



NEWS

Volume 23 • Edition 15.1

PCA CLUB RACING NEWSLETTER

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NEWS

Vol. 23 • Edition 15.1

January - March 2015

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<http://www.pcs.org/Activities/ClubRacing.aspx>

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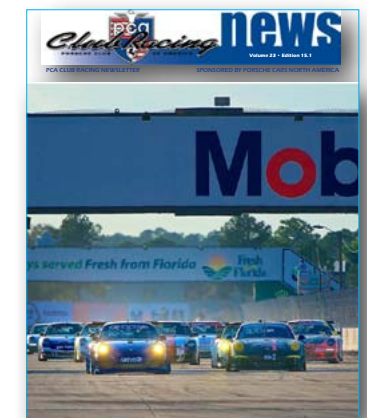
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On the Cover
Sebring kicks off the PCA Club Racing year
photo by Steve Rashbaum

Deadline for article submission for the next issue is May 1, 2015

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PCA Club Racing kicks off 2015 season with the 48 Hours of Sebring

By PCA Club Racing (from E-Brake News)
Photos by Roger Johnson & Steve Rashbaum

The 2015 PCA Club Racing season started off with the 48 Hours of Sebring on the weekend of January 30 – February 1, with perfect racing weather, large entry fields, and competitive racing across the board.

The weekend kicked off with the Club Racing banquet honoring the 2014 champions and podium finishers and was highlighted by keynote speaker Darren Law, who recounted his Porsche experience as driver and principal for Flying Lizard Motorsports.

With over 250 Porsches racing, including more than 65 911 GT3 Cup cars, it was a competitive field that any organization, Club or Professional, would've been proud to host. The racers did not disappoint. Cory Friedman, in his GTA2-class 2014 911 GT3R, even turned a best race lap of 2:04.503 during Saturday's sprint race. That's the fastest race lap recorded by a Porsche at Sebring since the 2014 12 Hours of Sebring, when a single factory Porsche 911 RSR went a bit faster.

On track, Maurice Smith, the 2014 Michael Melton Award winner, was off to a quick start in defending his 2014 GT4 crown, holding off fellow 2014 podium finisher Angus Rogers all weekend. Evan Close and Jim Buckley continued their nip and tuck battle in E stock from last year, taking advantage of the absence of 2014's third-place finisher, Bill Miller, who was serving as a race steward for the weekend.

SPB (Spec Boxster) continued to have some of the most competitive racing found within any class, with John Gladwill leading the pack of 20+ racers. Rob Hale and David Brumfield resumed the dominance of D stock. Ryan Magrab continued to impress in H stock, starting 2015 where he left off in 2014 — at the front of the class, with Jimmy Martin keeping close company. David Rodenroth started his campaign to improve upon his podium effort in SP2 with a night of wrenching. With the assistance of friends and other 944 competitors, he was on his way to a class win in the Enduro and a class podium in the second sprint race.

Thanks to all of our racers and volunteers for fueling an amazing weekend of racing that for many has become a must attend event.



Vicki Earnshaw conducting Night Race meeting



Darren Law



Incoming Club Racing Chair Vicki Earnhart presenting Maurice Smith with the 2014 Michael Melton Rookie of the Year award



Roger Johnson



Bryan Henderson (right) received a thank you gift for his years of service as PCA Club Racing Chair



Roger Johnson



Roger Johnson



If you needed a reminder of Sebring's roots...

Roger Johnson



Roger Johnson



BRYAN HENDERSON CHAIRMAN PCA CLUB RACING

After four exciting years, this will likely be my last column as Chairman. I have enjoyed working with all of the racers in PCA Club Racing and am thankful for the opportunity to be involved at this level. It has been very rewarding.

As you likely have probably heard, Vicki Earnshaw will move from the Chief National Steward role to the Chairman job over the first part of 2015, and I will move back to the Chief National Steward job. That is the position I had before moving to the Chairman job four years ago.

Vicki is extremely qualified for the job and has already earned your respect and support. I am certain the Chairmanship will be in good hands and that the PCA racing community will support her 100%. We are very lucky to have her and her wealth of experience.

Vicki has consistently exhibited her leadership capabilities as a long time PCA Club Racing official. She started in PCA Club Racing in 1994 as Mid Ohio's first Club Race Chair, and joined the National Staff in 1996 as License Coordinator. Vicki expanded her duties in 1997 by becoming a National Steward, and served as both a National Steward and License Coordinator until Susan Shire, our current Club Racing Licensing Coordinator, came on board in 2000. Vicki became the Chief National Steward in 2011.

Vicki is a long time racer, beginning her racing career at Mid-Ohio. She raced all over the Midwest and East Coast with SCCA in the early '90s, and will continue to campaign a 944 as often as her busy schedule will allow.

Vicki truly *gets it*. PCA Club Racing is in good hands.

Michael Wingfield has retired from the Editor position of this quarterly publication. Michael has done an outstanding job, and will continue as Chief of Timing and Scoring. I can certainly understand how two volunteer positions have taken too much of his available time. We are very happy that PCA Club Racing will continue to

benefit from Michael's experience and considerable talent in Timing and Scoring.

Skip Carter will replace Michael Wingfield as Editor of Club Racing News. Skip has been a PCA Region newsletter editor for over 20 years (San Diego and Grand Prix Regions). He is also the Performance Driving Chair for the Grand Prix Region in Southern California.

Skip, along with his wife Suesan, owns a 1964 356 SC Cab that has been in their stable since 1971, a '72 914-4 2.0, a 2014 Cayenne diesel and a 1986 944 Spec racer which is shared with a friend. Skip hopes to run his rookie Club Race sometime this year.

It appears that 2015 will again be a great year. At this point we have 32 races scheduled and that number could possibly go up. We are working on new possibilities for 2016 that include Pittsburgh and another famous Midwestern track.

Club Racing is going to revamp the Advisory Committee over the next several months. We will add an Advocate for each of our spec series and for groups of our stock and GT classes. These racers will help with communication, especially concerning rules changes. It will give you someone who will be heard and who should understand the issues with various rules proposals as we go forward. Individual racers will continue to have direct input as well. Our goal is to get the best set of rules we can that comply with our safety goals and our need to level the playing field for our classes in competition. If you are interested in serving in this manner, please let Vicki or me know.

It will be our pleasure at Sebring next week (as I write this mid-January) to present Maurice Smith with the National Rookie of the Year award for 2014. This is a very prestigious award. You will find information about Maurice and the award on page 8. Maurice, whose first race ever was at Sebring in 2014, competed in an incredible 25 races during the year without incident. Nice job Rookie!



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RIESENTÖTER



Registration opens March 23 at 10:00 PM ET:
<http://register.pca.org>

"Test Day" available May 7 (or another date by
coordination with MMC)

Event, Hotel, and MMC Test Day Information:
<http://tinyurl.com/rtrclubrace>

CHAIRMAN'S CORNER

Michael Melton Rookie of the Year — Maurice Smith

by Pat Williams, Pat Williams Racing

I met Maurice (Mo) about 10 years ago. He called our shop (Pat Williams Racing) about some work on a 356 cabriolet that he owned since age 16. I was being kind of a smart ass, and he was an even bigger smart ass, so we became fast friends. He was telling me that it was a nice car and *blah, blah, blah*. And I'm "like sure it is. If it even turned a wheel in the great state of California, it's better than Ferry Porsches personal car." I was laughing at my own jokes and he just let me go. Well, turns out that Mo was born in and grew up in California, and the car was restored in the north eastern US, and it was about the nicest 356 I have ever seen.

So, after knowing Mo for a while, I started to see how under stated and humble he was about his very successful life. This was all observation and never him blowing his own horn.

After a short time Mo said he wanted a quick street car. He liked turbo charged cars, so we collectively decided that a Ruf CTR replica would fit the bill. After only a few DE events, he was hooked.

This progressed, and even after rolling the Ruf replica (Yellowbird) at Road Atlanta, Mo was not deterred. When Barry Bays put his green GT-1 Turbo up for sale, Mo asked "what about this?" I'm like "Mo, this thing can put the hurt on you, and by the way, your ass can't fit in the seat." He said "does this car make my ass look big?" I said "No, your ass *is* big."

True to Mo's style, he went to work on his physique without saying much about it. While not changing the formula for success used in his marriage and career, he literally did a 180 degree

turn with regard to food and fitness. Mo now works out more than most endurance athletes, is dead serious about what he eats, looks like a different person after losing 100 lbs (that's right, 100 pounds). No fad diet!

Mo approaches his track time the very same way. After building a normally aspirated engine to make the GT-1 machine into a GT-4 contender, I co-drove with him at the 2014 Road Atlanta event.

I'm thinking "this will be fun. Mo can see my data and pick up some time." Well, he beat my time, almost every lap! That's when I knew that he was not playing. He just kept humbly tweaking his skills and won the last 4-5 races that he entered. These wins (against seasoned GT-4 competitors) in good clean races happened more than once. A fellow racer would come up and share a retrospective of the moments they had (door to door).

I believe that these examples are the essence of what makes PCA Club Racing special. Life long friendships have been made possible by the atmosphere created in this Club. The professionalism, fairness, and camaraderie of PCA make it unique, and draw in people like Mo... and we are all better for it.



Incoming Club Racing Chair, Vicki Earnshaw, presents Maurice Smith with Rookie of the Year award at this year's Club Racing banquet at Sebring

Friends of Mike Melton at European Performance Engineering in Massachusetts sponsor the annual Rookie of the Year Award. Mike was a fellow club racer who passed away in 1999 from pancreatic cancer and was perpetually known as the Rookie. Of the over 100 Rookies who joined the Club Racing Program in 2014, forty-one were eligible for the award by completing five or more incident free races during their first year. That field was narrowed down to five by the Club Racing Committee, then to the final selection.



PCA GGR "Duel in the Desert"
Golden Gate Region invites you to a
PCA Club Race weekend at
Buttonwillow Raceway Park, Buttonwillow, CA
May 16-17, 2015

- All race entrants must be PCA members and have a PCA Club Racing license or an approved License Application
- Eligible for points for the 2015 National Championship and the 2015 West Coast Race Series
- Club Racing forms/info: <http://www.pca.org/Activities/ClubRacing/RulesLicensingForms.aspx>, or call 847.272.7764
- Register at: <http://register.pca.org>

PCA GGR "Battle by the Bay"
Golden Gate Region invites you to a
PCA Club Race weekend at
Mazda Raceway Laguna Seca
June 4-7, 2015

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



SKIP CARTER CLUB RACING NEWS EDITOR

What? Do all Club Racing News editors need to drive 944s? (LOL).

I have been a PCA region editor for more than 20 years (which will make some of you wonder about my sanity). I joined PCA in 1992, just in time to volunteer for the Porsche Parade in San Diego. As a home remodeling contractor, I was working on an extensive kitchen remodel for some folks who ended up being avid PCA members (Cecelia & Vince Knauf). When they found out I had a '64 356 Cab, I wasn't leaving their house without filling out the membership card in front of me. I served as San Diego region president, editor (10 years), autocross, charity, archivist chairs and a few other jobs here and there.

I grew up in Los Angeles, spent about three years in the Army (one year in Germany, another in Vietnam). The GI Bill was a big help getting through school. To my dad it looked like I would never get a real job and settle down. I was fortunate enough to be accepted to an International Program, which had me studying architecture in Florence, Italy for a year. This is where I came across my 356.

My sister Connie was traveling with her boyfriend. They had found and purchased a 356 Coupe and were traveling through France when they came across this '64 SC Cab for sale in Nice. They sent me a note. \$1,100 — an amount that I had no hope of putting my hands on. But, several months later the oceans parted and I found myself with 1,100 uncommitted dollars. The car was still for sale, so my girlfriend and I took the overnight train to France, bought the car with hardtop installed and the convertible top strapped to the luggage rack. This, and the following drive down the French and Italian Rivas back to Florence, was right out of a movie.

Anyway, returning from Italy I moved to Northern California (Western Sonoma County). I eventually moved to San Diego to be closer to my family. I had a degree in Architecture and a General Contractor license, and it was not too difficult to find work.

While raising a family and running a small business (or two or three), being editor of the club newsletter and whatever other jobs came up... There was not much time to stand around twiddling my thumbs.

I autocrossed for a couple of years and spent one fabulous weekend driving a DE at Laguna Seca. About that time there was a little political unrest in the region, which led to my switching to the Grand Prix region up in Long Beach. GPX was much smaller than the San Diego region, they needed an editor, had a bunch of nice folks I already knew, and it gave me more opportunity to see my folks. One or two trips a month up the coast to LA was (usually) fun. I no longer had a track car, but I was happy and busy as editor (going on 12 years), region president (for five years), performance driving chair (ninth year now) and other various and sundry positions.

GPX is a region of about 600 total members. I discovered two things about this region that seemed unique. First of all, 85% of the membership live outside the region's geographical boundaries. How weird is that? The second thing is that GPX is the most diverse organization I've ever seen or been involved with. Ethnically, economically, culturally, or any other way I can think of... And I really like that.

I had been an autocross instructor in San Diego. When I took over the driving program in GPX we produced one DE a year. We aren't very enthusiastic about autocross (no offence), but we love Drivers Education and make a strong effort to bring novices into the fold. We have expanded the driving program considerably.

GPX has always been supportive of the PCA Club Racing program, which is not as big in the West as in other parts of the country. GPX and Zone 8 are working to change that. GPX has co-produced a handful of PCA Club Races, and I am hoping that we will produce one on our own, probably in 2016. Thanks to our Zone 8 Rep, Tom Brown, we now boast a West Coast Series (please see the flyer on page 19).

To continue with this "who is this new CRN editor..."

About two years ago a friend and I bought a 944 Spec racer and have been participating in PCA DEs and Time Trials ever since. Patrick and I are avid participants, and we both anticipate driving our rookie PCA Club Race some time this year.

I have been a DE / Time Trial instructor and the GPX Performance Driving Chair for 12 years. I helped create the first California Festival of Speed at the Auto Club Speedway in Fontana in 2004, and I continue to be involved with that event.

My lovely wife, Suesan, and I live in a 1950s mid century modern home in La Mesa, Ca. We have been refurbishing it for eight years, but have recently stepped up the pace and expect it to be complete this year. We poured 20 yards of concrete today with more next week.

Suesan is an import from Toronto (as in Canada), where she had spent 35 years as a medical social worker. Her family and friends were all there, so what possessed her to pick up her roots and move to California to be with me was, well, my good fortune!

Suesan is a great partner (I can tell by the intensity of our *discussions*). When we moved into this home, I was region president, editor, performance driving chair and registrar. She quickly (I didn't say patiently) learned and took over the registrar position, and soon became region president, a position she has held for six years.

Suesan has found her replacement (for 2016), and I've found help editing the region newsletter. With just a little luck, I will be passing that job over to a new editor by the end of this year.

I still have a day job. I am a second generation home remodeling contractor

and, in the late 1980s I purchased a door/window company. We do no installation, strictly reselling product to contractors and architects. About five years ago I stopped contracting to focus on the window business. It was doing very well, but needed someone to develop and maintain the infrastructure, which is what I do,

I don't believe I've ever written so much about myself, but thought this would be a good introduction.

I am very much looking forward to the job as Club Racing News editor. Michael Wingfield is leaving some big shoes to fill. I've been reading CRN for a few years and know how much work it takes to produce. I hope you all appreciate his efforts and the fine publication he has been responsible for.



EDITORIAL LICENSE



Zone 2 PCA Club Race
"Rumble at the Oak Tree"
Virginia International Raceway, Alton, VA

Join us on **June 19 – 21, 2015** on the FULL COURSE Virginia International Raceway in Alton, Virginia for the premier, mid-Atlantic PCA Club Race.

The format will be the same as last year with three Club Races: **two Sprint races plus a 90 minute Enduro.** (No BMW race group this year.) **3 PCA Race Groups..**

Registration opens May 4th 10:00 pm EDT <http://register.pca.org>

See you at Rumble at the Oak Tree

Chairman: Brian Minkin 215.519.4140 bminkin1@comcast.net
 Registrar: Kevin Douglas 610.331.6733 kjdougl@ptdprolog.net

2015 CLUB RACING SCHEDULE

Dates	Event	Region	Region Contact
Jan 29 – Feb 1	Sebring International Raceway*	Suncoast Florida Gold Coast	Dan Smithyman 954.224.4717 dansmithyman@bellsouth.net
Feb 28 – Mar 1	NOLA*	Mardi Gras	John Crosby 504.909.2767 jlcrosby@crosbydevelopment.com
Mar 13 - 15	Texas World Speedway	Lone Star	Greg Platt 281.433.6136 clubrace@lsrpca.com
Mar 27 - 29	Road Atlanta*	Peachstate	Mike Hopper 404.379.6877 hopperm993@gmail.com
Mar 28 - 29	Thunderhill	Golden Gate	Tim Smith 480.381.6297 ggrttchair@gmail.com
Apr 10 - 12	Auto Club Speedway*	Zone 8	Vince Knauf 619.287.4334 vvvince@aol.com
Apr 24 - 25	Lime Rock	Connecticut Valley	Bob Bradley 203.458.7120 clubracedirector@cvrpca.org
May 8 - 9	Monticello Motor Club	Riesentöter	Chris Karras 215.360.3207 clubrace@rtr-pca.org
May 8 - 10	Circuit of the Americas*	Hill Country	David Gross 512.497.1111 dgross@grossandnelsoon.com
May 16 - 17	Buttonwillow	Golden Gate	Tim Smith 480.381.6297 ggrttchair@gmail.com
May 29 - 31	Watkins Glen*	Zone 1	Pete Tremper 856.881.7049 tremper9146@aol.com
May 30 - 31	Motorsports Park Hastings	Great Plains	John Krecek 402.995.1470 johnkrecek@gmail.com
Jun 5 - 7	Mazda Laguna Seca	Golden Gate	Tim Smith 480.381.6297 ggrttchair@gmail.com
Jun 13 - 14	NJMP	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Jun 19 - 21	VIR*	Zone 2	Brian Minkin bminkin1@comcast.net
Jul 10 - 12	Putnam Park Road Course*	Ohio Valley	John O'Brien 317.750.6104 JPOBrien@heapy.com

(continued on page 25)

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Watkins Glen International Raceway in Watkins Glen, NY

Featuring practice sessions, practice starts and fun races on Friday.
2 Sprint Races on Saturday and a 90 minute Enduro on Sunday.

Registration opens on Monday, April 13th at 10:00 p.m. EDT <http://register.pca.org>
2 Days of Drivers Education hosted by Metro NY Region precedes the Zone 1 Clash.
Early registration and hotel reservations are recommended.

Visit the Zone 1 website at <http://zone1.pca.org> and <http://register.pca.org> for event details.

For additional information contact
Jennifer Webb at jenniferbischhoff@hotmail.com or 514.235.0157
Pete Tremper at tremper9146@aol.com or 609.221.3854

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MORE INFO: www.gprpca.com or gprclubreg@cox.net

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RACING WEEKEND IN THE MIDWEST



REGISTRATION OPENS APRIL 13





VICKI EARNSHAW CHIEF NATIONAL STEWARD

I must start by thanking Bryan Henderson for his leadership during the last 4 years as Chair of PCA Club Racing. Bryan has contributed significantly to the continued growth and development of the program.

During that time we have seen the creation of the Championship Series, which allows racers to run for points through the current race year and celebrate their accomplishments at an annual banquet. The GTC3-6 JX2 Championship competitive series is new in the last 4 years with rewards of tire contingency and recognition.

The acquired Sponsorship dollars gave us the opportunity to have training programs for all the volunteer areas: Stewards, Timing / Scoring and Scutineers. These additional funds enabled the purchase and development of a data acquisition program, more testing equipment for the scutineers and updated equipment in all areas. Bryan, I know that our racers and staff join me in thanking you for your hours of dedication to the success of this PCA Club Race program. We will see Bryan in the Chief National Steward position and stewarding races.

My vision for PCA Club Racing is to allow the "Guiding Principles of PCA Club Racing" (presented in 1992 by Alan Friedman) to be the continued direction of the race program. The core is our basic statement: a place for all competitive Porsches to have a place to race Fair, Safe and Fun.

We have seen the continued growth of the Program with the addition of 200 Rookie Candidates and Provisional (license in another race venue) licenses in 2014. But keeping the Active Racers attending even more of the 33 races we have on the 2015 schedule is important to keep the program solid. To have a means to hear from the racers, we are developing a Race Group Liaison. The idea is to have a representative from a class or a group of

classes that racers can throw ideas around with fellow racers, and to have a source for the Scruts and the Rules Committee to contact regarding different race classes. We want to hear from you so that we can keep the active racers engaged.

To keep racing fair, the scruts will continue their *Boots on the Ground* checks. We are maintaining the data acquisition on old and new cars. If a scrut requests you to run the data program in your car, that information is then evaluated and compared to like cars in your class. Also, there has been new equipment developed that the scruts will use this year to continue *fair* racing.

In the last year the PCA Club Racing Medical Committee has become active in the evaluating the annual physical form, reviewing submitted medical histories and establishing a concussion policy. Every race has a member from this committee assigned to it to review and advise the local medical liaison on fire and extrication policies. Their active role is maintaining a safe area for you to race. It is one of those *unseen groups*, and we thank them for their expertise and help.

What could be more fun than the close racing of 24 Boxsters at Hallett, 33 944s at the 944 Cup Championship racing at the tight Monticello track, or seeing a large field take Turn 1 at COTA with no contact? I would answer it might be meeting new Porsche friends who want to race door handle to door handle with no contact. This is what we are about: That is fun!

I want to acknowledge the winners of the PCA Championship Series. There are many championship series in different racing venues, but I believe that ours is, hands down *The Best* with the reason being that the PCA championship winners are accomplished racers. Well, you may question: Isn't that also true of other venues too? Yes, but the very important stipulation in our championship is

DURING THAT TIME WE HAVE SEEN THE CREATION OF THE CHAMPIONSHIP SERIES

that you may not be the cause of damage to another car in that year, which raises us to a higher level. Every one of you should be proud of your hard racing without contact but with skill. Congratulations!

We would like to hear from our racers and like to have them involved in the program. Would you consider submitting an article for CRN? Would you give up some weekends to volunteer as a scrut or timing person? Do you have ideas for sponsorship? Do you have comments for the rules review? Let us hear from you.

I want to thank John Crosby for many years of stewarding and his time as a National PCA Chairman. John is stepping down from stewarding, but you will see him racing, especially at the NOLA racetrack. Other retirees are Cathy Crosby and Jon Beatty from the Timing and Scoring team and Scott Slauson from the Scrutineering ranks. Michael Wingfield has retired as Editor of Club Racing News, but will remain as Chief

of Timing and Scoring. Please join me in thanking John, Cathy, Scott, Jon, and Michael for their time and work with Club Racing. Skip Carter from Southern California is the new Club Racing News Editor and Bill Miller from Texas is joining the *From the Tower Team* as a Steward.

Enjoy the 2015 PCA Race Season. Drive Fast and Safe.



Club Racing News

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VIEW FROM THE TOWER

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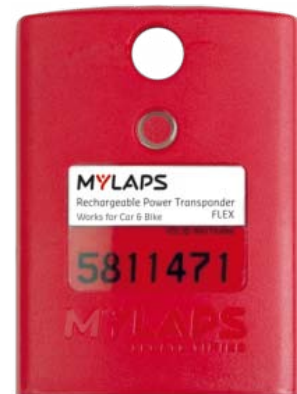
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MICHAEL WINGFIELD CHIEF OF NATIONAL TIMING & SCORING

If you registered your club racing transponder on the MyLaps website, and you opted-in for email notifications, you receive the occasional product updates related to motorsports. Over the years, MyLaps has changed the transponder product offerings and has once again introduced a new transponder – the X2.



Currently, most of our racers use the TranX (red) transponder, while some use the TranX-Pro (blue) transponder. The TranX transponder has appeared in a variety of styles including wired power, rechargeable, fat form similar to the old fashioned flip-top manual refillable cigarette lighter (most prominent style in use by our racers), and the slender form similar to a lipstick. The TranX transponder is also offered by MyLaps in a “Flex” subscription version, which is essentially a rental program for the standard transponder. Regardless of color, style, and subscription all of these TranX transponders are compatible with the PCA timing and scoring equipment.

Enter the new X2 transponder

Enter the new X2 transponder. The X2 transponder is black in color and requires a subscription and an additional piece of hardware, the X2 RaceKey (included with the transponder) to enable the transponder and maintain your subscription. While the X2 transponder is visibly different in color and shape from its TranX counterpart, the X2 transponder is compatible with the PCA TranX timing and scoring system. Our scoring system will continue to record your lap information in a race environment containing a mix of both TranX and X2 transponders. We in T&S and you the racer will see no difference in race operation should you use the new X2 transponder.



FROM START TO FINISH



2015 CLUB RACING WEST COAST SERIES



MAR. 28-29	GOLDEN GATE REGION THUNDER HILL RACEWAY
APR. 10/12	ZONE 8 AUTO CLUB SPEEDWAY
MAY 16-17	GOLDEN GATE REGION BUTTONWILLOW RACEWAY
JUNE 5/7	GOLDEN GATE REGION MAZDA LAGUNA SECA RACEWAY (this event does not count for national championship points)
AUG. 15-16	ROCKY MOUNTAIN REGION HIGH PLAINS RACEWAY
SEP. 5-6	GOLDEN GATE REGION THUNDERHILL RACEWAY
SEP. 18/20	INTERMOUNTAIN REGION MILLER MOTORSPORTS PARK
NOV. 14-15	SAN DIEGO REGION BUTTONWILLOW RACEWAY



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WALT FRICKE TECHNICAL & RULES CHAIR

Well, by now you've all seen and adapted to the 2015 Rules changes. If anyone has run into practical problems implementing the adjusted standards for seats without braces, I'm happy to discuss them. There are solutions available. Reinforced chassis mounts have always been required, but the rules now give some specificity as to what this means and how scrutineers can check to see that this has been done. And owners of log booked cars from 2014 which met the previous rules have all year to figure things out.

GTB

The GTB rules were written to allow Caymans and non-GT3 911s of a certain era (all of which had been modified a bit beyond our stock/prepared rules of the time as allowed by other venues) to have a class short of GT to run in with PCA. As a result, the rules set was short. The cars complied with the rules of these various venues, so they fit with ours, but the class took on a life of its own after a while, and new entrants are not buying cars used in those other venues. They are buying street cars and turning them into PCA GTB race cars. The short rules set also means it has a fair amount of ambiguity in application, and I get way more questions about it than should be the case. One approach is to write a spec series rules set to make it clearer what can be done.

The major part (keeping completely stock engines and transmissions) isn't a problem. Issues arise around just what bodywork substitutions are allowed. These are especially important because all the evidence I have heard points to the fact that no one has been able to get these cars down to class minimum weight (even with light drivers) without a lot of expense, and most likely at the expense of compliance with the rules. One fairly straight forward way of lowering the cost of entry into this class is to raise the minimum weights. As racers, we all want lighter cars, but

for class racing, extra weight ought not to matter because all would have to meet it. And, it is clearly evident that these cars, most well over minimum weight, are not just heavy pigs on the track. More weight isn't going to kill handling and reduce fun.

Brakes are free in this class. Most have upgraded them, so that's probably not the way to cut costs at this point. This also means that currently a full on race ABS system could be installed, at about the cost of buying a D class 911 SC. Perhaps the rules could allow a modified ABS, but with some limitations to keep the cost down. Disallowing ceramic rotors seems like something to consider.

Perhaps the bodywork rules could be loosened (in addition to being more specific) and could allow fiberglass, but not carbon fiber, bolt-on replica parts.

THE START OF THE RULES SEASON HAS BEEN ADVANCED TO FEBRUARY 1

One can get a lot of ideas about spec class rules by looking at the ones already in our rule book. It is not so much the specific rules, but the subjects they cover which tend to give one ideas in this regard. In general, rules which improve reliability without improving performance (beyond the old saw: *in order to finish first, first you must finish*), or which save on the cost of wear items tend to be favored in spec class rules. And we have to remember that in GTB we are balancing performance from early 996s through next to current generation Caymans with PDKs.

Also worth discussing is whether this class should be closed. SPB, SP911 and SP996 all have a cut off year. There are plenty of cars out there which can be prepared to race in those classes. The same is true of the 911 and Cayman S models. Do we need to include the newest cars in this class when they can find a good home in Stock/Prepared? The only way to do that is to add a GTB3, and then a GTB4, and so on. Porsche just won't stop making better cars.

GTC

GTC rules currently require that the cars comply with the Carrera Cup Germany rules for the appropriate year and class plus, of course, the specific modifications which are discussed and, if adopted, put in our rule book. To this was added (some time back) allowance for compliance with the Carrera Supercup rules. The Supercup series was (and is?) a support series for Formula 1, and thus a showcase for Porsches. The rules are in most respects carbon copies of the Cup rules with two major exceptions: the Supercups must run ceramic rotors, and transmission ratios are free. Fortunately (I think) for PCA Cup racing almost nobody noticed this, and those who may have didn't take advantage of it. Until last year, when a racer decided that, while ceramic rotors were much more expensive, they wore so much better than the iron rotors the Carrera Cups have to run, that on a life cycle replacement basis they weren't really more expensive. Up for discussion this year is whether we should drop the

inclusion of Supercup cars in our GTC classes.

I think most Cup car owners have copies of the Carrera Cup rules. These supplement the factory manuals for these cars. The factory manuals (both parts and service) list options in some areas, most pertinently for gear ratios. The Cup series rules, however, specify the tooth count of each gear.

At some point the Cup series rules allowed different gears for races over one hour. Our rules don't address this, but this does not apply to PCA, so don't try that. We have the ability to check gear ratios both with our AIM data systems, with more traditional manual turning of the crank and noting the degrees a wheel turns in the paddock, and now with a microprocessor based, and much faster, in paddock system using sensors to count wheel and engine rotations, doing the math, and comparing to stock values from a drop down list on a laptop.

Rules Change Calendar

The start of the rules season has been advanced to February 1, giving you two more months to make suggestions. So the door is already open for that.

I especially encourage GTB and Cup drivers to give thought and make suggestions on the issues mentioned here. I don't mean to prejudge what will be put out as specific proposals for comment in stage two of this process, but there will be something in these two areas, so you have two bites at that apple to help us keep these two popular and successful classes thriving.



THINKING ABOUT RULES

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Feature Article

Freshman Journey into PCA Club Racing

BY THOMAS DEAN, Rocky Mountain Region

I am first to admit that my four years participating in PCA Club Racing puts me in the freshman class. There are many veterans of our club that have tens of years of experience. These veterans are the men and women I have a very high respect for and learn from every chance I get. There are also many in my freshman class and, hopefully, many more to come. What I offer to them is my experience to date and my fundamental belief that a combination of coaching, experience and data analysis will lead some along a learning curve that will be safe and enjoyable.

At age 56 I jumped in with both feet, purchasing my 2007 Cup in early 2011. I have experience racing shifter karts, motocross and other competitive motorsports along with a genuine interest in all things mechanical. I had always wanted a Porsche, and I heard one motocross pro say: "With age you get a cage." So, Porsche and racing became my focus.

My ideas and goals for racing were simple: 1) Be the mechanic, engineer and driver by doing almost everything myself. 2) Take driving lessons from experienced driver/coaches from day one. 3) Show up with an open mind despite my past experience. 4) Listen to the veterans in PCA. 4) Always improve in one area or another. 5) Understand that this will not last forever.

I knew this would be a very steep learning curve, and this is how I am enjoying the journey. I spent two years participating in DEs with my street GT3 before deciding on club racing. After buying the 997 Cup, I spent the first two years intensely focused on obtaining training from local pros and understanding the

mechanical aspects of the car. I asked as many questions of the veterans as I could (and still do to this day). I participated in club races, which most agree is the only way to develop real seat time experience and race craft. I suspect this is the path most of the freshman class will take.

However, this is a steep learning curve. I am very competitive, and I have the disadvantage of starting late. I remind myself that my time with racing will not last forever. These facts created a sense of urgency.

To facilitate my knowledge, I have focused on data acquisition and analysis. For me, data analysis connects the dots and confirms what the car and driver are doing. Plus, data points to (or suggests) changes to the vehicle and driver that improve performance.

I have read almost every book on driving and data. The one that stood out most was one written by Jörg Segers, Analysis Techniques for Racecar Data Acquisition, Second Addition. This is an SAE textbook he teaches from at universities in Europe. This book is not specific to any one data acquisition manufacturer, but does refer to MoTec more often due to MoTec's longevity and rich functionality. Plus, my car has the MoTec ADL2 as a factory installed item. I attended Jorge's class, which was sponsored by Matt Romanowski of TrailBrake.net. This was a two-day class in which I was totally engrossed! I felt like I was back in engineering school. Let me interject a couple of points. I asked



Jorge if many pros look at data. To my surprise he said most do not. What normally happens is the driver tells the engineer what the car is doing. The engineer uses data to confirm (or not) and then uses the data to improve upon the car. Also, when two drivers share the same car, the data is overlaid showing how one driver might be faster than another in a particular section. Pros drive for a living and have years of experience, many starting at a very young age. A lot of us have started late. I use data to climb the learning curve.

The class highlighted the data that I use and confirmed their use by several pro team engineers. These values are plotted over distance to create graphs. A few I use are:

- Braking Rates (bar/sec)
- Lateral and Longitudinal Gs
- Combined Gs
- Throttle Rates (%/sec) and when



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Braking Rates (bar/sec):

Did I apply the brakes such that I gave the car time to transfer the weight yet build up pressure quickly? I target 100-300 bar/sec. This chart will also show brake release smoothness at turn-in.

Lateral and Longitudinal Gs:

I determine what my maximum lateral Gs are in a turn, then evaluate other turns and determine if I can achieve that same G. Of course, there are many factors that cause the car to not achieve the same max Gs: Road camber and down-force are two. I have had to watch my lateral Gs in high speed sweepers. I know there are consequences, and have found myself with lower lat Gs. I evaluate the turn and, at times, tell myself to push a bit more; the car can do it.

I look at the longitudinal Gs in straight line braking and determine if it is in proportion to the maximum lateral Gs. Am I maximizing both? I use LongG = 95% of LatGs as a guideline for my car.

Combined Gs:

I know a tire has only so much traction to give laterally and longitudinally under braking. When both lateral and longitudinal Gs are calculated in the equation ($G_{comb} = \sqrt{sq\ latG + sq\ longG}$) it should show a graph similar to a plateau that rises, flattens, then falls, if the transfer is like a pro. Is the plateau flat? Was I able to transfer the longitudinal Gs into near lateral Gs.

Throttle Rates (%/sec):

In a turn I look at where the peak lateral G occurs and what my lateral G is when I apply throttle. I target 75-85%. I want to apply the throttle after the apex when the latGs are 25% to 15% less than what the peak latG was. Then I ask myself "at what rate did I apply my throttle?" Too fast at 75% to 85% of max latG and I risk bringing my end around. I target 150%/sec.

There are many more graphs and techniques that let you analyze what the car

and driver are doing. Jorge's book has over 500 pages. This season I installed shock potentiometers and will look at chassis roll. I also installed a TPMS (tire pressure and temp monitoring system) and one center surface IR temp sensor per tire. In addition to the normal sensors most data loggers include, in order of importance I am told TPMS is first, then at least one IR sensor for the center of the each tire, and then shock pots. Budget has limited me to one IR per tire. I look forward to doing the statistical analysis using the above new sensors.

So there it is. This is my journey, one man's path to enjoy the club racing experience. There are many books on racing and data analysis that I have enjoyed. There are also many great race coaches that use data as one tool to teach their students. In conclusion, I trust that we all have one goal in mind, and that is to enjoy the journey and experiences that our PCA Club Racing program provides



DAVID MURRY CLUB RACING DRIVING COACH

Brakes — Not Just for Stopping

Most of us look at the brake pedal as something that stops the car, and we would be correct. However, they do so much more!

Braking is one of the most influential controls the car has to affect the way the car behaves. First, let's look at the stopping aspect. When the car is moving there are four wheels/tires, engine, transmission and all the drivetrain spinning at that speed. The faster we go the faster those components spin. The faster all that goes the more brake pressure it takes to stop it. We must push the brake pedal harder the faster we go just to stop all this metal spinning. But, as we slow down we need to bleed brake pressure off or the tires will lock up and slide, which we don't want.

If we rate the brake pressure from 1-10 (anything over 10 and the ABS comes on or we lock a wheel if we don't have ABS), we want a straight line stop being 10 at the beginning of the stop and release pressure during the stop (10-8-6-4-2-0) as we come to a stop. Turn 7, the hairpin at Sebring, is a perfect example of this hard braking and then light braking for weight/grip up front to turn in.

Now for the other aspects of brakes and how they apply to driving physics. Braking also transfers weight (actually force) forward and gives the front tires more grip until you exceed the grip level through too much demand on the tire to brake. You then lock up the front tires. As we turn in for a corner we need to release brake pressure even more to trade the task of braking the tire into cornering ability of the tire. The problem comes from releasing the brake pedal pressure too quickly.



If we still have a lot of brake pressure on at the turn in point of our corner and jump off the brake pedal quickly, it actually trips the car and we lose rear grip. Think about the mass of the car trying to continue forward and the tires (through the brakes) trying to stop the car. When we release the



brakes quickly, the mass of the car springs up and forward, which makes the rear light, losing grip back there. Eventually the weight/force will go back to the rear. The key is to release the brakes slowly, and to do this we must begin releasing brake pressure even

before the corner. We need to be at a two or three brake pressure at the turn in point so that releasing the brakes can happen slowly. Any more brake pedal pressure than that dictates a brake release too quickly and will lose rear grip. This makes us enter a corner slower to compensate for the loss of grip in the rear on entry.

The loss of grip in the rear also happens very suddenly and is difficult to predict and hard to drive. If we release the brakes slowly, the rear will have a slightly greater slip angle than the front and, therefore, much more linear rotation. It will be faster and easier to drive.

The last 5% of brake release is the part that is critical for the release to be slow. Turn 5 at Sebring is particularly sensitive to this.



2015 CLUB RACING SCHEDULE

(continued from page 12)

Dates	Event	Region	Region Contact
Jul 25 - 26	Brainerd International*	Nord Stern	Doug Anderson 507.273.5346 argosy@cluemail.com
Aug 7 - 9	Canadian Tire Motorsports Park*	Upper Canada	Mick Oliveira 416.702.4408 aapo@sympatico.ca
Aug 8 - 9	GingerMan Raceway*	S E Michigan	Marc Molzon 248.882.1759 mextremem@hotmail.com
Aug 15 - 16	High Plains Raceway*	Rocky Mountain	Brian Leary rmrclubrace.com beleary36@yahoo.com
Aug 21 - 23	NJMP Thunderbolt*	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Sep 5 - 6	Thunderhill	Golden Gate	Tim Smith 480.381.6297 ggrttchair@gmail.com
Sep 5 - 7	Road America*	Chicago	Keith Clark 630.514.5937 kc_design@sbcglobal.net
Sep 18 - 20	Mid Ohio*	Mid Ohio	David Hayden 740.973.0538 davidhayden@windstream.net
Sep 19 - 20	Miller Motorsports Park*	Intermountain	Otto Silva 801.889.3511 otto@databaseguru.net
Sep 25 - 27	Summit Point Motorsports Park*	Potomac	Fred Pfeiffer 301.729.2407 clubrace@pcapotomac.org
Sep 26 - 27	Willow Springs	San Diego	Greg Phillips 619.395.7506 phigr@att.net
Oct 3 - 4	Hallett Motor Racing Circuit	Cimarron	Jon Jones 918.740.7951 Jjone20@aol.com
Oct 23 - 25	Daytona International Speedway*	Florida Crown	Allen Shirley 904.338.2324 turbo91188@comcast.net
Nov 14 - 15	Buttonwillow*	San Diego	Greg Phillips 619.395.7506 phigr@att.net
Nov 14 - 15	Motorsports Ranch*	Maverick	Pat Heptig 214.649.7909 pheptig@heptiglaw.com

* Indicates an Enduro

COACHING PERSPECTIVE



HARRY KINTZI, MD MEDICAL COMMITTEE

In the November 2013 article we covered the birth of the medical committee in PCA racing and explained much of what we do as a committee to keep us all safe while racing. All of our rules and requirements are designed to keep the individual racer, as well as those he/she are racing with, as safe as possible. In this article I will address some of the issues the committee has discussed and the changes implemented.

Beginning this year we have changed the physical form slightly. Our goal from the medical standpoint is to keep all racers safe, pickup any condition that may impact the racer and his/her competitors on the track without further complicating the process for PCA Club Racing and the examining racer's doctor(s). We have found that some of the physicals were being approved by the racers' physician who really did not have a clear picture of what a racer is subjected to during a racing event. Even though the first page of the form describes what conditions the racer may undergo, it was not clear that the examining physician had seen the first page or considered the stresses of racing prior to signing off on the physical.

We now require a physician signature on the first page that details the rigors of racing that must be considered prior to signing off on the physical.

The other changes in the medical form are a result of collaboration with the medical directors of other racing organizations (i.e. SCCA, NASA and BMW racing) who I had the pleasure of discussing many of the same issues we are facing. We do share information amongst us for the benefit of racing safety. In addition, Federal CDL (commercial drivers license) regulations were used for many of our guidelines.

This year we also implemented a concussion policy in keeping with the changes occurring nationally in other sports. This policy is found at the end of the article.

We are also noting that many of our PCA racers are now well into their '60s, '70s and a few in the '80s. By reviewing the physicals, we want to make sure that after life's many miles, our hearts, brains and metabolic systems (while on a hand full of medications) can take the stress, not over rev and suffer a blowout while racing at 100 mph with 50 of our closest friends.

Lastly, and most importantly, each racer should prepare themselves before and during each race so that they are in good shape, well hydrated, have appropriate cooling to prevent hyperthermia and heat exhaustion, and that their medical conditions/medications would have minimal chance of causing the racer to lose control of their car, possibly injuring themselves or others around them. Other important procedures to practice are: being able to quickly activate any fire suppression systems if needed, immediately shutting down the main power switch after the crash, and being able to extricate oneself if uninjured, out of the drivers or passenger side windows.

Concussion Policy

Now let's go out and have a fun, safe race season.

PCA Racing Concussion Policy 11-2014

A concussion is a traumatic event that may result in serious brain injury and impair a racer's judgments in the near and long term. In order to keep not only the racer safe, but also those racing with him/her, a medical evaluation clearing the racer must be done prior to continued racing participation. The following is the PCA Club Racing policy regarding a concussion occurring during a PCA race weekend.

1. Any traumatic head injury with LOC (loss of consciousness) / confusion after an accident (even for a brief period) should be evaluated by Emergency Department evaluation. If a diagnosis of concussion is made, no further racing for that weekend. If the racer refuses ED evaluation, he/she may not race again until medical clearance obtained as below.

(continued to page 34)



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FROM THE MEDICAL CORNER



MIKE "MUGSY" MULLIGAN CHIEF NATIONAL SCRUTINEER

SOMETIMES IT JUST ISN'T THE MEXICAN FOOD...

Well, here we are at the beginning of another great year of PCA Club Racing. Congratulations to all of you who placed in the National Championship last year for running strong and cleanly for the entire season. That is a pretty tall order, and you guys have really achieved something that you can be very proud of. Well done.

Of course, that was last year. Everything has been reset for 2015 and we get to go and do it all again! There are a lot of exciting new things happening this year in Club Racing, and I'll get to that in a moment. But first there are a couple of safety issues that have come to light that you guys really need to be aware of.

The first involves a couple of Recaro seat models that have been recalled by the manufacturer due to potential failure of the front seat attachment points. The affected models are the Pole Position SPG (FIA) and the Furious SPG (FIA). If you have a Recaro seat, please double check the model and part number.

This, according to the Recaro website: During internal crash tests of the seat systems according to the "FIA standard for competition seats 8855-1999", RECARO Automotive Seating found that under these specific test set-ups, cracks in the seat shell may occur in the area of the front fixation to the steel adapter connecting the seat with the vehicle floor. In the case of an accident, those cracks can potentially lead to a detachment of the shell from the adapter and, as a consequence, to a possible injury risk for the driver or loss of control over the vehicle.

RECARO Automotive Seating takes the quality of its products very seriously. Despite the fact that RECARO is not aware of complaints or cases of damages or injured persons with regard to the issue described above, RECARO Automotive Seating asks end customers precautionary to refrain from using the seats. Due to the revocation of the homologation of the two seats by FIA, as of now they are not approved for motorsports use.

Relevant seats can be identified by their parts numbers, RECARO Pole Position SPG (FIA) starting with 070.98.XXX, RECARO Furious SPG (FIA) starting with 070.78.XXX, and by the text "Pole Position" and the common homologation number CS.997.00 on a label on the side of their backrests.

Regardless of whether you have a Recaro seat or not, it is a good idea to cast a critical eye on your seat and seat mounts on a regular basis, but in this case it is critical that you check to make sure you are not affected. This is a real safety issue and the affected seats will no longer be approved for competition. PLEASE check your seats!

The other safety issue involves a head and neck restraint device labeled as Hutchins Hybrid Pro. According to the SFI Foundation, non-carbon versions of the Hutchins Hybrid Pro with a 2013 SFI 38.1 label may not be genuine. There are several differences between the original Hutchins device and the counterfeit version, and the SFI website (sfi-foundation.com) has descriptions and pictures. Again, this affects non-carbon versions of the Hutchins Hybrid Pro. Please have a look at the website if you are using one of these devices!

On to new the new season!
We do have some interesting things going on this year in the world of scrutineering, and no, that isn't oxymoronic! PCA Club Racing is a very professionally run organization, but that means very little if we aren't meeting the needs of our racers, and one of the most important things we can do is to make sure that when you come to a PCA race you will have a level playing field. We introduced some new tools last year that have allowed us to do a more effective job of checking compliance issues at the track, and I would really like to thank you all for being so cooperative when the Scruts show up in the paddock carrying all manner of strange devices that they want to attach to your car! Race weekends are hectic enough, and we are doing our best to be as unobtrusive as possible, but we are also working hard to insure that level

playing field. To that end, we have a few new goodies that will help us to get more done in less time. We'll do our best to make these checks as painless as possible and I'll say thanks in advance for your continued cooperation!

Now, if you guys will indulge me I would like to revisit something we covered in this space previously. As you may recall, we were talking about various aspects of racing safety including taking stock of your own physical condition before you strap in for a session. Last November at the PCA Club Race at Buttonwillow Raceway in California this got very close to home for me and I feel blessed and fortunate to be able to share the story.

It was Friday afternoon during the DE/test and tune and I was doing some driver coaching with a couple of customers. They requested that I drive a couple of sessions. I felt good, and never being one who declined track time, I was happy to get in the car for a few fun laps. The first session was about ten laps, demonstrating various lines, brake points and apexes and generally having a good time. I came in, changed students and went back out for more of the same. After another ten laps or so I noticed that I wasn't feeling very well and decided to go in.

When I got out of the car I felt a bit tired and, an hour or so later, had a mild heartburn. This wasn't unusual as I've been known to get a slight heartburn when I need to eat something, but being possessed of at least a fractional degree of wisdom (And well aware that, having just written on the need to self-evaluate, you guys would never let me live it down if something happened), I decided not to get back in the car, but just to rest until dinner.

We went out to a great Mexican place for dinner. I still didn't feel very well, but after dinner when heartburn intensified a bit. Now heartburn can be one of the calling cards of good Mexican

food, and this was no worse than anything I had had before, in fact I've had worse. It wasn't until I awoke the next morning and still had the heartburn that I became concerned and decided that I needed to get checked out.

Vince Knauf is one of my best friends. He also happens to be an ER doctor. We have been going to the races together forever and this weekend we were sharing a hotel room, as we often do. I told him what was happening and he went into doctor mode, asking me about symptoms, giving me an aspirin and hustling me into the car to head to the ER. Initially, my symptoms seemed to indicate a bad case of acid reflux, but I soon found out different!

Long story short, I had had a heart attack! Me? Yup. By 11:00 that morning I had a brand new stent and was watching football in the hospital! That night, Bryan Henderson, Allen Shirley, Ray Newman and Deni Knight brought about half of the people that were at the track that weekend with them for a visit. That was one packed hospital room! It was very touching to have so many folks come by, even though they all headed out to what I hear was a rather exceptional dinner and I had to eat hospital food!

I also have to add a special thank you to Vince. It was so nice to have a friend there explaining what was going on and lending support during the whole thing, not to mention being there to make the call to my wife Chris. I was glad she didn't have to hear the news from a stranger. Thanks again Vince.

That was a year ago and I'm back to one hundred percent. The docs are very happy and I was able to easily pass my PCA license physical. But the moral of this story is listen to your body! While the docs think that the actual heart attack happened sometime in the evening, I have to wonder what could have happened if I had not stopped when I did and had continued in the high-stress

environment of a race car. Thank the Lord for a brief moment of actual wisdom!

Again, just food for thought... So here we are at the beginning of a new season. Please check your equipment and your cars over so we can have another safe, reliable and most of all fun season in 2015. Thanks for coming out and racing with PCA and, as always, I'm looking forward to seeing you guys at the track!

Of course, if you have any questions about any scrutineering issues, please feel free to drop me an email and I'll do my best to get you an answer. Remember, we are here to help!

See you at the races!
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Concussions

by Paul Gutowski, Club Racing Medical Committee

Concussions have been a topic of discussions for some time, and we from the PCA Medical Committee wished to explain the current understanding of them, and the official policy of PCA Club Racing.

If you have had a witnessed concussion, you will not be racing with us the rest of that weekend, and you are required to be evaluated in a hospital Emergency Department.

If you have a suspected Loss of Consciousness (LOC) or confusion after any incident during the race weekend, you are required to be evaluated in a hospital Emergency Department.

If the examining physician suspects a concussion, or if you refuse to be evaluated at the hospital, you will not be racing with us again that weekend.

This is perhaps a hard line stance, but there is no literature to support the idea that it is safe to return to racing without being *cleared* by a Physician, preferably a neurologist/neurosurgeon. We will accept clearance by another type of Physician if they have some expertise in the field of head injuries.

A concussion is a subset of Traumatic Brain Injuries which are considered lower velocity injuries which cause clinical symptoms from the brain *shaking* and not from anatomical disturbances — the brain is rattled, but there is nothing broken. Therefore, neuroimaging such as CT or MRI scans usually will be negative. However if neuroimaging reveals brain bleeding, such as a subdural hematoma or cerebral contusion (a bruise in the brain tissue), then the injury is actually worse than a concussion. Some brain injuries may become visible on CT or MRI in a delayed fash-

ion; therefore if symptoms persist or worsen, a later follow-up imaging study may be required.

Delayed hemorrhage is more likely to occur if one is taking blood thinners such as aspirin, Plavix, Coumadin or any of the other, newer blood thinning medications. Therefore, if symptoms are not significant to warrant a CT or MRI, the diagnosis of concussion is a clinical one based on history, questioning and observation.

Loss of consciousness does not always occur; any alteration in mental function after a trauma can be a sign of a concussion. After an incident, the diagnosis is made by using an assessment tool — a specified line of questioning, preferably performed by one who is familiar with this. If one or more of the following are present, a concussion is suspected:

1. Symptoms:
somatic(headache), cognitive('in a fog'), emotional(lability).
2. Physical Signs:
(LOC, amnesia, confusion)
3. Behavioral Changes:
(irritability, distractibility)
4. Cognitive Impairment:
(slowed reaction times)
5. Sleep Disturbance:
(insomnia)

The most significant pre-incident predictor for suffering a concussion is a history of previous concussions. Once you have one, you are more susceptible to have another. There are some reports that a Body Mass Index greater than 27kg/m² (that's 6 feet, 200 lbs) and less than 3 hours of exercise per week may make this more likely.



There is a significantly increased risk to have another concussion for 10-14 days after sustaining an initial concussion, and if a second brain injury is sustained before a full recovery from the first injury, there is significantly increased potential for more serious damage and possible permanent disability. In other words, successive brain injuries are more than additive, they can compound exponentially. Most signs and symptoms of concussion resolve in 7-10 days. However, one is at increased risk for severe or prolonged impairment if there is LOC greater than 1 minute, a history of previous concussion, ongoing clinical symptoms, post-traumatic headache, fatigue/fogginess or altered mental status. Persistent symptoms beyond 10 days are reported in approximately 10% of concussions.

What should you do? Have someone else load your trailer and drive you home. Physical and cognitive rest are the cornerstones of management. Medications would be limited to management of a specific symptom such as sleep disturbance or anxiety. After all symptoms have resolved and no longer on medication, a graded (slow) return to physical activity is suggested. Then, obtain clearance, in letter form, sent to the PCA Medical Committee for review.



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Jerry Austin is a retired Professional Engineer and has worked for Pro Race teams campaigning Porsche GT 3 Cup cars as well as Porsche cars in the Koni and Continental series. He has been working PCA Club Races for many years with Dan Jacobs, the Hairy Dog Garage.

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2. If a concussion diagnosis is made, racer will need further medical clearance by a neurologist or physician qualified to appropriately evaluate neurological injury with specific attention to the head injury and concussion (this may also include a racer's primary care/family doctor). The examining doctor will also sign the first page of the PCA medical form that details what a racer undergoes during a race weekend in addition to a complete neurological evaluation clearing him for further racing.

3 Any significant non-traumatic and unexplained LOC (excluding obvious vaso-vagal or dehydration event) shall result in a suspension of participation until diagnosed, treated, and cleared by the appropriate physician.

All the above medical release certifications must be presented to the PCA Medical Safety committee for approval at least 1 week prior to the racer's next racing event.



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