WAY, PHOTOS BY VICTOR NEWMAN, SKIP CARTER & CHRIS WAY

This is the story of three wise men from Quebec City who formed their own PCA Club Racing team: MEN Racing – Marc Villeneuve, Eric Bouelh & Normand Toupin. Each became successful in their careers (gynecologist, contractor and plastic surgeon) and who joined PCA with other friends. Family, career, friends and Porsches... What could be better?

Normand retired from racing last year, but Marc and Eric continue. Marc is a member of Rennsport region in Quebec. Eric is a member of Upper Canada region, being

home to friends of his. These three started as many do with HPDE in the early 2000s, eventually becoming instructors. A friend said they should try club racing but warned “you’ll never go back to DE.” Marc said, “he was right.”

I asked what it is about club racing that made it so much better. Marc said, “it’s so much fun!” Eric concurred and added “there are less rules.” Hmm!?

Eric started club racing in 2007 and Marc in 2013. Eric’s car was a 1979 911 Cup and Marc’s a 2007 911 RS – not for the faint-hearted! Their passion grew until MEN was

formed with a huge RV, complete with a stacker plus a trailer for their comfort, dogs (Blue and Casey) and race cars.

Their DE & Club Racing journey began at Montblanc, a Swiss-like, ski-resort town north of Montreal and then all-over North America. Nearby Mosport, Watkins Glen and Road Atlanta became regulars among their three to six yearly events. Their farthest haul was to COTA (“a nice track”). Their first run at Road America was three years ago, a 19-hour drive from Quebec City. This became a favorite because of the excellence of its

organization, fun and site in Elkhart Lake, Wisconsin.

Marc recently turned over the maintenance, race prep and service of his RS to Gordon Friedman at Autometrics, Summerville SC (see accompanying story). It was a surprise to me when Marc said that his racing budget went down when he started using Autometrics because his breakdowns happened less often “Things don’t break as often.” Plus, it leaves him time to pursue his other interests of diving (in Florida this year) and hunting. Eric said he will move to Autometrics next year, too.

Covid put a real damper on their racing because inter-country rules would not allow Canadians into the US. Marc invested in a high-end SIM racing set up. He said it is more realistic than one might imagine. It keeps his driving skills sharp for the track, which still delivers the *real* thrills

Last month’s Club Racing News featured Eric’s #863 on the cover. Marc smiled and quipped, “I was going slow enough for someone to capture a good picture and all those cars behind were just waiting for a passing opportunity.” Eric only laughed in response.

The club racing journey of the three wise men from Quebec will pause over the winter, beginning afresh next spring. If you haven’t been to Quebec City, Montreal nor Mont Tremblanc, I recommend you add the Province of Quebec to your bucket list. I live in Toronto but spent enough time there to realize it is the best part of Canada in many ways – its charm, sophistication and entrepreneurial verve are incomparable.

There is something special in Quebecer’s drive to sustain their language and culture in a sea of anglophones that permeates it, giving it a more European balance than we find elsewhere on this continent. MEN racers are fine representatives, not only of Quebec but, also of PCA Club Racing. 🏁





WHY ROAD AMERICA CHALLENGE? — I'LL TELL YOU WHY!

STORY BY CHERYL LEHMAN COLLIER; TRAC CLUB RACE CHAIR; PHOTOS BY VICTOR NEWMAN

September 2022, over Labor Day weekend, marked the 30th Anniversary of the PCA Chicago Region hosting The Road America Challenge (TRAC), a 4-day combined Test & Tune, HPDE and Club Race. However, it was only the event planning team's sophomore year. We learned a lot in 2021, took lots of post-mortem notes regarding what we could do better and implemented them this year, much to the relief of the core team and extended volunteers! But I would not consider two seasons having a lot of *seat time* as event Chair for one of this magnitude. And I do mean MAGNITUDE!

If you've never made the trip

to Elkhart Lake, Wisconsin, you should really add it to your bucket list. So many people remark that it is their #1 track in the country: and it's right up there for me too, along side the likes of Watkins Glen, Road Atlanta, and Canadian Tire Motorsports Park. What makes Road America unique, at least in my opinion, are the magnificent woods surrounding the track at nearly every turn, the elevation changes, very fast corners and, most notably, the infamous Kink which has earned the respect of drivers near and far.

The following factoids were pulled from roadamerica.com. I want to make sure you know I'm

no plagiarist! When Wisconsin state legislature banned sports car races on public roads in the early 1950s Clif Tufte, a highway engineer, organized influential people and leaders from the Chicago Region SCCA to develop plans and sell stock to build a permanent racecourse. Road America became a reality in April 1955, was built on 525 acres of farmland using the natural topography of the glacial Kettle Moraine area, sweeping around rolling hills and plunging through ravines. The first SCCA national race weekend was held on the 4.048-mile, 14 turn track, which virtually remains the same today as back then. It is revered the world

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But wait, there's more! When you leave the track, turn left, and drive a mile or so, you find yourself in the quaint resort village of Elkhart Lake. I've frequently call this track/town combination the Watkins Glen of the Midwest. Both tracks are magnificent with beautiful scenery, downtown offers lots of great food, homemade ice cream and family-friendly activities both on and off the lakes. The real kicker for me are the racer bars that have hosted the likes of Jackie Stewart, Paul Newman, Mario Andretti and so many more. Elkhart has Siebkens Stop-Inn Tavern (est. 1955-ish), festooned with stickers, race team banners, helmets and other race memorabilia; Watkins Glen has Seneca Lodge (est.1948) which features leafy garlands from race winners and an impressive number of arrows shot into the wall behind the bar. Being in these places makes you feel like a part of racing history.

Let's get back to the magnitude part of TRAC. So, what does PCA Chicago do to take advantage of all the remarkable things in one concentrated area? We do it all! After a long day of driving on Friday, drivers and their guests/families get a free night to explore the town, get a cocktail at the tiki bar on the lake, try some memorable food in a nice range of price points and, more likely than not, end the night at Siebkens for a night cap or three.

Saturday is when things get busy because we provide something for everyone to enjoy. While the driving is happening on the track there was an on-site Bingo game or Scavenger Hunt for the kiddos. In the afternoon Chicago's Concours team hosted a competition, this year on the lawn by the lake behind the sprawling Osthoff Resort. While the big kids (you know who I mean) judged the entrants for points, there was a concurrent PCA Juniors judging complete with score cards and swag, sponsored by Hagerty.



Once the scores are tabulated and the prizes awarded, participants move their immaculate rides over for the BIG show at Siebkens.

Back at the track, once cold, we encourage ALL Porsches, race and street alike with working headlights to pile as many passengers as can legally be strapped in and gather at Gate 5 to participate in a Porsche Parade into downtown Elkhart Lake. This police-escorted event makes its way into town using the original public roads for sports car races. How cool is that! When this spectacle of revving engines arrives, throngs of people line the streets waving and cheering, while the Concours folks park the cars tightly together on either side of the street, blocked just for us, for one heck of a P-car show.

Typically, a couple hundred people mill around with adult beverages admiring the cars, visiting with friends, making new ones and taking pictures for posterity. At about 7pm the crowd starts to file over to the big white tent that has been erected for the, always tasty, dinner banquet, featuring beef tenderloin and other savory and sweet delights. The staff hurries around bringing drinks and bottles of wine from the cash bar so the PCAers can do what they do best - relay stories about on-track experiences, talk about fun they have had here and other tracks but mostly there is laughter. At 9pm sharp all the race cars are escorted back to the track, so the mischief is kept to a minimum. The decibels generated with this exit cannot be legal in town but despite that, the locals never complain and welcome our group with open arms.

Sunday and Monday feature the Sprint and Enduro races and track touring to benefit our charity. As I said earlier, there is something for everyone, at the track, in town or on the lake. The Road America planning team hopes to see you, your friends, and families in 2023 as we turn juniors for our third event. 🏁



Title photo: Tom Jones monitoring the race from the starting stand

Top: Skp Carter, Cheryl Lehman Collier and Chris Way



A FAMILY AFFAIR THE BILLINGSLEY'S

STORY & PHOTOS PROVIDED BY DAVE BILLINGSLEY

When you think of a picturesque American family, what comes to mind? Perhaps a tight-knit family with a couple of kids and a dog? Maybe a minivan paired with a cookie-cutter home and a white picket fence? Weekends filled with soccer tournaments, school bake drives, and camping trips?

Well, if you asked the Billingsley family out of Centerville, Minnesota, the "minivan" idea would surely result in a "Yeah Right" chuckle. Instead, the Billingsley family prefers a home on wheels with a trailer to haul their Porsche Cup Car to the racetrack on those cherished weekends.

Let me introduce you to this unique family... Mom and Dad: Mary and Dave, and the Kids: Nick (29) and Kelsey (27).

It all started with Dave's obsession with building cars from the ground up. Then, it progressed to making those cars as fast as possible, and eventually snowballed into Dave racing anything with four wheels.

On a cold Saturday in February 1988, Dave was competing in a car race on a frozen lake in Northern Minnesota when he met a "cute spectator" named Mary. Their relationship quickly blossomed and Mary became Dave's biggest fan (and sometimes co-driver); the

dynamic duo were married two years later.

Before having kids, Dave and Mary were involved in promoting and orchestrating Monster Truck shows all over the country. If you're thinking Big Foot and Grave Digger, you're right on par. Dave even had his own monster truck!

After a couple of years, Nick, and then, Kelsey, came into the world. You're probably asking yourself, "How did they get from Monster Trucks to a Porsche Cup Car?". Well, after a few years of hauling two young children to various racing events and shows, Mary and Dave decided that they wanted to get the kids into the driver's seat,

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but obviously needed to start a bit smaller than monster trucks.

Seeking a sport that the entire family could participate in, Dave asked one of his old Ford Formula V racing buddies if they had any suggestions for young children in motorsports. He answered, "You have to get them involved in go-kart racing, even you and Mary will love it!" Intrigued with the possibility, the following weekend, the whole family ventured to the local karting track "just to check it out," as explained by Mary. At the time, Kelsey was 5 years old and Nick was 7. After watching other kids their age race, both were eager to join in on the fun.

There just so happened to be two used go-karts for sale at the racetrack that day. "We purchased them on the spot," Mary exclaimed, but quickly clarified: "by 'we', I mean Dave purchased them when I wasn't looking!" she laughed. The go-karts were loaded into the bed of their truck and the Billingsley family hurried home, excited by their new toys.

Immediately after getting home, Nick was determined to take his go-kart for a spin. Unfortunately, the pedals and seat were set up for an adult racer. "No problem," Dave claimed, "a pillow crammed in the seat should do the trick!" Reflecting on the experience nearly 23 years later, Dave said "it turns out that it wasn't my brightest of ideas." After being showed how the throttle and brake worked, the 7-year-old started down the street, mashing the throttle. 50 feet down the road, the pillow flew out from behind Nick causing him to slide to the back of the seat, no longer able to reach either pedal. As Nick, now at the mercy of the go-kart, rumbled toward the perpendicular curb of the "T" cross-street, he looked over his shoulder with wide eyes as his father frantically tried to chase down the go-kart. The kart launched over the curb, hardly slowing its progress; now the kart



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was headed across the neighbor's lawn, pointed straight toward their large basement window. Thanks to the neighbors not mowing their lawn often, the long grass slowed the go-kart just enough for Dave to seize the opportunity and do his best Superman performance. Dave dove for the kart's rear bumper, stopping it within a few short feet of the window; the 'Clark Kent' maneuver was pulled off without flaw! Dave expected to pull a crying child out of the seat, only to find that Nick had the biggest grin on his face. "Did you see how fast I was going?!", Nick bragged. Needless to say, Mary was not impressed.

Over the next couple weeks, the family adjusted the seat and pedals in the newly nicknamed "Kamikaze Kart" for Nick and set up the second go-kart for Mary (we were surprised too!); Kelsey was too small to fit into a full-size go-kart, so the family purchased a Kiddie Kart for her. Dave, realizing that he would be far too competitive if he raced go-karts, decided to give up his driver's seat to be the crew chief for his wife and kids.

Next, they needed to practice. The family purchased some traffic cones and sought out empty parking lots to begin polishing their skills. After a few weeks, they were ready. The Billingsley family headed to the Eau Claire Raceway in Wisconsin for the first time, naïve to the fact that this would practically serve as their second home for the coming years. Mary, Nick, and Kelsey quickly became the talk of the track with podium finishes and clean sweeps becoming the norm. As time went on, the family began traveling more and more to racetracks all over the country, often missing school days; Mary and Dave allowed this on one condition... Both kids had to do well on their schoolwork. The rules were easy: If Nick and Kelsey got A's, the family would continue to travel throughout the United States to go racing. If they got B's,




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they would only race at their home track in Eau Claire. And if they got C's, well, they wouldn't be racing at all. This proved to be tremendously motivating for the kids and they both maintained a 4.0 grade average from elementary school through graduation of high school. Nick and Kelsey spent nearly every weekend traveling with their parents to various racetracks, with their friends often begging to come with. "How many teenagers want to do something with their parents each weekend? WE DID!" Nick pointed out, "And to this day, we continue piling into the motorhome and travel together almost every weekend doing what we love!"

Over their go-karting careers, the three of them each progressed to faster and faster go-kart types and subsequent racing classes; Briggs, Yamaha, Shifter, and Rotax engines powered their competitive addictions and allowed each of them to achieve multiple championship wins.

In 2009, as Nick and Kelsey grew to be teenagers, and as Kelsey was finally able to reach the pedals of a car, the family decided it was the perfect time to migrate into car racing. As you can imagine, each family member wanted to have as much time-in-seat as they could possibly get, so after doing some research, Dave decided that endurance racing could be the perfect place to start.

The stars aligned perfectly in April of that year when Dave's friend David called and said that there was a 24-hour Champcar endurance race at the Iowa Speedway. David asked if Dave would like to be one of the four drivers to race his Golf GTI with a VR6; without hesitation, Dave replied, "Heck yes! "Who will be the other two drivers?" David answered, "I haven't figured that out yet." "Well..." Dave said with a smile, "I have just the team."

David was aware of Nick and Kelsey's successful background racing so it wasn't even a ques-



tion; David instantly agreed. They eagerly booked the event.

Mary was perfectly happy not being asked to drive; she was understandably intimidated by the step-up in speed from go-karts to cars and she found plenty of enjoyment returning to being a spectator. "I'll let you three continue the family legacy" she joked.

Since his family all previously raced Shifter Karts, Dave was confident both Nick and Kelsey knew how a clutch worked, but driving a full-size race car was certainly a different deal. So, Dave wanted to test the youngest, Kelsey, at only 14 years old, to ensure she'd be able to handle driving a manual shifting car prior to the event.

Just one week before the race, Dave had Kelsey jump in the driver's seat of his Mustang Mach 1 for her to take a lap around the block and test her skills. Kelsey pulled out of the driveway, with the car pointed towards the "T" at the end of the street. She put the Mach 1 in 1st gear and with the roar of the engine, dumped the clutch; this resulted in an impressively smoky burnout... Dad was proud!

As she approached the stop sign, a squad car rolled past slowly. Looking out the windshield with the biggest grin on her face, Kelsey enthusiastically waved at him with both hands; Dave mentally prepared to be arrested. As he slowly drove past, he looked at the father-daughter duo and the rolling burnout smoke in the background, shook his head, and continued forward without reprimand. Dave felt the color return to his face and instructed Kelsey to turn in opposite direction of the cruiser, adding "no burnout this time, Kelsey!"

Dave, Nick, Kelsey, and David headed to the Iowa Speedway. The race was set to start Saturday at 11:00am. According to the rules, each team was required to switch drivers every two hours for the 24 hour duration of the race. Dave took the first leg of the race, fol-



Mary Billingsley
4-Cycle Medium
#9



lowed by Nick, David, and then Kelsey. This was both Nick and Kelsey's first time racing a car on a racetrack. With a full field of cars, Dave admitted he was "a bit nervous wondering how the kids would do racing door to door for the first time." But as the race marched on, both kids were incident free and even ended up holding the two fastest lap times for their team of four.

"Talk about out of the frying pan and to the fire" Dave laughed. "During the race, I think we experienced every weather condition possible in the Midwest. Sun, the dark of night, fog in the morning, rain, cold...I even remember remarking about seeing a few snowflakes that night! Despite all of that, we did great and finished 8th overall," Dave exclaimed. "We had no idea how physically challenging a 24-hour endurance race would be. All of us were absolutely exhausted, but the car held up well to the abuse and the joy of the accomplishment will linger in our memories forever!"

The Billingsley family continued participating in endurance races for a few years, all the while both siblings attended college and Kelsey joined the Army National Guard. Around this time, the family also began exposing themselves to different tracks throughout the country, participating in the Porsche Club DE events with Dave's street-legal Cayman S.

After three years of running DE events in the Cayman S, Dave decided it was time to take the next step; he surprised his grown children with a 2003 996 GT3 Cup Car wrapped in yellow with a flame theme "because flames add 5 hp," Nick claims. The family split the seat time in the car, spending another year focused on DE events and then eagerly migrated to Club Racing.

The following year, it was time to upgrade again. So, in the winter of 2021, Dave sold the 996 and found a 2015 991.1 GT3 Cup Car

in the Eastern US. He loaded up the motorhome hooked up the trailer and sped off to Connecticut to pick up their new car. Upon bringing it home, the family worked with a local decal company to design a patriotic themed wrap that would stand out from the rest of the cars on the track. It turned out great!

Dave was worried that going from a traditional stick shift in the Cayman and 996 Cup car to the paddle shift technology of the sequential gearbox in the 991.1 Cup Car might need a bit of a transitional period. That was not the case! Dave beamed, "The technology that the Porsche Engineers dedicated to the PDK gearbox is nothing short of astounding." The three agreed that they would never go back to a stick shift.

Having a family that are all extremely competitive, it's only natural for the three of them to seek the bragging rights of who was the fastest any time they're at the track each weekend. Recently this year at Road America, Dave turned a 2:19.1 lap. Next, Kelsey piloted the Cup Car to a 2:18.6 lap time. Rolling into the pits, she told Nick, "Beat that!"

Shortly after lunch, it was Nick's turn. As Dave & Kelsey grasped their stopwatches and stared at them intently, Nick's first two laps were slow - 2:21 laps. "I think your record is safe," Dave told Kelsey. But then, the third lap: Nick pulled off a 2:18 flat.

As Nick was monitoring his lap times on the in-car display, he radioed, proudly proclaiming his accomplishment using his best Elvis impression, "Thank you, thank you very much."

When asking Nick what he loves the most about racing with his family, he replied with the pun of Robert Duvall's quote from the 1979 movie 'Apocalypse Now' - "We love the smell of Racing Fuel in the Morning"; Nick went on, "Being able to have these incredible family experiences into adulthood has

been awesome. To this day, we are together as a family almost every weekend doing what we love- racing the Porsche Cup Car."

Kelsey was asked the same question: What do you love most about racing with your family? "The pride we get being competitive, even without any sponsorship, against fully sponsored teams with hospitality tents, multiple sets of sticker tires, spare cars, and paid engineers. All of that against just us four Billingsley's; a single set of sticker tires, and we are a force to be reckoned with," Kelsey laughed.

Dave answered, "So, what do I love you ask? The unbelievable pride I get watching Nick and Kelsey drive the car like they do. They're great drivers and I love being able to support them achieve that full potential." He continued, saying, "I am coming to the reality the Cup Cars have more performance potential than I can give, so with the kids getting faster and faster, it might be time for me to give up my driver's seat and focus on them."

With my engineering background and mechanical prowess, I'll return to being the Billingsley crew chief that keeps the kids and car competitive; to be competitive, a team needs three things: 1) a properly set up car, 2) a strong motor, and 3) great drivers. If you miss the mark on any of these three you will be 33% behind; Nick and Kelsey are great drivers and Porsches are engineering marvels, so that leaves setting up the car to be my contribution."

Keep your eyes on the Billingsley's. While they might not fit the typical mold of a picturesque family, their passion and close bond continues to propel them forward. And as the sticker on the rear of their Cup Car (which gets smiles from all at the racetrack) reads: "Faster, faster, until the thrill of speed overcomes the fear of death."

Need we say more? 🏁





MAVERICK REGION 2022 EAGLES CANYON II

STORY BY IRENE YUAN AND DAVID HODGES
PHOTOS BY JOHN SANDUSKY, ALAN NUSBAUM, DAVID HODGES AND JOHN SHOFNER JR

The Texas Two Step hosted by the Maverick Region was the second PCA Club Race and solo HPDE of 2022 at Eagles Canyon Raceway on October 15-16th.

We had a great turn out with over 60 racers in 17 different classes of amazing Porsche racing machines. We covered decades of Porsche race cars from a vintage 1977 911 to a 2018 GT3 factory cup car. We had racers from coast to coast from California to Connecticut with top attendance at a near PCA class record of 33 Spec Boxsters, and a dozen or so of SP1 944s.

Eagles Canyon Raceway is a beautifully technical 2.6 mile, 15

turn racetrack in the rolling north Texas prairie. The ECR PCA race weekend has something for everyone, it is a beautiful facility to watch racing whether at the Clubhouse Terrace or the Turn 1 patio. The first day of racing was wrapped up by a fantastic ECR sponsored party on Saturday evening with food, drinks, and live music.

We also hosted a solo HPDE for intermediate and advanced drivers to drive on the track as well as watch the great wheel to wheel racing. We'll be back racing at ECR in 2023 over Memorial Day weekend May 27-28th and again in the fall on October 14-15.

Thank you to all the volunteers from Maverick Region that help make this event happen. Well done to all of you!

We could not hold these races without our fabulous sponsors, which include Porsche Plano, LSA Burger/Barley & Board, and Hankook Competition Tire.

A full list of our sponsors and PCA club race information is located on the club racing page of our Maverick Region website.

We had a great weekend of racing, hopefully the following photographs capture the excitement of the racing. 🏁



Facing page: Cup Car racers Raymond Davoudi and Nick Boule

Page 37 top: SPB's racing into Turn 3

Page 37 center: SPB racers Daniel Shofner and Tommy Vieth

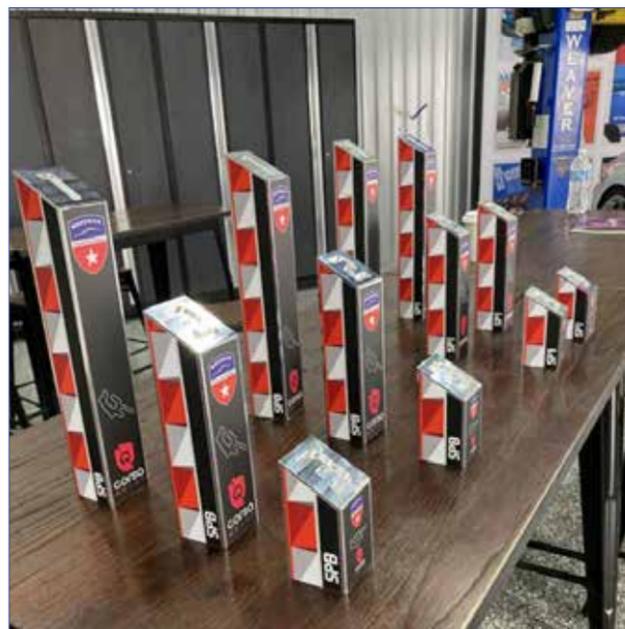
Page 37 bottom: SP1 racers Pat Heptig and Jose Ayala

Page 38 top: SP1 racers party in the paddock

Page 38 bottom left: SPB and SP1 Podium Trophies

Page 38 bottom right: SPB Sprint Trophies, left to right Aidan Meek, Livio Galanti and Daniel Shofner





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ROCKY MOUNTAIN THUNDER AT HIGH PLAINS

STORY BY DAVID SAFRIS; PHOTOS BY MIKE PAPPAS & DAVID SAFRIS

Rocky Mountain Region's club race at High Plains Raceway on September 17-18 was, by any measure, a resounding success with beautiful weather, nearly 100 Porsches, and a fun track.

Thanks to the army of volunteers who kept the event running. Guided by Chairs Vicki Earnshaw and Dave Nelson, all aspects were well prepared and executed. Tasks ranging from communication, grid work, corner stations, and even a dinner on Saturday night all ran smoothly.

Squeezing all the racing into a concise article is impossible. So many stories and sub-stories took place over two days of racing and driver's ed. Fourteen classes of cars hit the track, from two new 992 911 race-car builds out of Texas to the many 944s, 924s, Boxsters, Cay-

mans, and air-cooled 911s. There was something for everyone. Spec Boxster had the largest field, seven cars; the 924/944 group was next with six, and the Caymans had five.

For complete results, see Race Hero via the app or at <https://racehero.io/events/rocky-mountain-thunder-2022/results>. You can also check class standings, track records, and other PCA driver information at www.renlist.com.

Race One, Saturday, 40 minutes

Adam Jaspers deserves recognition for his efforts in GTB1. Running with a Cayman rented from local NRG Racing, he proved that it is the tool behind the wheel that makes it happen. Adam drove to the front of the field in the first session and was not inclined to give up the

spot. He etched his name into the record books on Saturday morning, dropping a record-setting 1:54.345 bomb in practice. Continuing with the Caymans, we were deprived of a showdown between Adam and Keith Slankard when Keith's car suffered a mechanical snag in Friday practice. The 2023 GTB1 race will be one to pencil in on your calendar.

Justin Wilson just outpaced Michael Hemingway to win in Spec Boxster class. Kris Pippin nipped David Nelson by a tenth of a second to win SP1. Darrell Troester got rolling with his 997.2 Cup Car and took the top spot in qualifying and Race One.

Race Two, Sunday, 30 minutes

The start was very close, with

several cars moving for position into Turn 1. The leading Cup Cars and a few Clubsports all seemed to have the same pace. It was great to see another clean start from a competitive pack, which thinned on the back stretch. Mike Kresser worked through a mechanical issue and raced from the back of the grid to the front in his GTA2 GT3 Cup car. Justin Wilson and Kris Pippin won in SPB and SP1, while Adam Jaspers maintained his hold on GTB1.

Enduro Race, Sunday, 60 minutes

After Race Two, a one-hour window to get back to grid for the Enduro had racers scrambling for fresh tires and fuel top-offs to get ready for this main event, which proved challenging and a lot of fun. The mandatory five-minute pit stop led to extra strategy and prep to get through the race. The weather was beautiful, warming up throughout the race.

The racers sorted out pretty quickly after Turn 3, with a few cars challenging through Turn 4. We were all in line by Turn 5, then the real racing began. Darrell Troester edged Mike Kresser for the overall win, and Mike Schumaker grabbed the SPB trophy. Terry Morris took SP1, preventing Kris Pippin from having a weekend sweep. Adam Jaspers again won GTB1. I ran second to him all weekend but kept



Title: Rolling race start running through the Corkscrew sequence of Turns 13 & 14

Top: George Hess III leads David Safris through the tight left-hander of Turn 8

Center: Vicki Earnshaw and CDI team of Brian Leary, Hap Henderson, Doug Bartlett, Bruce MacPherson and Scott Henderson

Bottom: Alexandra Sabados ran well in this impressive 1974 911 RSR.

it a bit tighter in the Enduro with a 1:57.945 to Adam's 1:56.488; closer but not in contention. Maybe next year.

Summary

While a few racing incidents occurred during the event, it is fair to say it was a well-run and well-raced weekend with just a few local yellows. This is a great testament to the club racers and the hard-working volunteers and track staff.

Besides the club races, there was a very well-attended Solo HPDE; 63 Porsches ran on Saturday and Sunday. They were great on the track with very few issues. Congratulations to all Solo HPDE drivers. It's great to see the GT4s, GT3s, Caymans, and everything else out of their garages and on track. Some racers wondered if any of those drivers were ready to jump into club racing.

If you haven't seen the annual club race, put it on next year's calendar. The racers, participants, and volunteers who make it all happen would love your support. 🏁



Top: Race leader Darrell Troester (red & white) approaches heavy traffic in brake zone of Turn 8, led by Bill Miller in the silver 944.

Center: Robert Ames took the Best Prepared Award with this beautiful 1993 RS America.

Bottom: Adam Jaspers receives 1st place in GTB1 in Sprint 1, presented by Dave Nelson, race co-chair



2015 911 GT3 Cup



2020 718 Cayman GT4 Clubsport Trackday



2019 911 GT3 Cup



2019 911 GT2 RS Clubsport

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YOU CAN GO BACK TO YOUR RACING ROOTS

...EVEN AFTER A SLIGHT DELAY

STORY & PHOTOS PROVIDED BY DENNIS ELLIOTT

A degree in chemical engineering. An employment resume that includes positions as a process engineer, manager of business development, an entrepreneur establishing accounting and business management solutions, financial planning and, for more than a decade to the present, a professional photographer. With credentials such as these it was no surprise that embarking on a path of racing a Porsche was a logical next step, right?

Well, there is a backstory when it comes to racing. John Herrel

became interested in racing as an Indiana native watching the Indianapolis 500 and later, after graduating from the University of Cincinnati, with the purchase of his first sports car, a 1969 Jaguar XKE.

I met John about this time via the Southern Indiana Region of the Sports Car Club of America. We participated in autocrosses, formed a driver/navigator team for rallies and later began racing. John competed in regional and national races in his Austin Healey Mark II and, like many weekend warriors, was the driver and crew at tracks around

the Midwest for several years.

Not uncommonly, his career and a growing family ceased John's racing activities in 1978, but not his desire for racing. His photography interests ranged from studio portrait work to weddings to, in later years, a concentration on wildlife that included expeditions around the U.S. and international locales such as Antarctica and Africa. He has won awards for his work and is affiliated with several photograph associations. But throughout this period his interest in racing remained and over time he was drawn to Porsches.

Fast forwarding to 2021, John and I had conversations about how he wanted to place an order for a new Porsche. He was interested in options I had experience with for my several new factory-ordered 911s. Through his research John focused his interest on the mid-engine layout and performance reputation of the Cayman, and purchased a Cayman GTS 4.0. After delivery at the Porsche Experience Center in Atlanta (and a series of spirited drives in Tennessee and North Carolina at the Rennsport Dragon Rally) the fire to go racing again was suitably lit. But this time, he wanted race in a different way.

Serendipity can provide interesting beginnings. A phone call from a friend of John's wife, Mary, surfaced the fact that he was working on his Porsche. With praise and thanks to Apple and the iPhone



Top: Three friends from SCCA racing days: Dennis Elliott, John Harrel and Joe Stkora

Center: John's first mandatory pit stop experience during the Enduro

Bottom: Gaining valuable seat time was a weekend goal, and competition was tight in Sprint Race #2, seen here with John exiting Turn 3



speaker function, John overheard the Porsche comment and took over the call. Plans were made to meet at the 24 Hours of Daytona in February. That meeting and conversations surfaced Autometrics Motorsports as a quality car prep organization that offered the “arrive and drive” scenario John was interested in. Racing in a much different way, remember?

John took an analytical approach to investigating which class he would choose. At age 75 John didn’t want to waste time with false starts. He saw his future in racing spanning five years’ time. “Age is a state of mind, not a number and I try to keep my outlook young,” John says candidly. “I am into adventure and challenges, and this year adding racing to my other activities was what I wanted to do.”

After visiting Autometrics and conversations with the owner, Gordon Friedman, the recommendation was to find a GT4 Clubsport. John made the commitment to Autometrics from these discussions and the enthusiastic recommendations of past and present competitors using their services. “Autometrics has been great to work with. They are professional and capable in every respect, enthusiastic, highly respected and everyone is friendly. They do everything I don’t want to do. I just arrive and drive.” Autometrics is a true full-service organization which recently announced an expansion to an on site body shop and car wrap facility.

Two “races” immediately began simultaneously for John, both with an eye focused on the same singular objective... Go racing as soon as possible. The first was to locate a suitable car, and the second was to quite literally get on track to begin achieving the steps required to obtain his PCA Club Racing competition license.

A 2016 GT4 Clubsport, was located relatively quickly. Autometrics helped John inspect and acquire the car and, after its pur-

chase, the car was turned over to Autometrics to begin the process of making it race ready to the proven high standards of Gordon, his sons Cory (a respected competitor and driver coach) and Adam (who specializes in the analysis of data collected from track sessions). Like most *used* race cars, there were things to correct, things to improve with modifications and new components to add for performance and safety and, oh yes, to comply with rules and regulations.

The second race for John was gaining track time and meeting license requirements. It had been 50 years since the SCCA days, but the fire still glowed to get back to something he loved doing. John laid out an aggressive list of HPDEs using his Cayman GTS while the Clubsport was being prepared. Beginning in February at Atlanta Motorsports Park, followed by a 2-day performance driving school at Barber Motorsports Park, an HPDE at Barber and, a week later, an HPDE at Road Atlanta. John also began the process of designing the look of the car with a full wrap and ultimately worked with Charleston Wraps for the final design, production and application.

At this point on the calendar John had previously scheduled a wildlife photo trip so, giving the Cayman a rest, he traveled to Svalbard, a Norwegian territory inside the Arctic Circle, to photograph polar bears.

By June the Clubsport had progressed to the point where it could be used on track while awaiting the arrival of additional enhancements for the car. After the first outing to Road Atlanta, the smile on John’s face communicated all that was necessary to confirm his decision to go racing again. He certainly liked the transition from his 100 hp Austin Healey of the past to the 385 hp of the Clubsport! Two weeks later he returned to Barber for another HPDE and received the sign off required to apply for his PCA Club Racing license.

John wanted more seat time and traveled to Virginia International Raceway and Carolina Motorsports Park with Cory Friedman as his coach. In addition to the great guidance, these sessions also benefited from Cory’s extensive cockpit experience identifying unplanned (but certainly valuable) improvements for the Clubsport. After these last two sessions Road America could not come too soon.

Road America races over the Labor Day weekend became an important objective to complete aspects of licensing and compete in sprint races and an enduro. But prior to that weekend, yes, another photo trip. This time to photograph brown bears fishing for spawning salmon in Alaskan rivers.

John returned *unharméd* and, upon arrival at Road America, found his Autometrics-prepared GTD-1 car ready to go. Since his last time with the car, communication, data collection and video components added, and a new seat, hydration system and relocation of the driver cooling system were done. The time had finally arrived for his renewed assault on the beautiful Road America 4.0-mile course.

Over the course of the next four days John participated in test and tune sessions, practice sessions (which included practice race starts) and, ultimately, two sprint races. Only one small gremlin cropped up which turned out to be a simple relay fault that impacted the fuel pump.

The culmination of the weekend was the enduro race that required a pit stop for fuel, which meant John also had to exit the car in the *heat of battle* for the first time in his racing experience, but all went well. Shortly after returning to the competition John came to the pits again to have the crew check for some real estate that might be clogging air intakes for the radiators. His concern was prompted by an off-course excursion encouraged by another competitor in his right-



rear quarter panel at Turn 12, Canada Corner. The crew inspection revealed no issues, John returned to the course for the final 20 minutes, finishing the enduro 6th in class.

Returning to the paddock and removing his helmet, it was obvious he was happy with the day and his decision to return to competition after a decades-long recess. Fifty years ago, when John started racing, Road America was his favorite track and, after his Labor Day weekend, still is. Enthusiastically he opines, “It is the track layout, the friendly people, the organization and the ambiance. PCA Club Racing at this venue is fantastic.”

Looking forward to his next time on track was the proverbial understatement. John Herrel, the new PCA Club Racing competitor, left Road America making plans for races at Carolina Motorsports Park in Kershaw, SC in late October. Looking ahead turned out to be prophetic as John finished first in the sprint race in the GTD1 class at the CMP event. 🏁



Top: Turn 5 at Road America is always exciting, then up the hill, under the bridge and here John negotiating the immediate left hand Turn 6

Center: The Autometrics paddock provides John a “home” on race weekends.

Bottom: The Herrel GTD1 entry chased through the exit of Turn 8 by another class competitor

DATA LOGGERS #8 ENGINE PERFORMANCE

STORY & PHOTOS BY MATT ROMANOWSKI, TRAILBRAKE.COM

I was watching a video of someone racing recently and saw their car had over 100 PSI of oil pressure at full RPM during a race. That is a tremendous amount and way more than the typical 50-60 that we see in race cars. It made me think about how larger race teams have different data sets that the engine builder, shock engineer, aerodynamics team, driver coach, and driver look at to improve performance.

A friend who recently raced in Le Mans told me about how one of the large auto manufacturer teams was primarily concerned if the car was in the operating parameters for chassis ride height, brake temp, engine parameters, etc and how the driver could better keep the car there! That's a stark difference from how we normally think of data with driver improvement.

Getting back to the oil pressure video, I wanted to write a little bit about engine performance. It's something I've written about before in using Channel Reports to check the vehicle health – one of the pillars of data usage in motorsports. But we can also use some of this data for vehicle performance!

My personal 914 has a set of 40mm Weber IDA carbs on it. Most folks have heard or read about people changing the jetting, emulsion tubes, and air correction jets to tune a carburetor. Many times they default back to the advice of Bruce Anderson and his great suggestions on jetting or go with what their engine builder says. With just an oxygen sensor, you can see the fuel mixture and how your car is run-

ning. The real readout of the sensor is Lambda and is the way I normally think of the information. Without getting into too much engine tuning theory, the lambda that makes the most power is always in the .86-.88 range, while the air fuel ratio varies with fuel type.

For cars with carbs, it's pretty straight forward to add a lambda sensor to the exhaust system. Many headers and muffler systems already have a bung welded in. For cars with any modern fuel injection system, the Lambda sensor is a requirement for closed loop running. Some of our older Porsche injection systems didn't have oxygen sensors, so those would need a sensor added like a carbureted car.

The graphs attached show some lambda data where you can see how the volume of fuel to air varies with RPM. By changing the jetting in a carbid car, we can manage that below about 3,000 rpm (idle jets), between 3,000 and 5,000 RPM (main jets) and over 5,000 rpm (air correction jets). Then the emulsion tubes and float height change exactly where and how these different jets interact with each other. The end goal is to keep the lambda reading as close to .88 as possible. For the fuel injected motor, you tune the various values (VE and other tables) to get the tune as good as possible.

I like to look at this data in a few different ways. The classic way is to look at the data on a straightaway at full throttle, through the RPM range, and see what the lambda values are. That works well, but I also like to look at a lap and use a

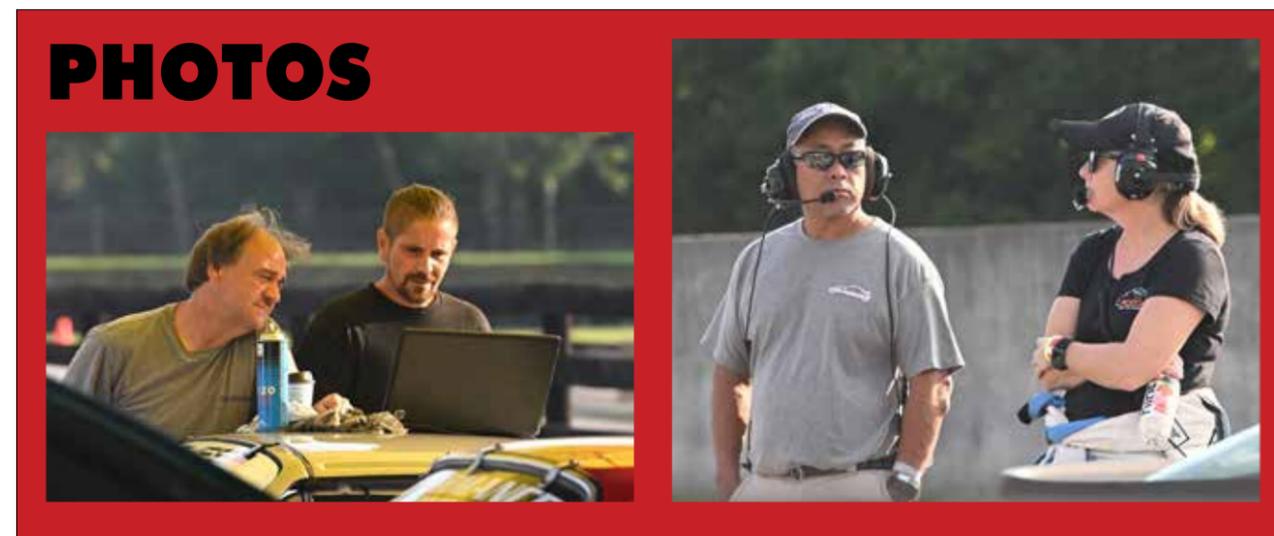
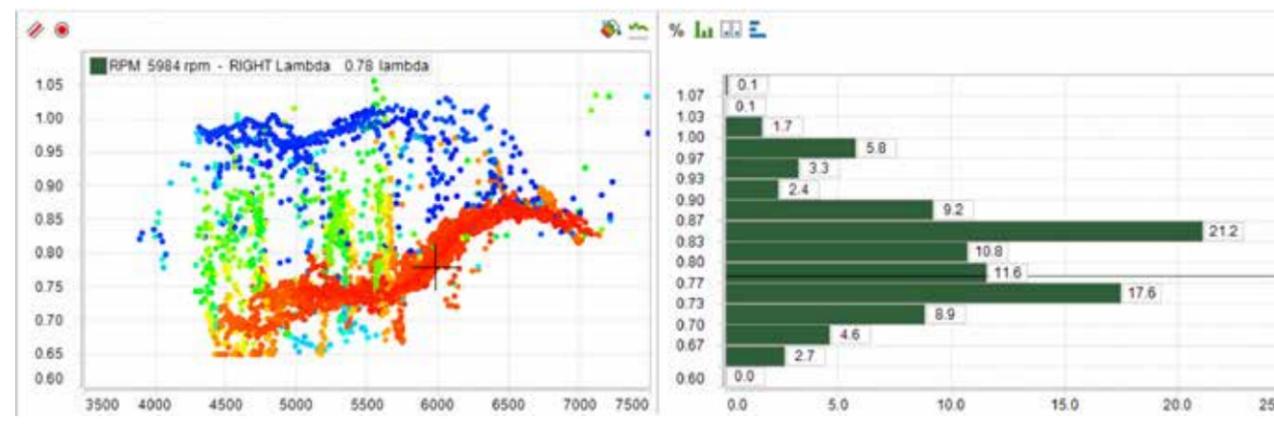
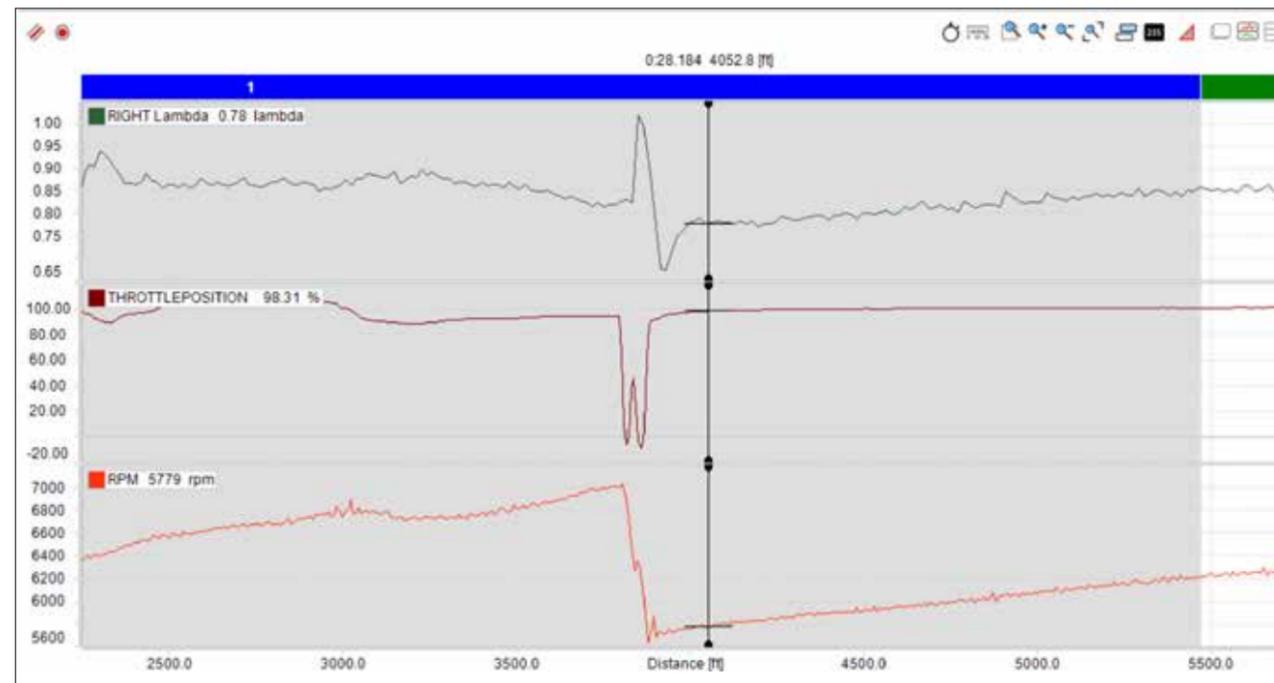
scatter plot to graph lambda on the Y axis with RPM on the X. Then I color the graph by throttle position, so you can quickly see the general curves through an entire lap. The histogram adds a nice final representation of this info and lets you see the amount of time the engine is running at a particular level.

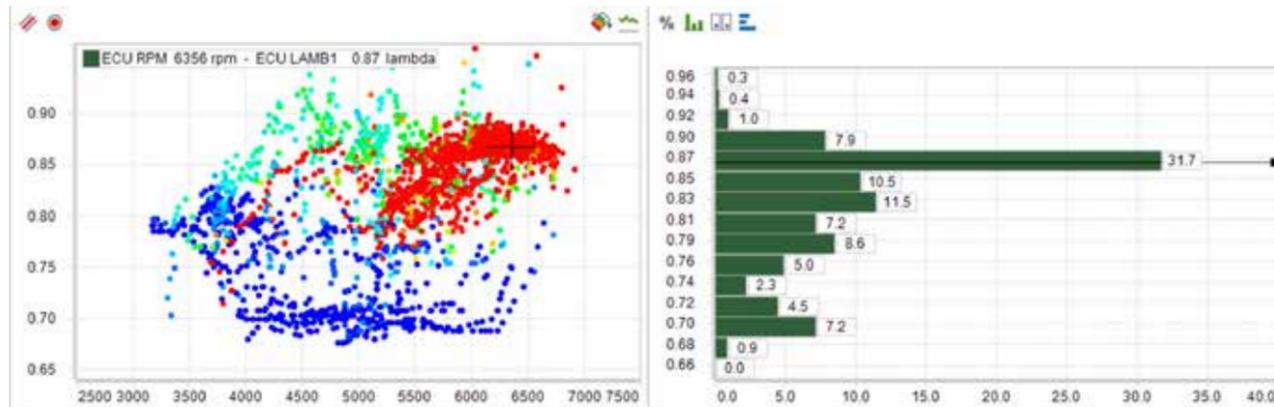
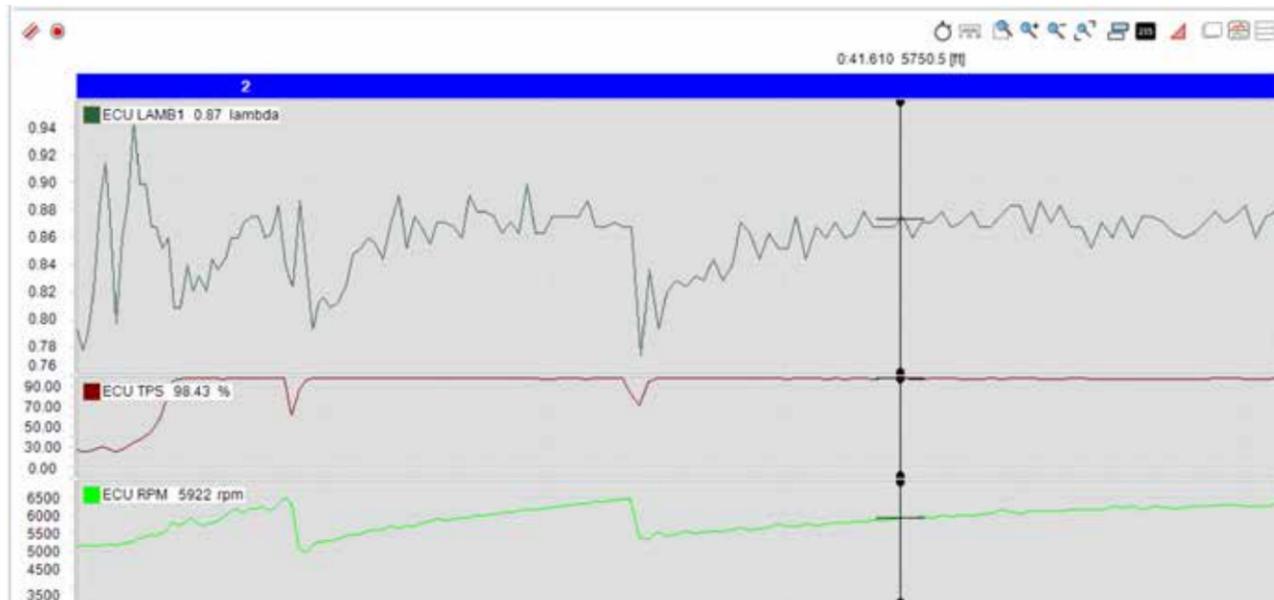
In the carbid motor examples, you can see the engine starts off a little rich around .65 and leans itself out to a healthy .85-.88 range. The top end is good and some more tuning could be done to lean out the bottom half. When we look at the fuel injected motor graphs, we quickly see the values stay much closer to .80-.88. This is the area where the motor makes the most power and performance – the goal of the track car! The histogram reflects this as well with the large .87 bin.

Getting back to the thought that started this – it would be interesting to see the oil pressure values from the whole lap in the data. My guess is that the car has a very strong lubrication system, but it's expensing extra effort, reducing power, to keep the oil pressure that high. By doing things like tuning the engine, it's increasing the performance of the car and helping us go faster with less stress on the mechanical system.

The images on page 49 are the carb graph and carb plots

The two images on page 50 are the EFI graph and plots





PHOTOS



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

INTRODUCING THE PCA MID-AMERICA CHAMPIONSHIP SERIES

2023 SEASON OUTLINE

DAVID HODGES, MID AMERICA CHAMPIONSHIP COORDINATOR: DMHODGES911@GMAIL.COM

The goal of this championship series is to increase attendance at these mostly Central Time Zone regional PCA club races.

The Mid-America Championship Series will follow the PCA national championship rules with adjustments to include these specific venues, travel points and the minimum number of races needed to accumulate points.

All PCA club racers are eligible and can earn points toward a Mid-America Championship podium by racing at the PCA club race events listed below.

Heartland Park
Topeka, Kansas

Nola Motorsports Park
Avondale, Louisiana*

Motorsport Park
Hastings, Nebraska

Eagles Canyon Raceway I
Decatur, Texas

Brainerd International Raceway
Brainerd, Minnesota

High Plains Raceway
Byers, Colorado

Eagles Canyon Raceway II
Dallas, Texas

*Pending for 2024 as no Club Race is planned in 2023

A first place, second place and third place podium can be earned by total cumulative points following the PCA national championship rules. A minimum of two race events (both races cannot be Eagles Canyon Raceway events), with 5 club race starts and finishes necessary to achieve a Mid-America Championship podium.

Instead of Event points we'll substitute Travel Points measured by distance traveled:

- 5 points for >500 miles
- 10 points for >700 miles
- 15 points for >1000 miles

(PCA National will track and validate this distance metric)

For Travel Points per event the racer must start and finish at least one race per event. To qualify as starting, the racer must have passed the starter stand on the track after the green flag has been displayed to start the race. A late start after the field has started will count as a start if the racer passes the starter stand on the track. To qualify as finishing the racer must be running on track when the winner crosses the finish line and subsequently crosses the finish line timing loop on track or in the hot pit if it is possible at that track. There will be a maximum of 30 points available each year in this category.

We plan to host an annual regional seasonal awards presentation at one

of the Mid-America Championship Series club race events. We'll recognize various levels of attendance at these events in addition to championship podium winners.

The Mid America Championship sponsor information is pending.

Please contact David Hodges, Mid America Championship coordinator, at: dmhodes911@gmail.com

The Championship Tracks:

Heartland Park, Topeka, Kansas. Kansas City Region. Heartland Motorsports Park is a 2.5-mile course which has one of the premier road courses in the country. Since 2018 improvements and updates have come across the facility which now boasts a completely redone road course surface.

Brainerd International Raceway

Nord Stern Region 2023 Loonacy PCA Club Race! Come join Paul Bunyan and Babe the Blue Ox for the fastest road racing in Minnesota's Lake Country! Brainerd International Raceway (bar none) is the fastest track in North America!

BIR offers a 3.1-mile track with 10 turns and the infamous 1 mile straightaway with the fastest Turn 1 you've ever driven. We know your car can handle this turn flat-out but, the real question... Can you handle it! Now, BIR may not have much

in the way of elevation change, but the track offers more passing opportunities than you can image. It's not about where you can pass, but can you make the pass stick!

Nord Stern's Loonacy Weekend offers three sprint races, lots of test and tune time and practice starts. Racers get a complimentary garage stall for their cars. Even non-racers can get on the track by participating in Nord Sterner's Driver Education event or the noon-hour parade laps. There's track-time for everyone with every type of skill set.

More importantly, there is nothing like Nord Stern's hospitality. Not only do we offer sunset happy hours over the 3-day weekend, but you'll be treated to our Track-side BBQ Dinner on Saturday night. Nobody makes a better mosquito-based BBQ sauce than Minnesotans. But let me tell you, the Trackside Dinner is the best three hours of storytelling you'll ever experience – the whoopers only get better as the night goes on.

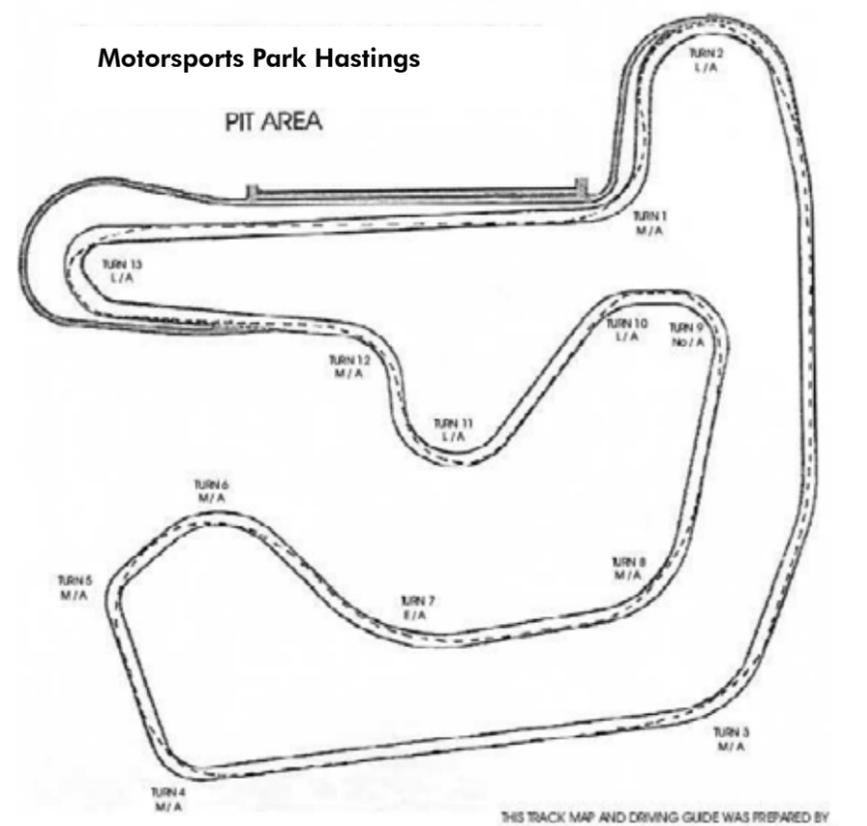
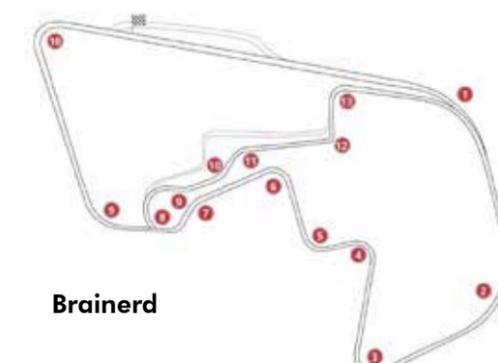
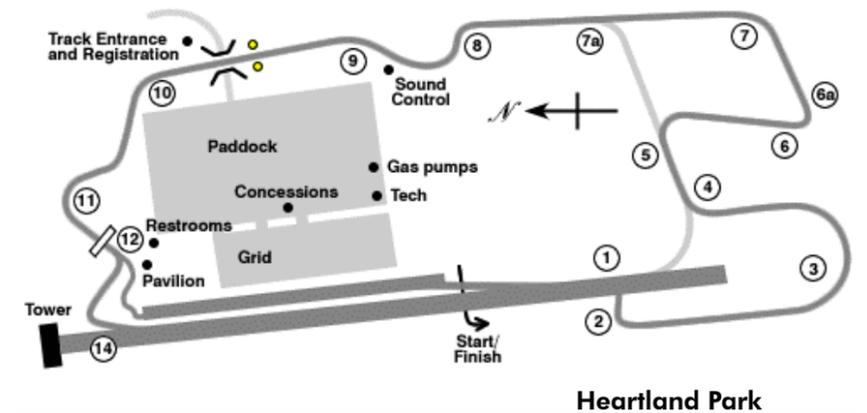
Now if you're not familiar with Brainerd, it's a summer destination for those near and far. Not only does it have a plethora of hotels, but it's lake country and there are several large lake resorts. It's ideal for families looking for a fun summer get-away.

Escape the summer heat and come join us at the fastest track in North America. It will become your favorite racing-resort weekend every summer.

High Plains Raceway

Rocky Mountain Region. HPR is 2.55 miles long with 80' of topographical elevation change and 300+ feet of cumulative elevation change per lap! It's a genuine roller coaster that YOU can drive! It has challenging turns. Given the huge acreage of the site, barrier walls are very distant from the track making for a safe club circuit.

But the real "beauty" of HPR is the marvelous rolling terrain. The two major elevation drops (and



then gains) rival any circuit in the United States. There is a large comfortable paddock area. The only facility in the country conceived, designed, financed, built, and now owned/operated by a group of amateur racing clubs.

Motorsports Park Hastings

Great Plains Region. MPH is a 2.15 mile, 13 turn road course. The entire track, pit entrance, pit lane and pit exit were all completely repaved in October 2021.



Eagles Canyon Raceway

Maverick Region. Eagles Canyon Raceway is a beautifully technical, world class FIA spec 2.7-mile road course with 15 turns, over 200' of elevation change and a 2200' back straight, located in the rolling north Texas prairie. The ECR PCA race weekend has something for everyone. It is a beautiful facility to race or to watch racing whether at the clubhouse terrace or the Turn 1 patio.

The race weekends include; a solo HPDE, lunch time parade laps, a Friday test and turn, and a fantastic Saturday evening party with food, drinks, live music, prizes, and podium awards.

Championship website:
<https://pcaclubracing.org/mid-America-series/>

Please contact David Hodges, Mid America Championship coordinator, at:
 dmhodes911@gmail.com



Eagles Canyon Raceway



Facing page center: Heartland Park front straight

Facing page bottom: High Plains

Above: Brainerd

Left: Eagles Canyon

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PCA'S NEWEST MEMBER

STORY & PHOTOS BY PEDRO BONILLA, PEDRO'S GARAGE

One of my favorite American racecar drivers became one of us this past weekend. Four-time NASCAR Cup Series Champion, Jeff Gordon became a PCA Member!

How did that come to be, you may ask, because in order to be a member you need a Porsche VIN. So, did he buy a Porsche? If so, which one? A 911, Cayman, Boxster, Panamera, Taycan, Macan or Cayenne? Well, he bought a 911, but not just any 911. It all happened haphazardly and here's the back story...

Earlier this year, in his capacity as Vice Chairman of Hendrick Motorsports (and while overseeing the Hendrick Performance Track Attack, at The Thermal Club in Southern California) Jeff Gordon got a chance to drive a Porsche Cup Car that Don Cusick (Cusick Motorsports) had just purchased.

He enjoyed himself so much that he decided to buy one. What he didn't know at the time was that in order to purchase a Porsche Cup Car you must agree to race it. That's when everything was set into motion.

Jeff called his old friend and crew chief Ray Everham who immediately agreed to join him for a weekend in the second-year series where neither one of them had any experience: The Porsche Carrera Cup. Jeff also got to run with his iconic number 24 on the side of his Porsche and they picked the Indianapolis Motor Speedway for this one-race comeback!

During the second Friday practice, as Jeff continued to learn the road course and the race car, he was 23rd overall and 14th in class (Pro). He had only had one day of in-car testing at Carolina Motorsport Park and a lot of iRacing (race simulation) as

preparation for the weekend.

On Saturday he placed 15th and on Sunday he improved to 11th. After the race, during the interviews Jeff said: *"All week I've been happy I am here, having a great time with Ray and the whole team. I must say that yesterday, I was getting beat out there, and I don't like that, If I am going to be in an environment like this, I want to be competitive. But today turned the corner for me. So, I hope I get to do another one, one day"*.

The IMSA-sanctioned Porsche Carrera Cup is one of the most important one-make racing series today. This is so because the emphasis is placed solely on the driver's skill since every car competing is identical to the next. Same make, model and year, all equally prepared by the factory, all Spec 911 GT3 Cup Cars.

Driver talent and team strategy

is what will claim podiums. The Series is run in three classes: Pro, Pro-Am and Am. The series is in its second year (2022) and has a fantastic schedule which includes many of North America's iconic tracks:

Round 1:
Sebring International Raceway

Round 2:
Grand Prix of Long Beach

Round 3:
Weathertech Laguna Seca

Round 4:
Watkins Glen International,

Round 5:
Streets of Toronto

Round 6:
Road America

Round 7:
Indianapolis Motor Speedway

Round 8:
Road Atlanta

This year's schedule is almost over, but if you get a chance, try to catch one or more races next year. The 2023 race calendar will be out soon.

Happy Porsche'ing,

Pedro

Ed: For those of you who don't know it, Pedro Bonilla is a long time PCA Scruiteer and owns a Porsche repair shop in Florida.

I noticed a recent announcement that Pedro Bonilla, Jr has just joined the operation so, congratulations to both of the Pedros.





THE TIMES THEY ARE A'CHANGING

STORY BY DANIELLE BADLER & PHOTOS BY JOHN DOE BYLINE

I thought about calling this column “Long May You Run,” or “A Thousand Miles from Nowhere,” or “Somewhere Down the Crazy River.” Because we’re moving on, folks. With a hope and a prayer. Electrons are leading us into the future.

I’ve tried to grapple with the concept, the idea of EVs humming all over the landscape, and enthusiasts, people like you and me, actually jumping on the bandwagon, embracing performance electrons.

The problem, I thought, was just that – how do you jolt yourself upright, when you turn the key or press the button, and all you hear is the whirring of electric motors?

In a vehicle that weighs at least 1,000 lbs. more than a version with an ICE would? With concomitant engineering incorporated, in order to begin to approximate the handling prowess of the ICE version? And you’re paying a major premium for all this tech? And you’re still not sure you’ll be able to get enough of a charge, in enough time, to be able to get back home after a long-day’s journey into night?

Well... I’m announcing, here and now, I’m bending my view. Don’t get me wrong. I’m not there yet. I’m not going shopping for an EV any time soon. But I have finally seen and driven what I would accept as a way forward, for me at

least, one fine day.

What happened was, I recently participated in the annual ride-drive event of the Rocky Mountain Automotive Press Assn (RMAP.) It wasn’t my first time, but it’s been a few years, due to, yes of course, covid.

And I got to sample a bunch of new offerings from some of the major OEMs. No, not Porsche. They weren’t there. In fact, they’ve never been there. But Genesis was, as was Hyundai, and Kia, and Nissan, and Toyota, and Honda, and Lexus, and Acura, and Jeep. Thank you, all.

For the record, let it be recorded, I actually drove two vehicles

equipped with manual transmissions, the new Nissan Z and the new Acura Integra.

But the show-stoppers were the newest EVs. And the one that shook my pre-conceived notions the most was the Genesis GV60. The what? Yes. Just introduced in the U.S., this past spring and, as of this writing, only available in seven or eight states. It’s sleek, it’s agile, and it’s got some of the coolest tech I’ve ever seen.

Like facial recognition. You stare at the B-pillar and the car recognizes you. Then there’s fingerprint recognition to start. Put the two together, and you literally don’t need a key. And, according to the factory rep, it’s the only vehicle in the world that has facial recognition, at least for now. Zap your friends with that one, folks!

Don’t miss the interior. Sleek, current, but not overdone. The central console floats out from between the seats like a shrunken surfboard. And, on the steering wheel is a button labeled “Boost.” What does it do? Delivers an instant 50 hp, for about 10 seconds, over the stock 429 hp. I’d call it “Press to Pass,” or maybe “Boom.” You’re cruising along, you just press the button and... Whoa... The thing bucks forward.

I had another electric shock from the event that I want to mention as well; the revelation that automotive journalism is self-charging, too. Oh, I kinda knew what’s going on – I watch YouTube car reviews too. But what I wasn’t ready for was the fact that, at least in this crowd, as a written word aficionado, I was in a shrinking minority.

Here’s what happened. The organizers found that they had too few cars for every scribe to drive one to the staging area. So I, for one, hopped into the Z-car passenger seat for the drive... And watched my companion fasten his Go-Pro to the windshield and begin a commentary on the vehicle, as we drove.



When my chauffeur found out that I write about Porsches, he turned the camera on me and asked what I thought of our ride. And there I was, on video, praising Nissan for keeping the faith. And the car wasn’t bad, either, especially at its price point.

But what struck me at the event was that this type of journalism – what should we call it, electro video? -- was the preferred way for most attendees to communicate with their audiences. Us keyboard pounders were, and are, a shrinking minority.

Is this good? For us? For news? For an informed public? I don’t know. Although I do remember a TV journalist who was asked how

they can possibly cover a complex story in a two-minute stand-up TV news segment. Her response? That’s the challenge, and that’s what makes the challenge rewarding.

I’m not sure I agree. But I’m not sure it matters. To cite Weather Report, I sing the body electric. 

Title photo: The Genesis GV60

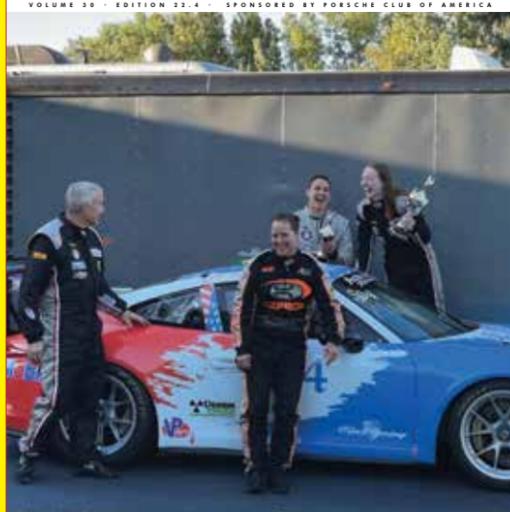
Top: The new Nissan Z’

Bottom: The Genesis GV60

JEFF BROWN PHOTOS



ON THE COVER



The Billingsly family: Dave (dad), Mary (mom), Nick (29 year old son) and Kelsey (27 year old daughter) are truly a family affair.

At Road America this year, at the early morning driver's meeting, I asked if anyone would like their story published in Club Racing News. At the end of the meeting, Dave, Nick and Kelsey approached (great smiles!) and offered to write one.

I have never meet a family like this in PCA Club Racing. I loved reading their story and being able to present it here.

Dave, Nick and Kelsey share one race car. A single driver drives the car at an event, rotating from event to event.

You will see how the kids started and excelled at karting and a series of other vehicles until they reached Club Racing. Pretty amazing.

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2022 HARD CHARGERS

BY DAVID ANDERSON, CHIEF OF NATIONAL TIMING & SCORING

Name	Region	Class	Description	Start	Finish	Index	Race
CAROLINA MOTORSPORTS PARK — OCTOBER 21-23							
Ryan Magrab	POT	H	08 997	3	1	2	Group 1, Sprint 1
Jason Knupp	CHO	E	89 944	11	9	2	Group 1, Sprint 1
Jack Cunningham	CAR	SPB	99 Boxster	17	12	5	Group 1, Sprint 2
Joel Johnson	NER	GTB1	12 Cayman	14	10	4	Group 2, Sprint 1
Joel Johnson	NER	GTB1	12 Cayman	12	9	3	Group 2, Sprint 2
John Herrel	TRR	GTD1	16 GT4 Clubsport	14	11	3	Group 2, Sprint 2
Jarrad Jacobs	RTR	VO	80 911SC	4	1	3	Vintage Sprint 1
Paul Amico	POT	VO	71 911	3	2	1	Vintage Sprint 1
Wayne Capwell	CAR	VO+	81 911SC	4	3	1	Vintage Sprint 1
Marvin Jennings	CAR	VO	69 911	5	4	1	Vintage Sprint 1
Gary Knoblauch	CHO	VO	74 911	6	5	1	Vintage Sprint 1
Dennis Howard	CHS	VO	83 911SC	7	6	1	Vintage Sprint 1
Jack Cunningham	CAR	SPB	99 Boxster	22	16	6	Group 1 Enduro

EAGLES CANYON RACEWAY II — OCTOBER 14-16							
Steve Coomes	MAV	SPC	06 Cayman S	13	9	4	Red Sprint 1
Terry Morris	WIC	SP1	84 944	18	14	4	Red Sprint 2
Kevin Hansel	HCT	SPB	99 Boxster	24	11	13	White Sprint 1
Lou Yorio	CTV	SPB	98 Boxster	30	17	13	White Sprint 1
Seth Higgins	MAV	SPB	99 Boxster	8	5	3	White Sprint 2
Kerry Brown	WHB	SPB	99 Boxster	22	19	3	White Sprint 2
Daniel Shofner	MAV	SPB	99 Boxster	3	2	1	White Sprint 3
Brent Smith	MAV	SPB	97 Boxster	13	21	1	White Sprint 3

HIGH PLAINS RACEWAY — SEPTEMBER 17-18							
Alex Rezende	LST	i	S 22 911	11	3	8	Yellow Sprint 1
Dale Tuety	RMT	SP1	83 944	29	25	4	Yellow Sprint 2
Scott Norby	GPL	GT4	74 IROC	19	13	6	Yellow Enduro

NEW JERSEY MOTORSPORTS PARK — AUGUST 12-14							
Gene Raymondi	CNY	E	S 04 Boxster	28	16	12	Blue Sprint 1
Christopher Fahy	NCT	E	S 86 951	33	14	19	Blue Sprint 2
David Nissenbaum	MNY	F	04 Boxster S	21	15	6	Blue Sprint 3
Brian Judnick	SCH	GT3	11 997.2 GT3	33	27	6	Red Sprint 1
Terrence Judge	POT	H	P 90 964 C2	36	30	6	Red Sprint 1
Jeff Smith	RTR	SPC	08 Cayman	25	13	12	Red Sprint 2
John Montgomery	MNY	GD2	GT4 Clubsport	15	2	13	Red Sprint 3
John Beidler	SCH	SPB	98 Boxster	16	10	6	Orange Enduro
Erik Huortshoj	NE	SPC	06 Cayman	20	14	6	White Enduro

ROAD AMERICA — SEPTEMBER 3-5							
John Crane	CHO	K	P 11 Carrera S	27	20	7	Blue Sprint 1
Daniel Martinson	NST	GTB1	07 Sayman S	16	8	8	Blue Sprint 2
Michael Hemingway	RMT	SPB	98 Boxster	33	28	5	Green Sprint 1
Claude Reed	CHO	911 Cup	84 911 Carrera	23	16	7	Green Sprint 2
Siggi Meissner	LST	911 Cup	79 911 Euro SC	34	27	7	Green Sprint 2
Al Tiley	INT	GTA3	16 GT3R	10	5	5	Red Sprint 1
Eric Boueilh	UCR	GTA2	12 997 Cup	29	19	10	Red Sprint 2
Eric Rahenkamp	SFL	SP3	90 944 S2	25	13	12	Purple Enduro
Bob Danko	CHO	E	S 82 911SC Euro	34	22	12	Purple Enduro
Angus Rogers	SFL	GTB1	09 Cayman S	22	14	8	Yellow Enduro
Russel Martorana	NER	GTB1	12 Cayman	30	22	8	Yellow Enduro

SOMONA RACEWAY I — AUGUST 27-28							
Herb Cunitz	SNV	SPB	99 Boxster	21	18	3	Group 1, Sprint 1
Andrew Forrest	GG	SPB	99 Boxster	22	19	3	Group 1, Sprint 1
Bruce Toews	MAV	SPB	99 Boxster	23	20	3	Group 1, Sprint 1
Herb Cunitz	SNV	SPB	99 Boxster	16	11	5	Group 1, Sprint 2
William Merritt	NNJ	SPB	99 Boxster	20	15	5	Group 1, Sprint 2
Terry Framhein	GG	SPB	99Boxster	4	1	3	Group 1, Sprint3
Mike Kresser	INT	GTA2	11 GT3 Cup	7	4	3	Group 2, Sprint 1
Rich Walton	GG	GT4	80 911	8	5	3	Group 2, Sprint 1
Walter Nilsen	GG	GT3	07Cayman S	14	9	5	Group 2, Sprint 2
Mike Kresser	INT	GTA2	11 GT3 Cup	5	1	4	Group 2, Sprint 3

SONOMA RACEWAY II — OCTOBER 8-9							
William Pickering	LPA	SPB	99 Boxster	18	15	3	Sprint 1
Bruce Cleveland	GG	GT1	20 GT4 Clubsport	6	3	3	Sprint 2
Alan Wilt	GG	911 Cup	72 911	3	1	2	

SUMMIT POINT — SEPTEMBER 16-18							
Scott Lillie	CTV	SPB	99 Boxster	24	16	8	Green Sprint 1
Nico Masseroli	MNY	SPB	97 Boxster	25	17	8	Green Sprint 1
Chris Kechejian	MAV	SPB	99 Boxster	21	4	17	Green Sprint 2
Jason Nikic	MNY	911 Cup	84 911	14	8	6	Blue Sprint 1
David Nissenbaum	MNY	F	00 Boxster S	20	12	8	Blue Sprint 2
Todd Pajonas	CTV	911 Cup	80 911	2	15	8	Blue Sprint 2
Patrick James	pOT	SPC	08 Cayman S	25	16	9	Red Sprint 1
Kim Ested	CTV	GTB1	08 Cayman S	24	19	5	Red Sprint 2
Anthony Pagonis	POT	VGTX	77 911	17	11	6	Silver Sprint 1
Jeffrey Neiblum	CTV	VO	69 911 Carrera RS	13	7	6	Silver Sprint 2
Claude Reed	CHO	VO	84 911 Carrera	17	11	6	Silver Sprint 2
David Dean	POT	VO	69 911	10	7	3	Silver Sprint 3
William Calcagno	POT	SPB	99 Boxster	48	6	42	Yellow Enduro
Herb Cunitz	SNV	SPB	99 Boxster	21	18	3	Group 1, Sprint 1

THUNDERHILL RACEWAY II — SEPTEMBER 24-25							
Mark Smith	GG	SPB	98 Boxster	19	9	10	Sprint 1
Greg Chiocco	GG	SPB	97 Boxster	18	11	7	Sprint 2
Greg Chiocco	GG	SPB	97 Boxster	12	7	5	Sprint 3

The Classifieds

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Contact Steve Keneally 617-838-4648 e-mail: info@americanglobal.org



VICTOR NEWMAN PHOTOS



PCA CLUB RACING 2022 CONTINGENCY PROGRAMS

BY CONNOR HENDERSON, CLUB RACING BUSINESS MANAGER

Here is an outline of the various contingency programs available to racers. Award specifics, guidelines, forms, and the most current program information can be found at <https://pcaclubracing.org/contingency/>



- GTC 4-8 – Tires awarded to class winners of two championship points races (Sprint 2 and the Enduro or Sprint 3 if there is no Enduro) having two or more starters
- GTB 1-3 – Tires awarded to class winners of two championship points races (Sprint 2 and the Enduro or Sprint 3 if there is no Enduro) having two or more starters
- Any open tire class running Pirelli Racing Slicks – Monetary discount to podium finishers
- Fifth set of tires qualifies buyer for \$2,000 credit towards their next set of tires



- SP2, SP3, 911 CUP, E, GTA1, GTA2, and GTA3 classes – Tires awarded to podium finishers with five or more cars in class



- SP1, SP2, SP3, SP996, SP997, SPB, SPC, D, E, and 911 Cup Class – Discount for podium finishers



- SP1 Class and SPB Class – Toyo Bucks awarded to 1st thru 5th based on number of cars in class



- SPB – "MCS Cash" for registered winners if 8 or more cars in class



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