



NEWS

Volume 23 • 15.2

PCA CLUB RACING NEWSLETTER

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

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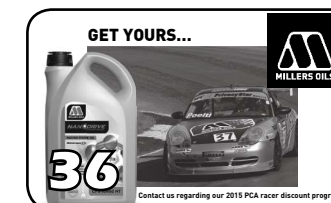
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On the Cover
Club Racing Chair Vicki Earnshaw &
Program/License Coordinator, Susan Shire
at Rennsport IV
photo by Steve Rashbaum

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

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VICKI EARNSHAW PCA CLUB RACING CHAIR

The first quarter of 2015 has been dynamic — in constant motion! The program remains strong with renewals and new license applicants. We noticed an increase from the West Coast and the return of many inactive racers to active status.

Races in the first four months were well attended. Racers had the opportunity to compete at Texas World Speedway for one last time. We are sorry to see TWS going into the history books. The second quarter has Lime Rock and Circuit of the Americas on waitlists and Watkins Glen also leaning towards a full event.

PCA will have one run group at Rennsport Reunion V. We have sent out the first 50 confirmations for this group. The registration was open to anyone with the understanding that the field would be chosen on performance of car and racing history with PCA. It was decided that racing at Rennsport would be a reward for those who had raced with us the last three years. We pictured this as a group with two performance levels. In other words, it is not only cup cars, but stock and GT cars as well. We have accomplished racers who can handle a field of this make up. With limit of one group of 50 cars, we wanted to reward as many racers from various classes as possible.

I am super stoked that the title *Sholar-Friedman Cup* was accepted as the name of the PCA group at Rennsport. My first steward assignment was from Alan Friedman, and I now realize how much effort he put into getting our racing series into play. This is an honor that acknowledges him for creating the largest single mark race series in the United States. I hope you have plans to attend and will support our group and witness amazing historical race cars in the other sessions. You will not be disappointed! This is the link for Rennsport information: <http://www.mazdaraceway.com/porsche-rennsport-reunion-v>

**The first quarter of 2015
has been dynamic...
In constant motion!**

Our 24th year of racing has brought growth in the Sponsorship and Contingency programs. JX2 recognized the GTB1 and GTB2 classes with a Tire Contingency. Tire certificates will be rewarded from Pirelli as well. JX2 is also sponsoring a three event series for the GTB1 class: The Triple Crown Championship. The three events are Road Atlanta, Watkins Glen, and Road America. The best points of four PCA Championship races out of the six will decide the winner of the customized Pirelli jacket with Triple Crown logo.

The large and competitive class of Spec Boxsters was rewarded with an increase of tire contingency from Toyo Tires. Hawk Brake is acknowledging the SP1, SP2 and SP3 field with brake certificates for those winners. And, at Lime Rock, Bob Woodman Tire Company will introduce a tire contingency program for 2015 PCA Club Racing. This contingency will apply to racers in classes eligible to run Hoosier, Toyo and Yokohama tires. The sponsorship and contingency programs may be viewed on our Club Racing website.

This is the second year for the *West Coast Series*, and David Zajano, our Club Racing Logistics Coordinator, was able to include a sponsor with end of year awards. The Traq Gear/Cool Shirt will be awarded to the top three winners of that series. Qualifying events include all California races, Miller and High Plains Raceway.

We want to thank these sponsors for creating excitement and rewards for racing with PCA. How do you find out about these programs and news alerts? We are sending out email blasts almost weekly with new programs, contingency and sponsorships, rule changes, plus event information from registration openings and other event specifics.

(continued on page 7)



September 25-27 2015

Laguna Seca

PCA is proud to announce that we will be hosting the Sholar-Friedman Cup, a race exclusive to PCA Club Racers and is the only club allowed to host such a group.

Ticket packages for spectators are available at <http://www.mazdaraceway.com/porsche-rennsport-reunion-v> or by calling the track directly at 831-242-8200. For those driving your Porsche, there will be Porsche model specific parking inside the track. Contact the track for corral passes. These are limited and exclusive to Porsches. If you purchase a corral ticket but drive a non-Porsche, you will be redirected to park outside of the track.

PCA will be hosting a member hospitality tent with complimentary beverages as well as a schedule of speakers and presentations consisting of former and current drivers and Porsche celebrities.

Come out to cheer your PCA Club Racers as well as a chance to mingle with famous Porsche drivers and see and hear the world greatest Porsches race on the iconic Laguna Seca.



JOIN US FOR The INTERMOUNTAIN REGION'S 24th PCA CLUB RACE & High Performance Driver Education

Sponsored by Ken Garff Porsche of Orem & Porsche Salt Lake City

STOP BY ON YOUR WAY TO
RENNSPORT REUNION

Photo by Eric Schramm



PART OF THE
**WEST COAST
SERIES**

Region, Event & Hotel Info.
<http://www.irpca.org>

Race Registration opens Aug. 3rd
<http://register.pca.org>

HPDE Registration opens Aug. 3rd
<http://www.motorsportreg.com>

Race Chair - Otto Silva
otto@databaseguru.net
801 899 3511

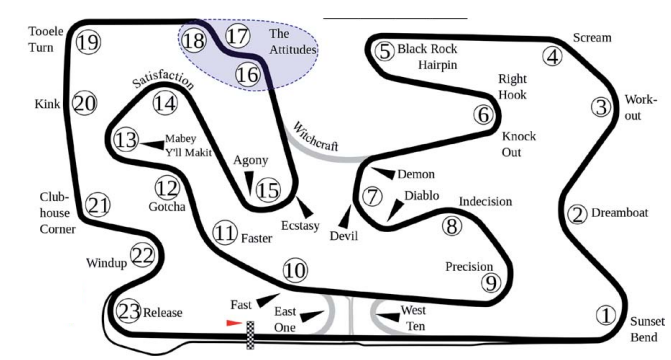
Registrar - Kay Koellner
koelhunt@gmail.com
801-870-0463

Driver Education - Jeff Bogaard
jwbogaard@gmail.com



Miller Motorsports Park Tooele, UT - September 18-20, 2015

Friday Test & Tune (optional) & High Performance Drivers Education (HPDE)
Saturday Sprint Race, 1 hour Enduro & HPDE
Sunday Sprint Race & Super Sprint Race (40 minutes) & HPDE



**6.5 HOURS
TOTAL TRACK TIME!**

The IRPCA has hosted races for **22** years in **4** states at **5** tracks. The Miller Motorsports Track is **4.5** miles long with **23** turns, elevation changes and **12** straights. MMP includes a huge paved paddock with amenities, garages, covered trackside facilities and **ONLY 30** minutes from downtown Salt Lake.

Roar on the Shore 2015

August 8&9
Gingerman Raceway, South Haven, MI

Southeast Michigan Porsche Club

2-day HPDE on August 7 and 8
Club Race Registration will open Monday, June 22nd, 9:00 pm CDT
Please Register at <http://register.pca.org> Visit us at www.sempca.org

HPDE and PCA Club Race Sprints & Enduro on a track just 5 miles from downtown & the beach!

(continued from page 4)

We want to keep hearing from racers, so the Advocate Program has been initiated. The intention is to improve communication and the responsiveness in the rule making procedure. These advocates will represent a class or group of classes and will be part of the advisory committee. I think that their communication with racers will better represent classes and provide information to the Rules Committee as well as race officials. I see them as your *go to person* to discuss issues with a racer familiar with that class. The appointments started this weekend and I have already found it valuable to contact an advocate for clarification of a weight rule.

I want to thank all the advocates for a desire to give to the program. Enjoy the PCA race season and I hope you reach your personal goals.

Vicki

Timing & Scoring Help Needed

**Would you like to be part of
the PCA Club Racing Team?**

**We are looking for
volunteers to help with
Timing & Scoring**

**Contact Michael Wingfield
Wingfield@juno.com**

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 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

Presented By:



TRAQGEAR

COOLSHIRT SYSTEMS



5 races to qualify for trophy

8 points races to be eligible for cool prizes for class podium finishers
minimum class entries numbers required for eligibility

contact zone representative for details



Brainerd International Raceway
The fastest track in North America!



- two sprint races
- 90-minute enduro
- optional test-n-tune Friday under DE rules
- 3-day solo DE

- silent & live charity auctions Saturday

- parade laps Saturday & Sunday

Prime time for road racing & relaxing in Minnesota's scenic vacationland! Complimentary camping available at the track. 24-hour security & access. Racer registration opens Monday, June 8th on clubregistration.net DE registration also via clubregistration.net See NordStern.org for more information.

ROCKY MOUNTAIN THUNDER AT HIGH PLAINS RACEWAY

PCA Club Race
August 15 & 16, 2015

ROCKY MOUNTAIN THUNDER
HIGH PLAINS RACEWAY
AUGUST 15 & 16, 2015

- In beautiful Colorado, just outside of the Denver metro area
- Fantastic track with elevation gains & unique track features
- Two sprints per run group plus a one hour Enduro, along with a fun race
- Access to the track beginning at 3 PM Thursday (8/13)
- Test and Tune all day Friday (Not a PCA event) (8/14)
- "Brats, Brews & Blues party Friday night (8/14)
- Hosted dinner Saturday evening (8/15)
- Registration will open June 29th through ClubRegistration.net (<http://register.pca.org>)

Visit the race website and our facebook page to stay updated on the race details
www.rmclubrace.com

Potomac, the Founders Region, Announces



The 24th Annual Summit Point PCA Club Race, Advanced DE Event and the 944Cup Nationals

September 25, 26, 27, 2015



The Potomac Region's Club Race is the oldest continuously held PCA Club Race event and is the actual birthplace of Club Racing. Plan now to join us and help us celebrate the Potomac Summit Point Club Racing tradition. Summit Point is continuing their upgrade of facilities. Come out and see why 100 of your fellow competitors raced with us last year.

Please join the Potomac Region for their twenty-fourth annual PCA Club Race and Advanced DE at **Summit Point Motorsports Park's Main Circuit, Summit Point Motorsports Park** is located in Summit Point, WV, just west of Charlestown.

Racer registration will be Thursday evening.

Race activities start on Friday, the 25th with warm-up sessions, practice starts and fun races later in the afternoon.

Saturday will feature practice, qualifying and two sprint races. Saturday's Sprint Races in the 944 Cup group will count towards Regional Championships. Saturday night we will offer a delicious barbeque at the track for racers, family, friends and race volunteers.. All participants will receive a ticket for the Saturday night barbeque, with extra tickets available for purchase. The 944 cup Awards Banquet will follow the Club Race Dinner.

On Sunday there will be a Sprint and 2 Enduro Races. The Sprint Race in the 944 Cup Group will be for the National Championship.

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

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

For more event information contact: Race Chair: Fred Pfeiffer: 301-729-2407 fpfeiffer@atlanticbb.net
Racer Registrar: Cindy Pagonis: 202-302-6800 cpagonis@comcast.net



944 Cup Nationals return to the site of the original Cup race!

The PCA Chicago Region
The Road America Challenge 2015
DE and Club Race

September 4 - 7, 2015

Road America, Elkhart Lake, WI

Friday: DE and Optional Test & Tune (under PCA DE Rules)

Saturday - Monday: DE and Sprints and Enduro Races

Registration opens July 20th <http://register.pca.org>

Race Chair: Keith Clark kc_design@sbcglobal.net 630.514.5937

8th Annual
SCHATTENBAUM SHOWDOWN
August 21 - 23, 2015
THUNDERBOLT RACEWAY
NEW JERSEY MOTORSPORTS PARK

Registration opens
Monday, July 6th 10:00 pm EST
<http://register.pca.org>



Presented by
Schattenbaum Region
Porsche Club of America

Find up-dates
and info at:
www.schattenbaum.org





PCA Club Race & DE

The Ohio Valley Region Presents

Top Gun Challenge 2015

July 10th* - 12th

Putnam Park Road Course

Mount Meridian, IN

Just 40 minutes west of Indianapolis, Putnam Park Road Course is a safe, well maintained 1.8 mile course, 10 turn road course.

* Optional Test & Tune on Friday - under PCA DE rules.

Saturday/Sunday: Race practice sessions, starts, two Sprint Races and a one hour Enduro

Registration opens Monday May 25th 9:00 PM CDT
<http://register.pca.org>

DE on Friday Saturday & Sunday: Two Run Groups with lots of track time.

Garages Now Available!

Race Chairs: John O'Brien jpobrien@heapy.com 317.750.6104
 Bill Altvater bill.altvater@gmail.com 937.271.9382

Registrar: Herb Beck hb45040@gmail.com



RACE OF CHAMPIONS @

MID OHIO



SPORTS CAR COURSE - LEXINGTON, OHIO

September 18 - 20, 2015

- Registration opens Monday, August 3, (10 pm EDT) at <http://register.pca.org>
- Thurs: track registration opens 4 pm
- Fri: practice, rolling starts, fun races
- Sat: qualifying, sprint races
- Sun: enduros
- 3 day advanced solo DE groups
- Featuring - camping at the track and 24 hr track access
- Luncheon track touring laps

Chair: David Hayden, 740-973-0538
19turbo87@gmail.com

Registrar: Marsha Hayden, MidOhioRegistrar@gmail.com

Info: www.morpca.org

PCA CLUB RACE AND ADVANCED DE

HOSTED BY MID-OHIO REGION, PORSCHE CLUB OF AMERICA

Byers Imports

PCA NATIONAL CLUB RACE & DE

HOSTED BY THE MID-OHIO REGION PORSCHE CLUB OF AMERICA

TRUFORCE
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 t c kline racing
 STODDARD

The Last Rodeo for a Legendary Track

Texas Two Step at Texas World Speedway — March 13-15, 2015

story & photos by Mike Phifer

Aptly named *The Last Rodeo*, The Texas Two Step, held by Lone Star Region PCA in March, was the last time ever for Club Racing at Texas World Speedway.

On Friday morning, it would have been hard to squeeze one more Porsche or trailer into the paddocks as drivers from across the country prepared for one last weekend of racing at a track rich in history. In 1973, Mario Andretti nailed down a world closed-course speed record of 214 mph at TWS, and in 1993 Jeff Andretti bettered his dad with an unofficial record of 234 mph.

Legends who have won at TWS include Foyt, Unser, Rutherford, Waltrip, and Petty. After this June, only memories will remain as the entry gates will be padlocked and bulldozers and jackhammers will tear down one of the seven remaining American Super Speedways.

As the weekend began on Friday the 13th, bad luck appeared as dark skies dropped intermittent rain that kept the track wet and cold, tow trucks busy, and quality practice laps hard to get. On Saturday morning, the skies cleared early, and warm sunshine heated up the track with Joe Bank's GT3 Cup Car turning a 1:46:27 in the Red group. Although Joe turned the fastest lap time, Texan Lew Bouchier (with a little home field advantage) dominated the Red group on Saturday with a 6.74 second margin of victory in the last race of the afternoon. In E Class, Jim Buckley turned a best lap time of 1:53.5.

Over the weekend a Texas-sized crowd got to see some exciting racing. Spectators were everywhere in the stands overlooking the grid as 45 Porsches from Lone Star Region had convoyed



Joe Bank GTC5 2nd Place Red Race 1, 1st Place Red Race 2, 2nd Place Red Race 3



Barry Fromberg GTC5 1st Place Red Race 1, 2nd Place Red Race 2, 1st Place Red Race 3



Mark Kemp GTC3 1ST Place Red Race 1,2,and 3



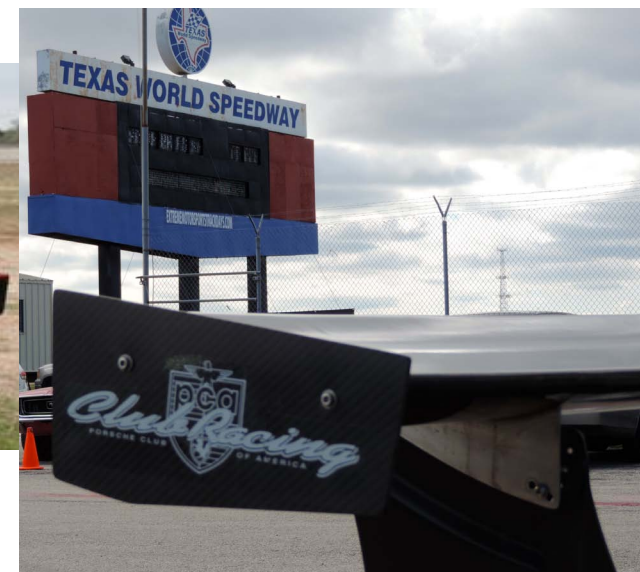
Seth Higgins GTC3 1st Place Red and Blue Combined Race

to the track from Houston on Saturday to join the group already there. When the Saturday parade lap was lined up, it was over a hundred cars long.

In the Blue group the racing was tight and competitive as 21 Spec Boxsters ran lap times within three seconds of the 1:57.28 posted by Thomas Jones on Saturday afternoon. After 14 laps of racing, Jones had only a 1.847 second margin of victory over Mitch Butaud's *Twelfth Man* Boxster. Close lap times led to some close encounters, especially as cars dropped off the main straight side to side into the chute at Turn 1, but TWS has always been known as one of the safest tracks, and that margin of safety held true over the weekend. Afterwards, the drivers and volunteers enjoyed some Texas hospitality and spirits at the Saturday night banquet as podium finishers were called out and congratulated.

As Greg Platt, Lone Star Region Race Chair, sat along the pit wall monitoring the races, he had just a little sadness in his tired eyes. Greg had had very little sleep over the previous week as he worked hard to make sure everything was ready for racing, but it was obvious that Greg hated to see the last checkered flag drop. Located within just hours of Austin, Dallas, Houston and San Antonio, *seat time* at TWS was close, convenient and cheap. Ultimately, its location was its downfall as urbanization swallowed it up. One wonders how many more tracks will suffer the same.

Lone Star Region would like to thank all of the drivers, volunteers and spectators who made *The Last Rodeo* one that we will never forget. Sadly, the entire club racing community lost one of our very best when Zone 5 — Safety Chair and Maverick PCA member Bob Benson passed away early Friday morning due to health issues before racing even began. Bob never failed to give his very best to making sure each and every event was safe for the drivers involved, and he will be dearly missed.



Texas Two Step (Last Dance)

story & photos by Steve Coomes



Saturday morning was cool, but dry. With my electrical gremlin at bay, I was ready to mat the throttle pedal. Turns out the gremlin was now roosting in the timing loop. There was an issue with cars not being scored if they were taking any line lower than half-way down the track at start/finish. One of my competitors fastest lap was exactly two times his normal lap time! The most affected were the slower classes, as we typically run on the apron or just above it. We don't have the exit speed or power out of Turn 15 to justify climbing up the banking. On this weekend we would need to go on up so there would be a recordable time. Turns out this affected several cars and many had to grid at the back because they had "no time" posted.

The Lone Star / Hill Country Regions' Club Race at Texas World Speedway in College Station Texas, held mid-March, is known as the *Texas Two-Step*. There are two sprint races on Saturday, a sprint race Sunday morning, and a combined super-sprint Sunday afternoon. Really — A Texas Four-Step (but who's counting?).

Friday morning was cool with a light drizzle. We usually have at least one day with this typical spring weather in Central Texas. I am unable to report personally on track conditions that morning, as I was chasing a no-start problem with my SP1 944. The rest of our 13 car SP1 field was on Toyo RA-1's, the spec rain tire. Everybody seemed to be having a good time, and lap times were consistent with the prevailing weather conditions. After four hours of throwing parts at my car (otherwise known as diagnostics), the coil wire was the final part that had not been changed. That was the culprit! A simple thirty second job cost me the first two practice sessions, but that's racing.

The afternoon third practice session was run on our wet set-up and then went to dry for the practice starts and fun race. Being from the *Drive for Fun* school, I always participate in the practice starts and fun race. I feel like the more you are on track with the other cars the better prepared you will be when race time comes around. And, is this about fun, or what? It is also the only time the possibility exists that an SP1 can finish first overall.

The Friday night social was sponsored by racecoach.net (David Scott) and the infield snack bar prepared a delicious Tex-Mex dinner. Beef fajitas, pulled pork street tacos, rice, beans, guacamole, chips and salsa. You get it. Muy Bueno! The apple cobbler to finish was delectable.

The final day EVER of racing at TWS for PCA

The first sprint race saw many of the slower class cars exploring uncharted asphalt to make sure they crossed the loop high enough. Timing and scoring also recruited volunteers to come up to the tower and assist with hand-scoring. I've been in that tower; it resembles a doomsday scene. Familiar with the term condemned? A young shoe from Houston, Jose Ayala, won SP1. Wow! New blood on the podium. Sprint 2 saw more reliable lap times for setting the grid as the track dried. And again, our new young gun got the class win.

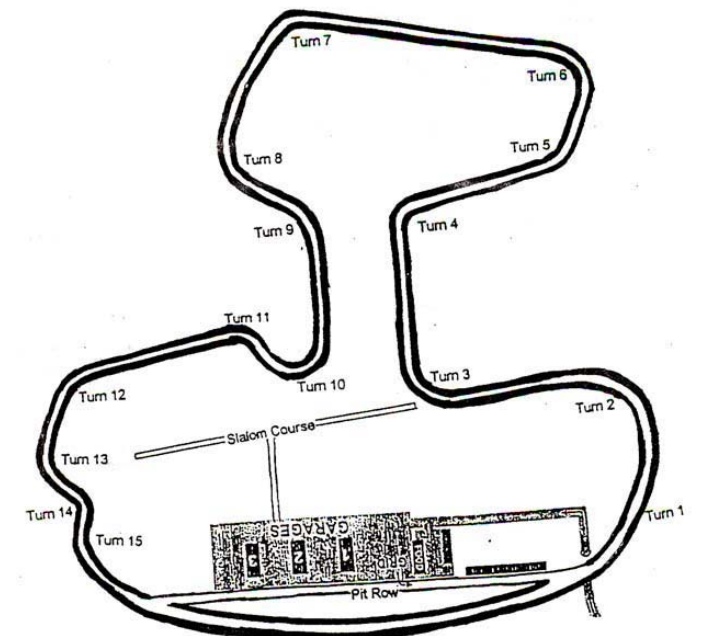


The Saturday awards banquet was at the Hilton, and we were treated to delicious appetizers followed by an entree (I chose the prime rib) and lastly an awesome slice of chocolate cake. A good friend and buddy of mine, Greg Johnston, is in the aerospace Master's program at Texas A&M and he joined me at the track Saturday and for the banquet. Greg enjoyed his time at the track so much that he came back out Sunday.

The final day EVER of racing at TWS for PCA saw some overcast, but otherwise, dry weather. It was slightly cool for that time of year, but definitely bearable. The first sprint of the day had me again on step 2 of the podium, where I had been for both Saturday races. This time had the usual suspect, Chris Blazer, on the top step. I had a good run on Chris at start/finish at the beginning of the last lap, but an out-of-class car got in between us as we dropped in for Turn 1 and I had to check up ever so briefly and could never get caught back up.

The final race for PCA at TWS was a combined super sprint with all classes on track. I was gridded in position 76 (or something ridiculously high). I believe my spot was in Waco. In races like these, we in SP1 are usually still in one of the last couple of turns and no where near the starter stand when the green flag flies. This necessitates vigilance on each flag stand to see when the double yellow is pulled. Sometimes the nearest stand will pull the flags and you get on the gas to come to the next stand and they have not yet pulled theirs! At the checkered I was on the top step in SP1.

So... We are losing a track in the Hill Country of Texas. There is a new track, Bluebonnet, rumored to be in the planning stage to replace TWS. In the mean time, and foreseeable future, we still have COTA in Austin, MSR south of Ft. Worth in Cresson, and ECR just north of Ft. Worth and Decatur. TWS will be missed for its down-home atmosphere and all-welcome Lone Star Attitude. If you missed the last dance, consider coming to see us at our Maverick Region race at MSR in November. It is a technical track and will feature an enduro, great hospitality and really good food





BRYAN HENDERSON CHIEF STEWARD

I am happy to be back in the Chief National Steward position. These articles will mostly be about on track operations. I hope what I write sparks discussion and understanding. Several items have come up over the last few months that I will discuss today.

Look Ahead. Think Ahead.

There is a lot of continuing misunderstanding about passing rules and etiquette — Where cars must be relative to each other as a pass is attempted in or near a corner. It is really pretty simple. To make things easy for drivers (and the stewards when the pass does not work out so well) the rules selected a single point where the car ahead maintains his right to the corner, and the car behind should give way. If the cars are even at that point, both cars have a right to the corner and each must leave the other racing room. That single point is essentially the turn-in. I say *essentially* since we understand that turn-in may be slightly different for the line that each car is on and even the type of car. Experience has told us that in the vast majority of cases, those differences don't make enough difference to muddy the waters at racing speed. We are not going to be able to get out on the track and measure with a yard stick.

This single point approach gives the driver a point to judge where his car will be relative to the position of the other car as they approach the corner. We expect that a racer will be able to make a sound judgement at a reasonable distance from that point where he/she will be in relation to the other car. When a driver's video shows him turning in and the car he is trying to pass still clearly ahead, we often hear an explanation like "I was going to be ahead at the apex and I am faster than he is. He should have let me by." The Steward will be looking closely at the relative position of the cars at the turn-in point to determine fault. So should you. The relative speed or speed potential of the two cars is irrelevant beyond that point. We are involved in multiclass racing where it is not unusual for cars being lapped to be dicing for the class win. Each car has a right to the track and must follow our basic rules whether it is the lapper or the lapped. **Look ahead. Think ahead**

If I am coming up on a slower car and am contemplating a pass entering a corner, I must look ahead to the turn-in point and judge what our relative positions will be when one of us reaches that turn-in point. If I am clearly going to be ahead I can continue my overtaking speed and my line which will most often be on the inside, and expect the other driver to give me the corner. If I am going to be even, I know I must slow enough to maneuver side by side through the corner and possibly not be able to go to track-out.

I must always keep an *out* in mind since I may have misjudged the relative position at turn-in or the other driver simply doesn't see me and I don't want to have contact since that will stop my race. It doesn't help much even if I am not at fault with contact in my pass attempt, but my race gets stopped because of the contact. I realize if I have contact I need to come to black flag immediately. If I don't come in the Steward is going to have timing stop my race scoring at the time of the contact even if I continue to race and finish. If I am not going to be at least even at turn in, I must adjust my speed to follow the slower car through the corner. **Look ahead. Think ahead**

If I am in the slower car I must also judge where we will be at turn-in. If I will not be clearly ahead, it is likely the fastest way through the corner for me is to brake a little early and assist the pass by making sure the faster car will be ahead at turn-in. I then follow him through the corner. The slowest thing for both of us is to go through side by side. I slow early enough that it is obvious to the other driver that I am intending to follow him through the corner. Often in these situations the fast or the slower car (or both) are involved in a race with other traffic who has an interest in what happens in this corner. That is part of the chess match that we all enjoy. In this situation, racecraft becomes very important. **Look ahead. Think ahead**

We have recently had several nose to tail incidents on the first lap, usually in the first five or six corners. This often happens between the 3rd or 4th row and the end of the first 3/4s of the field. When we look at videos it is usually nothing in

particular that causes the normal slow down into a slower corner. When drivers don't react quickly, each successive driver has less time to react to the slow down. This continues until someone goes off track or two cars come close to actually making contact. Both of those situations can exacerbate the situation behind and, ultimately, we have a nose to tail hit. The solution here is to look ahead. The slowdowns are usually visible for some distance and should be expected when the field has to slow coming into a slower corner on the first lap where cars are still bunched very tightly. **Look ahead. Think ahead.**

Other Tidbits

Occasionally we have mechanical failures that cause car to car incidents. This happens when we have a failure that causes a loss of control, and the car with the failure is involved in car to car contact, or when the loss of control causes a spin or off, and other cars contact each other trying to avoid the car who loses control. These situations are treated as a no fault situation if the mechanical failure is not an item that should be inspected by the driver (like brake pads) and the mechanical failure is identified at the track and in time for the Scrutineers to verify the failure happened on-track and is likely the cause of the loss of control. We can't have the failure reported after the car is taken home and a report comes from the driver (or even his mechanic). We owe it to all of our racers to insure that an incident deemed a mechanical failure is indeed a mechanical failure and that the failure caused the incident.

We have recently had some drivers feel they were not left racing room when they were essentially side by side with another racer in a corner or even on a straight and they were unable to hold the inside line and slid out to make contact with the outside car. It seems as though the drivers in question felt that racing room should be 50% of the track width. We believe that racing room should be enough room for the car to stay on track and not touch the car leaving the room. This is easy to see happening in a corner. In another situation a driver was attempting to pass the car ahead on a start by going between the car ahead and the wall. The driver making the pass felt the car he was passing was moving him into the wall and that he just stood his ground. Video indicated the car ahead did not move closer to the wall. That car also had another car beside him on the side away from the wall. The car making the pass was going for a very tight hole that wasn't likely to get bigger. He attempted to maintain a position about 6 inches from the wall. As the car moved into the space between the car being passed and the wall video indicated that he was steering rapidly in an attempt to hold the car steady as it entered what appeared to be a very turbulent area likely created by the air being moved by the car ahead into the narrow space between that car and the wall. At speed this was moving the passing car around a bunch resulting in contact. Make sure there is room to safely put the car in the position you are contemplating.

Be safe. Have fun.



VIEW FROM THE TOWER



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SKIP CARTER CLUB RACING NEWS EDITOR

As we head into the heart of the Club Racing season, I am delighted to see so many of you offering to submit articles and photos of your events. I can tell you that I am eager to promote as many PCA Club Racing events as we can, so don't hesitate to contact me if you'd like to see an article and some photos of your club race.

It is sad to see that we've just run our last event at Texas World Speedway. I've never driven that track, and only visited once during the Fort Worth Parade in 2004. It was definitely on my Bucket List to drive, but one that doesn't look like I'll get to. I don't know any of the details, but it is always sad to see a track go away, especially such a good one.

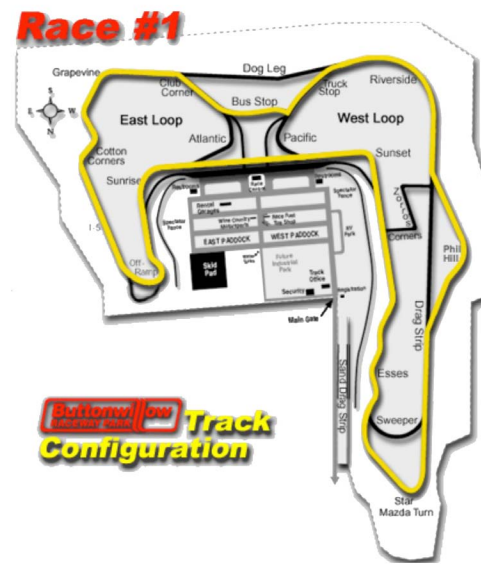
On that note, we've heard that the Miller family will cease management of Miller Motorsports Park at the end of 2015. Our initial alarm was somewhat relieved by some of our Utah friends who suggested that this will *probably* just represent a change of management. I drove Miller for the first time last September, and have it on my annual list. Miller is certainly one of the most technical I've had the pleasure to drive, and who can complain about a track with 4.5 miles of great asphalt, 23 turns, and almost no place you can run into something solid. I know that our friends in Intermountain region will do everything they can to make sure we get to enjoy this first class facility for many years to come.

I would appreciate hearing from you about things going on with your local tracks. I think our racers would be interested in this.

I just completed my second Club Race with Golden Gate Region at Buttonwillow. For those of you who have not been there, it is a really great track built out in the middle of nowhere (unless, of course, you live around there, in which case it is definitely somewhere). It is right off Interstate 5 about 35 miles Northeast of Bakersfield, Ca. This is a rich agricultural area (more almond trees than you'll see anywhere), and there are very little hard surfaces to get in your way. What it does have (besides an excellent, technical 3.1 mile

newly paved surface) is a lot of dirt. When a car goes off, even two wheels, a dust cloud rises into the air that you can see for a couple of miles. Because of a good rain on Friday, the dust was less intense than normal. I know people who bring a leaf blower (seriously) to blow out their car (and themselves) after an excursion off pavement.

About four years ago a club member brought his concours car out with his then girlfriend. She drove her Boxster, and had a good amount of track time under her belt. This was his first track event, and he was excited about it. That came to a sudden halt the first time he went into the dirt. He was appalled. It never occurred to him that his car could get dirty (let alone, THAT dirty) running a DE. Needless to say, he didn't come back to the track (and that relationship didn't last much longer either).



San Diego (in November) and Golden Gate region (May) both run Club Races here. A two hour drive from Los Angeles (four hours for me from San Diego) and three to four from the Bay Area, this facility is reasonably close for a lot of us.

Well, that's it for now. Enjoy those race cars!!!



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2015 CLUB RACING SCHEDULE

Dates	Event	Region	Region Contact
Jun 5 - 7	Mazda Laguna Seca	Golden Gate	Tim Smith 480.381.6297 ggrtchair@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
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 rmclubrace.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 ggrtchair@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

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- Register at: <http://register.pca.org>

Mardi Gras Region Club Race — NOLA

photos by Lynn Friedman, Zone 5 Representative

Cup Car Winners



Anton Dias Perera GT3
Combined 1 and 2 Enduro, 3rd place
Sprint 1, Group 2, 2nd place



Ken La Borde GTC3
Combined 1 and Sprint 1, Group 2, 1st place
Sprint 1, Group 2, 1st place





MICHAEL WINGFIELD CHIEF OF TIMING & SCORING

In the previous installment of this column, I addressed the new technology of the MyLaps X2 transponder. With the MyLaps business model moving toward a lease program (FLEX is the MyLaps term for their subscription transponder activation service) and the X2, some racers have inquired about the compatibility of older technology transponders with the PCA scoring system. Having one of the older technology transponders, i.e. non-X2 or FLEX program subscription, allows the racer to own their transponder. Note that MyLaps currently still allows racers to purchase transponders without a FLEX subscription. Likewise, PCA Club Racing offers non-FLEX transponders for sale to our racers at an extremely competitive price point, so current generation transponder ownership is still available to our racers.

PCA Club Racing uses the TranX scoring system. Any transponder carrying the TranX name will work with our system, and that includes the newer X2 as discussed in a prior column. The most common and current TranX transponder available from MyLaps (and PCA Club Racing) is the TranX-360. This transponder is about the size and shape of a Zippo lighter, red in color, with a black front label and black bottom. This transponder differs from its FLEX brother in that the FLEX transponder (while the same size, shape, and color) has a white label with FLEX printed in the lower right corner of the label, and has a white

bottom. Both transponders state "Works for Car & Bike" on the label and have the transponder ID number printed in black below the label. The TranX-360 is available in both wired and rechargeable models. The TranX-360 is capable of scoring vehicles crossing the timing loop at speeds up to 160 MPH.



TranX 360

The predecessor to the TranX-360 is the TranX-260. This transponder is compatible with the PCA timing system and was also designed for car racing. It is similar in size, shape, and color (red) to the newer TranX-360, but differs by having "TRANX 260" printed on the black label. The TranX-260 is also capable of scoring vehicles crossing the timing loop at speeds up to 160 MPH.

Some of you may be thinking, "My car goes faster than 160 MPH, so how can the transponder work in my car?" The answer to this question is simple; the transponder only reads at the scoring loops. The scoring loops typically are placed at the Start/Finish line, which is seldom the fastest point on the race track. Even at superspeedway tracks like Daytona, our system easily scores our competitors. Likewise, at the Circuit of the Americas (COTA) race last year, where we used the speed trap at the end of the longest straight, the maximum speed recorded was 163.6 MPH as noted in my CRN 14.4 column.



TranX 160

An even older transponder is the TranX-160. It follows the same dimensional characteristics as its 360/260 brethren, but is yellow in color, has "TranX 160" on the label, and was designed for Kart racing. This transponder is a member of the

TranX family, developed and offered by AMB, the predecessor of MyLaps. I have little doubt that this transponder will work with the PCA timing system since it is a TranX device. However, the TranX-160 has a maximum scoring speed of 75 MPH. With a maximum speed of 75 MPH, our racers run the risk of not getting scored by our system if using this transponder (a transponder not designed for auto racing). As such, using a TranX-160 at a PCA Club Racing event would be like having no transponder at all. Can you imagine a competitor slowing to 75 MPH when approaching the Start/Finish line on each lap in order to get scored by the timing system? I am certain you agree this is an absurd scenario, and why the yellow TranX-160 Kart transponder is not appropriate for PCA Club Racing competition.

Finally, I recently had a competitor ask if the MX transponder was compatible with our scoring system. The MX transponder is orange in color, but shares the same physical dimensions as its TranX-360/260 cousins. However, the MX transponder was designed for lower speed sports such as motocross, snowcross, supercross, and ATV/Quad vehicles. This transponder has "Works with MX" printed on the label, and as with the TranX-360, is available from MyLaps in both FLEX (white label, white bottom) and non-FLEX (black label, black bottom), as well as wired and rechargeable models. This transponder has a maximum scoring speed of 75 MPH and carries a purchase price considerably below the car-designed TranX-360. However, the MX was designed for the MX scoring system, not the TranX system, and as such is not compatible with PCA TranX timing.



Updates & important Club Racing news...

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WALT FRICKE TECHNICAL & RULES

RULES ANNOUNCEMENTS

The PCA Club Racing rules system was set up to be changed once a year, with Club Racing News being the medium for announcing proposals and soliciting responses and then publishing the adopted changes. While this procedure is still followed, it has been supplemented by e-mailing and web posting these materials, because CRN has a long lead time. Mostly that works just fine, but not always.

For years the SCCA published changes in the *Fast Tracks* portion of their monthly magazine. This contained changes to their extensive rules as they might happen throughout the year. They must have a lag time also, and they have moved *Fast Tracks* to their website. PCA has found a need to make rules changes, whether substantive or to add language to conform to the intent of a rule, or otherwise, outside of the annual rules cycle. Some of these have been driven by necessity (a part becomes no longer available, or a tire maker stops making a designated spec tire). Others because one or more rules were challenged by clever racers who had a somewhat plausible interpretation, but one which overall was not in the best interest of the class. When changes of this sort occur during the racing year, Susan Shire sends them out in the next convenient e-mail blast. These are the e-mails which you see periodically announcing the opening of registration for future Club Races. But the fact that the title says registration for a race doesn't mean that is all there is in that e-mail. There may be several other announcements of interest. Recently there have been eleven items affecting GTB rules, and one making the window net coverage rule more flexible with the use of arm restraints. So, like my colleagues on the Rules Committee may also have mentioned, when Susan sends out something to all of us racers, at least open it and see if there is more there than information about some far away race you won't be able to run in. It only takes a couple of seconds to see if there is something else of interest included.

RULES COMMENT PERIOD: To that end, by the time you read this, the rules changes put forth

for comment will be found in a general e-mail and on the website, around July 15th. The period for comment is then open until August 15th. If you proposed something (whether positively or negatively) during the proposal period, please be sure to follow up if what you were interested in shows up as a proposal. Send in your opinion, even if it is what you already recommended. We don't go by just counting noses, but that is still an important factor.

CAGE WELDING

Club Racing rules on cages are short and to the point. Unspoken, but present, is the requirement that good welding and cage building practices and workmanship be used. For instance, there is no spec for how close the fishmouths have to be. Well, they have to be close so that excessive welding fill is not required to join the parts. Ideally the parts will butt fully before welding starts.

This may be hard to judge on an installed cage, but another cage building sin is not hard to uncover — welds which are not full circle. This often happens at the top corners of the front or A pillar hoop. Without clever installation planning, or cutting of the roof, or sometimes just removal of the windshield, the weld where two tubes join isn't welded all the way around. This is usually hard to see (what you can see, you can usually weld), but can be felt with the fingers. Cages like this are not compliant where the required cage members are concerned.

Another area where it can be difficult to get a full circle weld is where uprights are attached to the floor pan or longitudinals. The reinforcing base and side plate gets welded in place, then the tube is set on top of it, but the weld for the tube can't reach all the way around the tube base because it is flush with the side plate. This one can easily be compensated for by welding up each side of the tube to join it with the side plate, thus giving the same strength.

DATA PORTS

Starting with the OBDI system with the 964s, our cars have come with a data port. All but the

GT rules start out saying that if a modification is not specifically allowed, you can't do it. This means you can't remove, disconnect, or otherwise alter the data port in the car. If your class rules allow changing the flash or programming, fine. But don't mess with the wiring to the port. The Scrutineers need access to the data from those ports. We can check to see if your gears are what they should be at tech, but need access to the tachometer signal present at those ports. Some racers, needing access to the tachometer signal for their own data systems have cut that wire. Don't do that. Instead, just "T" into the line. The data systems can share the signal just fine. And one of our on board data systems, which we use to check your car while it is on track, needs the signals from those ports as well.

HELMETS

The Snell Foundation has come out with its 2015 helmet standard. Helmets certified under that standard are acceptable for Club Racing without any specific change to our rules and, of course, the 2016 rules will include it. However, helmets certified under the Snell 2005 standard will continue to be acceptable for the remainder of 2015. Depending on when manufacturers can be predicted to have a full range of helmets available under the 2015 standard, the rules for 2016 will specify how far into that year (if at all) the 2005 helmets will be acceptable. In the past that extended to the end of June in the year following establishment of a new standard, but Snell has released its final standard earlier this year than it did in 2010, so perhaps the manufacturing cycle will advance as well.



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THINKING ABOUT RULES

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2015 HARD CHARGERS

Michael Wingfield, Chief of National Timing & Scoring



Name	Region	Class	Description	Start	Finish	Index	Race
Circuit of the Americas							
Clay Koevary	AZ	GTA1	GT 00 GT3 R	55	16	39	Blue Sprint 1
Jan Sussman	LA	GT3	GT 00 911	35	26	9	Blue Sprint 2
Ken Tubman	LST	GT3	GT 07 CAYMAN S	45	36	9	Blue Sprint 2
Alan Benjamin	RMT	GTC1	GT 90 911 CUP	66	33	33	Red Sprint 1
Nathan Johnson	LA	SPB	P 99 BOXSTER	36	21	15	Red Sprint 2
M Vess / J Hart	WIC	GT1	GT 12 GT3 CUP	9	3	6	Blue Enduro
John Glueckert	CHO	SP3	P 91 944 S2	32	18	14	Red Enduro
Bill Corcoran	NST	E	S 84 911	46	32	14	Red Enduro
Auto Club Speedway							
Garrett Guess	SDO	J	P 02 996 C2	16	8	8	Blue Sprint 1
Tom Stone	SGB	SPB	P 97 BOXSTER	21	14	7	Blue Sprint 1
Jerry Hoffman	SDO	GT4	GT 70 911 T	18	10	8	Blue/Green Sprint 3
Tim Meyer	LV	SP1	P 88 944	27	19	8	Blue/Green Sprint 3
Bob Ridriguez	LA	GTA2	GT 10 GT3 CUP	13	8	5	Green Sprint 1
Peter Czajkowski	SDO	GT3	GT 75 911	23	17	6	Green Sprint 2
Jack Mohn	LV	SP1	P 86 944	28	23	5	Enduro
Lime Rock Park							
Mark Azierski	NNJ	SP3	P 89 944 S2	14	5	9	White Sprint 1
Damon DeCastro	NNJ	SP3	P 87 951	20	14	6	White Sprint 2
Jason Nikic	MNY	E	P 78 911 SC	28	14	14	Green Sprint 1
Michael Iapaluccio	CTV	E	S 00 BOXSTER	9	5	4	Green Sprint 2
C W Skillman	NE	SPB	P 99 BOXSTER	25	21	4	Green Sprint 2
James Cognetta	CTV	SPB	P 98 BOXSTER	26	22	4	Green Sprint 2
Harry Kintzi	CPA	F	S 01 BOXSTER S	24	14	10	Yellow Sprint 1
Rob O'Donnell	CHO	F	S 91 911	18	10	8	Yellow Sprint 1
Andrew Moore	POC	F	S 00 BOXSTER S	25	17	8	Yellow Sprint Race 1
Bill Rudtner	MNY	GTA2	GT 07 CUP	11	7	4	Orange Sprint 1
Glenn Schattman	CTV	GTB1	GT 04 996	25	21	4	Orange Sprint 1
Franklin Pray	CTV	GTB1	P 06 CAYMAN S	21	14	7	Orange Sprint 2
Monticello Motor Club							
Benoit Juneau	REN	GTB1	S 11 CAYMAN S	32	24	8	Black Race 1
Sylvain Toupin	REN	GTB1	GT 09 CAYMAN S	22	16	6	Black Race 2
Joel Buchalter	CTV	GTB1	GT 13 CAYMAN	19	14	5	Black Race 3
Peter Bekkers	GCT	E	S 63 911 SC	18	10	8	White Race 1
Mark Azierski	NNJ	SP3	P 89 944 S2	15	12	3	White Race 2
Peter Bekkers	GCT	E	S 63 911 SC	10	6	4	White Race 3
NOLA Motorsports Park							
Stuart Singer	MAV	SPB	P 98 BOXSTER	9	4	5	Group 1 Sprint 1
Ramez Botros	LST	E	S 87 911 CARRERA	13	8	5	Group 1 Sprint 1
Siggi Meissner	LST	E	S 79 911 EURO SC	16	11	5	Group 1 Sprint 1
Rob Hale	MSO	D	S 74 911	13	9	4	Group 1 Sprint 2
Keith David	MSO	D	S 81 911 SC	15	11	4	Group 1 Sprint 2
Ken Laborde	MG	GTC3	GT 02 GT3 CUP	7	3	4	Group 2 Sprint 1
Keith Jensen	MAV	GTB1	GT 07 CAYMAN S	8	7	1	Group 2 Sprint 2
David Hodges	LST	SP996	P 02 996	10	9	1	Group 2 Sprint 2
Rob Hale	MSO	D	S 74 911	36	27	9	Combined Enduro
Fred Beasley	FLC	SP2	P 89 944	37	28	9	Combined Enduro

Name	Region	Class	Description	Start	Finish	Index	Race
Road Atlanta							
No advancement among eligible competitors							
Ched Crouse	BGS	SP996	S 99 CARRERA	27	15	12	Red Sprint 1 & 2
Robbie Strickland	CAR	F	S 94 964 COUPE	38	26	12	Blue Sprint 1
Geoff Isringhausen	CHO	GTB1	GT 12 CAYMAN	17	8	9	Blue Sprint 2
Dwayne Moses	POT	GTC3	GT 04 GT3 CUP	19	12	7	Green Sprint 1
Claudio Kaempt	WMI	GT4	GT 70 911	23	15	8	Green Sprint 2
Gary Knoblauch	CHO	GT4	GT 76 911 RSR	33	25	8	Green Sprint 2
Philip Theodore/ Grant Maiman	PST	F	S 07 CAYMAN	20	4	16	Yellow Enduro
Bill Smith	MAV	SP996	P 03 996	34	18	16	Orange Enduro
Sebring International Raceway							
Richard Heck	CMR	GT1	GT 10 911 T	42	31	11	Blue Sprint 1
Rafael Llopez	NNJ	GTC6	GT 14 GT3 CUP	31	23	8	Blue Sprint 2
Bruce McPherson	RMT	GTC3	GT 04 GT3 CUP	41	33	8	Blue Sprint 2
Sean Gibbons	SCH	SPB	P 98 BOXSTER	17	14	3	Chk Blue Sprint 1
Teodoro Hollmann	GCT	E	S 87 911	18	15	3	Chk Blue Sprint 1
Harvey Robideau	NST	D	S 83 911 SC	41	29	12	Green Sprint 1
Claude Reed	CHO	SP911	P 84 911 CARRERA	45	33	12	Green Sprint 1
David Brumfield	MSO	D	S 79 911 SC	42	29	13	Green Sprint 2
Margaret Jakubowski	UPC	SP2	P 88 944	48	34	14	Orange Sprint 1
Dennis Hiffman	CHO	SP3	P 95 968 FIREHAWK	27	9	18	Orange Sprint 2
Bryan Berry	GCT	GT4	GT 86 911 T	39	23	16	Red Sprint 1
Scott Asplundh	RTR	J	S 04 GT3	37	23	14	Red Sprint 2
Gary Knoblauch	CHO	GT4	GT 76 911 RSR	52	38	14	Red Sprint 2
David Brumfield	MSO	D	S 79 911 SC	35	18	17	Black Enduro
Jon Fairbanks	CTV	GTC3	GT 03 GT3 CUP	29	15	14	Pink Endurp
F Kovacevic/J Wilson	RED	GT4	GT 92 911 CAR CUP	47	12	35	Purple Enduro
Thunderhill Raceway Park							
Lar Kerila	GG	GTC4	GT 07 GT3 CUP	3	1	2	Race Group Sprint 1
Chris Thompson	ORC	GTA2	GT 10 GT3 CUP	6	4	2	Race Group Sprint 1
John Hua	GG	GTB1	P 12 CAYMAN R	7	5	2	Race Group Sprint 1
Jerry Hoffman	SDO	GT4	GT 70 911 T	8	6	2	Race Group Sprint 1
Scott Hale	CAI	GTB1	GT 11 CAYMAN	9	8	1	Race Group Sprint 2
Lar Kerila	GG	GTC4	GT 07 GT3 CUP	2	1	1	Race Group Sprint 3
Chris Thompson	ORC	GTA2	GT 10 GT3 CUP	4	3	1	Race Group Sprint 3
Warren Walker	SVR	GT3	GT 75 911	5	4	1	Race Group Sprint 3
John Hua	GG	GTB1	P 12 CAYMAN R	6	5	1	Race Group Sprint 3
Texas World Speedway							
Carl Amond	MAV	SPB	P 98 BOXSTER	41	21	20	Blue Race 1
Stacie Virden	HCT	SP3	P 88 951	43	34	9	Blue Race 2
Michael Greuter	LST	SPB	P 97 BOXSTER	44	35	9	Blue Race 2
Mike Hamza	WHB	SP3	P 89 944 S2	45	36	9	Blue Race 2
Walt Fricke	RMT	SPB	P 97 BOX	53	44	9	Blue Race 2
Brian Amond	MAV	SPB	P 98 BOXSTER	18	9	9	Blue Race 3
Matthew Evans	LST	GT4	GT 00 BOXSTER	38	22	16	Red Race 1
Scoring system errors prevent calculation							
James Shofitt	MAV	E	S 78 911 SC	36	25	11	Red Race 2
Dan Mayer	RMT	SP2	P 84 944	41	25	16	Red Race 3
Buttonwillow							
Garrett Guess	SDO	J	P 02 996 C2	9	6	3	Sprint Race 1
Ben Merriman	NST	GT5	GT 72 911	8	5	3	Sprint Race 1
No advancement among eligible competitors							
Walter Nilsen	GG	GTB1	GT 07 Cayman S	5	4	1	Sprint Race 2
Dennis Power	SBA	GT4	GT 00 Boxster S	6	5	1	Sprint Race 3



DAVID MURRY CLUB RACING DRIVING COACH

The Ladder of Driving Success

"I am really fast but I have bad luck." Does that sound like you at times? Al Holbert once said, "Everything is your fault." If you live by that saying you will have less bad luck and better results.

Let's say a meteor falls out of the sky, hits and destroys your car. You could say there was nothing you could do, or you could look at it and say, "If I saw that meteor, could I have avoided it?" While it's highly unlikely you could have seen it, if you look at everything that way you will have less incidents and failures. No excuses.

I have been working with drivers to improve their performance for years. I see the level of progression and it's not linear. It comes in stages or steps. First is to understand and get the basics.

Now, the next few steps are to get faster and consistent. You look at data and video, even get a pro coach to help and keep working and the lap times drop over time, but the quickest laps come at the end of the day or event and they are not consistent. As you continue to work at it, you can do that fast lap earlier in the day or event and the consistency improves.

Finally, you get to where you can go out and drive a fast lap right away and can be consistent. It takes years of driving to get to this point, and a lot of hard work. You can even match a lap time from a pro like Wolf HENZLER or Andrew Davis and think to yourself "Wow, I am there. I am as fast as a pro". While this is certainly something to be very proud of, it is also a very dangerous time. Driving that magic fast lap and performing race craft while doing it is another level. That is where things can go wrong.

I see this in Club Racing at many levels. I see incidents in Club Racing that don't need to happen. One driver catches another driver and expects them to roll out the red carpet and let them by. Remember, this is not DE where it is correct to let a faster car by — It's racing now. It is one thing to catch a car that you are faster than, but yet another

to pass them — SAFELY. That pass doesn't have to happen as soon as you catch them. Be patient and let it come to you. Wait for a mistake from them or an opportunity to give you the ability to go by. Don't force it. Think of it as a chess game, moving the pieces are just the basics, strategy is the key.

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There are so many challenges in racing, and that is what keeps us *Type A* personalities interested for so long.



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COACHING PERSPECTIVE



STEVE RASHBAUM PCA CLUB RACING SPONSORSHIP

When Vicki Earnshaw asked me to write an article about how to become involved as a sponsor, my first thought was to simply state that anyone interested should find my contact information and send me an email. I would respond with our promise to our sponsors and we can go from there.

Upon further reflection, I thought it might be beneficial if I spoke a bit about my experience as a racer and my interactions with our current sponsors.

When I began racing, I thought finding helmets, racing suits, parts and the other articles which are necessary to prepare yourself and your car would be as simple as looking in the yellow pages (you can read this as *Google* now) under racing supplies, find local vendors who I could visit, purchase the items I needed *off the shelf* and take them home. What I discovered was that the yellow pages did not really help me find vendors or advice. Fortunately, I had friends who had been through this previously. They helped with advice and recommendations and also directed me to the Club Racing sponsor webpage.

I also discovered that many of the companies whose products I purchased were small companies, and that much of the industry supplying equipment for auto racing were small companies — cottage industries.

When I took over the sponsorship job, I wanted to accomplish two things:

1. I wanted to provide companies a way to increase their business by increasing their visibility within the PCA Club Racing community and...

2. Simultaneously help the racing community easily find suppliers who knew their products and our program, were committed to the program, and helped fund it.

Racers, please continue to do business with our sponsors and tell them you are a PCA Club Racer. And thank them!

To our sponsors — Thank you!

For those of you who have a business, or work in a business that might sponsor our program,

remember that we have over 2,000 licensed racers, many of whom are business owners or decision makers. We race all year long and across the country. We are a community that communicates amongst ourselves and makes recommendations.

Finally, sponsorship is affordable. For your sponsorship dollars you will have, amongst other benefits, the ability to use the Club Racing logo in your advertising. You will have a link to your website on the Club Racing webpage at PCA.org. You will have your logo and contact information on the back cover of Club Racing News and on the back side of the timing sheets at every race. You will also be promoted by the track announcer at races.

So, if you have interest in increasing the visibility of your company to a very good demographic, give me a shout at Steve.Rashbaum@gmail.com.



DAVID ZAJANO CLUB RACING LOGISTICS COORDINATOR

A Focus on You: PCA Club Racer Demographic Survey

This month PCA Club Racing is launching a demographic survey for internal use. Respondent information and individuals answers will be kept private. Participation is optional, but is highly encouraged as the information gained will be of great value, and will be treated and protected as such.

The purpose for this survey is two-fold. First is to find out a bit more about the race weekend preparation and involvement of the average PCA Club Racer. It includes aspects regarding your race car vehicle preparation, why you choose to race and information on other vehicle ownership. Other topics will review elements relating to use of track coaching, travel, in-car camera use, mobile data and timing apps as well as use of social media platforms.

Response data will be used to create a Media Kit for PCA Club Racing in an effort to provide information regarding you and our racers as a group to perspective sponsors, as well as to our current sponsors.

Vicki, with the support of Bryan Henderson and Vu Nguyen, has made great strides in procuring additions in sponsorship (particularly contingency sponsorship offerings) for our racers. We hope that the

information gleaned and data gained from the survey will serve in the formation of an valuable tool in the effort to recruit additional sponsors for the program, and result in increased recognition and prize offerings for our racers.

If the any questions on the survey spark the idea for additional insight or ideas for conversation I implore you to openly communicate this to me. The survey format only really allows for quantifi-

able data to be gathered, but sometimes the greatest insights are complex can't be effectively measured. Also, if you'd like to answer some information in greater detail (such as what timing and scoring apps you utilize, or the brand of camera that you use for in-car

video) that is all more than welcome.

Depending on the response rate and feedback, there may possibly be much shorter, two to six question follow-up surveys in the future. They would be to gather more specific information or to fill in voids from our initial survey.

PCA Club Racing is launching a demographic survey

AIM Data and Video Products

The advertisement displays several AIM racing data loggers and dashboards. At the top left is the MXL 2, a large circular dashboard with a speedometer and gear indicator. To its right is the MXG, a rectangular dashboard with multiple digital readouts. Below these are the SC HD Gen 2, SOLO DL, SC HD GP, and EVO 4 w/ G-Dash. The SC HD Gen 2 is a small rectangular unit with a red lens. The SOLO DL is a small rectangular unit with a digital display. The SC HD GP is a small rectangular unit with a digital display. The EVO 4 w/ G-Dash is a small rectangular unit with a digital display and a gear indicator.

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OFF THE RACING LINE

Technology has brought great changes to the automotive industry over the past couple of decades. This has largely served to make cars both better and less expensive. Oil has likewise changed greatly over the past couple of decades, but it has not been a win/win to the racing community.

There have been two major changes that contributed to the development of race oils, the industry's shift to Group III base stocks in the late 90s and the reduction of ZDDP (Zinc Di-alkyl, Di-thio Phosphate) in the mid 2000s. As a result, even the best street oils are an inferior choice to a good race oil. However, as race oils have developed, they have brought with them additional considerations users should understand. Beyond base stocks and ZDDP, viscosity index, high temperature high shear viscosity (HTHS), detergent packs and other additives (e.g. friction modifiers) are important factors in oil selection.

To better understand the need for race oils, one should understand the components that comprise oil. There are five types of base stocks, which is basically oil with no form of additive. Group I is only lightly refined, and thus rarely used in automotive applications. Group II is the modern conventional (aka mineral) oil. Groups III, IV, and V are all considered *synthetic*, but are not created equally.

Group III is a very highly refined petroleum product that has been the base stock almost exclusively used by street oils since the late 90s. Groups IV and V are synthesized oils that comprise the bulk of base stocks in race oils. While Group III are great choices for the street, they are less robust to heat seen in track cars.

Each type of base stock provides certain attributes, and many good race oils use multiple types. Group IV, most commonly known as PAO (Poly Alpha Olefin), is the primary component in most race oils due to its superior temperature performance and high viscosity index. In some race oils, it is the only base stock used. Unfortunately, it is not polar, meaning it doesn't stick to metal very well, which results in a poor oil film. It also causes seals to shrink.

Group V, or esters, have very good (though slightly inferior to PAO) temperature performance. However, esters are polar and thus stick very well to metal and give a superior oil film, though the polar nature also interacts with some additives. Esters also cause seals to swell, and are also several times more expensive than PAO.

The tendency to interfere with some additives makes the amount of ester base stock in a blend a very important factor. The percent in a blend ranges from none to a high of about 20%. The combination of PAO and ester, in the right proportions, makes for the foundation of a very good oil.

Finally, Group III base stocks are still used, typically in small amounts, to *fill out* the remainder of the oil without disrupting the ester/additive and ester/PAO balances, while inherently providing good lubricity.

In addition to base stocks, additives (primarily ZDDP) also factor in oil selection. ZDDP is a thick, sticky, honey-like substance that protects by depositing a layer on, which is subsequently wiped away from, a surface — a cam lobe on a flat tappet is the easiest visual, but the benefits are realized throughout the engine. As mentioned, ZDDP use was reduced drastically in the mid 2000s due to EPA regulations. While modern street cars need only some ZDDP, the extreme environment in which a race car operates drives the need for higher levels. This is primarily due to the elevated temperature which thins the oil to a degree where its ability to protect the engine without additives like ZDDP is greatly reduced.

While public cognizance of the benefit of ZDDP in highly stressed applications is good, an unfortunate downside is that some oils containing a detrimentally high concentration of it have been made available. Current street oils are limited to approximately 600 parts per million (ppm). Decades ago, the range of ZDDP in oils was around 2000 ppm. An optimal amount of ZDDP is generally considered to be 1000-1300ppm. Lower concentrations do not allow a proper film to deposit, and higher concentrations provide no additional benefit, while increasing parasitic drag throughout the engine. The range of ZDDP in most race oils is approximately 1000-1600ppm, but concentrations of higher than 2200 ppm are made.

Viscosity index (VI) is another quality of oils gaining recognition in the market. VI is the relationship between cold and hot viscosities. The higher the VI, the less the oil thickens as it cools, making a higher VI a superior quality, all other things equal. A 5w40 will have a higher VI than will a 10w40. Unfortunately, many erroneously assume that the viscosity will extrapolate beyond the 100 OC based on VI. Ultimately, the method used to attain a high VI is perhaps more important than the actual value. VI is the result of both the VI of the base

stocks and the addition of VI improvers.

VI improvers are polymers that react at different temperatures to increase the VI of an oil blend. They can lead to a much higher VI than even the best base stocks can provide. The drawback is that VI improvers will shear down, while base stocks will not, meaning that an oil using higher quality base stocks will maintain its viscosity longer than a higher VI oil that uses large amounts of VI improvers to obtain that high VI. Many ultra high VI race oils must be changed every few hundred miles due to the shearing of VI improvers.

High temperature, high shear (HTHS) viscosity is perhaps the most important viscosity to consider, yet it is relatively unknown by the public. It is measured at 150 OC under a shearing condition, which most closely replicates the condition in an engine's cranktrain (note that oil can increase in temperature by as much as 50 OC as it is worked through the cranktrain). As referenced earlier, extrapolation can lead to erroneous assumptions. For example, a popular 0w50 race oil has both higher VI and hot viscosity than a different brand's 5w40. However, the HTHS of the 0W50 is only 3.8cP, compared to 4.4cP for the 5W40, which means that in the cranktrain, the 5W40 is a thicker oil than the 0W50!

The race oils on the market appear to follow one of two philosophies with the use of detergents and dispersants (often grouped together, and referred to more simply as detergents). Detergents are cleaning agents, and dispersants keep wear particles suspended in the oil to be captured by the filter. The greater the amount of detergents, the longer an oil will prevent sludge formation. One philosophy is to use very light detergent packs, for two primary reasons. First, many racers will change their oil very frequently regardless, so the benefit of a more robust detergent pack is not realized. Second, detergents increase the

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oil's coefficient of friction, so minimizing them will reduce parasitic losses without other additives that may alleviate that phenomenon.

The other philosophy is a very robust detergent pack. This provides two benefits to users. First, fewer oil changes are needed. One example of this was one shown in one of the Racer's Edge 996s driven by Karl Poeltl in both PCA and World Challenge, races that ran a season comprised of 9 races over 5 weeks and 1700 race miles, on a single fill of Millers Oils CFS race oil. After the season, the oil was still robust and within specification. This contrasts with the low detergent oils which typically must be changed in 500 or fewer miles.

The second benefit is that it alleviates the tendency of sludge to accumulate long term, even with frequent changes. Cylinder bores, especially the more porous ones such as Nikasil, are inherently prone to becoming clogged with oil deposits from low detergent oils. With frequent rebuild intervals, this may not be a factor, but few club racers operate at a level where rebuilds occur throughout the season.

As mentioned, detergents do increase the coefficient of friction, meaning that a low detergent oil will make more

power than a high detergent oil, all other things equal. However, the friction increasing tendencies of detergents are being offset by both the incorporation of ester base stocks and advances in additive technology, such as the nanotechnology used in Millers Oils' Nano-drive race oils. Some other companies have shown an ability to offset that increase in friction through the use of ester base stocks and other additives.

In conclusion, there are many reasons racers should consider oil selection with a critical eye. And, while race oils are expensive, a good oil can lower one's overall operating cost through better protection and/or prolonged oil life.

Be cautious about marketing, as what may generate sales may not be what best protects. Finally, one thing all racers should consider is the use of used oil analyses by a reputable lab. Doing so can not only advise one when his oil needs to be changed due to either viscosity loss from VI improvers shearing down or fuel dilution, or depletion of detergents, but can also tell the user about the overall health of their engine.

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This On Track program covers cars against physical damage caused by a crash while on track or in the pits but nowhere else. The coverage is for agreed value up to \$1,000,000 per car and includes cover for fire damage caused by a crash. The average deductibles are 15% of the insured value of the car with some models having minimum deductible amounts.

The coverage functions on a no-fault basis and covers the cost to replace and/or repair damaged parts plus mechanical and body shop labor. All crash damage to engine/gear-box internals, paint, graphics and sublet labor is covered. Wheels, tires, taxes and shipping/transportation costs are excluded.

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

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

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