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Volume 23 • 15.3

PCA CLUB RACING NEWSLETTER

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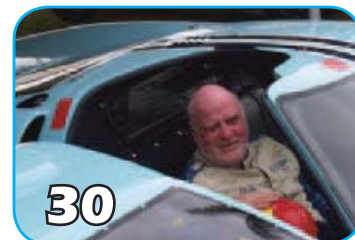


Inside

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

Features

- 10 PCA Club Racing (from the backside)**
- 12 Putnam Park & GingerMan winners**
- 32 The Nature of Bravery**
- 38 OG Racing Outstanding Driver Awards**
- 42 Just in Time: 944s Clash at the Glen**



Columns

- 4 From the Chair**
- 14 View from the Tower**
- 16 Boots on the Ground**
- 18 Editorial License**
- 22 From Start to Finish**
- 24 Thinking About Rules**
- 26 Coaching Perspective**
- 28 From the Medical Committee**
- 30 Off the Racing Line**
- 36 Hard Chargers**

Remnants

- 7 Timing & Scoring Help Needed**
- 13 Updates & Important Club Racing News**
- 31 Club Racing News Staff**
- 8 2015 Club Racing Schedule**
- 45 Classifieds**
- 46 Club Racing National Committee**

Advertiser Index

Deadline for article submission for the next issue is October 15, 2015

On the Cover
 A collage of photos from our
 Circuit of the Americas Club Race
 photos courtesy of ClubRegistration.net

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VICKI EARNSHAW

PCA CLUB RACING CHAIR

As we move into the second half of the 24th year of PCA Club Racing, I remind myself that relationships are key. We need to be open to new ideas to create new possibilities for PCA-CR. Of course, these concepts will need to continue to offer value to the racers, volunteers and the regions that support PCA Club Racing.

With that in mind, we are considering adding four additional tracks at the request of the involved regions. Charlotte Motor Speedway is set for the October 30th weekend this year. Next year the St. Louis Region will host a race at Gateway Motorsports Park. Gateway has new ownership in the last couple of years and has successfully improved the 1.65 mile track and facility. I will visit Indianapolis Motor Speedway in August and Pittsburg International Race Complex in October to evaluate for possible future races.

Racers have expressed a desire for longer enduros, and I understand the interest to have at least one 12 hour. I have raced four of the 24 hour "Longest Day Races" at Nelson Ledges in Ohio and, though grueling at times, the team work can be amazing. The team dynamics and dedication that comes with a longer enduro creates great camaraderie and great fun. I had these longer enduros in mind when visiting Gateway. This track could host one of these in the future. Not only does it have a large paddock and a long pit row that can be well lit for night stops, but it is in an ideal location in the middle of the country. Look for future information on this type of enduro.

I am glad to report that club racing applications are on an increase. Susan Shire has the good problem of not being able to keep her desk clear. Even better, the incident statistics are showing our rate has decreased for 2015. Thank you for making that happen.

The proposed rules have been sent out in an email blast and the committee is reviewing your comments and input. Some proposed rules are put out for comment even when the rules committee

does not necessarily agree with the change. We do this so we can hear from other racers in that class. Also included in the "proposed rules" email are the previous mid-year changes and safety topics.

The rule changes can be located on the PCA website under Club Racing.

Moving Forward

One of the proposals submitted is a Spec Cayman class for the Cayman S (2006-2008) cars. The spec classes of the 944s and Boxsters are popular. High Plains Raceway in Colorado will have 33 SPBs and the October race at Hallett appears to be the Boxster "show down". There is close, competitive racing in these groups. The spec classes can be successful in controlling cost while also allowing driver skill to be the dominating success factor. A committee has been formed to draft the regulations for a Spec Cayman class.

Rennsport V at Mazda Raceway Laguna Seca will be September 25-28th. Fifty racers were chosen to race in the Sholar-Friedman Run Group. PCA only has one race group, but over 400 historic Porsches will be at this event. We will have a social on Friday to recognize Alan Friedman for starting PCA Club Racing. He took a concept and created the largest single marque racing series in the world. Alan's endeavors took us from a small meeting of 200 people to a nationwide program with over 2,000 racers. This is an opportunity for racers to meet and listen to some history (stories) about how this program was created.

To continue our recognition of Alan, a Friedman Spirit Award will be initiated in our 25th year (2016). This annual award will go to a racer, volunteer or region that depicts the spirit that Alan showed while creating and growing PCA Club Racing.

During the last 24 years, PCA Club Racing has developed from an eight race schedule to a 32 race program. The development of the race program has been with the guidance of five past chairpersons, many dedicated volunteers plus numerous regions and their members. Many professionally run race weekends have ensued. We should be

FROM THE CHAIR

proud of our accomplishments, professionalism, and our passion.

Porsche Motorsports North America has noticed how well our races are managed. As a result, we are pleased to announce that we have been asked to manage the **GT4 Cayman Clubsport Trophy East** series. This is an exciting opportunity for PCA club racers to compete in a factory prepared Porsche Cayman. Six premier races will take place within our existing 2016 race schedule. There will be more details to follow, but those of you interested may contact me (vicklm@aol.com).

This has been an exciting year as we move forward to expand competitive racing with PCA. Enjoy your fastest lap time at your favorite or new track.

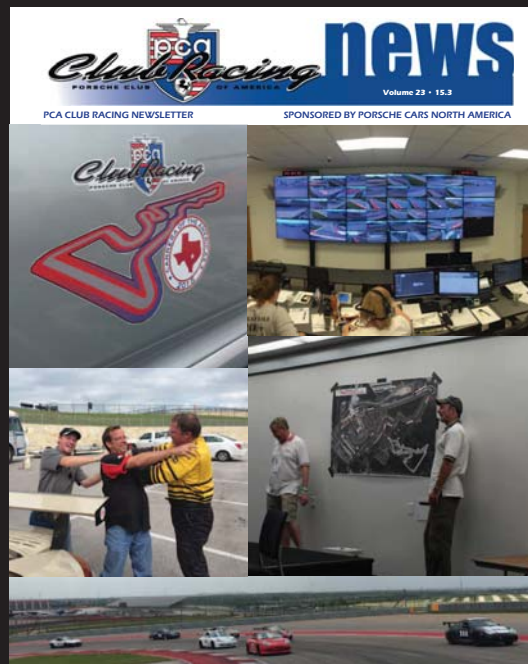
Vicki

On the Cover...

Our own Chris Alvarado (of ClubRegistration.net fame) sent us several photos from the Circuit of the Americas Club Race earlier this year.

I didn't get any information for the captions, but they probably tell their own story. I love that control room.

I'm sure you folks out there are taking photos and have stories to tell. Please send stuff to me. I'm always looking for a good cover photo and good stories.



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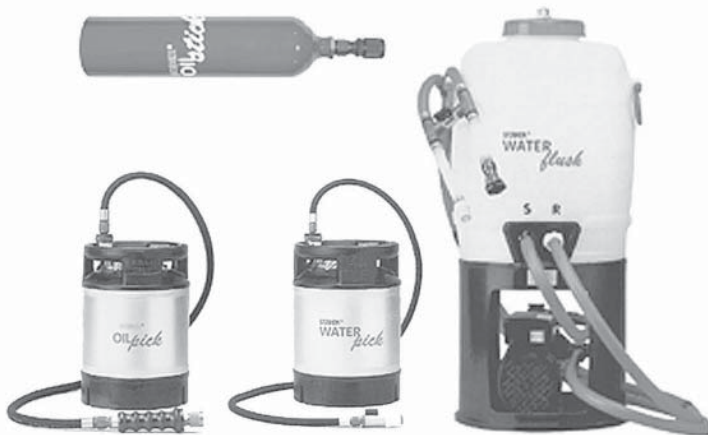
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We stock the **SUBEK** fluid systems necessary to properly maintain 996/997 GT3 variants.



www.CupCarSolutions.com 404.992.0809

Buttonwillow Double Crown PCA TT & Club Race - November 14 & 15

The points races at this Club Race will earn points towards the West Coast PCA Championship Series as well as the PCA National Championship.



www.pcasdr.net for latest information

Registration will be:

motorsportsreg.com for Time Trial

<http://register.pca.org> opens Monday Sept. 28



PORSCHE

Presents the 9th Annual PCA Daytona Club Race



October 23-24-25, 2015

Race Registration opens September 7th <http://register.pca.org>

PCA Club Racing License Candidates are welcome.

Advanced Solo DE registration is currently open at www.clubregistration.net

Check for updated information at zone12.pca.org



2015

Come join us for some good 'ol Southern Hospitality and experience what Club Racing is all about!

We will also have two DE Run Groups - must be experienced solo and qualified (Solo and Super Solo)

- CMS is one of the more challenging technical tracks in the South-east
- Nationwide and Sprint Cup Garage spaces available
- Roval configuration includes high banked oval and newly paved infield
- Infield reconfiguration includes smoother transition onto the oval.

New PCA Club Racing Venue

The road course at Charlotte Motor Speedway -- Concord NC

Friday – practice, practice starts, and fun race.

Saturday – Two (2) Sprint Races

Sunday – 90 minute Enduro Race

This is a critical Club Race of the year, so come get some of those much needed points for the National and Zone Championships!!

Saturday Night Social – open to everyone – Food, Fun, Music and Awards.

Registration for the Club Race and Drivers Ed is at www.clubregistration.net

Got questions? Contact Bill Scarbrough (Club Race Chair) at clubrace@carolinas-pca.com



Oct.30 - Nov.01 2015

**Charlotte Motor Speedway
Concord NC**

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**

**For information, contact Michael Wingfield
Wingfield@juno.com**

2015 CLUB RACING SCHEDULE

Dates	Event	Region	Region Contact
Sep 5 - 6	Thunderhill Raceway Park	Golden Gate	Tim Smith 480.381.6297 ggrrtchair@gmail.com
Sep 5 - 7	Road America*	Chicago	Keith Clark 630.514.5937 kc_design@sbcglobal.net
Sep 18 - 20	Mid Ohio Sports Car Course*	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 International Raceway	San Diego	Greg Phillips 619.395.7506 phigr@att.net

Maverick Region's Texas Showdown Club Race at MotorSport Ranch November 14-15, 2015

Come to D/FW and test your mettle and your metal against some of the best drivers in the country! Join us for a weekend of racing at the 1.7 mile long MotorSport Ranch in Cresson, Texas. Enjoy first class facilities, our famous Texas hospitality and cooler autumn weather in one of the last chances for national points this year.

The event includes a Fun Race, Sprints, and a 60-minute Enduro. The Drivers' Education is for solo drivers only. Saturday night we'll have a Texas-style dinner for everyone.

For more information, contact our Co-Chairs at cr@mavpca.org or visit <http://mav.pca.org> for all the details.



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Registration opens Sept. 28 <http://register.pca.org>

2015 CLUB RACING SCHEDULE

Dates	Event	Region	Region Contact
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
Oct 30 - Nov 1	Charlotte Motor Speedway	Carolinas	Bill Scarbrough 803.600.6704 clubrace@carolinas-pca.com
Nov 14 - 15	Buttonwillow Raceway Park*	San Diego	Greg Phillips 619.395.7506 phigr@att.net
Nov 14 - 15	Motorsports Ranch*	Maverick	Pat Heptig 214.649.7909 pheptig@heptiglaw.com
Feb 4-7, 2016	Sebring International Raceway	Suncoast/Gold Coast	Dan Smithyman 954-224-4717 dansmithyman@bellsouth.net

* Indicates an Enduro



Cimarron Region

Porsche Club of America

Announces the Original and 14th Annual


OKTOBERFAST 2015

Hallett Motor Racing Circuit

October 3-4, 2015

4th Annual BOXSTER CHALLENGE





Once again, Cimarron Region is proud to host PCA Club Racers at everybody's favorite racetrack, Hallett Motor Racing Circuit. Last year was absolutely spectacular. From the weather, to the competition, it was a great event! We love having all of you here for one of the highlights of the Club Racing season. The friendly atmosphere, the Saturday night dinner under the Oklahoma stars, the exciting competition, Oktoberfest is a "can't miss" event. We've had a wonderful turnout for our [Cimarron Region Boxster Challenge](#) for three years running! Come and be part of the fun.

Registration opens Monday, August 17th at 9:00 pm (CDT) at <http://register.pca.org>

Contacts: Race Chair Jon Jones at 918 740-7951 or jjone20@aol.com

Event Registrar Joy Jones at 918 200-4044 or cimarronpca.events@gmail.com

princR dulo ACP (from the backside)

by Pedro Bonilla

photos by Harvey Cummins and Pedro Bonilla

©2015 Technolab / PedrosGarage.com

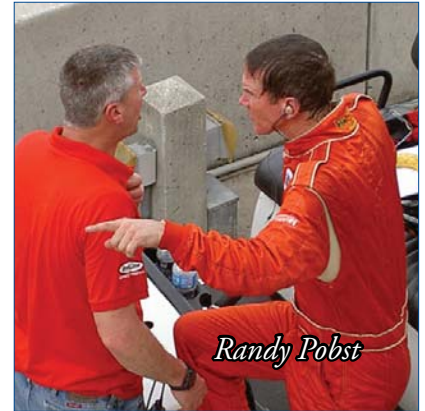
Most PCA members know a little about club racing from what they see in newsletters, what they may hear and discuss with other Porsche friends, or from what they may see at the different tracks when these events are being held, but seldom do members know the inside workings of a PCA club race. I'd like to give you a glimpse at the back side of PCA Club Racing.



A PCA club race is one of the most interesting events for a Porsche owner to attend, whether you come to the event as a racer, a volunteer, or just to enjoy the camaraderie and experience the sights and sounds of the spectacle that is PCA Club Racing. These races are held throughout the US and Canada on some of the best known and respected tracks, and are exclusively for Porsche race cars of all types and model years, grouped by classes. PCA's Club Racing motto has always been: *There is a race class for every Porsche ever made.*

There is no entrance fee and attendees, who have full access to the paddock (cars and drivers) and get a taste of what club racing is all about. At many club races you can mingle with some of the best pro-drivers in the world. Many pros are also PCA members who enjoy the camaraderie and competition of pure club racing. Racing for the fun of it. What a concept! No prize money, just bragging rights and maybe a trophy.

Only in PCA Club Racing can an amateur racer compete against some of the top pro-drivers in the world. See if you can form a golf foursome with Tiger Woods, Phil Mickelson and Rory McIlroy.



A PCA club race takes years in the making and it requires the expertise and generosity of hundreds of volunteers to make it happen. Organizing committees start working on next year's club race the day this year's club race ends.

The Club Racing Committee, the national office and PCA regions work in unison to put a club race together. The PCA Club Racing Committee maintains the Club Racing Rulebook, determines the licensing procedures and oversees all of the planning of a race. One or more PCA regions (or a zone) organize each club race and have full financial responsibility.

In a typical year PCA puts together over 30 races. These are held at famed North American tracks such as Sebring International Raceway, NOLA Motorsports Park, Road Atlanta, Auto Club Speedway, Lime Rock Park, Monticello Motor Club, Circuit of the Americas (COTA), Buttonwillow Raceway Park, Watkins Glen, Motorsports Park Hastings, Mazda Laguna Seca, NJMP Thunderbolt Raceway, VIRginia International Raceway (VIR), Putnam Park Road Course, Brainerd International, Canadian Tire Motorsports Park, GingerMan Raceway, High Plains Raceway, Road America, Mid Ohio, Summit Point Motorsports Park, Hallet Motor Racing Circuit, Daytona International Speedway, Miller Motorsports Park and Motorsports Ranch and others.

To give you an idea of the scope of things, let's look at the first club race of the year, *The 48 Hours at Sebring* (since that's my home club race). The organizing committee, formed by Gold Coast and Suncoast region members, is made up of 30 people who oversee: advanced solo events, advertising, autocross, communications, goodie store, grid, IDs, impound, information, insurance, logistics, medical, pace car, program layout and printing, registration, scales, schedules, signage, sponsors, staging and parking for rigs and vendors, steward's assistance, streaming video, support center, tech inspection, test-and-tune, timing and scoring assistance, track announcing, traffic, treasury, vendors, volunteers, website, etc. These committee members work under the guidance of not one, but two committee chairs who oversee and coordinate every single detail of the event.

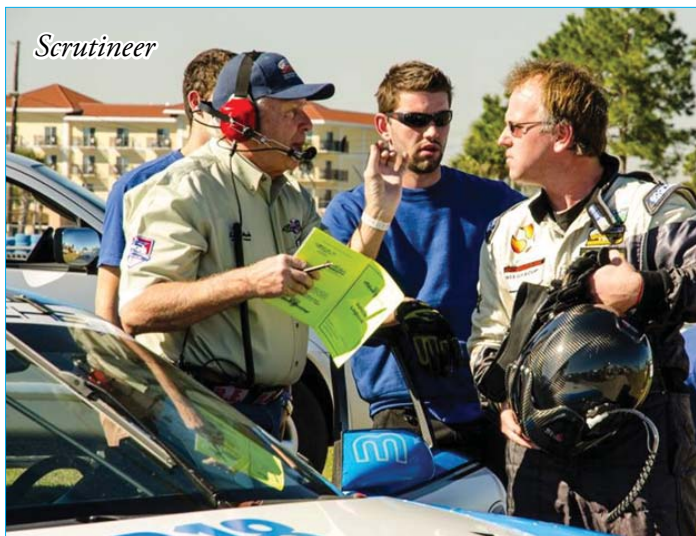
At the *48 Hours at Sebring Club Race*, it is not uncommon to have 350 to 400 race cars, with 350 to 400 drivers, 300 plus rigs and trailers with close to 1000 crew members, 250 to 300 volunteers, 100 corner workers and track safety personnel, 30 to 40 vendors and sponsors, over a thousand PCA members and their guests, a dozen PCA National Club Racing Officers (stewards, scrutineers, timing & scoring officials, Club Race Coordinator) and another half dozen PCA national staff and officers as well as special domestic and international guests and VIPs.

All of these vehicles and people require an infrastructure to take care of logistics such as food, fuel, information, lodging, parking, safety, services, tires, water and much more. The race-track becomes a small city during the event, and it must be run as such. That is the responsibility of the PCA Regions' Organizing Committee.



In order to make these races safe and fair, the race cars, the drivers and their safety equipment need to be inspected and checked to make sure they adhere to strict standards. The same is true with the racing action. Rules and procedures must be followed and enforced in order to have safe, fair and successful races. Those are some of the responsibilities of the PCA Club Racing Committee.

At the *48 Hours at Sebring* we have had day and night racing and advanced solo events, so it's a full-day, every day. All of this runs - rain or shine, hot or cold!



I hope you get the picture. From the front side it all seems to work seamlessly, and that's the aim. From the backside it's controlled chaos, carefully orchestrated by a team of highly knowledgeable and dedicated PCA members who make it look very easy by having foreseen and planned for every contingency.

Oh, and by the way, every single one of those hundreds of PCA members who make it all happen is a non-paid volunteer! I've been truly blessed to get to see all sides of PCA Club Racing: first as a member, attending and volunteering at several races, then as a *48 Hours at Sebring* committee member and as a club racing scrutineer who also gets to work at some of our other great tracks. Woohoo!

Why don't you make it a point to attend one or more of these great events throughout North America if you haven't done so already, and better yet, why don't you volunteer to help? You won't regret it, and you'll probably get hooked too. Don't ask me how I know ;)

See you at the next PCA Club Race!

If you have any questions on how to obtain a PCA racing license or on club racing in general, please contact the Club Racing Licensing Coordinator at: PCAClubRace@aol.com.

Happy Porsche'ing,
Pedro

Ohio Valley region's Top Gun Challenge at Putnam Park Road Course



We're on FaceBook!
<https://www.facebook.com/pcaclubracing>

SE Michigan region's Roar by the Shore Club Race at GingerMan Raceway



Overall Enduro and GTC5 Winner's Circle Joe Lombardo and Chip Herr with Zone 4 Rep Michael Soriano



Overall Enduro and GTC5 Winners Joe Lombardo and Chip Herr



Overall Sprint and GTC4 winner Dave Baum

Updates & important Club Racing news...

Will come to your e-mail from
newsletter@clubrace.pca.org

Visit

<https://www.pca.org/club-racing>
for the 2015 Rule Book,

OR

contact Club Racing Office at
pcaclubrace@aol.com

OR

<https://www.facebook.com/pcaclubracing>



BRYAN HENDERSON CHIEF STEWARD

NEW TRACKS FOR PCA CLUB RACING

— THE APPEAL PROCESS FOR A 13/13

We have had the opportunity to review a couple of new to PCA Club Racing tracks in the last several weeks, and we will be reviewing two more for use in 2016. The two that we have already reviewed deserve serious consideration. I was very surprised at the quality of racing surface and layout that appears to be available at both tracks.

We will be running one of these this year. We are proud to announce a PCA Club Race at **Charlotte Motor Speedway** October 30-November 1. This is a new location for the Carolina Motorsports Park race. I am not generally a fan of *rovals*, but there are a few that work out very well. The completely redone road course at Charlotte has some features I have never seen in an actual *roval* before. There are banked turns and quite a bit of elevation change in the infield portion as well as the expected banked turns of the oval. The course runs through what is locally referred to as Red Neck Hills as it winds through the infield portion. The facility is typical NASCAR with lots of room and amenities as well as a location basically in Charlotte. This should be a great venue.

The second track is a smaller one located near Saint Louis at **Gateway Motorsports Park**. The race at Gateway will start on the 2016 calendar. The facility, which actually has a great deal of professional racing history, was completely rebuilt after shutting down in 2010 and reopening in 2012. It is a 1.6 mile road course that uses only one end of the oval where NASCAR trucks run. The oval is a 1.25 mile affair with minimal banking and the infield course is fairly flat. The layout, however, works well and should make a fun, challenging place to race, particularly for the momentum crowd. Racing there should not feel much like a *roval* at all. The facility, other than the track, is also very good for road racing with a large car port type area for garages in the paddock along with lots of paved paddock area.

Later this year we will be looking at **Indy**, and we already have a race tentatively scheduled at **Pittsburgh International Race Complex**, known as

Pitt Race. The Pit Race facility is located where the old Beaver Run track used to be. It has been completely rebuilt and now includes what appears to be a great 2.8 mile road course. My understanding is that this facility is owned by some of the folks who also own VIR. I will have more on the track in the next Club Racing News after we have had a chance to see it up close and personal.

Most of you are vaguely aware that there is an appeal/review process for 13/13 sanctions in PCA Club Racing. What many of you may not know is what happens when you ask for a review of an incident where you have been found at fault and received a 13/13 sanction. The rule book says that under PCA club racing program, Driver Requirements, F. *"Any Competitor who has been determined to be at fault and has received a 13/13 may request a review of the determination by written (or e-mail) request to the National Chairman within thirty (30) days of the determination. Said request should provide all documentation and/or justification as to why the determination should be reviewed."*

The national chairman has for years delegated the responsibility for these reviews to the Chief National Steward unless the Chief Steward was the steward originally issuing the sanction. The goal here is to get it right. Every one of our stewards' worst nightmare is to send an innocent party home from an event with an undeserved 13/13 sanction. Obviously, if all racers have good on-board video that is functioning, the chances of an error happening are greatly reduced.

When an incident occurs, the steward assigned to the run group where the incident occurred will immediately start the paperwork concerning the incident. In most situations the steward will fill out basic information about the incident based on the radio calls from the corner-workers. The steward will also request written information from the corner-workers and will notify Black Flag, via the radio, about the incident. As soon as the cars come in, the actual incident investigation will begin. The scrutineers will talk to the driver, give

VIEW FROM THE TOWER

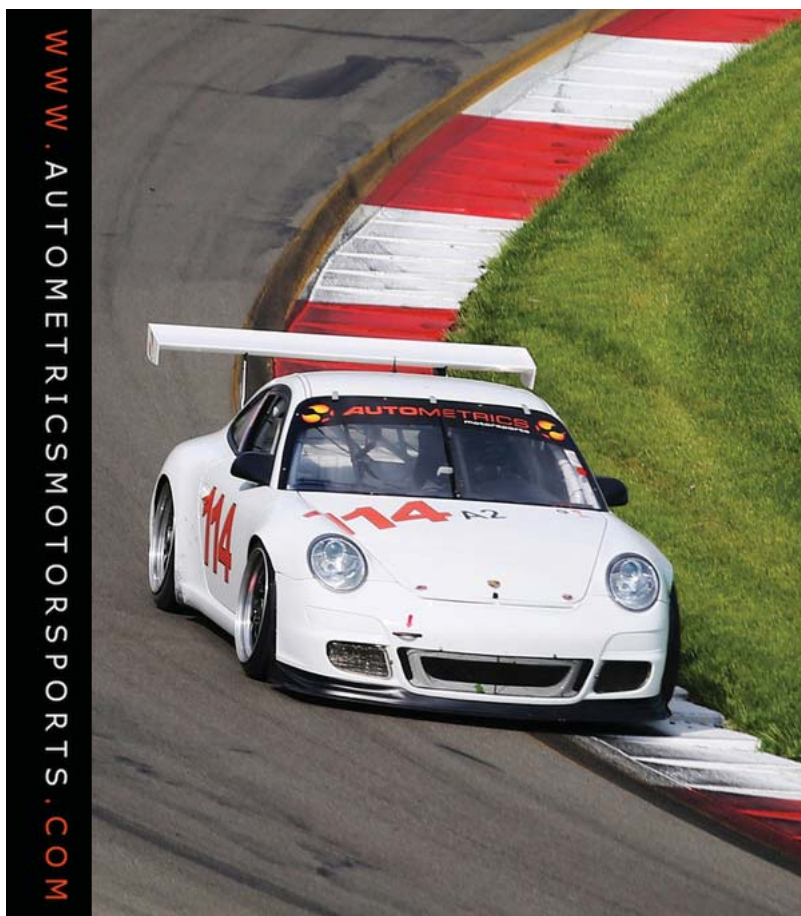


him the drivers incident report form to fill out and complete a damage report. All of this paperwork goes to the steward, who determines whether we have had an actual incident. If it is an incident, it will mean there was indeed car to car contact and the cars were actually damaged. The steward will talk to everyone involved, including both drivers, any other witnesses and the corner-workers if appropriate. The steward will review all video information available, will make a determination as to who was at fault and then notifies both drivers. In making that determination, the steward will adhere to the passing rules: *"The driver attempting a pass has the responsibility to complete a clean pass. The car ahead at turn-in has the corner but does not "own" the corner. Everyone must leave racing room."*

When a racer asks for a review, the Chief Steward will review the driver's rationale as to why he should not have been at fault. The Chief Steward will review all of the information available to the event steward and any more that has been

located. It is important, if possible, for any video provided to be in original form and not put up on YouTube or other sites for the steward to review. When the Chief Steward looks at video he will generally have the ability to slow down the video and step through it frame by frame on a large monitor (I use a 30 inch 4k monitor) and even take still shots from the video at key points. This is much harder to do on YouTube. The Chief Steward will then make a determination as to whether he agrees with the original steward or not. If he agrees with the original steward he will notify the event chair, the original steward and the driver involved and state the reason for the agreement and possibly provide still shots to demonstrate the logic involved. If he does not agree with the original decision he will notify the chairman, the original steward and the driver involved that the sanction is being removed.

(continued on page 35)



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MIKE “MUGSY” MULLIGAN CHIEF NATIONAL SCRUTINEER

You guys really missed out...

Just yesterday I was putting the finishing touches on a piece for this space that was a true epic of automotive journalism. It was so profound and important that it was sure to be picked up by several of the leading American auto magazines, perhaps a couple in the U.K. and maybe even the Wall Street Journal. It could have changed the way we look at motorsport and may have spawned needed changes in Formula 1.

Then my hard drive crashed, so you get to read this instead.

I'm only partially kidding (though I heard that Bernie was very upset it was lost). I was right in the middle of finishing up this column when the computer just quit. Just like that — done. And so my love for computers continues to grow.

What I had been writing about was this year's Le Mans 24 hour race. As you know, Porsche racked up their 17th overall victory at the Sarthe, beating rival Audi in rather decisive fashion. Porsche got everything right from the start. They just did a better job of managing the rules, strategy and tactics than anyone else, to the point of keeping their potential performance under wraps until the last minutes of qualifying. When they posted a qualifying lap three full seconds faster than the Audis, many said it was a parlor trick and there was no way they could run that time during the race. But they could, and it was a very well deserved victory. And it was, quite frankly, rather dull.

It pains me to say that, but that was my feeling come Sunday morning. In fact, for the first time in decades, I didn't even get up to watch the finish live. Le Mans has been the biggest race of the year for me since just after they quit timing it with an hour glass. It was the highlight of my racing year, even when there was no TV coverage. The weekend network sports programs might throw in a brief update if the other sports news was slow, and the various automotive journals provided excellent coverage in a relatively timely manner. The build up to the race was almost as exciting as the

race itself, with the various teams testing their weapons of choice and trying to dial in whatever innovation they thought was going to put them over the top on Sunday afternoon. The big teams weren't all manufacturers either; there were many privateers with a good chance provided they could manage to keep the car running for 24 hours. Even deep into the Group C era, Reinhold Joest's team out ran the factory Porsche effort for the overall win. It was a monumentally difficult race to finish, let alone win, and it was very exciting stuff. It was also great entertainment. So what happened?

In my opinion, it is a rules issue. Much like the frog in the pot of hot water, the changes made to the rule book in the effort to *preserve the sport* grew progressively more restrictive to the point where they are now so onerous that things like the center of gravity height of the engine itself are mandated by the regulations. Wheel diameter and width are restricted; overall dimensions are tightly restricted; wing area, position, and configuration are tightly restricted; size, shape and position of the cockpit and windscreen are tightly restricted; power plants and hybrid systems are restricted to the point that a team can select from one of several options, but are held tightly to those options through fuel flow regulation and hybrid energy recovery and use restrictions. The result of all of this is that all of the cars look the same (ugly), and are left to find tiny fractions of an advantage in the few places that they are actually allowed to be innovative. Oh, and if they actually manage to find something that is an actual advantage of any import, it will promptly be banned, heretofore and henceforth.

We are now at a point in professional racing where the available technology has outrun the rules with the result that the cars are actually under stressed. As many have noted, what were once endurance races are now 24 hour sprint races, run basically flat out. There was a time when Le Mans was a crucible that tested the state of the art, often to destruction. The things the racers (not just manu-

BOOTS ON THE GROUND

facturers) learned advanced the automotive art and resulted in vast improvements in the cars we drive on a day to day basis. The PDK gearbox in your Porsche, for example, was developed during the late eighties in the back of the factory 962s at Le Mans. It was a place that would put a hammer to whatever you wanted to try and point out the weak spot; Often very dramatically.

Oddly enough, we are in a position today where the opposite is almost true: Your daily driver most likely has a more advanced hybrid system, for example, than the Le Mans winning Porsche simply because the rules restrict the technology to something less than the best they are capable of. This is done in the interest of *parity and close competition*, but it creates a situation where the competitor's real struggle is against the rulebook rather than the other cars. As an example, at Le Mans this year it was reported that Porsche was able to run one more lap between fuel stops than the Audis. In the past this would have been a tremendous advantage for Porsche, but they did the math and decided that, because the rules restricted the rate that fuel could flow into the car during pit stops, that they would lose less time by making more stops than they would if they ran the extra lap, but had to wait for the extra fuel to flow into the car.

I guess that might sound a bit silly in the overall scheme of things, but the point is that the reward for Porsche finding a way to go faster and farther on less fuel was to have that advance negated by regulation. I suppose this could be considered interesting from a tactical point of view, and the true geek in me found it to be interesting in that context, but from a race fan's perspective it was uninspiring.

The result of all this is that I stayed in bed that Sunday morning last June. The real result is that the tech that is so highly touted by commentators and pundits as being cutting edge is invisible

to the fans and adds nothing to the excitement that should be part of professional racing. Even the geeks are left wondering what is so special when their road car is more sophisticated, in a real world sense anyway.

Professional racing has always had to walk the fine line between technology and spectacle, but I feel like the pendulum has swung a bit too far to the *racing is about technology* side of late, and the competition and spectacle has suffered. In fact, as I look at the way the tech is restricted, I can argue that they aren't doing a very good job of that either. Apparently, judging by the talk I hear in the press and from fans, I am not alone. Even the drivers are calling the current crop of F1 cars boring, and not just because of the noise!

I think what I would like to see would be a formula where the car itself had to fit into a hypothetical box that defined height, width and overall length of the car, the necessary safety stuff, very tight limits on electronic aids and leave the rest up for grabs. Can you imagine these guys having to wrangle an 1100 horsepower beast for 24 hours? I'd get up early to watch that!

What does this have to do with PCA Club Race scrutineering? Well, not much I suppose, except to say this: one of the things that attracted me to PCA Club Racing in the first place was the rather open rulebook. I'm kind of a tech geek and tinkerer when it comes to my cars, and I was glad to find a place that allowed that kind of thing. Other organizations (anything approaching a national group anyway) seems to be going in the direction of more and more regulation. PCA has managed (so far) to have a place for everyone from stock classes up to the GT classes that are almost unlimited in scope. We've got a place for the guy who wants to go play in his stocker all the way up to the mad-scientist crazies (like me) who want to do things like put big turbo motors in a poor old 914 tub (more on that at a

later date, perhaps). No rule book is ever going to be perfect, and there will always be folks who would like things to be different, but for the most part I feel like we've got a pretty good thing going. That might sound like I'm patting the national management crew on the back, but it is actually a compliment to you guys who participate in our rules process. You are the ones who help us to keep things fair and ensure that our rules make sense for the participants, as opposed to rules that make sense to an arbitrary committee. Thanks to all of you for being part of that.

On another note, I would like to remind you all about something that I have said many times before. One of my friends out here on the Left coast recently took his 911 race car in for an alignment. The gent at the alignment place noticed that the car's tub was cracked in several places right around the rear suspension attachment points. Needless to say he was of mixed emotions upon hearing the news, but ultimately grateful that the problem was spotted before it made itself evident in much more harmful manner. Unfortunately he did miss a race while the needed repairs were being made, but that was much better than the alternative!

As I've said many times, our cars are getting older and are subject to stresses that they were not necessarily designed to endure. Let's remember to take the time to really check our cars over. Better to miss one race while the car is being repaired than to miss the rest of the season due to structural failure.

I guess we're about half way through the season as I write this. It's been good so far and I'm sure the second half will be great too! Best of luck to everyone and, as always, I look forward to seeing you guys at the track!

See you at the races...





SKIP CARTER

CLUB RACING NEWS EDITOR

Having competed in just two PCA club races since rookering at Fontana last April, we've had a dry spell (OK, I've had a track dry spell, California and other places have had the other dry spell).

Last May at Buttonwillow, we noticed a small loss of power in our Spec 944. Further investigation found a broken ring in the #4 hole, so we decided that the hot summer months was a good time to replace rod bearings and rings and freshen up the head. Our next scheduled race is Miller in mid-September, which means four months between events. Ok, I'm ready — fresh motor and fresh tranny... We should be good to go.

Suesan and I enjoyed almost two weeks in Louisville and French Lick for the 60th Porsche Parade. Still having a day job, we usually fly to further away Parades (and survive with a rental car).

French Lick was a very wonderful Parade. I can't remember so many people commenting on how well the staff treated us and how easy they were to work with. For a Southern California guy, I love seeing weather. The thunder and lightning shows in Indiana were awesome.

It was also nice to see several club racing staff I know... Bryan and Vicki certainly, West Dillard, and then there was Brian Thomas getting his 968 ready for the Concours (among others).

I realize I don't know a lot of the Club Racing staff or drivers, so I'm looking forward to attending more club races as much to get to know folks as anything else. For the second time in three years, Suesan and I are going to Road America over Labor Day. Even without a car, this is a great party and we don't want to miss it. As the new CRN editor, it will give me the opportunity to meet folks.

I want to apologize ahead of time. Please don't think me rude if I've met you before and don't say hello. The reason is because I am so bad with names and faces. It usually takes two to four meetings before it sticks. Not necessarily a good trait for an editor, but I work at it.

We also went to Monterey/Carmel for Car Week earlier this month. We missed Werks Reunion last year, so we were not about to let that happen again. One of the things that was different this year was not getting to the track (I feel like I committed a sacrilege).

My excuse is that we stayed in Santa Cruz (a good hour north around Monterey Bay). My youngest daughter, Connie (married for 3 years... So not that young) went with us. I had wanted to spend some time in Santa Cruz for decades, so took this opportunity. Missing the track was part of the price, but getting to Werks Reunion and a few other venues was terrific.

A week after Miller we will be back in Monterey for Rennsport Reunion. I expect that 80% of club racers and 50% of PCA membership will be there. Having attended all but Rennsport I, it is really something to look forward to.

So, these things and another five or six track weekends should round out the year pretty well.

I'm giving up my job as Grand Prix region editor at the end of this year. I've been a region editor for 23+ years. I'm ready to take a back seat. I expect to continue working on it, but not wearing the editors cap. CRN is going to get a facelift, and I'm excited about being a part of it.

So, stay tuned... As PCA Club Racing expands (sounds like several new tracks next year), so will the Club Racing News. And, you can be a part of it. You ARE a part of it. As Pedro Bonilla suggests in his story elsewhere in this issue, volunteer to help at one of our events. It's great fun, it's a great way to lend your talents to the club, and it's a great way to have fun.



EDITORIAL
LEGACY

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 something 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
SkipCarter@pobox.com or 619.992.9927



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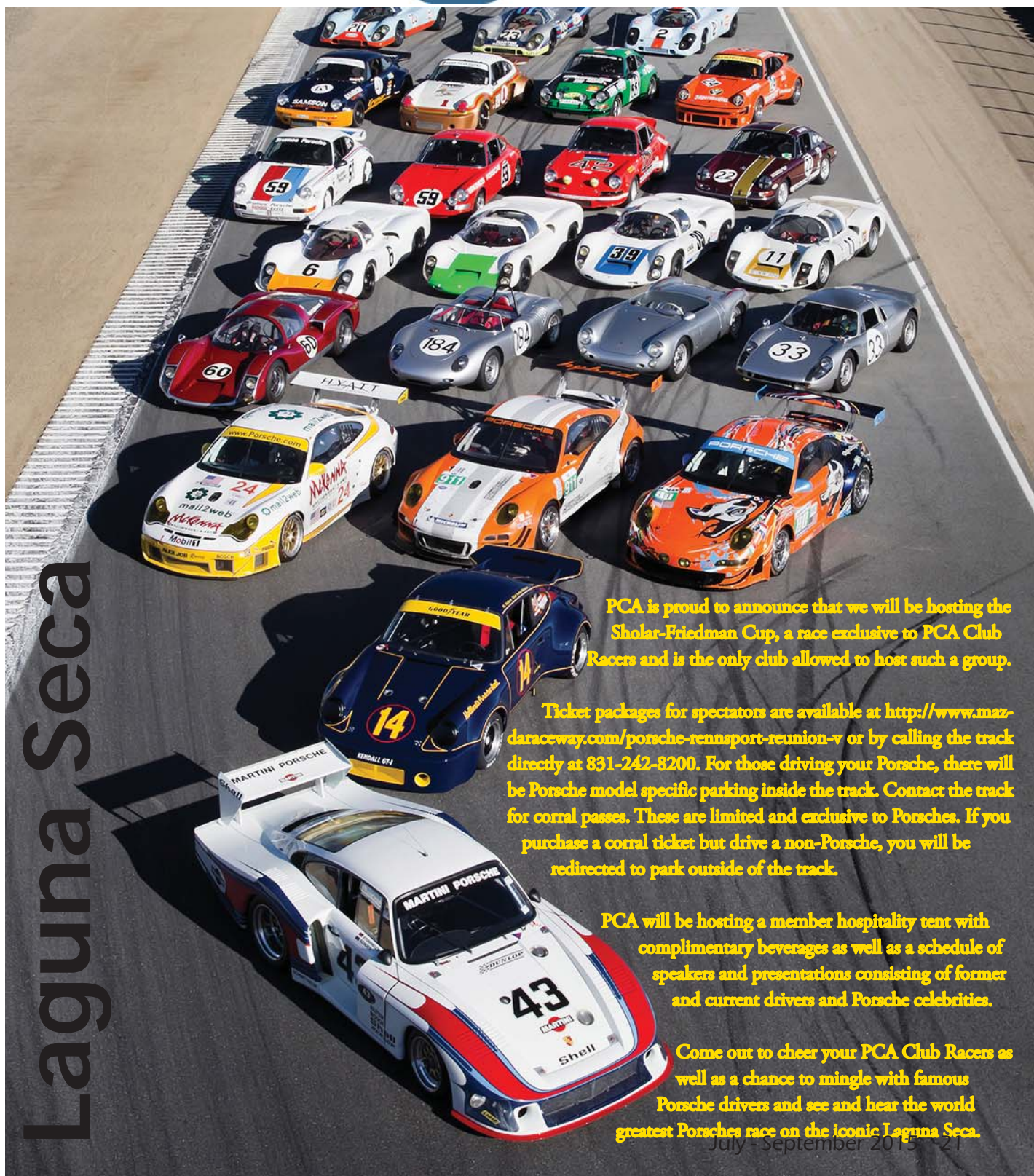
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PORSCHE



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.



MICHAEL WINGFIELD

CHIEF OF TIMING & SCORING

WHAT IS YOUR TIME WORTH?

What is your time worth? What is your risk versus reward threshold? While these questions often apply to a business model, they also apply to your approach to Enduro pit stop timing.

The Enduro Protocols require every competitor to make a five minute pit stop (2015 PCA Club Racing Rules, Appendix E – 2015 PCA Club Racing Enduro Protocols, rule #1). The five minute pit stop rule does not state each competitor must remain stopped for five minutes. Rather, the “stop” includes the actual wheels stopped time plus the time to travel to and from the pit stall stop location (2015 PCA Club Racing Rules, Appendix E – 2015 PCA Club Racing Enduro Protocols, rule #3).

This five minute stop begins upon entry to the pit lane where cones placed on both sides of the roadway indicate the beginning of the pit stop timing zone (Check In Point). Similarly, cones placed on both sides of the pit lane exit indicate the end of the pit stop timing zone (Check Out Point). This coned section of pit lane also indicates the official beginning and end of the pit lane speed limit of 35 MPH (ibid). The amount of time it takes a competitor to travel pit lane from the entry cones to the exit cones varies by track and the length of the pit lane. However, the one constant at every track and Enduro is the required time spent between the entry and exit cones, which must be a minimum of five minutes.

Timing & Scoring times the pit stop for each competitor via the same computer scoring system used for race scoring. As with each timed race lap, the pit stop timing uses the same timing accuracy (measured in 1/1000th of a second) to record the pit stop time. Thus, a 4:59.999 minute pit stop fails to satisfy the five minute requirement and subjects the competitor to a penalty. I stress the five minute rule during the pre-Enduro driver's meeting at each race I work since I am often asked, “How close to five minutes is close



*Porsche Pit Stop, Over the Wall by Jack DiMaio
(available at www.redbubble.com)*

enough?” The answer is, “5:00.000 minutes or greater.”

Some competitors push the limits of the five minute pit stop in an effort to reduce the pit stop time as close as possible to the five minute mark. As with a race lap, the shortest possible time is the goal. Time spent on pit lane, either at pit lane speed (35 MPH) or stopped in the pit stall equates to lost time on the race track where competitors travel as fast as possible, and this lost time spent in the pits may result in a loss of track position. This attempt to get as close to five minutes as possible represents the risk versus reward question posed earlier. The reward for getting as close as possible to, but without falling short of the five minutes is a quick pit stop. Amazingly, I have seen on very rare occasions competitors make pit stop times in the 5:00.0xx range, either by impeccable skill or pure luck; I leave it for you to decide.

However, failing to obtain the minimum of five minutes for the pit stop generates a penalty which, at the very least guarantees that the competitor makes a second trip down pit lane to serve the penalty. The penalty for failing to accrue five minutes between the Check In Point and the Check Out Point is a visit to the Black Flag station to stop for the remainder of the time the competitor shorted the original five minute stop (rule #1).

FROM START TO FINISH



Jim Busby Racing — Porsche 962 Pit Stop (digitaldtour.com)

For pit stop times less than one second, the competitor will receive a *stop and go* penalty through the Black Flag station. This stop will seem painfully slow and agonizing to make up the 0.xxx seconds short on the initial pit stop. Compounded to the actual Black Flag station stop to serve the remaining pit stop time is the time a competitor must spend traveling the length of pit lane at 35 MPH.

This trip down pit lane becomes the most significant part of the penalty, gobbling up precious seconds at the pit lane speed as opposed to racing on the track. This brings us back to the first question, what is your time worth?

For illustration of the impact a short pit stop has on your race, at the VIRginia International Raceway (VIR) Enduro, one competitor made a 4:59.0 pit stop. This one second short on the initial pit stop caused the competitor to return to pit lane to serve the remaining one second as a penalty. The time the competitor spent on pit lane to serve this one second penalty was 33.6 seconds, the time to travel from the pit entry Check In Point to the pit exit Check Out Point. The 33.6 seconds does not reflect the time the competitor lost on the race track while reducing speed to enter the pits or the time required after pit exit to resume racing speed. Thus, over 33 seconds was lost in an effort to get a close to five minutes as possible. Going over the five minute minimum would have resulted in a quicker race for this competitor versus serving a penalty for having a one second short pit stop.

The above scenario caused me to wonder how the competition as a whole approached the goal of minimizing the pit stops during the two VIR Enduros. For my analysis, I combined all valid pit stop times from both Enduros, eliminating any pit

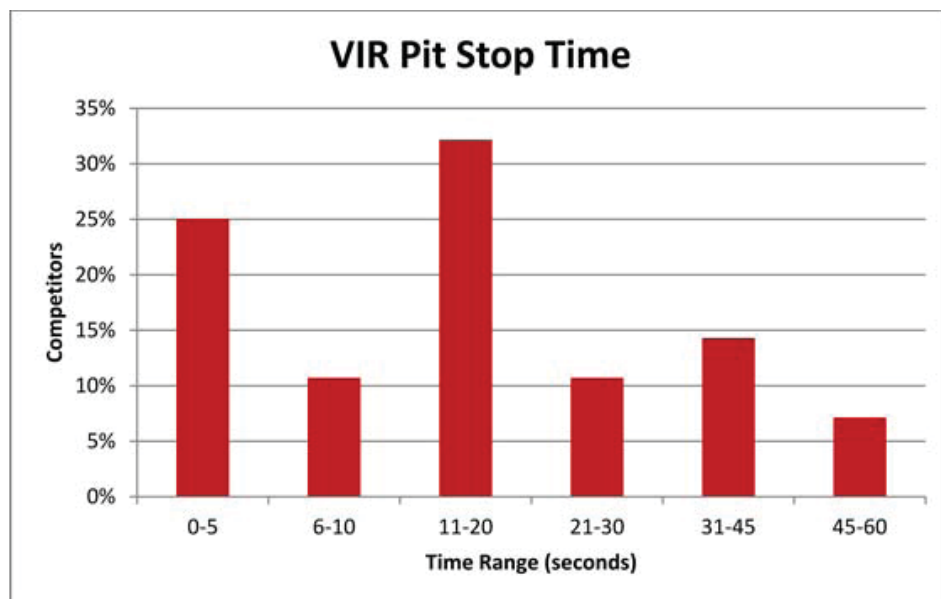
stop that failed to meet the five minute minimum (which resulted in a penalty). Likewise, I opted to eliminate any pit stop time that met or exceeded six minutes in an effort to focus the data set on the 5:00 to 5:59 time range. Finally, for simplicity of data manipulation and calculation, I rounded the decimal seconds to whole seconds so that I could assign the pit stops to specific time buckets measured in whole seconds.

Using the above criteria, the average pit stop time for the pair of VIR Enduros calculated to 5:17.4 seconds, or 17.4 seconds above the five minute minimum. I next plotted the pit stop data as bucket values of 5 seconds, 10 seconds, and 15 seconds, with the five second buckets closest to the five minute minimum, and expanded the bucket range as the pit stop time increased farther from five minutes. The final plot shows

the percentage of racer within each time range bucket.

The resulting plot (shown below) surprised me as it placed one quarter (25%) of the competitors within five seconds of the required minimum. This bucket illustrates the true competitive nature of attempting to get the pit stop time as close as possible to five minutes, and includes the two racers with 5:01 pit stops. Not so surprising was the revelation that one third (33%) of the competitors landed in the 10-second bucket (spanning 11 to 20 seconds), since the average stop overage time was 17.4 seconds. When combining the first three buckets, we see that 68% of the competitors stopped in a time less than or equal to 5:20. Only 21% of the competitors exceeded 30 seconds over the five minute minimum, given the earlier exclusion of pit stop times of six or more minutes.

In the future I may expand this research to other events and tracks, and possibly to an entire season. It may be interesting to see how the average pit stop scales nationally, or even regionally. Likewise, how would inclusion of the short stops and over six minute stops skew the data?





WALT FRICKE

TECHNICAL & RULES

PROPOSED CR 2016 RULE CHANGES

Fellow racers — Here are the proposed Club Racing rule changes proposed by you and the National staff. These represent those determined to be worthy of putting out for comment (This does not mean that the Rules Committee favors any particular proposal. Our job was to eliminate those which simply would not be approved).

These proposals were sent in a timely manner to each club racer by e-mail, and put on the website, in the middle of July. Since the deadline for comments is August 15, 2015, this CRN article really serves to archive what proposals were put forward.

STOCK

1) External reservoir shocks, and any shock whose adjustment system requires modification of the strut housing, are a Prepared change. Allowing these shocks in Stock was based on an unfortunate misinterpretation of the rules long ago.

2) Allow removal of the passenger seat in Stock and Prepared, but limit the ballast allowed in cars so modified to 50 pounds.

SPB

3) Allow cylinder resleeving. This would not permit aftermarket pistons. It appears that, with the right rings, the stock piston will work with a Nikasil plated bore.

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.

5) Delete the grandfathering (raced in the car before 2011) of the Bilstein PSS9 shock.

GTB

6) Move the 2014 and 2015 Cayman S from GTB2 to GTB1, at a weight of 2950 pounds (or 100 pounds more if PDK). The 2016 model would be treated similarly if its specifications warrant. If 9) below is adopted, add 100 more pounds.

7) Replica aftermarket bodywork parts of alternate materials are allowed 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.

8) GTB2 911s with the X51 option must weigh an additional 100 pounds.

9) Reduce the minimum weight for 911s in GTB1 by 100 pounds, and increase the minimum weight of the Gen2 and later GTB1 Caymans by 100 pounds.

GTC1

10) Shocks are free as long as they do not include external reservoirs, and no modification is made to the strut housing to allow adjustment.

GTC 3-6

11) CORRECTION TO GTC 3-6 RULE PROPOSAL

The original proposal 11, to delete Supercup from these classes, was based on a partly false premise: that gears were free in Supercup, but not Carrera Cup. In fact, starting in 2005, gears were free in both classes for races over one hour in length, but the mandated gears for shorter races were identical for both models. Since a gear distinction based on race length makes no sense for races conducted as PCAs are, the same base gears are required for both Carrera Cup and Supercup in our events.

The only performance distinctions between Carrera Cup Germany and Supercup series rules in PCA GTC 4, 5, and 6 are the PCCB brakes and different exhaust for Supercup. We have allowed Carrera Cup cars to use the Supercup exhaust available for their model, so that is not an issue. What remains are PCCB brakes (introduced in 2005 in Supercup), which are allowed currently by virtue of their being what comes with a Supercup car. None of this affects GTC 3. Accordingly, the proposal is reworded:

THINKING ABOUT RULES

GTC 4-6

12) Prohibit PCCB brake systems in these classes.

This proposal is motivated by the performance advantage of lower unsprung and rotating mass, and the perceived high cost of the PCCB system and its wear items.

However, there is a counter argument that the combination of used (takeoff) PCCB rotors and the pads for them has a much longer life than steel rotors and their pads, and that the change intervals of these items is so much longer that overall it is a wash if not actually less expensive. Some express doubt that the lower mass is of practical consequence at our level. Cup car racers should address comments to this revised proposal.

SPC

A Spec Cayman class (SPC) with rules similar to SPB (Spec Boxster) and SP996 is proposed for the 2006-2008 Cayman S models. This class should allow competitive racing with controlled costs. Details concerning suspension modifications, engine and transmission and power steering modifications to control heat, rim sizes and spec tires, and other variables are being discussed.

ADDITIONAL INTERIM 2015 RULES CHANGES:

The following are effective immediately:

SPB STRUTS – Despite some confusion, the Bilstein PSS9 remains the only shock/strut allowed in SPB. The SPB rules are amended, effective immediately, to add the Bilstein PSS10 (#F4VMH3H607M0 front, #F4VMeH608M0 rear) as an allowed shock and housing. Springs must still be the rates specified in the rules.

SP996 SHOCKS AND STRUTS - JRZ no longer offers the original 996 Spec Package JRZ RS. The SP996 rules are amended, effectively immediately, to add its successor, the 996 Spec Package

JRZ RS Two as an allowed shock and housing.

SP996 FRONT RAIN TIRE DIMENSION - The allowed front rain tire for SP996 was mistakenly printed in the 2015 rule book as P245/35R18. The proper tire is P245/40R18 for the front. Racers who purchased a /35 rain tire, otherwise in accordance with the specifications, may, upon showing proof of date of purchase before July 16, 2015, use that tire in the wet until the end of 2017.

PCA STOCK/PREPARED - 944 Turbo connecting rods are no longer available from Porsche. Added to Appendix F of the PCA CR Rules is an approved aftermarket part: 944 Turbo Connecting Rods – Racer's Edge approved 840 gram replacement turbo connecting rods.

SP2: The following is added to 2. A. 4: Racer's Edge approved 840 gram replacement turbo connecting rods may be substituted.

SP3: The following are added to the allowed engine modifications for SP3: 944 turbo connecting rods and cylinder heads are allowed for all models. Racer's Edge approved 840 gram replacement turbo connecting rods may be substituted.

The 944S model may use camshafts with any lobe profile but must retain hydraulic followers. Also, the 944S model may use the 944 S2 intake manifold and 944 S2 throttle body.

2015 INTERIM RULES CHANGES ADOPTED BEFORE JULY 2015:

GTB:

Caymans may cut out an opening in the rear bumper, removing the area where the license plate and bumperettes are.

Windshields may be replaced with suitably thick Lexan, and must be properly secured.

Clear plastic, Lexan or otherwise, may be used in quarter windows to add ducts for air inlets.

Clear plastic, Lexan or otherwise, may be used to replace the rear window, and must be properly secured. This allowance does not extend to the Cayman rear hatch frame, which must remain stock steel.

Electro-hydraulic power steering pumps may be installed, as long as their hose end fittings will attach to an unaltered stock power rack and pinion assembly.

The power steering pump on the engine may be removed or disabled to work with this modification.

Underdrive pulleys, no less than 4" in diameter, may be used in place of the stock crankshaft pulley.

Power steering pulleys, if the engine driven pump system is retained, may be underdrive style (larger diameter) of any size.

Air jacks are allowed.

i. Plastic doors on the Caymans are not allowed.

Head light assemblies may be removed and replaced with covers.

This listing of GTB modifications does not reduce the modifications allowed under the rest of the applicable rules.

Window nets: If a window net does not comply with the coverage requirements of Safety Rule 22, but will adequately prevent the driver's helmet from getting outside the car, the driver may race if arm restraints (both arms) are used in conjunction with the window net.

The following is a clarification of the SFI and FIA seat belts allowed in PCA Club Racing.

(continued on page 35)



DAVID MURRY

CLUB RACING DRIVING COACH

RACE STRATEGY

When I first started racing (as the earth was cooling), I would get really worked up emotionally even before I arrived at the track, and it only got more intense after I got there. I was so excited that I would drive as fast and hard as I could starting with the first practice session. I spent so much energy early in the weekend that I had often burned myself out for the only thing that matters - the checkered flag lap. Now that I have been racing for a long time, I finally realized that the only lap that really matters is the last one. Nobody ever asks who was leading lap 10 or 20, or any lap other than the last one.

We should work everything from that last lap of the race backwards. That includes race prep and race strategy. We don't need to lead every lap, only the last one. Ask yourself: "is a pass worth the risk at this point in the race". In each race there are a lot of variables that become factors for decisions such as - how long is the race, are there caution laps, do I need to be in 1st, 2nd, or 3rd on the last lap to pass for the win. Different tracks may have different answers to these questions.

If you are having trouble passing a car, it might make sense to get some help. Is there a car behind you that may have more power or better cornering than you and the lead car? Maybe that trail car would have a better chance passing the lead car. It may make more sense to let him pass you and, when they pass that lead car, you go with them.

Multi-class racing strategy is different than single-class racing. There are more options with multi-class. When drivers from single-class racing first compete in multi-class races, most have some difficulty adapting. We see that with F1 and NASCAR drivers and in IMSA. If they drive in the fastest class they sometimes run into the



Andy Lally and Patrick Dempsey discussing race strategy (courtesy of Porsche .AG)

slower class cars and think those cars are just in their way. However, when their car is not the fastest, they figure out how to use the slower traffic to help them be competitive.

Try looking at the big picture and keep in mind that your goal is to win the race, which only happens at the end. Everything else is just positioning yourself for that.

When you are faster than a car you catch, you have to make the decisions: if, when, and where to pass that car, even if it is a slower class car. Don't lose sight of the bigger goal. Do not lose the cars in front of the car you want to pass, or let cars behind catch you. Fighting a car for five laps only makes both of you lose time to the rest of the field. The same strategy goes if a car catches you. Does it benefit you to fight them or let them by?

Look at the big picture. Think about what will help you finish in the highest position.



GOING
PERSPECTIVE

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

PROXES

High Performance That Never Rests.



HARRY KINTZI, MD

MEDICAL MINUTE

Our job as the Medical Committee is to keep everyone safe while enjoying the sport of racing. We also review the racers' physicals, advise on medical safety issues concerning PCA Club Racing, and recommend changes to National PCA regarding safety issues for racing.

A recurring problem is last minute requests for approval of a racer's physical that has questionable issues AND, there are only a few days before the race. For example, a racer has invested considerable time and money in preparing his race car, arranging for crew, lodging and support for the weekend, and then submits a race physical with cardiac, diabetic, or neurologically questionable problems the day before race weekend... And he expects approval.

Doing this so close to the race does not allow the medical committee time to verify or clarify any concerns noted in the physical, specifically if the racer with their medical condition(s) is safe to race at 120 MPH with 50 of his fellow racers.

Many physicals with the above conditions would not be allowed to pass on a truck/bus drivers DOT examination. The Federal government has mandated certain medical criteria that must be followed for medically safe driver clearance. PCA Club Racing has tried to follow, within reason, many of the same recommendations in qualifying race drivers.

A person may be cleared by his doctor to *drive safely* to the grocery store at 35 mph. However, the same person may not be *safe* to drive a race car after the stress of changing tires, putting on 20 lbs of race gear in 95 degree heat and humidity, rushing to get to the grid and then running down the track at 100 MPH without air conditioning, while competing for the next corner with 50 other racers.

Unfortunately, some doctors do not comprehend the intensity of the sport we enjoy and

the medical clearance it requires, and give approval without understanding the stresses of racing. It has been shown that during auto racing, the heart rate can exceed 150 BPM and, at times, can reach 200 BPM (<http://www.ncbi.nlm.nih.gov/pubmed/3316041>). This may be especially dangerous to someone who has cardiac or pulmonary issues, resulting in possibly catastrophic results such as syncope (blacking out) - not desirable when driving a 3000 lb projectile at 100 MPH into a corner.

The medical committee tries to work with the racer's doctor to clarify any issues that may cause a danger to the racer as well as to racers around them. But this may require phone calls or transmitting other medical data such as an EKG, stress test results or recent blood work that would support the racer's approval to race. However, this cannot always be done the day before, or even the week of the anticipated event.

We have also consulted with NASA, SCCA, and BMW Club Racing regarding many of the same concerns and, medically, we are all in agreement. We do understand the time and effort racers put into the sport that we all love. We have tried to accommodate these late requests in the past, but if there is an issue(s) that must be clarified, the racer will be denied clearance until resolved.

The medical committee recommends that all medicals be submitted a week or more before the racers first race. If there are medical issues such as cardiac, pulmonary, diabetic or neurologic just to name a few, it is best to have the physical submitted as far in advance of the first race as possible to allow time for any clarifications.

Safe racing to all!



FROM THE MEDICAL CORNER

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DAVID ZAJANO CLUB RACING LOGISTICS COORDINATOR SPONSOR CONTINGENCY AWARDS

We're fortunate to have a number of wonderful sponsors who provide contingency sponsorship to racers who perform at the top level within the class competition in PCA National Championship points races throughout the year. Vicki has continued the work that Bryan had performed (in placing an emphasis on contingency awards with PCA Club Racing sponsors) in an effort to ensure that competitors within spec classes with the highest levels of participation receive greater recognition for their efforts via expanded contingency offerings.

In addition to their support of the GTC3-6 Cup cars, JX2 has expanded its contingency offerings to GTB1 cars participating in the JX2 Pirelli Triple Crown as well as GTB1 and GTB2 in PCA points races that aren't part of the Triple Crown Championship series. In addition they provide further support to racers competing on Pirelli slicks purchased through JX2 who are competing in non-Spec classes in PCA points races.

Toyo came to an agreement to increase the value of top level finishes for SPB racers. They've come to recognize that PCA SPB racers, with larger entry fields who run faster times, are the most competitive group of Spec Boxster drivers in the country.

Hawk Performance has come on board in support of SP1, SP2 and SP3 winners, providing certificates good for a set of performance brake pads for any application in recognition of those who pilot their front engine Porsche to the class victory in PCA points races.

Bob Woodman Tires has been gracious in agreeing to contingency offerings for racers competing on Toyo, Hoosier or Yokohama tires purchased through Bob Woodman Tire Company in PCA points races. For SPB competitors, this can be used in addition for your Toyo contingency support.

As a racer, you may be thinking: "This is great, but how do I take advantage of these offerings and claim a contingency that I've earned?" The process is a bit different depending on the award, class and sponsor, but we've created a centralized location at <https://www.pca.org/rules-licensing-forms> where you can find required contingency forms. These forms encompass JX2 contingencies for non-GTC classes, Toyo, and Bob Woodman offerings.

All the posted forms include submission instructions and contact email. For JX2 GTC3-6 Pirelli contingency certificates and Hawk Performance certificates, I send the winners' names soon after timing and scoring is made final and posted on the

(continued on page 35)

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THE NATURE OF BRAVERY

What's the Difference between Courage

by Burt "BS" Levy

Originally published in Vintage Motorsport, May/June 1994

This was originally going to be a funny column. In fact, I drafted it up that way while I flew down to Florida for the first couple races of the season at Sebring and West Palm. And, strangely enough, it had the same exact title and concerned the same exact topic, and of course included my customary dosage of smart-alecky remarks and tongue-in-cheek bullshit. Only now I don't feel quite so funny, and perhaps it's time to rethink and rewrite some of the glib, devil-may-care phrases I inscribed on this screen just a dozen days ago.

An awful lot has happened since then.

On the drive up to Sebring, purely by accident, I saw the space shuttle launch from Cape Canaveral. Or, more accurately, I saw all these people pulled off the road and standing by the side of the highway, necks craned back and hands shielding their eyes as they stared and pointed towards the eastern sky. So I stopped and took a look myself. And there it was, streaking upwards into the flawless blue like a giant, orange-red comet of pure human inspiration. There was something all at once awesome, giddy, fearsome and profoundly honorable about this man-made projectile hurling itself into the void. Especially when you thought about the immense matrix of interdependent human thought and effort that put it up there; as if 10,000 individual voices were somehow sustaining an incredibly perfect chord. And yet I couldn't help focusing in on the few fragile souls sitting up there on the tip of that brilliant column of flame, plummeting upward, and wondering if their fingernails were digging into the seat rails the way mine do now and then on a steering wheel. How well were they smothering that spastic little demon of panic that lives inside all of us?

They had to be some brave, brave people, no question about it...

But then I met an astronaut at Moroso. A real one. A fit, funny, enthusiastic, down-to-earth (of all things!) And thoroughly self-effacing 41-year-old named Jim Bagian. Jim was on hand as guest and codriver of well-known race insurance poobah John Gorsline, and eagerly awaiting his first-ever try in a racing car (if, indeed, your definition of "racing car"



stretches far enough to cover a well-tweaked Mini). Twice in his life (1989, 1991), Jim has sat himself down and strapped himself in on top of a twenty story booster rocket and waited, his heart rate and respiration a matter of public record, waited for some faceless little men in lab coats to light the candle. "Jeez," I said respectfully, "you must be pretty damn brave to do a thing like that!"

Jim didn't especially think so. Far as he was concerned, he was just one more brick in the pyramid, and the fact that he was fortunate enough to sit way up there on the pointy end aimed up towards the heavens didn't make him any more vital, brave or important than anybody else on the team. What I interpreted as raw guts was really just a heartfelt confidence in the knowledge, wisdom, and good judgment of all the other bricks in the structure-that they would do their jobs with the same dedication and thoroughness he brought to his. And I immediately recognized the strong parallel to motorsports, in that both endeavors require a transcending, almost religious belief in man-made hardware and technology. Which, of course, means trusting – with your very life! – all the wonderful and unique characters who wield drafting pens, slide rules, welders and knock-off hammers long into the night. What I mistook for uncommon courage on Jim's part was, in reality, an even more uncommon faith in what human minds and hands and hearts can accomplish together.

At any rate, Jim spent the entire race weekend at Moroso with an enormous grin plastered across his face, and I must say that

and Foolhardiness?

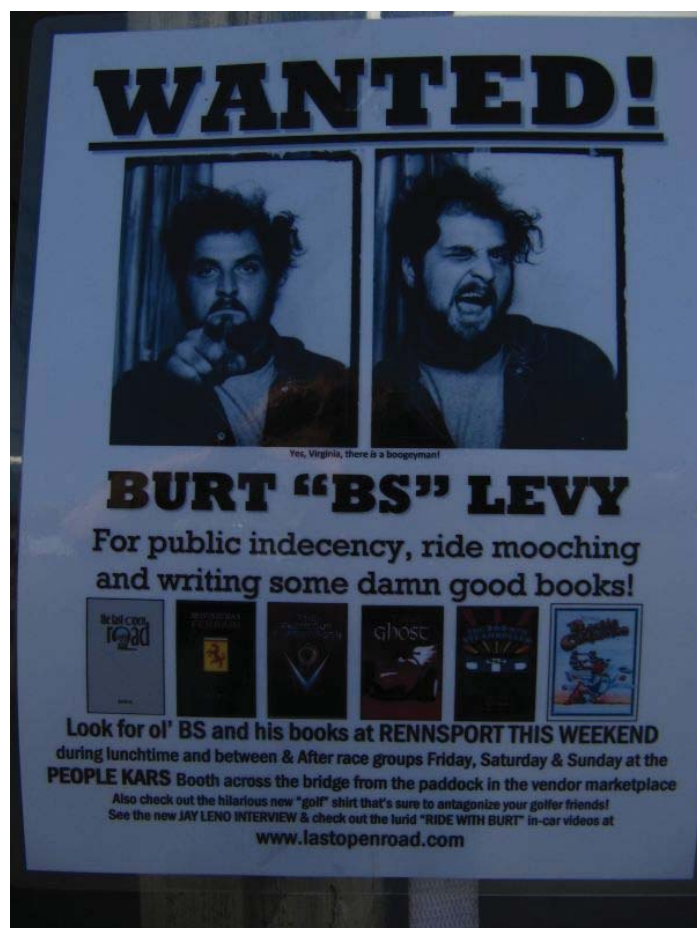


he did better than respectably well in John's well-prepped and much-traveled Mini. And if the image of a real, live NASA astronaut (who's twice been hurled into space on seven-odd million pounds of flaming rocket thrust!) charging out of the pits in a redlined Mini Cooper doesn't bring the faintest flicker of a smile to your face, you have no sense of irony.

When pressed, Astronaut Jim had some interesting observations about the differences between space flight and race car driving. First off, he really appreciated the sense of hands-on control and Individual Responsibility you get in a race car - things that have been generally absorbed out of the space program's technological nervous system (as Tom Wolfe so eloquently and entertainingly described in *The Right Stuff*). But, just as in astronauting, Jim didn't think you had to be uncommonly brave to drive race cars. On the other hand, it didn't hurt to have a bit of nerve when you needed it. And by "nerve," we mean that simple, rare, Right Stuff ability to remain cool, calm, composed, coordinated, and capable of sound judgment when things are happening very quickly and countless details require immediate and carefully measured attention (and when, all the while, that grim rat-bastard Mr. Pucker is trying to turn your breakfast into a bile-colored geyser and make your hands freeze up on the stick).

Consider fast, daunting stretches of pavement like The Kink at Elkhart Lake or The Diving Turn at Lime Rock or The Dip at Road Atlanta. Places like that require every racer to slide one of those precious little silver bullets of nerve into the chamber, flip off the safety, take careful aim, and squeeze off a round. It's hairy stuff. But there's a richly orchestrated sense of satisfaction in rising to such challenges, lap after lap, and especially in understanding that it's done with coolness and finesse rather than brass balls and flaming machismo. As my R.A.F. fighter pilot/racing driver character Tommy Edwards observes in *The Last Open Road*, risk is often its own reward.

But sometimes (thankfully rarely) it all goes terribly wrong. Like it did for one horrible, indelible moment that same weekend at Moroso. There you are, accelerating out of Turn 6 onto the back straight during afternoon practice on as fine, clear and sunshiny a Friday afternoon as God ever created, and suddenly there's an explosion of dust and tires up ahead on the other side of the concrete retaining wall. A brutal, lead-pipe



chunk of Allard race car catapults spread eagle into the air, ricochets violently off a solid concrete light pole, and comes cartwheeling and somersaulting towards you along the knife-edge top of the barrier. You jam on the brakes and swerve off onto the grass as quickly as possible, pop the belts and scramble awkwardly out of the cockpit, everything happening in desperate slow motion!, and run frantically towards where the car has come to a steaming, twitching halt some twenty yards away, bent wheels still rotating.

But then you stop. Stop and stare at the twisted, teetering heap of metal and the unnatural, rag-doll slump of the helmeted figure behind the wheel. A man who was doing exactly what you were doing and enjoying exactly what you were enjoying only a few short heartbeats ago. But there is nothing you can do -nothing! - and helplessness swallows you like a sea of quicksand...

And of course it makes you think, in the deep, empty hollows of the night, about Risk and Value and What It All Means. But there are no answers. And then, less than a week later, you're at a surprise fiftieth birthday party for a good friend you never find time to see anymore, and some 41-year-old guy at the bar, same age as Astronaut Jim, suddenly goes electrified-rigid for an instant, then crumples to the floor like an accordion with the wind going out of it.

As people rush around madly to raise his head, call the medics and try their best at CPR, it's obvious to anyone who sees his face that this poor fellow will never grow another day older. And you discover that the shock, fear, outrage and helplessness take on the same sour taste and hollow form as they did in front of that grotesquely twisted Allard just a few days before.

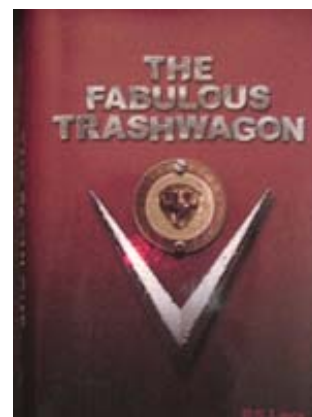
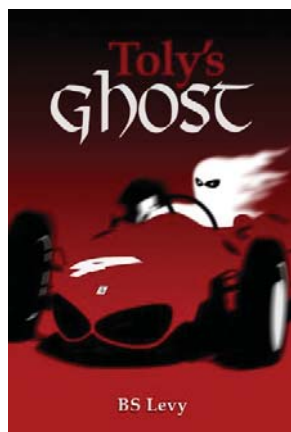
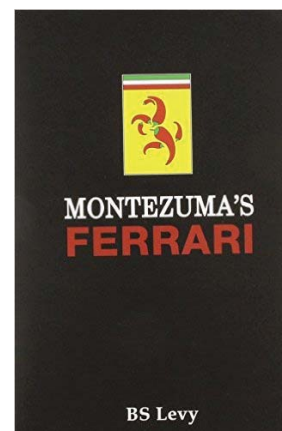
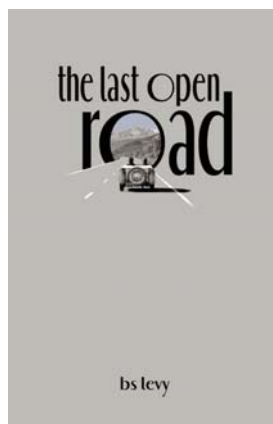
I suppose the moral is that Death is waiting out there somewhere for all of us. Like that lean-faced, black-clad stranger you think you catch a glimpse of in your mirror sometimes, only to wheel around and find him gone. In the end, I suppose there are really only two ways out of this life - sick and slow or swift and sudden - and while we all make fine cocktail chatter about the painless grace of a Quick Exit, none of us are ever really ready to make the trip...

So you don't quit racing, even though you feel crushed and empty and cheated and saddened. After all, your rational self knows that the risks have not really changed and the odds have not varied one iota. You have merely been called upon to bear witness and feel some small share of the pain. No question you will find yourself ready to zip up your flameproofs, flip down the visor and accelerate through The Escape Hatch again the very next chance you get. After all, it's one of the only ways out of this world with a way back in at the opposite end. Just like a moon shot...

But don't confuse the desire - the need - to keep on racing with any sort of exceptional courage or bravery. Facing known and immediate risks for a finite fraction of time is perhaps nothing more than a busy, vibrant little place to hide from all the deadening certainties and uncertainties of everyday life. Real courage is going on and enduring and making fresh plans when the unthinkable and unspeakable stare back at you out of your dressing mirror every morning. Real courage is learning how to hammer those little silver bullets of momentary bravery into sheets so desperately thin and transparent that they stretch out wide enough to cover 60 seconds every minute and long enough to wrap around all 365 days of every year that's left. Real courage is keeping your heart, spirit and enthusiasm when every temptation is to turn into an angry vessel of bitterness and woe.

No, I don't suppose you have to be particularly brave to be a racing driver. But I must admit I've known a few who are. Like

Sue Henning, who persevered valiantly against failing health and never allowed it to take away her smile, her enthusiasm or her plans for tomorrow. She sadly succumbed to cancer last winter after a long, hard fought battle. But she remained an avid, eager and ever-improving vintage racer, a treasured friend, and hellacious good company throughout her final seasons. People like that are an object lesson in what real courage is all about. And, as surely as the sight of the space shuttle arcing ever upward on its pencil-thin column of flame, they are an inspiration.



*Ed: Burt Levy is an author I met a couple of years ago at the famous **Autobooks-Aerobooks** store in Glendale, California. I find it hard to believe that there is a better or more unique car or aero bookstore on this planet.*

I stumbled on Burt who was there for a book signing, which is a pretty casual affair at Autobooks. When he saw our Porsche shirts, Burt immediately threw out a Porsche joke (and not necessarily a joke you'd want to wear on a Porsche shirt). Anyway, Burt's attitude toward you went one or two different ways depending on whether or not you laughed at his Porsche joke. I laughed!!!

Check out Burt's writing at: www:TheLastOpenRoad.com. The "Nature of Bravery" came from "A Potside Companion", a short-story anthology.

(Thinking about Rules continued from page 25)

This addition to the 2015 PCA Club Racing Rules, Appendix B – Seat Belt Specifications is effective immediately.

FIA requires strap material be replaced every five years. SFI requires strap material be replaced every two years. It is left to the racer's discretion as to whether the strap material should be replaced more frequently than the five years required by PCA.



(Off the Racing Line continued from page 30)

web. The certificates are generated and sent to me. I review and confirm them prior to distribution. Occasionally there are delays in results being finalized, but our timing and scoring staff and stewards always work to ensure that scoring is accurate. We try to distribute certificates via email within two weeks of the race weekend. Once you receive your award, I encourage you to send a quick email message to the sponsor thanking them for their support, and even snap a *selfie* with the award and post it on one of their social media pages. A photo of your race car will not hurt either. I'm sure that they appreciate the acknowledgment. A quick display of gratitude not only expresses your thanks, but brings the series back to the forefront of their attention and reaffirms their commitment to PCA Club Racing and our racers.

If there's ever any issue or concern in the status or processing of a contingency award, I'm always available at davidz@national.pca.org. If you'd like to send those celebratory photos my way, I can pass them along to those who helped make the moment possible, and I can share them on PCA Club Racing's own social media.

It's also worth noting that there's no better way to have your company brought to the forefront of a field of racers than by offering a performance based contingency award within their class, or by offering an award to be presented at a Driver's Meeting during a race weekend. PCA racers value both the support of the program as well as the recognition of their on-track performance.

If you are affiliated with a business that would like to ramp up its own performance and could benefit from the spotlight being cast upon your brand at over 30 race weekends a year, we can work on tailoring a sponsorship package that includes a contingency award or award certificate to highlight your brand to our racers.



(View from the Tower continued from page 15)

The idea behind these reviews is, as I said before, to get it right. However, they are also used in training and discussions with all of our stewards. When we have a stewards' meeting, we review as a group many, if not most, of the reviews that have come up since our last meeting and any others the stewards would like to discuss. Having our stewards able to review controversial decisions helps us stay on the same page and create consistency in our decisions. Please acquire and use good video.

What does a steward actually do while the races are going on? The steward is the Chief Operating Officer of the event. Everything that happens on the track, in the hot pits, on grid and in the paddock at the facility from the check-in point where you sign the waivers and on and on is his responsibility. During the races, he will control the pace car, monitor all communication between race control and the corners on the control net, monitor communication with the grid on the control or region net, communicate with the entire national team on the national radio net, and monitor communications from the Emergency Vehicle Dispatcher on the EV net. He will determine how and when all flags other than local flags will be displayed.

The steward must basically keep a picture of what is happening on track in his head. This doesn't include all cars, but does include incidents, broken cars, other than no flag or green flag situations and much more. He will approve all traffic entering the track including emergency vehicles and race cars, and he is responsible for all timing of the session and getting the next session off on time. These may be the reasons the steward isn't able to easily and quickly communicate with you when you come to the tower during a session.

Lately we have had a bunch of incidents that might not have been incidents if it weren't for the tow hooks installed on many of our race cars. The later cars that have plastic bumper covers over metal bumpers in stock form are the main culprits. This is just about all of the water cooled 911s, Boxsters and Caymans. This happens when cars get a bit too close and the tow hook thinks it's a sword and slices into the nearby car.

We must have tow hooks to get cars moved when they are disabled, or we risk spending hours watching cars being hoisted onto flatbed trucks, a task that is often not necessary when a tow hook is available.

It seems to me that some of the strap type hooks would reduce this issue and maybe save a few 13/13s. I see an opportunity for someone to figure out how to make this issue go away at a reasonable cost.



2015 HARD CHARGERS

Michael Wingfield, Chief of National Timing & Scoring



Name	Region	Class	Description	Start	Finish	Index	Race
Canadian Tire Motorsport Park (Mosport)							
Frank Osborn	NE	E	P 04 Boxster	21	14	7	Yellow Spring Race 1
Daniel Mongrain	REN	SP2	P 83 944	26	19	7	Yellow Spring Race 1
Damon DeCastro	NNJ	SP3	P 87 951	28	21	7	Yellow Spring Race 1
Damon DeCastro	NNJ	SP3	P 87 951	23	17	6	Yellow Sprint Race 2
Roger Halvorsen	CTV	GTB1	GT 10 Cayman S	20	15	5	Red Spring Race 1
Spencer Cox	CTV	GTB1	GT 09 Cayman S	8	5	3	Red Sprint Race 2
Francois Faust	UPC	K	P 05 GT3	11	8	3	Red Sprint Race 2
Jon Fairbanks	CTV	GTC3	GT 03 GT3 Cup	12	9	3	Red Sprint Race 2
Tom Hassett	NNJ	J	S 03 996 Carrera	19	16	3	Red Sprint Race 2
Joe Courtney/ Aaron Povoledo	CTV	GTB1	GT 11 Cayman S	9	4	5	Enduro
Sebastian Juneau	REN	F	S 04 Boxster S	15	10	5	Enduro
Steve Schindler	NCT	F	S 00 Boxster S	23	18	5	Enduro
High Plains Raceway							
Ricardo Goncalves	RMT	D	S 77 911	20	15	5	Green Sprint 1
John Allen	RMT	GT2	GT 05 911	8	6	2	Green Sprint 2
Katerina Drake	MAV	SPB	P 97 Boxster	22	8	14	Yellow Sprint 1
Steve Smith	ALP	SPB	P 98 Boxster	23	9	14	Yellow Sprint 1
Matt Travis	LST	SPB	P 99 Boxster	25	11	14	Yellow Sprint 1
David Banazek	RMT	SPB	P 99 Boxster	24	15	9	Yellow Sprint 2
B White / M Hein	RMT	SPB	P 99 Boxster	38	29	9	Enduro
Mazda Laguna Seca							
Jim Cullen	GG	GT4	GT 70 911 RS	38	13	25	Race 1
Frank Powell	SDO	GT4	GT 86 911	34	25	9	Race 2
Jim Cullen	GG	GT4	GT 70 911 RS	37	28	9	Race 2
Joe Sarmiento	GG	SPB	P 98 Boxster	31	26	5	Race 3
John Seidell	GG	SPB	P 99 Boxster	33	28	5	Race 3
Motorsports Park Hastings							
Tyler Farner	SCH	E	S 83 911 SC	9	2	7	Blue Sprint 1
Rick Shaffer	GPL	E	S 83 911 SC Euro	12	9	3	Blue Sprint 2
Bill Jacobi	CMR	D	GT 79 911 SC	15	12	3	Blue Sprint 2
Steve Smith	ALP	SPB	P 98 Boxster	9	5	4	Red Sprint 1
Keith Fritze	NST	SPB	P 97 Boxster	8	6	2	Red Sprint 1
Tom Mitchell	ALP	GT3	GT 74 914-6	24	14	10	Combined Sprint 3
Brainerd International							
Joe Crane	CHO	J	S 04 GT3	12	7	5	Sprint Race 1
Alan Benjamin	RMT	GTC1	GT 90 911 Cup	15	10	5	Sprint Race 1
Frank Kovacevic	RED	GT4	GT 92 911 USA CCup	22	17	5	Sprint Race 1
Mike Hoke	AZ	GT4	GT 71 911	10	3	7	Sprint Race 2
Bob Viau Jr/Bob Viau Sr	NST	SP3	P 92 968	10	5	5	Enduro
GingerMan Raceway							
Scott Lambert	OHV	B	S 85 944	19	18	1	Sprint Race 1
Bart Crosby	CHO	GT3	GT 87 911	3	2	1	Sprint Race 2
Tom Bloom	RSP	GTB1	GT 10 Cayman	8	3	5	Enduro

Name	Region	Class	Description	Start	Finish	Index	Race
New Jersey Motorsport Park							
Robbie Provost	SCH	SPB	P 98 Boxster	22	18	4	Saturday Race
Dan Gregory	RTR	SP3	P 87 944 S	26	22	4	Saturday Race
Tom Hassett	NNJ	J	S 03 996 Carrera	14	10	4	Sunday Race
Robbie Provost	SCH	SPB	P 98 Boxster	15	11	4	Sunday Race
Jeffrey Muller	SCH	SP2	P 87 944	21	17	4	Sunday Race
Putnam Park Road Course							
Peter Hoopis	CHO	GTC3	GT 05 GT3 Cup	14	9	5	Blue Sprint Race 1
Joseph Lombardo	NOO	GTC5	GT 12 GT3 Cup	10	4	6	Blue Sprint Race 2
Tim McLean	CHO	SP3	P 89 944 S2	7	3	4	Red Sprint Race 1
Mark Hill	CHO	E	S 86 911	12	8	4	Red Sprint Race 2
Jay Carlson	MSO	D	S 78 911 SC	16	12	4	Red Sprint Race 2
Rob Hale	MSO	D	S 74 911	22	5	17	Enduro
VIRginia International Raceway							
Mac McGehee	FCR	GTC5	GT 10 GT3 Cup	8	4	4	Black Sprint Race 1
Andy Wilzoch	RMT	GTA2	GT 08 997 RSR	9	4	5	Black Sprint Race 2
Tom Kievit	HUR	GTB2	GT 14 Cayman	29	17	12	Red Sprint Race 1
Jim Pappas	NNJ	J	P 02 996	37	25	12	Red Sprint Race 1
Paul Amico	POT	GTC2	GT 97 993 Cup	30	24	6	Red Sprint Race 2
Jeremy Wensinger	POT	G	P 89 964	31	25	6	Red Sprint Race 2
Craig Estey	POT	G	S 90 964	34	28	6	Red Sprint Race 2
Rob Hale	MSO	D	S 74 911	17	10	7	White Sprint Race 1
Hunt McMahon	POT	SPB	P 99 Boxster	13	7	6	White Sprint Race 2
Brent Asplundh	RTR	J	S 04 GT3	23	10	13	Black Checker Enduro
C Lewis/C Friedman	CAR	GTB1	GT 10 Cayman S	25	12	13	Black Checker Enduro
Jeffrey Muller	SCH	SP2	P 87 944	31	14	17	Red Checker Enduro
Watkins Glen International							
Jeremy Wensinger	POT	G	P 89 964	34	21	13	Blue Sprint 1
Don Mattran Jr	CHS	G	S 93 964 C2	43	30	13	Blue Sprint 1
Teodoro Hoffmann	GCT	E	S 87 911	32	18	14	Blue Sprint 2
Glen Crawford	RTR	SPB	GT 99 Boxster	11	6	5	Green Sprint 1
Henry Kane	NNJ	SP3	P 88 951	14	10	4	Green Sprint 2
Jonathan Glashow	NNJ	GT1	GT 01 911 T	33	21	12	Red Sprin 1
Joseph Lombardo	NOO	GTC5	GT 12 GT3 Cup	34	22	12	Red Sprint 2
Joe Mansfield	NNJ	GTC4	GT 07 997 GT3 Cup	36	24	12	Red Sprint 2
Duke Lardon	CTV	GTC3	GT 05 GT3 Cup	44	32	12	Red Sprint 2
Scott Asplundh	RTR	J	S 04 GT3	55	33	22	Yellow Sprint 1
John Giannone	RTR	GTB1	S 03 996 C2	30	18	12	Yellow Sprint 2
Michael Embler	SCH	GTC2	GT 94 GT2 Cup	36	24	12	Yellow Sprint 2
John Machul	GCT	E	S 87 911	38	17	21	Orange Enduro
T Kievit/M Bavaro	HUR	GTB1	GT 14 Cayman	23	4	19	Purple Enduro
RACE CANCELLED							White Enduro



Outstanding Driver Awards

OG Racing announces the OG Racing Outstanding Driver Award that is proudly presented to those select racers who raced respectfully and safely for a minimum of five incident-free events in 2014. It's great to see many familiar names from last year and new ones this year. Each recipient will receive the following:

A certificate good for 15% off your favorite racing brake pads from OG Racing for the rest of the year and first half of 2016! Discount is taken off of our retail prices and include free UPS Ground shipping with you order. When you call to redeem your special pricing, make sure to ask for your Custom Award Sticker and Suit Patches recognizing your accomplishments.

We hope that the 2014 winners remain an OG Racing Outstanding Driver Award winner for many years to come. This is our way of saying "Thank You" for actively participating in PCA Club Racing and helping us in "Making Racing Safer." We hope to see even more names on the list next year!

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Just in Time: 944s Clash at the Glen

by Patti Mascone

The weather threatened on Sunday and threw an unexpectedly chilly blast over the Finger Lakes, but conditions held out long enough for the third of three checkers to fly over round two of the 944 Cup for the North Chapter, which was held as part of Porsche Club's *Clash at the Glen* May 29-31. A current rennlist.com poll has Watkins Glen leading by a huge margin for *the Best PCA Club Race of the Year*, and the timing of that notice could not be better.

For the 944 Cup, this May race continually sets attendance records in PCA classes SP1, SP2 and SP3. However, the excitement was heightened in North Chapter competition because two racers were, believe it or not, making their first appearances of the season. It was the 2015 debut for both Randy Smith, the defending 944 Cup champion, and Dennis Hiffman, last year's Midwest Super Cup winner. There were some other notable Super Cup pilots present, like Karl Poeltl and Michael McMenemy, who have been consistently fast in all kinds of cars. Could we add one more? Yes, we sure can – by adding Steven Wilson, a particular veteran with 15 SP3 wins in the last four years... Boy, do we have a race.

So yes, competition was particularly tight in Super Cup, with the top four rounding the 3.4 mile course at an average of 91 miles per hour. When things began in Sprint 1, Wilson and the rest of the top guns got caught up in the Spec Boxster race, which had started first in the split-start format. After the group navigated through traffic, Poeltl's 968 rose to the top, only to be nipped by Wilson's S2 at the finish by 0.149. It was McMenemy and Hiffman who came out on top in Sprint 2 when the Super Cup drivers got the green flag in front and had a clear path to battle.

Even if their fans were out of breath by Sunday, the Super Cup drivers had to steel themselves and take deep breaths, one more time, to tackle the 90-minute enduro. Amidst the other PCA classes, the drivers lost contact with each other, so the



premium was on smooth laps, a legal and clean pit stop and staying out of trouble – then seeing how things turned out on Race Monitor. After 32 of those laps, Hiffman took the Super Cup enduro, the third different winner in as many outings.

Meanwhile, Smith ran away with the 944 Cup sprints, his fastest lap of 2:15.822 clocking in at 99.9% of the class record. But a clean run in the enduro was not to be for Smith, as the Canadian crashed out on the 27th lap. As others faltered, James Rothenberger grabbed the enduro podium, which earned him 36 valuable points and vaulted the Riesentoter native atop the North standings for the first time. Sprint competitor

David Mann lurks, only two points in arrears.

In Super Cup, Damon DeCastro's steady drives at Lime Rock and Watkins Glen, including a clean and well-timed pit stop in the enduro, place him atop the standings, with Mark Azierski, another balanced competitor, two points behind.





some old photos





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Advertiser Index

Apex Performance	20
Austin Motorsports	30
AUTOMETRICS	15
CARQUIP	31
Club Racing Sponsors	44
CupCar Solutions	5
Chizmark Larson Insurance	41
JX2 PERFORMANCE GROUP	29
Northstar Motorsports	2
OG Racing	47
Stable Industries	44
TC Racing	29
TOYO TIRES	27



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