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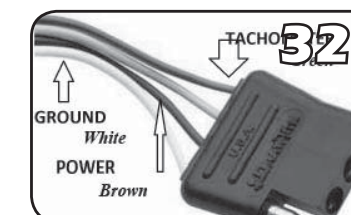
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On the Cover
Chief National Scruit, Mike Mulligan, displayed another of his talents with this drawing for the new Spec Cayman class



Deadline for article submission for the next issue is January 31, 2016

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Rennsport Reunion V The Sholar — Friedman Cup

by Vicki Earnshaw with excerpts from Mazda Raceway Laguna Seca press release
photos by Steve Rashbaum, Stephen Krupnick, Damon Lowney, Skip Carter and other PCA Club Racers

PCA Club Racing was very proud to have hosted the Sholar-Friedman Cup race group (Group 1) during Rennsport Reunion V at Mazda Raceway Laguna Seca last September. This was the second Rennsport Reunion at Laguna Seca to have a PCA Club Racing run group.

The Sholar-Friedman Cup had 50 racers from multiple classes. We ensured a wide variety of cars ranging from factory-built GT3 Cups to modified air-cooled 911s to Caymans and even stock race cars. The 50 PCA Club Racers represented club regions and zones throughout North America. Sholar-Friedman Cup windshield banners distinguished their Porsches.

We were on track all three days at with two practice sessions on Friday, a qualifying session on Saturday, warm up and the race on Sunday.

Naming this run group Sholar-Friedman honors two PCA members crucial to the formation of the club and PCA Club Racing. Bill Sholar founded Porsche Club of America in 1955 after realizing Porsche owners wanted to learn more about their cars and socialize with (and compete against) other Porsche owners.

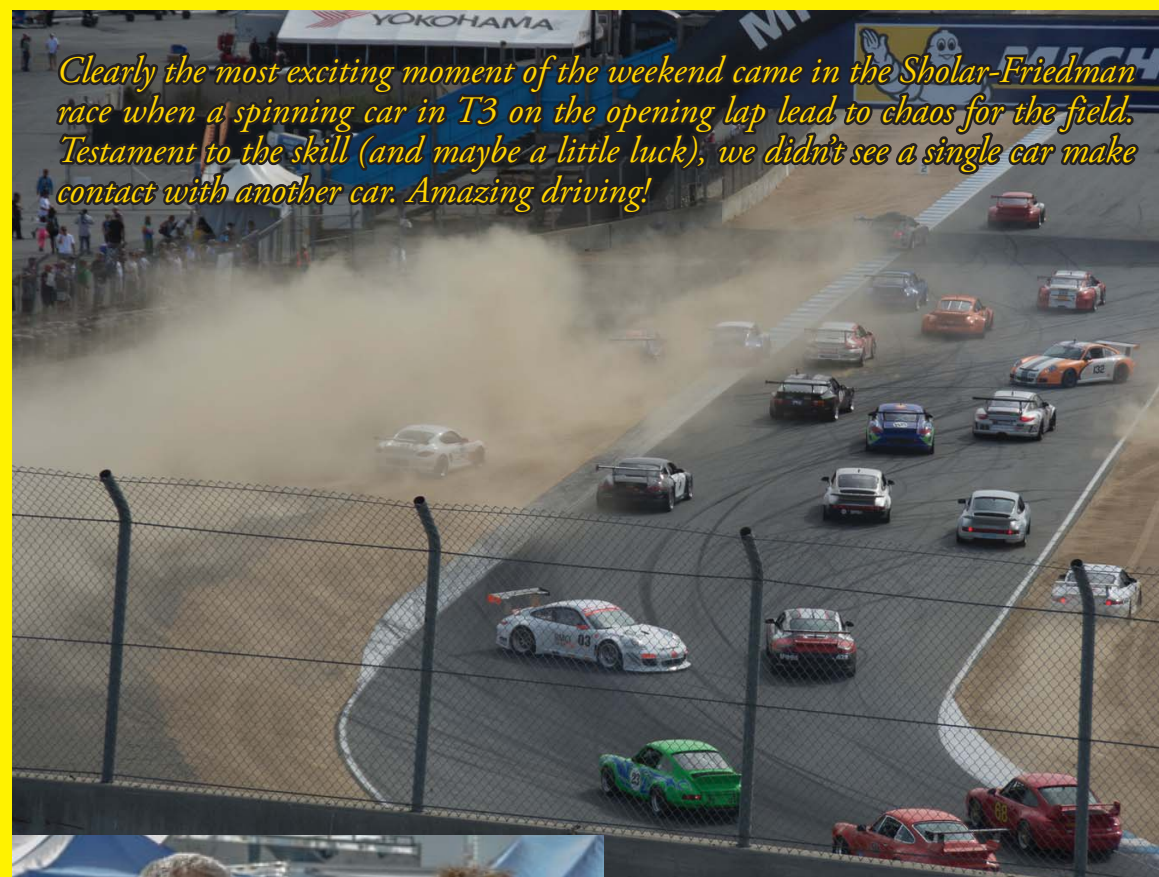
Alan Friedman spearheaded PCA Club Racing in 1990 after observing a need for PCA's own race series for members who wanted to take the step beyond High Performance Drivers Education (HPDE) events. He used his experience in vintage racing and, over the course of two years, pursued the development of what is now the world's largest single-marque racing venue: PCA Club Racing.

"It was obvious we needed to take two world-class brands in the automotive enthusiast category, PCA and Porsche, and combine them to create a major new program," Friedman comments.

He certainly was correct. The first race season, in 1992, had four races on the schedule and 200 members racing. Today PCA Club Racing has 32 races and over 2,000 racers. Friedman is one of them and was one of the drivers in this Sholar-Friedman Cup.

Rennsport Reunion occurs every three to four years and is a celebration of all things Porsche with an emphasis on motorsport. In addition to the racing, spectators who take time to walk around the paddock area were able to get up close and personal with the prestigious machines and the people who race them.

This year's Rennsport Reunion set an event record with 57,531 Porsche enthusiasts on hand to witness an unprecedented display of motor racing history and



Clearly the most exciting moment of the weekend came in the Sholar-Friedman race when a spinning car in T3 on the opening lap lead to chaos for the field. Testament to the skill (and maybe a little luck), we didn't see a single car make contact with another car. Amazing driving!



heritage. RRV is the largest gathering of Porsche race cars and drivers in the world, and is an amazing gathering of motorsports past and present: competition (club racing, historic racing, IMSA Porsche GT3 Cup Challenge), display (with cars from the Porsche Museum in Stuttgart, Germany, and throughout the world), and an opportunity to see, meet and spend time with some of the greatest drivers to ever climb behind the wheel of a Porsche race car – Ickx, Bell, Stuck, Haywood, Mass, Bergmeister, Long, and Blekemolen, to name just a few.

From the three days of nearly nonstop on-track action with 320 racing Porsches, to the more than 100 cars on display Le Mans-style for Saturday's Concours on the Pit Lane, to multiple autograph sessions, to the 75 cars in the Chopard Heritage Display to the more than 2,000 Porsche cars in the corral parking areas, Porsche Rennsport Reunion V will long be remembered and not soon to be surpassed ... until Porsche Rennsport Reunion VI.



Patrick Lindsey won the Sholar-Friedman Cup in his #73 2014 Porsche 911 GT America. He was 16.7 seconds in front of Joe Toussaint, who drove his #90 2014 911 GT3R to a second place finish. Update: Chip Romer finished third in his #155 2012 911 GT3R, 28.6 seconds behind the leader. Andy Wilzoch finished fourth in his 2008 911 GT3 RSR, 37 seconds behind the leader.



A critical job in running any race is Timing & Scoring, and PCA Club Racing excels at it. Here are Christie Boeder and Chuck Perilli generating the results in morning qualifying



Doing color commentary for the PCA Club Racing group was Bruce Boeder. Bruce organized the first club race at Brainerd in 1993, and was Chief Steward in 2005 and 2006 and Program Chairman from 2007 to 2010



Mike Mulligan is Club Racing's Chief Scruit, seen here with his wife, Chris



Bryan Henderson presents Mark Whyman with the Worker's Choice award



Brent Knoll presents Chris Murray with the Best Prepared award



Sholar-Friedman Cup Race Results

Mazda Raceway Laguna Seca 2.238 miles

September 27, 2015

Pos	No.	Name	Class	Laps	Diff	Total Tm	Best Tm	Desc	Region
1	73	PATRICK LINDSEY	GTA2	18		30:27.6	01:28.7	GT 14 911 GT AMERIICA	SBA
2	90	JOE TOUSSAINT	GTA2	18	16.673	30:44.3	01:28.7	GT 14 GT3R	LST
3	155	CHIP ROMER	GTA2	18	28.598	30:56.2	01:27.9	GT 12 GT3R	AZ
4	447	ANDY WILZOCH	GTA2	18	36.981	31:04.6	01:31.0	GT 08 997 RSR	RMT
5	393	SHAHIN MOBINE	GTA2	18	38.574	31:06.2	01:30.7	GT 10 997 CUP	SDO
6	99	JOHN TREFETHEN	GTC5	18	43.501	31:11.1	01:31.8	GT 12 997 CUP	RED
7	001	MARK WHYMAN	GT3	18	47.839	31:15.5	01:31.0	GT 95 993	OR
8	67	PIERCE MARSHALL	GT1	18	48.823	31:16.4	01:32.1	GT 12 GT3 ANDIAL CUP	MAV
9	77	DOUG BARON	GTC3	18	54.262	31:21.9	01:33.4	GT 04 GT3 CUP	LA
10	271	DANIEL DAVIS	GT1	18	55.755	31:23.4	01:32.0	GT 06 911 GT3 CUP	ORC
11	275	BILL DAWSON	GT1	18	01:02.3	31:29.9	01:33.7	GT 97 993	SDO
12	03	BOB MUELLER	GTA2	18	01:06.7	31:34.4	01:31.5	GT 07 GT3 CUP	SDO
13	59	KIM GUTOWSKI	GT3	18	01:23.2	31:50.8	01:36.0	GT 95 993 RSR	RMT
14	205	CHRIS PEDERSEN	GTC5	18	01:23.9	31:51.5	01:34.8	GT 10 GT3 CUP	SDO
15	71	PAT HEPTIG	GTC3	18	01:24.5	31:52.2	01:34.6	GT 00 996 GT3 CUP	MAV
16	97	MICHAEL McGRATH	GT4	18	01:32.2	31:59.8	01:36.6	GT 74 911 RSR	RMT
17	85	ROBERT DALRYMPLE	GTC5	18	01:40.6	32:08.3	01:35.5	GT 13 911 CUP	GPX
18	132	PAT LAUGHLIN	GTC4	17	1 Lap	30:38.8	01:35.1	GT 07 GT3 CUP	RMT
19	21	HENRY DAVIS	GTB1	17	1 Lap	30:42.4	01:38.7	GT 12 CAYMAN	GPL
20	24	LAR KERILA	GTC4	17	1 Lap	30:56.9	01:38.4	GT 07 GT3 CUP	GG
21	812	JAN SUSSMAN	GT3	17	1 Lap	30:58.1	01:36.7	GT 00 911	LA
22	88	JOHN HUA	GTB1	17	1 Lap	30:59.0	01:38.7	P 12 CAYMAN R	GG
23	52	ROSS MERRILL	SP911	17	1 Lap	31:09.9	01:41.8	P 82 911	MB
24	41	CHRIS MURRAY	GT3	17	1 Lap	31:11.7	01:41.0	GT 00 BOXSTER S	GG
25	76	H ROGER FUNK	GT4	17	1 Lap	31:14.7	01:42.0	GT 76 911	CTV
26	82	ROBERT MURILLO	SP911	17	1 Lap	31:20.1	01:42.5	p 85 911 CARRERA	GG
27	428	BILL SMITH	SP996	17	1 Lap	31:20.6	01:41.4	P 03 996	MAV
28	14	JOE BANK	GTC2	17	1 Lap	31:22.0	01:41.7	GT 98 993 CUP	RMT
29	8	DAVID GRONKE	GTB1	17	1 Lap	31:22.5	01:41.5	GT 11 CAYMAN	CHO
30	373	CRAIG AMES	GTA2	17	1 Lap	31:23.2	01:29.5	GT 09 GT3 CUP	ORC
31	68	PHILIP BLACKSTONE	I	17	1 Lap	31:47.2	01:43.7	S 95 993 RSCS	AK
32	15	PETER HOOPIS	GTC3	17	1 Lap	31:51.9	01:43.2	GT 02 GT3 CUP	CHO
33	18	RICHARD STRAHOTA	GT4	16	2 Laps	30:56.6	01:42.8	GT 73 911 RSR	CTV
34	06	NIELS MEISSNER	E	16	2 Laps	31:05.3	01:43.9	S 79 911 EURO SC	LST
35	23	ALAN J FRIEDMAN	GT4	16	2 Laps	31:09.4	01:43.7	GT 73 911 RSR	POT
36	1	PAUL YOUNG	GT5	16	2 Laps	31:13.7	01:44.7	GT 78 911 SC	SDO
37	952	FRANK POWELL	GT4	16	2 Laps	31:15.2	01:42.4	GT 86 911	SDO
38	176	ADAM JASPERS	E	16	2 Laps	31:17.6	01:45.0	S 78 911	RMT
39	95	BILL EARON	GTC3	16	2 Laps	31:20.6	01:37.0	GT 02 GT3 CUP	SDO
40	6	BRIAN LYNCH	SP911	16	2 Laps	31:30.2	01:45.5	P 84 911 CARRERA	GG
41	760	SIGGI MEISSNER	E	16	2 Laps	31:56.9	01:48.9	S 79 911 EURO SC	LST
42	314	JOHN SEIDELL	SPB	16	2 Laps	32:06.9	01:48.3	P 99 BOXSTER	GG
DNF	69	JEFF GAMROTH	GT3	15	DNF	26:13.8	01:31.0	GT 97 993 RSR	OR
DNF	511	JERRY HOFFMAN	GT4	15	DNF	27:45.8	01:41.4	GT 70 911 T	SDO
DNF	222	KLAUS VILJANMAA	GT2	12	DNF	24:32.4	01:38.0	GT 89 944T	WIC
DNF	191	CLARKE SIMPSON	GT4	11	DNF	20:33.2	01:36.7	GT 71 RSR	POT
DNF	81	BEHRAM SOONAWALA	SP911	11	DNF	24:23.7	01:43.6	P 75 911	GG
DNF	014	CORY FRIEDMAN	GTA2	4	DNF	06:05.0	01:29.3	GT 07 RSR	PAL
DNF	25	MARK NASRALLAH	GTC2	3	DNF	05:52.7	01:48.1	GT 93 SUPER CUP	FCR
DNF	60	PAUL GUTOWSKI	GT3	1	DNF	02:47.7	02:42.7	GT 75 911 RSR	RMT



VICKI EARNSHAW PCA CLUB RACING CHAIR

Undoubtedly the highlight of the 3rd quarter was **Rennsport Reunion V**. What a show! You quickly realized that, while you can view these cars in museums around the world, those in attendance had the opportunity to witness them on track at Laguna Seca!

Our PCA **Sholar-Friedman Cup** race group was limited to fifty cars. The race group reached our criteria of representing as many classes as possible in one group and to represent multiple regions. Our multiple classes ranged from GTA Cup Cars to Spec Boxster, and we represented 21 regions. This was a great spectator race because of the close racing. The spin on lap 1 at turn 3 was a breath holder. Eight cars took evasive action and there was no contact. Chip Romer's charge from last on the grid to a finish of third was an exhibition of skill and patience at work.

Racers from the PCA group commented it was not their best race finish, but it was the best race they ever raced. It became evident that it was not only about the cars, but also about the people. To be around 57,000 people sharing the passion for Porsches at Laguna was an amazing experience.

PCA Club Race had a social Friday to acknowledge **Alan Friedman**, who started PCA Club Racing 24 1/2 years ago. It was an opportunity for many to meet and visit with Alan in a casual setting. It took place at the BR Racing paddock where we shared wine from John Trefethen's Vineyard and hors d'oeuvres donated by Jim Chun, JSI Logistics. Our thanks to Tim Smith and Kim Garcia for organizing an evening of camaraderie and giving us an opportunity to share race stories and many laughs.

We announced the **Friedman Spirit Award** at the social. This annual award will acknowledge a volunteer from the national staff or an event volunteer who depicts the enthusiasm and perseverance for PCA Club Racing which Alan demonstrated when he started the program. It took Alan over two years to get Club Racing going, and then his full commitment for years afterwards. See his story in this CRN edition.

You've heard the news by now about the Porsche **Cayman GT4 Clubsport Trophy East Series**. Here are, as promised, the details! PCA Club Racing has accepted the request by PMNA to manage a semi-pro race series: Porsche Cayman GT4 Clubsport Trophy East. Our six events will start at Road Atlanta, and then move to NOLA, Watkins Glen, VIR, Road America and end with Daytona. There will be no time taken away from the other race groups to run this series at these events. The 20-25 initial cars will run in their own run group. If they choose to race in a non-designated event they will be classed as a GTD. The Porsche race prepared GT4 Cayman will have a sealed motor and transmission. It will also include a spec tire, video and data acquisition requirements. The cars will be scrutinized by certified technicians with Porsche technical equipment. This series will demonstrate driver skill in an exceptional automobile. This is a very exciting step for PCA Club Racing. It will create a bridge for our racers to a pro series. What a great way to introduce the 25th year.

The new Cayman series will help provide stability to Club Racing and the Regions and Zones that organize the races. The fact that many of these cars will arrive via transporter can bring potential of more registrations. Racers who are not involved in the series will likely fill the transporters for many of the teams. Club Racing will be purchasing track time and, at some events, add track time to the day for this group. This can provide stable income to regions and zones.

PCA Club Racing is pleased to announce that we will manage the **944 Cup Series**, which includes SP1, SP2 and Sp3. Dave Derecola will continue as the 944 cup national coordinator and communicate with the racers through facebook and forums. We will expand to five chapters in 2016: North (including Canada), South, Midwest, Southwest and West. At the end of the season there will be two national champion races; east and west. Our intentions with this acquisition are to keep the 944 racing exciting and to increase participation at the events on the 944 cup schedule.

When I accepted the Chair position, the mission statement was to be open to your comments, to keep membership growing and do all this within the guiding principles that started the program. I appreciate your comments and the following has developed from those thoughts.

After review and discussions with all our stewards, we are implementing **a new procedure for on track incidents**. When an incident occurs, it will be at the racers discretion to come in at the time of contact or report to black flag in the hot pits at the end of the session. It will be MANDATORY to stop at black flag at the end of the session or penalties will be issued. This procedure will allow cars with light contact to finish the race and, if you are not at fault, maintain your position for the next session. We see it as not punishing the racer who was not at fault. That being said, if after contact the car appears unsafe, the stewards, at their discretion, may use the meat ball flag for safety reasons to get the car off of the track. This procedure will start at Sebring in 2016.

To celebrate our 25th year, all cars will display a **25th anniversary decal**, which we will provide. I would also like, as a personal request, to ask that you have a PCA Club Race patch on your race suits. This recognition from you would be appreciated.

The 2016 race schedule is filling in nicely with most established events on their usual dates, some new venues as well as new dates for other established ones. A St. Louis Region at Gateway Motorsports Park has been added in May. That facility has taken on major improvements, including additions to the track. Please consider it on your race schedule. While our initial plan was for an October event at the Pittsburgh International Race Complex, the date is still being negotiated due to repaving in the fall. We will be looking for a fall date for Pitt Track in 2017. High Plains Raceway has experienced 100 degree weather in August the last two years, so it has been moved to mid-September. The tentative 2016 calendar is at <https://www.pca.org/pca-club-racing-calendar-20152016>

Finally, I thank all the numerous volunteers who have given time and efforts to PCA Club Racing. From our national staff, the numerous regions and zone volunteers, the corner workers, the zone reps, the advocate committee, the medical committee and the racers who give beyond racing with mentoring rookie candidates and comments with rules. PCA Club Racing is moving forward with all your help. Please accept my gratitude for all your time given.

It is about the people!
Vicki

FROM THE CHAIR

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2016 CLUB RACING SCHEDULE

Dates	Event	Region	Region Contact
Feb 4-7, 2016	Sebring International Raceway*	Suncoast/Gold Coast	Dan Smithyman 954.224.4717 dansmithyman@bellsouth.net
Mar 4-6	Texas World Speedway	Lone Star	Greg Platt 281.433.6136 clubrace@lsrpca.com
Mar 12-13	Thunderhill	Golden Gate	Tim Smith 480.381.6297 ggrttchair@gmail.com
Apr 1-3	Road Atlanta*	Peachstate	Mike Hopper 404.379.6877 hopperm993@gmail.com
Apr 8-10	Auto Club Speedway*	Zone 8	Tom Brown 619.491.0150 tb911@tbsoftware.net
Apr 15-17	NOLA*	Mardi Gras	John Crosby 504.909.2767 jlcrosby@crosbydevelopment.com
Apr 22-23	Lime Rock	Connecticut Valley	Bob Bradley 203.458.7120 clubracedirector@cvrpca.org
Apr 22-24	Gateway Motorsport Park	St. Louis	Dan Sokol 314.971.4742 ibinmo@gmail.com
Apr 30 - May 1	Willow Springs	San Diego	Greg Phillips 619.395.7506 phigreg@gmail.com
May 6-8	Circuit of the Americas*	Hill Country	David Gross 512.497.1111 dgross@grossandnelson.com
May 14-15	Buttonwillow	Golden Gate	Tim Smith 480.381.6297 ggrttchair@gmail.com
Jun 3-4	Motorsports Park Hastings	Great Plains	John Krecek 402.995.1470 johnkrecek@gmail.com
Jun 3-5	Watkins Glen*	Zone 1	Pete Tremper 856.881.7049 tremper9146@aol.com
Jun 24-26	VIR*	Zone 2	Brian Minkin 215.519.4140 bminkin1@comcast.net
Jul 8-10	Monticello Motor Club	Riesentöter	Chris Karras 215.360.3207 clubrace@rtr-pca.org
Jul 22-24	Mazda Raceway Laguna Seca	Golden Gate	Tim Smith 480.381.6297 ggrttchair@gmail.com

2016 CLUB RACING SCHEDULE

Dates	Event	Region	Region Contact
Jul 23-24	Brainerd International	Nord Stern	Doug Anderson 507.273.5346 argosy@cluemail.com
Aug 5 - 7	Canadian Tire Motorsports Park*	Upper Canada	Mick Oliveira 416.702.4408 aapo@sympatico.ca
Aug 19 - 21	NJMP*	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Sep 3 - 4	Thunderhill	Golden Gate	Tim Smith 480.381.6297 ggrttchair@gmail.com
Sep 3 - 5	Road America*	Chicago	Keith Clark 630.514.5937 kc_design@sbcglobal.net
Sep 10 - 11	High Plains Raceway*	Rocky Mountain	Brian Leary rmclubrace.com beleary36@yahoo.com
Sep 17 - 18	Miller Motorsports Park*	Intermountain	Otto Silva 801.889.3511 otto@databaseguru.net
Sep 23 - 25	Summit Point*	Potomac	Fred Pfeiffer 301.729.2407 clubrace@pcapotomac.org
Oct 1 - 2	Hallett Motor Racing Circuit	Cimarron	Jon Jones 918.740.7951 Jjone20@aol.com
Oct 21 - 23	Daytona International Speedway*	Zone 12	Allen Shirley 904.338.2324 turbo91188@comcast.net
Nov 12 - 13	Buttonwillow*	San Diego	Greg Phillips 619.395.7506 phigreg@gmail.com
Nov 12-13	Motorsports Ranch*	Maverick	Pat Heptig 214.649.7909 pheptig@heptiglaw.com

* Indicates an Enduro

NOTE: 2016 Club Racing Schedule TENTATIVE

The Past is a Foreign Country; They Do Things Differently There

by Alan Friedman



Alan Friedman, founder of PCA Club Racing, with current chair, Vicki Earnshaw, her predecessor, Bryan Henderson, and his predecessor, Bruce Boeder

The title of this article is a quote from Denise McCluggage (from the Burt Levy article in Vintage Motorsport Sept/Oct 2015), one of the first U.S. female racers, successful at that, and a wonderful motorsports journalist. When Vicki Earnshaw asked me to write about PCA Club Racing, going back to the start in 1992, I thought of this quote, since I'm not much about looking back myself. Nevertheless, as we near the start of our 25th year of club racing, there is a natural tendency to ask: "Hmmm - 1992 - that was a long time ago, and aren't things a whole lot different now?" That's certainly a great question, and here's the way I look at it:

Of course much has changed: 1992, before the internet, before cell phones, mostly before PC's, mostly before computers in everything, just after the Berlin Wall came down — huge! Our cars have evolved a lot. They are faster, more reliable, more chock full of electronics, better tires, better cornering and stopping, more safety — impressive! More Porsche models, more Cup Cars, more factory options aimed at further enhanced performance, more tuning and tuners — unbelievable! AMB timing versus a bunch of people with stopwatches, data acquisition systems, video systems, You Tube — amazing! More ways for amateurs to get on a race track and drive, more schools, more amateur racing organizations (both vintage and contemporary), new opportunities for professional rides in key series and gentlemen drivers, more professional series and series that employ more driving infraction penalties (including F1) — big changes! PCA Club Racing evolving from several hundred licensed racers to several thousand, races per year going from 4 to 34, single sprint to multiple sprints and enduros — WOW!



1992 seems almost like, back when the earth was cooling. So, certainly, everything looks different and dramatically evolved. But as I look back to the years of planning before 1992, the start-up years, and the 24 years of the program, I see a bunch of important things that haven't really changed:

1. A class for any/every Porsche. We wanted to make sure that everyone in PCA and everyone with a Porsche could directly see a path to club racing without having to "chop and channel" their car to meet some arcane rules. There are many more Porsche models today, and (thankfully) we've not gone into our own SUV or luxury 4-door sports-sedan series... But a class for every Porsche remains a solid plank of the program. And certainly the Spec classes nicely augment the original stock/prepared/GT categories.

2. Straightforward licensing based on DE experience. Club racing was, from the get-go, built on top of Driver's Ed. PCA had the training program in DE for people to learn race track driving, to have ample opportunity to practice and progress, and to accumulate many hours of constructive seat time. We embraced that as a solid racing foundation, recognizing that racing is much about having the ability to make decisions, and that lots of seat time was a prerequisite to freeing up men-



Royce (aka Crew Chief) Friedman with Alan and his other race car

tal power to make decisions while driving fast. Back then, our DE seat time requirement put us head & shoulders above other racing groups.

3. Region DE programs and their track relationships. We started with an amazingly solid foundation - PCA Driver's Ed and the regions and members that make up that part of PCA all over the U.S. We established, from the start, that club racing would partner with the regions that had the experience and track relationships, and that National Club Racing would be in a sense a lightweight overlay on DE. We expected that the initial races would be in regions that had multiple DE events each year. This model continues today.

4. National management / Regional logistics/planning. We knew that the regions active in DE had lots of experience with the logistics of track events, including relationships with the tracks, with regional flagging resources, etc. What we wanted to build on top of this was a national overlay of management, rules, licensing, etc. We felt that this was important for racing, that PCA racers would most likely travel to other regions' club race events, and that they would want to know absolutely that it was the same rules and procedures. Seems to still be working.

5. Volunteer management, consistent procedures. I think everyone agrees that racing can be (and usually is) hard, and it's important to be able to focus on it and not worry about some local rules, or some operating official wanting to do things his/her way. I found this very helpful when I started racing in vintage events five years before PCA Club Racing started. So, we opted for a lean set of key national officials for each race, and put those officials squarely in charge of conducting the event according to national rules and procedures.

6. Enhance membership. The goal of PCA Club Racing was to add an activity within PCA that experienced DE drivers could progress to. In the early '90s, going amateur racing generally required leaving PCA and moving into another car. I don't see any changes... Club Racing still is one of the fine family of PCA activities that are designed to deliver quality Porsche pleasures to the membership.

7. Philosophy. The idea for Club Racing was to achieve something friendly and competitive, and make everyone feel comfortable about taking their beloved Porsche to the next level of track fun. We wanted something between *the cars are the stars* attitude of vintage racing, and the *crash-tolerant attitude* of amateur racing at that time. Fun/safe/competitive/satisfying racing with friends. I'm delighted that every Club Racing Chairman that followed me - Monte Smith, Bruce Boeder, John Crosby, Bryan Henderson, and Vicki Earnshaw have all continued to embrace and emphasize this.

8. Penalties consistent with the philosophy. Certainly the 13/13 rule has evolved as the program has grown and matured, but it appears that we still lead the field of amateur racing organizations in terms of consistent enforcement and steady emphasis on the importance for safety; clean, skillful racing and consideration for those we are racing with.

9. Size of program scales with PCA region interest. Somewhere in the early phases of club racing (probably just before the 1992 launch) I was asked to do a business projection for the program. I think the numbers for a mature program were something like 30 races per year and 2000 licensed drivers. This is not too different from the program today and for a lot of the prior years. But there wasn't any magic to this projection; it was simply based on the demographics of PCA, the number of regions doing DE, the number PCA members participating, and the number of racetracks where there were multiple PCA DE events.

10. It's still an automobile race. Whether its stock 944s or GTC-5 Cup Cars, a 20 minute sprint or an enduro, we are still 100% about sports car racing and, as such, it can be demanding, unnerving, dangerous, satisfying, exciting, rewarding, and downright engaging and fun. Today it's just as different from 18 holes of golf on a Sunday afternoon as it was in 1992.



That this list is so long gives me great pleasure, and I hope it's part of what you find compelling about PCA Club Racing. I guess we had it right at the beginning, and with all the hard work of so many people that have contributed as stewards, scrutineers, timing/scoring, licensing, the newsletter, sponsors relations, all the people in PCA regions who have been the regional race liaisons and facilitators, National Executive Councils... A great PCA team established it and kept it going in the right direction.

So, I think Ms. McCluggage got it mostly right about the past, but Club Racing over the years has looked pretty familiar, and I trust it will be continue to be familiar and positively evolving as we go into the 25th year and beyond. Of course, Yogi Berra also got it right when he said he didn't believe in predictions, especially if they have anything to say about the future.

Many thanks to all in PCA Club Racing — for being friends, fellow officials, and fellow racers. See you at Sebring for the 25th kick-off.





BRYAN HENDERSON CHIEF STEWARD

Cayman GT4 Clubsport — The passing process (again)

Things have really been hopping around here with the new Cayman GT4 Clubsport group joining us for six race events in 2016. There is already lots of excitement around this project, which will be very beneficial to PCA Club Racing as a whole, and provide extra stability for the regions and zones involved.

There is a lot of development work surrounding the event, keeping us very busy. I am sure you will read more in this and future issues of CRN. Specifics are still under development.

Last month we attended a wonderful PCA race at Rennsport Reunion V, It was an unbelievable show with totally awesome historic race cars and a great PCA Club Race for some 57,000 plus Porsche fanatics to share and enjoy. Other than when in the tower working our group, I don't think we sat down for longer than about 20 minutes in any of the three days.

We have had several mechanical issues that lead to incidents over the last several weeks. I know I have mentioned this in the past, but it seems like I should cover it again:

When the failure of a car component causes a loss of control that leads to a car to car contact incident, the driver suffering the mechanical failure is not given a 13-13 sanction as long as the failure was not something the driver knew about or should have known about. Brake pads wearing out, for example, would not be a mechanical failure. The driver is responsible for knowing that wear items are sufficient for the session involved. Brake issues caused by a wheel bearing going out and knocking the pads back from the rotors that the driver chooses to deal with after the finish of a race would not be a mechanical failure. That is an issue the driver had to have known about.

While everyone might not know that the reason they had to pump the brakes at every brake zone was due to a wheel bearing failure, the driver must have known he had a brake problem, but chose to continue.

In order to support a mechanical reason for not issuing a 13-13 sanction for car to car contact, it must be brought to the steward's attention prior to the car leaving the event. This gives our scrutineers the opportunity to examine the issue and validate that the failure was likely the cause of the loss of control. If, the car goes home and then a mechanical failure is discovered, removal of the 13-13 penalty might not be fair to all involved.

Recently we've had several incidents involving faster cars attempting to pass slower cars and perhaps lap them. The closure rate in several of these incidents was pretty high. Of concern in these incidents is that some drivers expected the slower car to alter its line to stay out of the way. We tell rookies that when a faster car comes up behind they should *be predictable*. Being predictable in this case generally means drive your line and let the faster car figure out how to get around you.

It seems to me the *be predictable* advice given to rookies is a reasonable thought process for cars with less speed potential. Making assumptions here can be like meeting someone going the other way on a side walk or coming through a door way when you do a little dance as each of you tries to figure out what the other is going to do and do the opposite. This doesn't work too well at 100 miles per hour.

If I am catching a car with a high closing speed coming to a corner, I should expect the car to drive his normal line and plan my pass accordingly. If he is a more experienced driver and plans to help me pass him, he will signal that by staying left when he would predictably be moving to the right. We just don't want to assume that he will stay left until he actually does it.

In a recent incident we had a faster car approaching two or three slower cars as they came out of a left hand turn to go down a short straight and into a right hand turn. The overtaking driver planned to pass the cars on the left. This worked fine for the first two as he was by them before they had moved very far toward the left side of the track to

set up for the right, although they were moving that way. The third car was on the normal line moving back toward the left edge to set up for the next right. *This third car was basically being predictable*. The overtaking driver needed to look ahead and see where the cars were going. The overtaking driver must not commit to a line and a pass until he has determined what is actually going to happen in front of him. In this case the overtaking driver was moving too fast when the driver ahead got to the left side of the track to turn in, and he was unable to slow enough to avoid nose to tail contact. The leading driver was driving a normal line and not driving in reaction to an overtaking car, therefore he was not blocking.

I have seen video of another interesting recent incident on a section of track that has several turns involved. In the specific area where the car to car contact occurred there were two right hand turns with a very short straight in between. The normal line would have the driver making a definite relaxing of the steering but not actually completely straightening the steering in-between these two turns. The lead car was clearly ahead at turn-in to the first right hander. The trailing car followed him through the first turn, then stayed right in an attempt to move up to even in the very short straight. The driver actually succeeded in reaching a point even with the lead car at the turn-in for the second right and had earned the right to go door to door through this second right. In this situation there were two distinct turn-in points. Turn-in occurs when you turn

toward the apex. In many turns you may turn the wheel slightly to follow the road and then later turn into the apex a bit later.

The lead car turned in normally to the second turn's apex and contact occurred. The lesson here is you need to always be aware of what the car behind you is doing. In this situation, without really looking at the track, it would be easy to think of this as one turn. When the incident is broken down it is obvious that there are two distinct turns involved and each has a separate turn-in point.

We recently made a site visit to Pitt Race, the rebuilt version of the old Beaver Run race track. The new owners have totally redone the facility with an expanded track and other improvements. It looks like a great venue with plenty of paddock space, garages and meeting rooms. It should be a fixture on the PCA schedule in the future.

We have just put the finishing touches on an exciting change for 2016. The 944 Cup organization will become an actual part of PCA Club Racing. In 2016 the series will expand beyond the Rockies with the creation of a couple of new chapters and possibly a West version of the Cup Nationals. 944 Cup National Director, Dave Derecola, will stay on as the PCA 944 Cup Series Coordinator.

Be Safe

VIEW FROM THE TOWER

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MIKE "MUGSY" MULLIGAN CHIEF NATIONAL SCRUTINEER

Overwhelming...

That is the one word most often used to describe Rennsport Reunion V, and I must say it is a very appropriate description. I was wearing several hats that weekend, but I think my overall level of busyness mattered little. To be able to see everything that was available that weekend would have required superhuman effort. Come to think of it, even Superman probably would have missed a bunch of stuff.

In case you were visiting family off-planet a couple of months ago, Rennsport Reunion V was held at Laguna Seca raceway in Monterey, California over the weekend of September 23-25. This was the fifth edition of the classic assemblage of all things racing Porsche, and the second held at Laguna Seca (And yes, that IS a Roman numeral 5 after "Reunion", not a "vee". I know a few of you were wondering, but were afraid to ask). I'm a true geek when it comes to racing history, and Porsche racing history in particular. I consider myself fairly informed when it comes to this stuff and I saw things at Rennsport that I didn't know still existed (let alone two of them!). The sheer numbers of Porsche racing cars, and the eras they represented would have been impressive as a car show alone, but keep in mind that these things were being raced that weekend, and there was actually some real racing going on out there!

A lot of these big vintage type events tend to turn into glorified parade laps, and one doesn't wonder with the value of some of the hardware that is out there running around. But there was some real, honest to goodness, hammer and tongs racing going on that weekend. Unbelievable stuff... This is truly an event that is not to be missed!

Overwhelming also describes the last couple of months for the Club Racing staff. What with Rennsport V, the announcement and preparation for the new Cayman GT4 Club Sport series, our normal rules update process and gearing up for next year, there was hardly any time left over to squeeze in something as simple as, say, creating an entire new class for PCA Club Racing.

I assume by now that you have seen the front cover of this magazine (though I know some of you guys like to start at the back... Ha ha!) and have figured out that I'm talking about Spec Cayman. The rules package is presented elsewhere in this issue, so I won't go through those, but I will tell you that a lot of time and effort has gone into making sure we had a class that was not only economically viable, but was going to result in a great race car. To that end, a lot of time was spent consulting with those who have experience running the Cayman platform to get a better idea of what works and what doesn't.

Decisions had to be made regarding the level of modification that would be allowed and what would have to remain stock. There was a need to assure that whatever parts were specified for the new class would be readily available and not prohibitively expensive, and there was also the matter of picking a tire for the class. Well, you get the idea. There is a tremendous amount of work involved in creating a rules package for a spec class. But rather than me going on about it, I'll send you over to talk to Keith.

Keith Fritze was part of the committee that was responsible for the SPC rules package. He really put his back into the job. He and Walt Fricke spent so much time bugging shop owners, vendors and racers whilst fine-tuning the SPC rules that Walt has taken to disguising his voice when calling certain folks and Keith, according to a somewhat reliable source, actually has a price on his head (albeit a very small one).

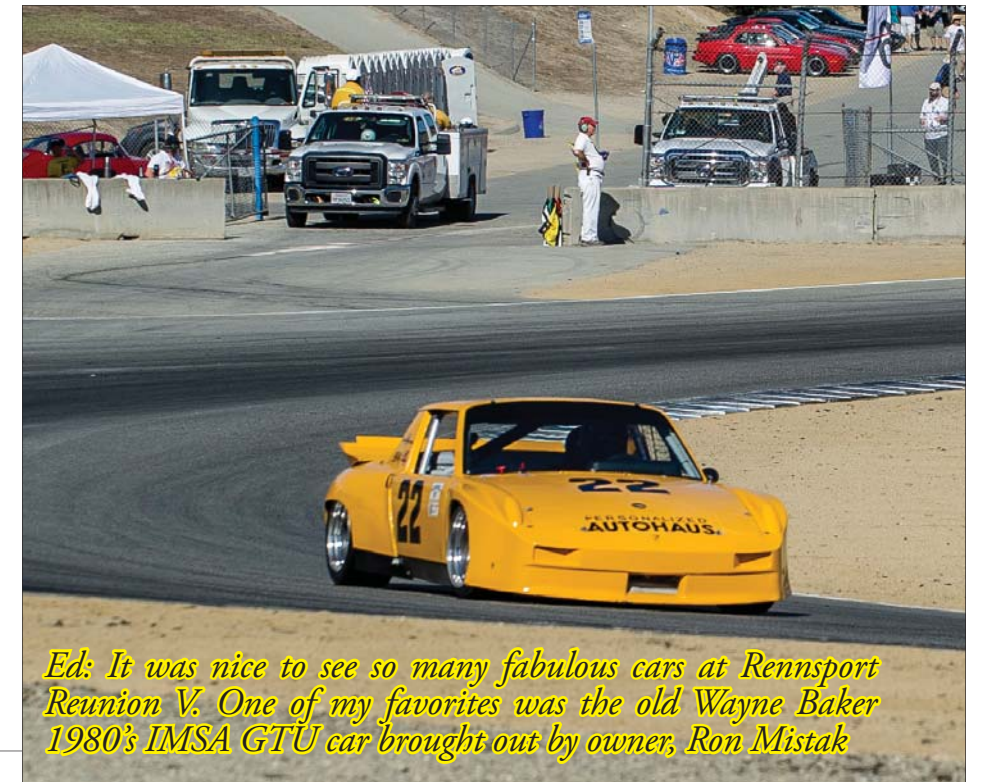
All kidding aside, Keith really went above and beyond on Spec Cayman and has written a great description of the process that appears on page 34 of this issue. Even if you are not necessarily interested in Spec Cayman, I highly recommend Keith's article. It really is a great snapshot of the process that is involved when a new racing class is created.

As I write this, I find it hard to believe that we are at the end of another year. The Christmas season is upon us already and I hope you will accept my best wishes for you and your families during the Holidays.

As always, I'm looking forward to all of the exciting new things that will be part of Club Racing next year, but my favorite part of it all is still the time I get to spend at the track with you guys. Whether I'm wearing a pale lime-green shirt or a nomex suit, time at the races is time well spent. Thanks for letting me be a part of it!

See you at the races!

Mugs



Ed: It was nice to see so many fabulous cars at Rennsport Reunion V. One of my favorites was the old Wayne Baker 1980's IMSA GTU car brought out by owner, Ron Mistak

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SKIP CARTER CLUB RACING NEWS EDITOR

Well, with this my fourth issue of Club Racing News, I have completed a year as editor. It's weird how this stuff works. I feel like I have just started, like I'm just starting to settle in with the job. At the same time my sense is that the magazine will be morphing over time. Just how or how fast I have no idea, but change it will.

As a region editor for 25 years, the most satisfying times for me where the ones that had the largest number of member contributors. When I'm working in a single region, it is somewhat easy to approach participants to write articles, solicit ideas, get photos and the rest. Given that our club racing events are scattered throughout North America, I'll need to figure out a different way to accomplish this.

I would like to attend three or four club races outside of those that I would ordinarily participate in as a driver. This would give me a chance to meet some of the different teams producing our events, see different venues and how things work in other places.

Starting in the next issue, I plan to feature a single race/venue in each issue. The idea is to produce an article where we can all learn about a place like VIR. How did the track come about. How did PCA get involved with VIR. How did club racing start there. What are some of the special and unique things about our event there.

The first article will focus on Road America. I got the idea when Suesan and I were volunteering at the PCA Club Race last Labor Day. I asked Steve Rashbaum if he could find someone to write an article about the history and relationship of PCA and Road America. I am pleased to say that Steve did just that. I have an article written by Bob and Wilma White, and I am looking forward to putting it together.

The reason I bring this up is that I have no one lined up after our that. I am looking for new tracks and old, big and small. Each of our races and each track has a personality. I would like to be able to share that with all of us.

So, if you'd like to see your event in print, whether you are the writer or not, let me know. You have people who have been involved with your track and race for a long time. This is history worth sharing. Give me a call or send an email and we'll figure out how to get it done.

As most of you know, PCA Club Racing on the west coast is not as well attended as events elsewhere, and there has been a focus to increase participation in the West.

Zones 7 and 8, with some overreach with 6 and 9, created a West Coast Series two years ago. As a result of this and other efforts, we are starting to see a real increase. A couple of regions have had to subsidize events in order to put them on and, thankfully, that subsidizing is becoming less necessary.

It was nice at the recent Rennsport Reunion V to see several people walking around wearing West Coast Series T-shirts.

I had the unexpected pleasure of finishing 2nd in Sprint Race 2 and the Enduro at the San Diego's Buttonwillow race last month. And yes, there were other cars on the track with me and my SP1 944. What was also there was a tremendous amount of rain. I've always heard that rain is the great equalizer, and I just had a real life experience of that. It probably didn't hurt that I love driving in rain, but you can bet that the next time I'm in rain, my windshield wipers will be working!!!

I want to see an article about your track and your PCA Club Race



Sleazy Dog Construction

Which edition of Cub Racing News is this, anyway?

This edition started life as 15.4, the fourth and last issue for 2015. Somewhere in the process it occurred to me that we were getting the magazine published at the end of each quarter, which seemed wierd, so we decided to make this the first issue for 2016, which now will have CRN coming at the beginning of each publishing period. Three issues for 2015 —

Classified Ads

Do you have something you want to sell or buy?
We have a classified ad section that needs you.

Classified ads are free to PCA members (photo ads \$40 for 2 issues). 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 you send us notification of sale. Submit text and photos 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

Letters to the Editor

Do you something you would like to comment on?
Do you have a suggestion?
Do you have somthing you think we should cover?

I would love to create a "letters to the Editor" section. I only need one thing —LETTERS (I guess I could write letters to myself???)

Writers / Photographers wanted

Are you a good story teller?
Do you take good photos?

Being involved with the California Festival of Speed for over a decade, I know that there are some great stories that come from our Club Races. I would love to be able to share some of these in CRN.

What do you think our fellow club racers would like to hear about? The history of The Glen? How PCA got involved with Sebring? I don't know. I'm just making stuff up, but you guys have the stories, and unless you put them to paper and send them along, we will never get to hear them.

Club Racing News — How can it be better?

There is only so much my limited imagination can come up with.
I don't get out much – I live a pretty damn sheltered life (OKthat made my wife laugh)
What do YOU think will make CRN a better, more useful publication?

We would really like to hear your suggestions.
What have you seen in other clubs or other high quality publications that you think would be a good fit for CRN?
Do you have any interest in helping out?

If you have any thoughts about these items above, don't hesitate to contact me
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MICHAEL WINGFIELD CHIEF OF TIMING & SCORING

WHAT IS YOUR TIME WORTH?

Each quarter it seems multiple racers ask one common question. This quarter the question focuses on another dimension of the DNF. In the past, the leading DNF question centered on why a particular competitor received this scoring designation. However, of late the question has not concentrated on why a competitor received a DNF, but rather why the competitor remained in the same finishing position after receiving a DNF. Those that have posed the question propose that a DNF competitor should fall to the end of the running order, regardless of the number of laps completed by the DNF competitor. In essence, the questioners suggest a DNF should equal a DQ (where the competitor is scored at the bottom of the finish order) with respect to scoring.

In PCA Club Racing, a competitor that receives a DNF maintains the last scored position unless another competitor actually passes the DNF competitor within the race during a race lap (barring any penalty implications). This scoring practice came into play in 2005, or rather the DNF designation made its appearance in 2005. Prior to 2005, race results did not denote a competitor as DNF for not finishing a race. Rather, those earlier race results simply show each competitor in a finish order along with completed lap count. Whether or not a competitor actually “finished” a race is indeterminate from those earlier race results. The actual DNF designation for a competitor’s race had little implication other than informational prior to the implementation of the PCA championship points structure in 2012; more on this later.

The reasoning behind the “DNF keeps position” scoring practice supports the on track accomplishments of the racer prior to failing to finish the race. Consider a racer who drives a competitive race for all but the last lap of a 20-lap feature. Then, on the last lap of the race after receiving the “one to go” indication from the Start/Finish (S/F) flag stand, the competitor suffers an issue such as a flat tire or runs out of fuel, which prevents the racer from completing that last lap and

taking the checkered flag. The competitor completed 19 laps of the race and some portion of lap 20 before failing to cross S/F. Is it fair to this racer to get scored at the end of a 30 car field, assuming there were no other retirements from the race? And, if there were other competitors that retired earlier from the race (for example a retiree on lap 12 of 20) should the 19-lap DNF racer appear on the results behind the 12-lap retiree or immediately before? Is it appropriate for the 19-lap retiree to get scored behind the 15-lap competitor who finished the race by taking the checkered flag?

This DNF scoring practice has some interesting caveats. For example, if a competitor is immediately in front of you at the “one to go” indicator, yet laps you at the S/F line (crossed the line before you), you will never be able to pass that competitor for position. Even if that competitor pulls off track during that last lap, thus receiving a DNF, when you pass that competitor you simply un-lap yourself. Using the 20 lap race example above, the competitor beats you to the S/F line to score 19 laps. But since the competitor lapped you at the S/F line, you score your lap 18. When you pass the parked competitor on that last lap, you un-lap yourself and subsequently cross the S/F line to score your lap 19 and finish the race. Although your competition receives a DNF for 19 laps completed during the race, the DNF racer completed 19 laps quicker than you completed your 19 laps, thus you get scored behind the DNF competitor.

The implementation of a championship points system in 2012 likely spawned this DNF question. The championship points system uses the DNF designation, an information only designation prior to the points series, for awarding points. Within the points rules (Rule IV), a DNF competitor does not receive points; position points are awarded to in class “finishing positions” not overall position. Thus, in order for a competitor to receive finishing position points, the competitor

must finish the race, meaning not get scored as DNF as the DNF designation now has value and consequences.

Also note that the championship rules do not provide for alternate finishing position points or advancement points for competitors behind a DNF competitor. This concept is best illustrated by example. Consider a race with five competitors in class where the second place in class competitor fails to complete the last lap, but was a lap ahead of the remaining in-class competition with “one to go” in the race. The position points awarded for this race would appear as shown in Table 1.

Note from Table 1 that the second place competitor receives no championship position points by virtue of the DNF. Also note that since the second place in class competitor did not score second place position points, those seven points (second place ‘finisher’ earns seven points) go un-awarded. In essence, there are no second place position points for this example race. The third place in class competitor does not receive second place position points, only third place position points and rightly so. The third place competitor finished behind the second place competitor, never passing that second place competitor, and thus has no claim to the second place points – a position not earned during the race.

Table 1: Points Awarded

Class Position	Scoring Designation	Laps Complete	Position Points	Bonus Points
1	1	20	10	3
2	DNF	19	0	0
3	3	19	5	2
4	4	19	4	1
5	5	19	3	0

Similarly, the DNF affects awarding championship bonus points (Rule V). As shown in Table 1, the in class race winner does not receive four bonus points for finishing ahead of four competitors, but rather receives only three bonus points. The DNF second place competitor does not count as a bonus point for the race winner. Likewise, the second place competitor earns no bonus points due to the DNF.

Finally, as an aside from researching prior years of race results, a scoring designation that did appear sporadically on race results prior to 2005 was the DNS (Did Not Start). The use of DNS has since been dropped from race results as it provides no useful information.

However, a more interesting discovery in reviewing years of past race results was the use of the DQ. While some racers may now argue against a DNF competitor maintaining a finishing position, racers receiving a DQ during the early 2000 years show on scoring results as maintain the finishing position. Surprisingly, those DQ competitors were not scored at the end of the finish order race result as they are scored today. Truly, our scoring practices have evolved and matured over the years.



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WALT FRICKE TECHNICAL & RULES FINAL CLUB RACING 2016 RULE CHANGES

Here are the rules changes the PCA Club Race Rules Committee has adopted for 2016 following the two week final review period. The numbered paragraphs reference the numbering in the July announcement of potential changes for consideration. Those which were not accepted are not discussed here. Unnumbered paragraphs are rules changes which need to be made despite not being put forth for comment before October 15th, or at that time.

STOCK

1) Shock absorbers are free providing they are in the same location and use the same pick-up points as supplied by the factory, with no limits on adjustability or location of the reservoir. Electronically adjustable shocks are only allowed on models so equipped from the factory, and those must remain stock. Only the stock electronically adjustable shocks may be adjusted, using the factory switch, by the seated driver. If a hose passes through an inner fenderwell to accommodate an external reservoir, a bulkhead fitting or tight rubber grommet must be used to seal the hole.

2) Passenger seats may be removed.

SPB

3) The cylinder resleeving allowance for other models applies to SPB, but only the stock pistons may be used.

SP996

4) The approved Getty Design 996 Spec Wing may be raised four inches to gain better rear vision, but may not otherwise be altered or repositioned.

GTB

GTB has been reorganized. It will have three classes. The models in GTB1 are unchanged. A new GTB3 class is created, and all allowed models with 3.8 liter motors are moved to (or, in the case of the GT4, start in) GTB3. The intermediate GTB2 class is now for only one model - the 3.4 liter 981 Cayman S. This car is too fast for GTB1, and not fast enough for GTB3.

The Cayman GT4 is added to GTB3 at a minimum weight of 2950 pounds. The only bodywork changes allowed for the GT4 are replica GT4 parts, and the GT4 wing must be used.

981 Caymans may run in GTB3 at the GT4 weight with the GT4 engine. They may, but are not required to, use any of the GT4 suspension parts. Their body work may be 981 or GT4 or replicas, but only the GT4 wing may be used. Until replica GT4 wings become available, any GTB1 wing may be used.

987 GTB1 Caymans may run in GTB3 with the 3.8 liter 997 port or DFI engine. The GT4 wing may be used in addition to the GTB1 wings.

7) Replica aftermarket bodywork parts of alternate materials are allowed in all GTB classes as long as they are bolt-on parts (that is, that they are parts like bumpers, hoods, hatches, front fenders, and doors). This allowance applies only if ballast is limited to 50 pounds.

See the weight and model chart below for revised weights in GTB:

	GTB1	Min wt.
99-01	996, 3.4L	2650
02-05	996, 3.6L	2800
All	996, 3.6L X51	3000
06-08	Cayman S 3.4L 987.1	2720
09-13	Cayman S or R, 3.4L 987.2	2950
05-08	997, 3.6L	3000
09-13	997, 3.6L	3100
	All GTB1 with PDK must add 100 pounds to minimum weight	
	GTB2	
2014 on	Cayman S 3.4L 981. If PDK, add 100 pounds to minimum weight	2750
	GTB3	
05-08	997S, 3.8L	2850
09-13	997S, 3.8L	3050
05-08	997S, 3.8L X51	3050
09-13	997S, 3.8L X51	3250
2016 plus	Cayman GT4 and progressed Cayman 981	2950
987.1	GTB1 3.8 Progressed Caymans with port injection	2750
987.1	GTB1 3.8 Progressed Caymans with port injection and X51	2850
987.2	GTB1 3.8 Progressed Cayman with direct fuel injection	2850
987.2	GTB1 3.8 Progressed Cayman with DFI and X51	2950
	All GTB3 with PDK must add 100 pounds to minimum weight, but GT4 must add 125 pounds.	

PDK in GTB: GTB cars with PDK must add 100 pounds to the model specified weight, except that GTB3 GT4 cars must add 125 pounds.

Porsche torque vectoring (PTV) and other forms of traction control (but not including mechanical limited slip differentials) which are not standard features of the model are not permitted in GTB, and the ABS and other systems may not be modified to provide traction control.

In GTB3 whether a 3.8 liter engine is an X51 or not will be determined by the intake manifold. This means a normal 3.8 can be upgraded to X51 with just a manifold change, while a true X51 3.8 can be downgraded to normal status by installing the stock normal intake. The other differences in these motors are generally believed to be insignificant as far as power goes, and this will make compliance inspection simple.

GTC1

10) Shocks are free as long as they are in the stock location using the stock pickup points, do not include external reservoirs, are not cockpit or electronically adjustable, and no modification is made to the strut housing to allow adjustment.

GTC 3

11) Any of the gears listed in the Factory manual for these Carrera Cup factory race cars are allowed.

GTC 4-6

11a) Only the Carrera Cup Germany gears specific to each model are allowed in these classes. The allowance for other gears for races over one hour in the Carrera Cup Germany rules do not apply to these classes.

11b) The Supercup ceramic brake rotors (PCCB) are not allowed, but the Carrera Cup steel rotors may be used with the Supercup yellow calipers (which are identical to the Carrera Cup calipers

except for color), and the Supercup smaller rear master cylinder may continue to be used with the steel rotors if the owner of a Supercup car does not wish to change it to the Cup size.

General Compliance

Data collection:

Note: these requirements are changed from the November 16 email announcement

Cars, other than in the GT1-6 and GTP classes, must have provisions for the use of PCA compliance testing data systems on the track and at tech.

1) Cars which came from Porsche with OBD data ports must retain that port in an easily accessible (preferably stock) location and with all its wiring intact (i.e., don't cut any of these wires in order to attach data or other systems).

2) Cars which predate the installation of these ports must have a connector with 12 volt (battery) power, chassis ground, and a lead from the tachometer signal input terminal. The connector must be located in a conveniently accessible area below the dash on the passenger side, and must have enough slack to be conveniently used and to reach the right side roll cage front hoop upright, but may be lashed up out of the way with a

12V battery power, must be connected to an "always on" circuit in the car - that is, one which is always powered when the kill switch is turned on and the battery connected (e.g, interior lights, emergency flashers), and must be protected with a 7.5 ampere fuse. The unshielded male plug (typically white) shall be attached to a chassis ground

Weight Changes during the Year:

Racers in all classes are advised that PCA Club Racing has the right, on one month's notice, to increase or decrease the minimum weights assigned to any of the models in these classes.

SPC Correction

The recently published rules for this new class specified as an allowed front sway bar the 996 GT3 bar. This was in error, and the allowed bar is the 997 GT3 five way 27mm bar. In addition, the permitted Tarett rear sway bar's correct part number is 986RSBK-GTS.



Racers are reminded that rules proposals for discussion in 2016, and implementation in 2017, may be sent to crrules@pca.org starting February 1, 2016, and the cycle will start again

Velcro or Gear Tie or some other easily fastened/unfastened tie (no zip ties, as they have to be cut).

3) The connector must be a flat four pin trailer connector, with three shielded female plugs, and one exposed male bullet plug. The outer shielded plug (typically with a green wire) is for the tachometer signal. The inner shielded plug (typically brown) shall provide



DAVID MURRY CLUB RACING DRIVING COACH

PASSING: WHEN AND HOW — RESPONSIBILITY

We all want to win... And making the right decisions are as important (or more important) than driving a fast lap. Yes, we need to drive fast, but we also need to drive smart and be good at the chess game of racing, remembering that the only lap that matters is the last one.

If you are a product of PCA (especially from DE to Club Racing) you need to realize the difference. Remember, in DE you were taught the basics of driving, things like “brake in a straight line, then off the brakes” and “apply maintenance throttle until the exit where you would accelerate.” If you did that in Club Racing you would go straight to the back because, while it is safe to start driving, it’s not the fastest way. Now you trail brake and power out of a corner.

The same is true for strategy. In DE, when a faster driver/car catches a slower driver/car, the slower car is expected to allow the faster car around and maybe follow that car as long as you can to try to learn from watching. In racing (yes, club racing too) that is not the case (which is why they call it *racing* and not *lapping*). In racing, if a faster car catches a slower car they do not expect the slower car to just allow them to pass. The faster car needs to find a safe way to pass that car, which can be incredibly frustrating to do. But we don’t allow the faster car to punt the slower one.

Sometimes you just can’t get a pass done. That doesn’t mean the slower car is a jerk; he just played the chess game well.

When you attempt a pass, try to get a run off the exit of a corner and get far enough beside the car you are passing that there is no question you will go in the corner first, in which case you do not

have to worry about the car you just passed challenging you for it. Sometimes that is not a problem, but other times it is very difficult (like if that other car is faster than you down the straight. We need to stop thinking “it’s my corner or your corner.” The track is wide enough for two or even three cars wide, so there is no reason for contact with another car when challenging a corner.

A car attempts to pass you on the inside and they are not as far up your side as you think they should be so you slam the door on them and get hit. You think it’s their fault but, in reality, you share the blame. If you see a car that is trying to pass you, even if they are not far enough up, you should still give them a lane to drive in. Now you are side by side and it’s now a race to the next corner for position, but you didn’t crash. That’s great racing.



Think about the big picture and evaluate the risk/reward of a pass before you attempt it. We hear it all the time, but maybe don’t absorb it: “you don’t have to pass everyone on the first turn, first lap, or even 5 laps.” You need to plan your passes and strategy so you end up as far up the field as you can by the end of the race.

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2015 HARD CHARGERS

Michael Wingfield, Chief of National Timing & Scoring



Name	Region	Class	Description	Start	Finish	Index	Race
Buttonwillow Raceway Park							
Tom Gatsoulis	ORC	E	P 85 911 CARRERA	34	25	9	Sprint Race 1
Chuck Sharp	SDO	SP1	P 86 944	10	1	9	Sprint Race 2
Skip Carter	GPX	SP1	P 85 994	7	2	5	Enduro
Daytona International Speedway							
Todd Pajonas	CTV	I	S 06 CAYMAN S	10	3	7	Blue Sprint Race 1
Robert Love	GCT	E	S 89 911	16	12	4	Blue Sprint Race 2
Roger Halvorsen	CTV	GTB1	GT 10 CAYMAN S	32	21	11	Red Sprint Race 1
Bob Klaskin	CHO	GTC4	GT 07 997 GT3 CUP	20	12	8	Red Sprint Race 2
Joe Randall	CAR	K	S 05 GT3	29	21	8	Red Sprint Race 2
Mike Hamza	WHB	SP3	P 89 944 S2	17	12	5	Blue Enduro
Andrew Marks/ Geoff Inringhausen	CHO	GTB1	GT 12 CAYMAN	21	13	8	Red Enduro
Miller Motorsports Park							
Ben Merriman	NST	GT5	GT 72 911	17	14	3	Race 1
Bob Jones	INT	E	S 87 911	22	19	3	Race 1
Sam Kapp	INT	SP1	P 86 944	29	26	3	Race 1
Jeff Bogarrd	INT	SP1	P 87 924 S	30	27	3	Race 1
Otto Silva	INT	SP1	P 85 944	31	28	3	Race 1
Mark Boschert	INT	G	S 93 964 RSA	23	20	3	Race 3
Walt Fricke	RMT	D	S 77 911 SC	25	22	3	Race 3
Chris Cervelli	RMT	GT4	GT 99 BOXSTER	15	10	5	Enduro
Chris Haunold	SS	E	S 88 911	20	15	5	Enduro
Randy Bergum	AZ	SP1	P 88 944	21	16	5	Enduro
Phil Rochelle	INW	C	S 75 911 CARRERA	22	17	5	Enduro
Mid Ohio Sports Car Course							
Paula Hollingsworth	BGS	H	S 99 CARRERA	14	9	5	Blue Sprint 1
Adam Merzon	CTV	GTB2	GT 14 CAYMAN	8	3	5	Blue Sprint 2
John Haas	OHV	D	S 81 911 SC	14	4	10	Red Sprint 1
Hadley Bos Fisher	NIA	F	S 90 964	10	3	7	Red Sprint 2
John Haas	OHV	D	S 81 911 SC	27	14	13	Enduro
Sam Mammano	NIA	F	S 01 BOXSTER S	28	15	13	Enduro
Motorsports Ranch							
Glenn Wiedenbeck	MAV	SP996	P 02 996	15	8	7	White Sprint 1
David McBee	MAV	E	S 83 911 SC	22	15	7	White Sprint 1
Glenn Wiedenbeck	MAV	SP996	P 02 996	8	7	1	White Sprint 2
Pat Heptig	MAV	E	S 87 911	9	8	1	White Sprint 2
Niels Meissner	LST	E	S 79 911 EURO SC	11	10	1	White Sprint 2
Matthew Evans	LST	GT4	GT 00 BOXSTER	13	12	1	White Sprint 2
Siggi Meissner	LST	E	S 79 911 EURO SC	16	15	1	White Sprint 2
Keith Olcha	MAV	SPB	P 97 BOXSTER	10	5	5	Red Sprint 1
David Nelson	MAV	SP1	P 87 944	17	12	5	Red Sprint 1
Thomas Surgent	MAV	SPB	P 98 BOXSTER	11	9	2	Red Sprint 2
Julie Bailey	WIC	SP1	P 86 944	19	17	2	Red Sprint 2
Keith Davis	MSO	D	S 81 911 SC	21	19	2	Red Sprint 2
Nicole Robichaud	OHV	SPB	P 98 BOXSTER	22	20	2	Red Sprint 2
Michael Hemingway	RMT	SPB	P 98 BOXSTER	20	15	5	Enduro
Steve Coomes	MAV	SP1	P 86 944	24	19	5	Enduro
Philip Hanson	MAV	SP1	P 83 944	26	21	5	Enduro
D McBee/B Miller	MAV	E	S 83 911 SC	27	22	5	Enduro
David Nelson	MAV	SP1	P 87 944	28	23	5	Enduro

Name	Region	Class	Description	Start	Finish	Index	Race
New Jersey Motorsport Park							
Matt Dstefano	UPC	SPB	P 99 BOXSTER	12	9	3	Blue Sprint Race 1
Dana Martin	NE	SPB	P 99 BOXSTER	16	13	3	Blue Sprint Race 1
Henry Hoeh	MNY	SPB	P 97 BOXSTER	18	15	3	Blue Sprint Race 1
Henry Hoeh	MNY	SPB	P 97 BOXSTER	16	11	5	Blue Sprint Race 2
Scott Belles	RTR	SPB	P 99 BOXSTER	13	8	5	Blue Sprint Race 2
Matt Distefano	UPC	SPB	P 99 BOXSTER	4	2	2	Blue Sprint Race 3
Hunt McMahon	POT	SPB	P 99 BOXSTER	6	4	2	Blue Sprint Race 3
Keith Peare	NNJ	SPB	P 99 BOXSTER	10	8	2	Blue Sprint Race 3
Bob Kim	NNJ	GTB1	GT 09 CAYMAN S	40	20	20	Yellow Sprint Race 1
Rich Winne	NNJ	H	P 92 911	38	27	11	Yellow Sprint Race 2
Frank Osborn	NE	E	P 04 BOXSTER	32	24	8	Yellow Sprint Race 3
Robert Hargesheimer	RTR	GTC4	GT 07 997 CUP	23	12	11	Red Sprint Race 1
Tom Hasset	NNJ	J	S 03 996 CARRERA	27	19	8	Red Sprint Race 2
Thomas Kohler	SCH	GT4	GT 95 993	15	10	5	Red Sprint Race 3
William Slowikowski	CNY	GTC2	GT 97 993 CUP	17	12	5	Red Sprint Race 3
John Barna	CTV	F	S 01 BOXSTER S	37	21	16	Orange Enduro
Carl Tallardy	RTR	GTP2	GT 95 911 FAB CAR	8	3	5	White Enduro
Leslie Shrem	NNJ	GT1	GT 03 GT2	10	5	5	White Enduro
Dan Doman	SCH	GTB2	GT 06 997	16	11	5	White Enduro
Bob Kim	NNJ	GTB1	GT 09 CAYMAN S	23	18	5	White Enduro
Road America							
TJ Larsen	CAR	H	P 93 911 RS	36	21	15	Blue Sprint Race 1
Joe Crane	CHO	J	S 04 GT3	27	15	12	Blue Sprint Race 2
Robert Hahn	CAR	H	S 05 911 CARRERA	34	22	12	Blue Sprint Race 2
John Machul	GCT	E	S 87 911	18	7	11	Green Sprint Race 1
Kurt Hipke	CHO	GT6	GT 70 911 S	20	14	6	Green Sprint Race 2
Mark Martin	SEM	GT1	GT 06 997 CUP	18	6	12	Red Sprint Race 1
Bob Van Zelst	MIL	GTA2	GT 05 GT3 CUP	24	12	12	Red Sprint Race 1
Grady Willingham	ALA	GT2	GT 11 GT3 RS	20	10	10	Red Sprint Race 2
Robert Hahn	CAR	H	S 05 911 CARRERA	28	5	23	Purple Enduro
C Lewis/C Friedman	CAR	GTB1	P 10 CAYMAN S	28	13	15	Yellow Enduro
Thunderhill Raceway Park							
Brian Lynch	GG	SP911	P 84 911 CARRERA	14	11	3	Sprint Race 1
Doug Boccignone	DIA	SPB	P 97 BOXSTER	15	7	8	Sprint Race 2
David Higgins	SVR	GT3	GT 74 911	10	5	5	Sprint Race 3
Hallett Motor Racing Circuit							
Jay Carlson	MSO	D	78 911 SC	15	12	3	Blue Sprint Race 1
Aaron A Pfadt	INT	SP1	85 944	8	5	3	Blue Sprint Race 2
David Brumfield	MSO	D	79 911 SC	8	6	2	Blue Sprint Race 3
Bill Jacobi	CMR	D	79 911 SC	11	9	2	Blue Sprint Race 3
Ryan Rounkle	HCT	GT3	04 GT3	9	5	4	Red Sprint Race 1
Phil Harris	HCT	GT3	86 951	18	12	6	Red Sprint Race 2
Mark Steingas	NST	GTC3	05 GT3 CUP	7	3	4	Red Sprint Race 3
Corey Harbold	MAV	SPB	97 BOXSTER	18	9	9	Yellow Sprint Race 1
Michael Hemingway	RMT	SPB	98 BOXSTER	14	10	4	Yellow Sprint Race 2
Rachelle Butaud	LST	SPB	98 BOXSTER	17	13	4	Yellow Sprint Race 2
David Jones	MAV	SPB	98 BOXSTER	17	13	4	Yellow Sprint Race 3
Summit Point Motorsports Park							
Justin Devinney	POT	G	S 90 964	13	9	4	Blue Sprint Race 1
Ronald Tietjen	CTV	G	S 89 951	26	22	4	Blue Sprint Race 1
Claude Reed	CHO	SP911	P 84 911 CARRERA	32	23	9	Blue Sprint Race 2
Jonathan Bednarsh	MNY	SPB	P 97 BOXSTER	10	6	4	Blue Sprint Race 3
Vince Braswell	PST	SP3	P 87 944 T	17	12	5	Green Sprint Race 1
Damon DeCastro	NNJ	SP3	P 87 951	8	7	1	Green Sprint Race 2
Nort Northam	FLC	SP2	P 88 924 S	13	12	1	Green Sprint Race 2

Anthony Pagonis	POT	SP2	P 84 944	14	13	1	Green Sprint Race 2
James Rothenberger	RTR	SP2	P 85 944	16	15	1	Green Sprint Race 2
David Mann	CHS	SP2	P 86 944	17	16	1	Green Sprint Race 2
Iain Bryant	SCH	SP2	P 84 944	18	8	10	Green Sprint Race 3
Leslie Shrem	NNJ	GT1	GT 03 GT2	24	16	8	Red Sprint Race 1
Brent Asplundh	RTR	J	S 04 GT3	26	18	8	Red Sprint Race 2
David Felker	RTR	GTB1	GT 09 CAYMAN S	13	11	2	Red Sprint Race 3
Tom Hassett	NNJ	J	S 03 996 CARRERA	16	14	2	Red Sprint Race 3
James Rothenberger	GTR	SP2	P 85 944	22	18	4	Orange Enduro
Richard Glickel	HV	GT5	P 92 968	25	21	4	Orange Enduro
Ryan Magrab	POT	H	S 08 997	16	7	9	Yellow Enduro

Sholar Friedman Cup — Rennsport Reunion V

Niels Meissner	LST	E	S 79 911 EURO SC	45	34	11	
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CLUB RACING NOTES

2016 Data Acquisition Requirement

by Brent Knoll

Hey racers! The 2015 season is complete, we're all settling in for some long awaited snow and it's time to prepare for the 2016 racing! At the time of writing this, registration for Sebring is five weeks away. PCA plans continue to analyze and improve all the facets of what we do.

The scrutineers have been using data collection for 2 seasons now. The collection continues to improve, the analysis has developed some good baseline data and, in some cases, we've used the data to take action.

For 2016 we'll be requiring a couple changes to your race car (if it falls within the required MY) to help us collect data. The requirements have changed a little from the email blast you received in November, so please take a look at the official requirements.

Per appendix K:
All cars which do not have OBD1 or OBD2 (excluding GT1-6 and GTP):
We will be converting the data collection unit to run from the race car's auxiliary power and eliminate the battery currently used with the unit. Beginning

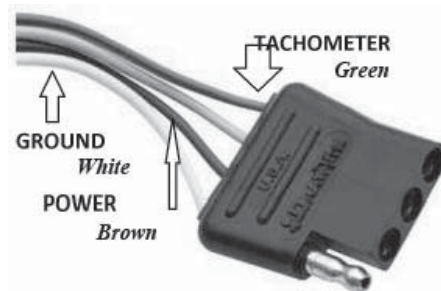
in 2016, above listed cars will be required to supply a fused 12v lead. Driver will have a fused (7.5A) power lead in the passenger side footwell with enough wire to run along the passenger side impact bar to the main hoop. I recommend using a Geartie or similar to coil and attach the wire to the side impact bar for use/reuse. Please do not wire tie the coil/plug as the scrutineers will not have equipment to cut a wire tie and replace it.

Originally this was going to be a 2 pole flat wire plug but, after the email blast, some racers responded with a suggestion using a standard 4 pole trailer plug. This will allow us to put power (brown wire) and ground (white wire) on the bottom two wires and the tach input on the top (green) wire. Yellow is not used. This plug is available at most automotive stores, Walmart or online with Amazon or others.

Thanks to the racers who suggested this plug change!



Ed: Further information is available in Appendix K of Club Racing Rules



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Creation of a New Racing Class The Spec Cayman

by Keith Fritze

This spring, Vicki Earnshaw envisioned adding a new spec racing class to PCA. In order to speed progress, she asked me to help with this process at this year's Parade in French Lick, Indiana. Being a spec class racer in the SPB (Spec Boxster) class, of course I accepted! Vicki then informed me that we didn't have much time. The spec was to be ready for people to start building cars after its release this Fall.

In a spec class, cars are built from a pre-specified "build list" or Bill of Materials such that the major components that affect performance are the same. Also, competitors in this class all race on the same tires. This equalizes the hardware platform and allows competitors to compete based upon their driving skills and abilities rather than differences in car performance.

Having raced in a spec class for the last five years, it was exciting for me to be able to help define a class and car that I would personally want to race. Kim and I have a 2006 Cayman S that we have driven almost 100K miles. So I could draw upon both my driving experience in the SPB class as well as having a Cayman S as a daily driver. Additionally Walt Fricke, Club Race Rules Chair, would have a significant role in the specs construction.

Goals and criteria for this class were established:

- The car should have great handling characteristics and be fun to drive and race. The car would have the characteristics of a GTBx class car with reduced performance levels.
- The operating cost for consumables (tires, brakes, fuel) for a race weekend should be reasonable.
- The cost of entry into this class would be lower than the GTBx cars, but higher than 944 SP1 and SPB class cars. Performance levels for this class would also be expected to match the cost positioning. This would affect many of the choices made including the choice of Cayman model year(s) that would be participating.
- We would focus on suspension, transaxle (LSD) and overall reliability for the hardware platform.
- The choice of a spec tire. Cost, performance levels and longevity (and other criteria) would all play a role in its selection.

The Cayman model selected was the 987.1 Cayman S, covering the 2006-2008 model years. This choice was based upon base entry cost for the car and number of cars built of the S model.

Research was next done to select the best components for the car to meet our goals, but find a good balance between cost

and performance level. This was done in a few ways. First, I would draw upon my personal experience as an SPB class racer. Portions of the SPB spec were used as a baseline for this development. Second, the knowledge and experience of top GTBx class racers and race shops was utilized. We also talked to suspension component vendors and tire vendors before making final choices.

In order to increase the reliability of the hard working components of the car, we allowed additional cooling components to be added in key areas such as engine, transmission and power steering. To protect the engine from oil starvation, we allowed multiple types of extended sumps and baffles. Cooling of brakes and larger master cylinders were also allowed for both reliability and safety reasons.

When we specified suspension components, a number of criteria were reviewed for their selection. Again cost, reliability and safety benefits were taken into account during their selection. Two key examples of this selection were the rear shock monoball mounts and the lower control arm monoball ends. For the first case, use of rear shock top mount monoballs added cost where I thought this to be unnecessary. After discussion with top GTBx shops and the spring/shock vendor JRZ, this was deemed necessary to meet reliability goals. The monoball lower control arm ends were another example where these were recommended by top racers and shops in the GTBx car class. Also after review of incremental cost for these over a standard Porsche rubber part (they were not large), the benefits outweighed the small incremental costs. The choice of clutch pressure plate/disc were also good examples of cost/benefit trade-offs that were made. The standard dual mass clutch, if replaced, would cost just as much as the sport pressure plate/disc that was finally selected.

It is my belief that a race car that performs at higher levels should have a limited slip differential. This component was specified so that the SPC could perform better, the car would be safer to drive and benefit from better tire wear. This would also add to the driver's experience of driving a real, well setup spec race car. The additional cost for this component was deemed worthwhile for this class.

All cars in this class must race on the same tire. There are two tire choices: one for dry pavement and one for wet conditions. The Cayman is a car that can perform at a high level. Choice of the tire vendor, tire type and width will influence how well the SPC can perform. Additionally, a tire with a very high level



of grip adds cost, decreases longevity, and will stress car components (such as suspension and brakes) harder. Conversely, a tire that has too little grip could unnecessarily limit performance, which would handicap the Cayman's capabilities and amount of fun a person can have with their racing experience! Additionally, the tire should have a *track record* (no pun intended!) of usage and be available in sufficient quantity from the manufacturer. Also, as an added benefit, a tire vendor may offer contingencies to racers in the form of tire purchases/free tires for podium (and beyond) race finishes. Trade-offs must be made and one can see the importance and challenges associated with tire selection.

In order to ease the difficulty in building a Spec Class Cayman, we also reviewed weights (car and driver) for the class. The goal here was to make the car light enough so that it would perform well on the track, and ease stress on braking and suspension components, but also be easier for everyone to meet class weight without extreme weight reducing measures.

Spec class racing within the PCA Club Racing program, and many other racing venues, is experiencing large growth. SPC is expected to be a very popular class with a large number of participants as the class matures. Our attempt in creating this spec was to maximize performance and fun through careful analysis and selection of components and to maintain a reasonable budget based upon the characteristics of the platform and its position in the PCA racing class hierarchy.

The Facebook Forum name will be: PCA Spec Cayman SPC Forum (this will be a closed group). The email address that I will use for SPC dialog will be: spccayman@gmail.com.



Minutia



Ed: Walt Fricke offered these comments on the final stages of setting up this class:

(from ebrake news) PCA Club Racer Keith Fritze, from Northeastern region, was instrumental in helping take the Spec Cayman rules from copies of SPB and SP996 rules with blanks where specific parts were involved as a template to a final form appropriate for Caymans. Keith has raced a Spec Boxster and owns a Cayman S. PCA Club Racing Rules Chair, Walt Fricke, is an early 911 racer. It was invaluable to have someone who understood these newer, mid-engine, water cooled Porsches and their suspension invested in creating realistic and workable rules.

In addition, various shop owners gave helpful feedback as the rules went through many iterations, with some going above and beyond the call of duty with quick responses to the many issues and possibilities which were discussed and settled.

Getting this done within the rules announcement time table was a challenge. The final step was collecting tire and sponsorship proposals from the tire manufacturers. Once the Toyo RS1 and sponsorship / racer contingency package was selected, the next step was to work with Toyo and JRZ, the selected shock / strut manufacturer, to test the tire and shocks and springs to be sure they were all a good match for a race car.

By now it was November. Shop owner Spencer Cox had volunteered a car and some testing time. Toyo provided two sets of tires, which got to Connecticut just after the last nice fall weather. In the mean time the selected car, a customer car, was crashed by its owner. But, a substitute was found. Then, by waiting out almost a week of rain, a cold but drying Monticello track on Friday, November 6th, was just adequate for the purpose. Spencer and JRZ have a lot of experience with Cayman suspensions and setup, and were pretty confident that 700 front and 800 pound rear springs were what a 2950 pound Cayman would need for the track.

The test conditions were not such that useful tuning of sway bars, shock settings, and tire pressures (not to mention alignment) could be done to optimize setup. But that was not the goal - what was needed was to confirm that the springs and the large adjustment range of the shocks would allow racers to tune the car to the point where it would be fun to race and have no evil habits which a better set of suspension specifications could have avoided. In that they succeeded, and we had the last piece of the puzzle and could announce the rules.

JRZ is laying in some shocks, and Keith Fritze drove a Cayman back from Texas to turn into his own SPC car. We will see how many others join this exciting new class.

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