



NEWS

PCA Club Racing Newsletter - Sponsored by Porsche Cars North America

2010 Rules Changes

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Beyond Octane

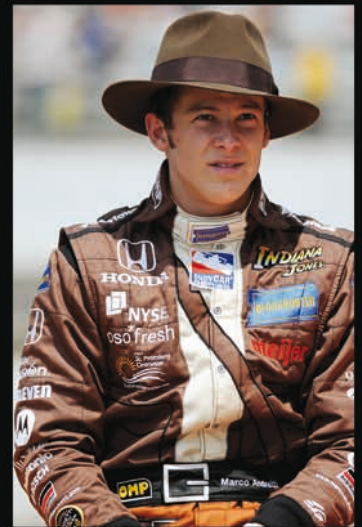
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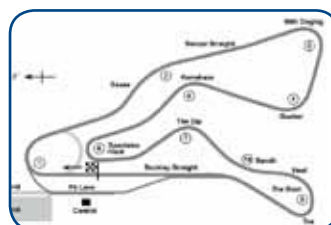
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On the Cover
David Baum (WMI) #03 in his '05 996 GT3 at Daytona
Photo by John "Blake" Blakely (SPC)

Photo by John "Blake" Blakely (SPC)

Deadline for article submission for the next issue is January 31, 2010

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State of the Program

By Bruce Boeder, Chairman PCA Club Racing



As the eighteenth year of PCA Club Racing draws to a close it is time to step back and reflect on the program. In many respects this has been a good year for Club Racing with 26 races coast to coast and into Canada. Although our overall attendance has been down slightly this year (roughly 10% for most races), those numbers are still quite strong when compared to many other amateur racing sanctioning bodies. While for a variety of reasons we had four races canceled this year, we also added four new races. These four new races represent a return to our roots in Colorado at the wonderful new High Plains Raceway and a return to Northern California with three races hosted by the Golden Gate Region.

Despite tough economic times, we are ending the year with almost exactly the same number of active license holders as we had at the end of each of the last two years. A few racers have had to drop out of the sport but we have replaced them with new, never ever Rookie racers from the wonderful PCA DE program - the life blood of our program.

Financially the program is ending the year in the black and most of our races have broken even for their host regions or zones (although in most cases, just barely). Considering many of the things that are going on in society in general, the program is strong.

This year we had a major change in our rules by eliminating the single car incident 13/13. The single car incident 13/13 change was a long time coming but the experiment has been a success and will become a permanent part of the program. Elsewhere in this edition [Ed. Page 12] Donna Amico, our very hard working rules chair, reports on the Rules Committee's decisions on rule changes for 2010. The rules committee has tried hard to make only minor changes and has kept in mind the fact that in these tough economic times, we do not want to make a rules change that would cause a racer to spend a major amount of money in order to remain competitive in their class.

On an experimental basis the program added a coaching component at three races. The coaching program has been a work in progress at each of those

races with some starts and stops in its execution but all in all, it has been a success. The one constant I hear from our racers when they comment on the coaching program is that it is much appreciated and something that they can not get in other sanctioning bodies. Our coach this past year has been David Murry and we will continue with him into 2010. I will have more information about the coaching program as we get into 2010.

During the Orientation Meeting for the drivers new to our program I always point out to them that we are a social club that decided to go racing. This makes us unlike any other race sanctioning body of which I am aware. This past year I have attended a number of races, working the races and even at two of them racing. My perception is that the slightly smaller numbers and downturn in the economy has

resulted in a slightly more laid back attitude in many of the paddocks at our races. This is all for the good.

However, I recently had a telephone call with a long time PCA racer whose purpose for calling me was to discuss how we should never lose sight of the fact that for the vast majority of us we will never be in a position to race as a professional. Rather, PCA Club Racing is for most the dream of a life time. He was concerned about some instances of lack of common courtesy and the failure to follow our rules. Particularly he was upset by racers passing under yellow flags (and even double yellow flags). Amen. We need to collectively keep our heads about us. As such we need to be ever vigilant about taking care of each other and reaching out to other racers as fellow club members.

I was recently reminded as to how short our stay is on this earth when we buried my wife's step father. He was a college athlete, WWII war hero, successful businessman and investor, outstanding amateur golfer, husband, father, grandfather, all in all a success in life. However, what was most discussed at the funeral and afterwards was the gracious way he lived his life. He had in fact left instructions in his Will that the minister not list his accomplishments in a long winded eulogy. The minister followed his

...it is much appreciated and something that they can not get in other sanctioning bodies.

2010 Club Racing Schedule

Dates	Event	Region	Region Contact
Feb 4/7	Sebring International Raceway*	Gold Coast/ Suncoast Florida	David Herndon 727.804.1439 davidh2310@gmail.com
Mar 19/21	Texas World Speedway	Lone Star	Jim Troxel 713.529.7050 geotrox@aol.com
Mar 26/28	Road Atlanta*	Peachstate	Paul Phillips 770.426.1679 peachstate.driving@comcast.net
Apr 9/11	Auto Club Speedway*	Zone 8	Vince Knauf 619.287.4334 FestivalChair@zone8.org
Apr 17/18	The Grand Circuit Bayou	Mardi Gras	TBA
Apr 17/18	Heartland Park Topeka	Kansas City	Chris McIntyre 816.616.3377 chris@merrillcompanies.com
Apr 23/24	Lime Rock Park*	Connecticut Valley	Gary Hansen 203.270.8391 clubracedirector@cvrpca.org
May 14/16	Mid Ohio Sports Car Course*	Mid Ohio	Jay Koehler 614.499.0536 koehlerjk@gmail.com
May 28/30	Watkins Glen International*	Zone 1	Botho Von Bose 416.509.6661 bvonbose@lomltd.com
May 29/30	Eagles Canyon Raceway*	Maverick	TBA
Jun 5/6	Motorsport Park Hastings	Great Plains	Tom Cooper 402.499.5125 gpr-registrar@cox.net
Jul 3/4	GingerMan Raceway*	SE Michigan	Gary Ambrus 734.558.7810 gla924sem@juno.com
Jul 30/Aug 1	Mosport International Raceway*	Upper Canada	Wayne Spiegelberg 905.825.2853 spieg57@gmail.com
Jul 31/Aug 1	Brainerd International Raceway*	Nord Stern	Roger Johnson 763.557.9578 rogerjohnson@comcast.net
Aug 14/15	High Plains Raceway*	Rocky Mountain	TBA
Sep 4/6	Road America*	Chicago	Keith Clark 630.690.3381 kc_design@sbcglobal.net
Sep 24/26	Miller Motorsports Park*	Intermountain	TBA
Oct 29/31	Carolina Motorsports Park*	Carolinas	Nadine Saville 704.394.5422 nsaville@carolina.rr.com

* Indicates Enduro Event

Photo by John Cotter (INT)

instructions and did not mention his medals or his businesses but rather wove throughout his homily tidbits from Wally's life as examples of how one should live their life. Frankly there was similarly no discussion after the service about Wally's accomplishments in the gathering of family and friends. Rather, there was a great deal of discussion about how he had reached out to this person or that person to show particular care for them as a person. I frankly doubt many of us are going to remember years from now how we finished in a particular race. What I do expect we

will all remember is the special friends that we have made through Club Racing.

Be Safe and Have Fun. 🏁

In Memory...

We are sorry to report the passing of Gary Wielgoszinski of New Hampshire after a long battle with cancer. Gary was a long time PCA member and Club Racer who will be greatly missed by his friends and fellow racers.

Lorem Ipsum

By Michael Wingfield, Club Racing News Editor



As the adage says, “Time flies when you are having fun.” This is certainly true for this year. It seems like just a few days ago I sat down at my computer to begin compiling my first issue of CRN. Now we have reached the end of the season and this is the last issue for 2009.

When I last worked as a regional newsletter editor I used real pasteboard, a large sheet of card stock covered with a small grid of pale blue lines. In those days articles were created on typewriters or early word processors, the typed pages cut into sections and the sections adhered to a pasteboard with rubber cement. Few photographs appeared in the newsletter as photocopied photographs seldom looked very good. Illustrations were hand

drawn or clipped from books of line drawings made just for that purpose – thus the name “clip art” for the images. The stack of pasteboard page spreads, for there were two pages on a spread in front/rear pairs not in numerical order, got toted to the local copy shop for copying, collating, and stapling. The now bound issues were carted back home to receive the address labels. The labeled issues got hauled to the local Porsche dealership that supported the region by providing the use of their postage meter. Then the lot got dropped in the metered mail slot at the USPS.

Things have certainly changed since those days in the dark ages just 25 years ago. This year has been fun despite the initial learning curve on the publishing software. I now work on a virtual pasteboard within a computer program. Textual content is created and edited via robust word processing software. I place articles and photos into the publishing program with mouse clicks and edit the whole with a plethora of software tools. I still have “clip art,” but that too is a software package containing over 2.5 million images, none of which I have used. When I complete an issue, which is a software file, I upload a PDF version to the PCA website and another set of files to the publisher Press Tech. Press Tech takes the uploaded files and generates the quality glossy magazine you hold in your hands. The completed magazine goes to a mailing house for addressing and subsequent delivery to you.

While this new age of desktop publishing may sound easier than those days in the dark ages of real cut and paste, the task is every bit as difficult and perhaps even more time consuming. With the introduction of technology comes a multitude of additional diverse elements never dreamed of in the dark ages. I now work in a world of CMYK, blend spaces, glows, feathers, threads, flattening, clipping, and compound paths. It is really cool stuff after all.

Being a software engineer, I enjoy this notion of desktop publishing. I particularly enjoy placing “Easter eggs” in each CRN issue. The term Easter egg may be a misnomer since this is a publication and not a software application, but the concept is the same. However, I assure you that you will not find anything

Therefore, the eggs continue.

even remotely resembling the controversial note the governor of California sent to the state assembly. My benign eggs are more attune to the back masking in Empty Spaces by Pink Floyd or found within Secret Messages by ELO. I do admit some slight disappointment that no one has found them or at least no one has contacted me to verify a found egg. Therefore, the eggs continue.

Finally, this is the first issue that does not contain all the articles I received for publication. I simply do not have the space available to print all the material I received. Never fear, I still have the articles and plan to include the additional materials in future issues. If you do not see your contribution within these pages, look for it in 2010. Keep those articles and photos coming. 🍀

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View From the Tower

By Bryan Henderson, Chief National Steward



I firmly believe that PCA racers are the most courteous racers on the planet. If you watch any PCA Club Race during qualifying you will see drivers spending a great deal of effort trying to stay out of each other's way after they have a good qualifying time and are cooling down so that all drivers have a fair chance to get a good qualifying lap. In another example, most of the time when our passing efforts have not put us in a position to "have" the next corner we back out of the attempt so as not to unnecessarily put each other in danger. However, there are a few situations that we could handle better.

Tire Temps and Checkered Flags

At a recent event there were only two run groups of race cars. This resulted in many classes being on track at the same time. We always have multiple classes running at the same time. This means we actually have multiple races running at the same time. However, a couple of drivers greatly and unnecessarily impacted the race of other drivers during a sprint race.

In this particular race, the checkered flag came out and the driver who won overall along with the second place car, who were both in the highest speed potential class in the group, continued at race speed after passing the checker flag. The drivers continued passing a few slower cars as they went. That generally gets the attention of the corner workers and the tower since one might assume they did not see the checkered flag. The cars they were passing had not yet passed the checker and were in fact on the last lap of the race. Those passes may have impacted several other in-class races as the first two overall finishers went around the track.

As they neared the end of their checkered flag lap they came upon two cars dicing hard for a class win. The large bore cars went by both cars just before pit entrance then the large bore cars braked hard and ducked into the pits. They continued at a rapid pace to their pit stalls where they stopped at their crew's position to get tire temperatures and pressures. The

two cars that the large bore cars had just passed were running close together when the faster cars went by. When the big bore cars braked hard to enter the pit, the lead car in the small bore class had to check up to avoid contact with the second place overall car. When the small bore leader braked, the second place car in his class was able to pass him between the last corner and the checkered flag.

The race was the first of two sprint races scheduled for each group that afternoon. However, we see this behavior even during the last race of the weekend. In this case what looked like the perceived need for tire temps probably to confirm set up for the second race but possibly just to keep complete records, impacted the finishing positions in another race. If either assumption is correct, it is not a good way to end a race and certainly is not courteous. One might think you should have a good handle on your car set up by that point in the weekend and those tire temps

at that point were just not that important. This is especially true at the track where this occurred since the later race was likely to have a ten degree higher

ambient temperature and a much higher track surface temperature. Overall experience and numbers from actual practice at the track the day before is probably going to help you just as much as current temps and pressures. The concept to remember when you are in this situation and feel the need for tire temps at the end of a race is this: the race for those small bore cars is just as important as your race. Your race is over and their race is not.

Anatomy of a Pass Under Braking

In a recent race we had three 13/13 incidents out of four total incidents for the race weekend in the same corner and two of those were in pretty much the same exact situation. In both of those situations a pass attempt was made in the brake zone. In each situation the cars were virtually identical and both cars were well driven. In each case the pass attempts were for the class lead.

...it is not a good way to end a race and certainly is not courteous.

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In discussing these incidents with racers it occurred to me that we should have a better understanding of what must occur in a contested pass under braking. That type of pass is the most common type of pass we see, or at least the type of pass we think we see. In the above situations neither car had the capacity to “out brake” the competing car. Maybe what we believe is a pass under braking is not really a pass under braking at all. So, what is occurring?

Sometimes a pass under braking actually does occur due to car or driver performance. However, if the cars have equal brakes and tires, and the drivers are both capable of getting very good brake performance from the cars, a true pass simply under braking is not likely to occur. I see the situation often where a driver will pull to an inside line to make a pass under braking without superior speed as the two cars go down the straight. In situations other than where the driver is playing a mind game and just showing the other guy “I am still here,” it appears the following driver thinks he is going to be braver than the leading driver and brake later to make a pass. Most of the time the following driver gains nothing under braking, is just off line and slower through the

corner, and loses ground overall.

In most cases what we assume is a pass under braking between cars with similar performance is actually the completion of a pass that started in the previous corner. The passing car is better in the previous corner, exits with more speed and gets a run on the leading car on the straight prior to the corner where the “pass under braking” occurs. The higher speed on the straight allows the passing driver to get a position before the brake zone that will allow him to pull along side in the brake zone. It looks like a pass under braking but it is really the completion of a pass that started in the previous corner.

So what is required to have this pass occur between equally performing cars? I believe it is more exit speed from the previous corner AND enough distance with whatever speed advantage that is necessary to gain position prior to the brake zone. Both elements are necessary.

In the cases mentioned above, both following drivers believed they had a run on the leader out of the previous corner and would be able to complete the pass under braking. The corner where contact

Continued on page 11

On the Backs of Racers

By Michael Wingfield, Chief of National Timing & Scoring



PCA Club Racing provides a forum for our racers to participate in competitive events. However, our sport also depends upon our racers to propagate the sport from one racing venue to the next. It is our own racing membership and racing support groups that help transport the necessary Timing & Scoring equipment and Scrutineer equipment between events. One might thus say that our sport travels on the backs of its own racers.

Transporting the necessary equipment is no small feat. This collection of gear includes several large trunks and two bulky containers affectionately called the “sewer pipe” and the “coffin.” In spite of the bulk, some Club Racers still volunteer to haul the paraphernalia from race to race. When given the choice, the National Club Racing staff would rather have our racers or race teams transport our equipment to events. Contracting professional shippers adds additional burden to the host region – shipping this equipment is expensive. We have also seen that our membership takes better care of the equipment during transportation, treating the gear as personal property. For this, PCA Club Racing, particularly the T&S and Scrutineer staff, is grateful.

This year racers and race support organizations moved the equipment to 15 of the 26 races. In most cases this was simply a transport of the gear from one venue to the next. In other cases, it took a coordinated effort where one hauler transferred the gear to a second hauler who then delivered the equipment to the next race destination. Some race

teams moved the gear more than once during the season, while one racer lugged the gear to four events. We call this racer our perennial transporter – thank you Phil Blackstone.

These unseen transporters deserve the thanks of all our racers. They provided safe and reliable transport of the equipment and saved the host region the hassle and expense of shipping the trunks to the next race. When you see these racers and teams at an event in 2010, offer them a word of thanks for their support of PCA Club Racing.

Racers:

Phil Blackstone (Pacific Northwest)*
Chris Blazer (Kansas City)
Jim Buckley (Maverick)
Scott Kuhne (Nord Stern)
Scott Robertson (Nord Stern)
David Rodenroth (Florida Crown)
Allen Shirley (Florida Crown)
John Trefethen (Redwood)

Teams:

Alex Job Racing*
DeMan Motorsports
Eurosport
Farnbacher Loles *
Topp Racing *


* Transported more than once during the year 



Photo by Colin Mazzola (NE)

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“Wild Willie” driver Bill Noblit scoots along via a tow from his father Bill Noblit in the paddock at Miller Motorsports Park

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View from the Tower

Continued from page 9

occurred is the third corner in a three corner complex as illustrated in Figure 1 below. The first two corners are fairly fast (low fourth gear) and have a very

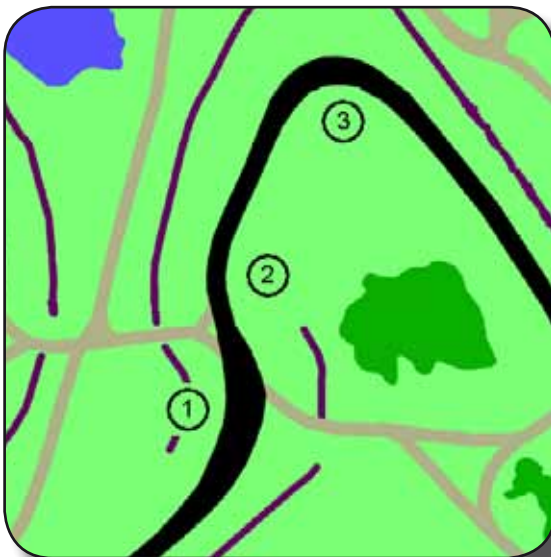



Figure 1: Three corner complex

narrow line. In fact the line is so narrow that no overlap can occur at speed and have both cars stay on the track. The third corner is wide with room to pass and many passes are made between cars that do not have equal performance entering and exiting the corner. However, turn-in for the corner is normally very early and few passes are made entering the corner even between unequal cars. The distance between the second and third corners in the complex is relatively short. Since the line through the previous corner is narrow and the brake zone for the third corner starts within fifty feet or so of the second corner exit there is not enough room to gain position prior to the brake zone so that the following car will be along side at turn-in even if he has a reasonably good run on the leading car.

This is just one of those places that a pass between equal and well driven cars is virtually impossible to complete without incident unless the lead car is bluffed out of the corner. Between cars dicing for the lead that pass is not very likely to occur.

Be smart. Make safe passes. Thinking is more successful than a dose of red mist. 

Rules Changes Adopted for 2010

By Donna Amico, Technical & Rules Chair



The comments are in and we have decided on the final PCA Club Racing Rules for 2010. The 2010 rules that were posted for comment are divided into three categories: Rules Adopted, Rules Adopted with Modifications, and Rules Proposals Not Adopted.

The comments provided by you were very valuable to the process. In some cases it is a clear matter of overwhelming support. In other cases, racers provided information that we did not have when initially reviewing the rules proposals and that information was critical. There is nothing like real data to inform decision making!

The number of the original rule proposal (e.g. "Stock 3") has been retained in the lists below to make it easier to follow what happened to your favorite rule. In some cases the reason for the decision follows the rule and appears in italic text.

Rules Adopted

Stock

1. Allow all carpeting to be deleted from stock class cars.

We will also allow deletion of headliners from all cars, not just those with welded-in cages. General Rule 9 will apply: "Vehicles entered in the program must, in addition to meeting safety and classification rules and regulations, be presented in an attractive and eye-pleasing manner."

2. Allow all AC components to be deleted from stock class cars.
3. Allow the full use of camber plates for camber adjustment in stock class cars.

"Camber plates" will be defined as devices allowing for camber adjustment at the top of the shock.

4. Allow the welding of flat metal for repair of chassis cracks. Added material may not connect with roll cage components or otherwise provide chassis stiffening beyond the repair of worn areas.

Welded metal cannot be used for ballast

7. Class Boxster and Boxster S in the same class as the comparable Cayman.

This results in a change in current classes for only one car, the 2008 Boxster S, which moves to H class. Minimum Boxster weights will be set to the lower Cayman weight.

10. Classify 2009 and 2010 models based upon Porsche published specifications. Table 1 on the following page provides the stock class designations.

Prepared

3. Prepared Rule 4: Add "brake booster" to the brake components listed as "free" in "prepared."

GT

4. Classify 987-based motors in GT with a performance factor of 140 HP/L.

GTB

1. Split GTB into GTB1 for 996-based cars and GTB2 for 997-based cars. Weights will be established so that most cars can get close to the required weight with little ballast.

With the 996s and 997s grouped together, some of the 997s had more than 100 pounds of ballast while the 996s were still 100 or more pounds heavier than their minimum weight.

3. Add Cayman S cars prepared to HSR Cayman Interseries specifications into GTB, with an appropriate minimum weight.

The Interseries cars have stock drive trains, but lack an interior and have chassis bracing that puts them into GT. GTB fits the basic "spirit" of these cars. Other Caymans that fit the formula of stock drive train and no interior can also run in GTB.

Class	Year	Model	Weight	HP	Ratio (lb/hp)
G	2009-2010	Boxster	2932	255	11.50
I	2009-2010	Boxster S	2976	310	9.60
J	2010	Boxster Spyder	2811	320	8.78
G	2009-2010	Cayman	2932	265	11.06
I	2009-2010	Cayman S	2976	320	9.30
H	2010	Panamera S	3968	400	9.92
H	2010	Panamera 4S	4101	400	10.25
J	2010	Panamera Turbo	4343	500	8.69
I	2010	911 Carrera	3075	345	8.91
J	2010	911 Carrera S	3131	385	8.13
I	2009-2010	911 Carrera 4	3241	345	9.39
J	2010	911 Carrera 4S	3263	385	8.48
L	2010	911 Turbo	3461	500	6.92
L	2010	911 GT2	3175	530	5.99
L	2010	911 GT3	3075	435	7.07
L	2010	911 GT3RS	3020	450	6.71

Table 1: Stock class designations for 2009-2010 model cars

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GTC

1. Allow GTC4 cars to change the brake master cylinders.

This change has been adopted by other sanctioning bodies; it provides better pedal feel and fewer foot injuries.

2. Allow optional Supercup exhaust on GTC4 cars

Apparently, you all feel louder is better!

3. Allow aftermarket camber plates in GTC1 (factory part is no longer available, *and there is no camber advantage to the aftermarket plates*).

4. Allow aftermarket doors and decklids in GTC3 and GTC4 in place of the carbon fiber parts. Replacements must be identical in every respect except weight and material. Parts can be no lighter than the stock parts.

You will not be able to find lighter parts than the original.

5. **NEW:** Establish GTC5 and classify 2010 GT3 Cup in GTC5.

We received the specifications on the 2010 GT3 Cup, and it is a significant advancement over the current GTC4 cars, including a different chassis. As a result, we are adding a new Cup class.

Other

1. Keep 13/13 rule as modified at beginning of 2009 and make elimination of an automatic 13/13 for single car incidents a permanent change.

Rules Adopted with Modification

Stock

8. Reverse Stock Rule 4.H. so that alternate ABS control units in 987/997 are not allowed. In its place we are considering specifying the allowed replacement(s) and the allowed associated changes that need to be made as a result.

We have adopted the first part of the rule proposal: Stock Rule 4.H. will be reversed and alternate ABS control units in 987/997 will not be allowed in stock class. However, we will allow alternate ABS control units as a “prepared” change.

9. Allow Cayman, Boxster and 997 cars to make changes to prevent heat-related failures of power steering system. Allowable changes that are approved for 2010 include:

- Change all lines and fittings to -4 and Aeroquip (plastic rings in the fittings melt)
- Add cooler for pump

The third change proposed will not be allowed:

- Relocate pump and reservoir

Prepared

4. Allow aftermarket air intakes such as cold air intakes as a prepared change. Changes to mass air flow meter/sensor would remain a 2-class bump.

Cold air intakes will be allowed as a “prepared” change but the change will be allowed only in all Boxsters, Caymans, Panameras, and 911s from 1999 to present.

Spec Classes

1. Make changes to Spec classes based upon the 2010 rules for each series of origin.

PCA Club Racing will allow SPBOX to run an alternate front wheel and tire to permit an “all square” set up with 17 x 8.5 inch wheels front and rear, running 255x40x17 tires. The standard set up with 17 x 7 inch front wheels running 225x45x17 will also be permitted.

GT

3. Move normally aspirated water-cooled 911 engines in earlier chassis into GT using the theoretical HP/L values established for the current GTA cars.

Since we did not establish HP/L values for the GTA cars, this rule cannot be adopted in its entirety. However, if the normally aspirated water-cooled 911 engine is of type M96 or M97, then it will be classed in GT according

to weight and appropriate M96 or M97 performance factor, even if the engine is in a 993 or earlier chassis.

stop cranking, so it is important to limit the amount of fuel that could possibly be added.

Enduro Protocol

1. Allow non-pressurized refueling set-ups that promote safe refueling, especially devices where the fuel container remains on the cold side of the wall. Limitations to be considered:
 - Mandatory safety devices on rigs, such as auto shut-off and dead man handles
 - Whether hand-crank set-ups will be allowed, since these are pressurized; if so, the amount of fuel in the reservoir cannot exceed the amount to be added to the car.
 - Amount of total fuel to be allowed in the pit area, even on the “cold” side of the wall.

We felt that allowing certain types of refueling rigs was too much of an advantage to racers with professional crew support. However, hand-crank units are a reasonable cost, easy to use, and keep the fuel on the “cold” side of the wall. We will specify there can be no more fuel in the reservoir than will fit in the car. The hand-crank creates pressure that continues the flow of fuel after you

Rules Proposals Not Adopted

Stock

5. Allow aftermarket fuel rails in 944s, so long as the stock fuel pressure regulator is maintained.

Although billed as a “safety issue,” it’s difficult to say that the failure of a part that is more than 20 years old is a safety problem. Further, we have no reason to believe that the aftermarket substitute will be safer, and it was considered a performance advantage. It was noted that failures may have occurred primarily on cars where the balance shaft was removed, and of course none of you folks have done that! Or at least you shouldn’t have done that.

6. Reinstate a minimum diameter of wheels/tires to avoid the equivalent of an R&P change by use of smaller wheels and tire sizes.

The difference in gearing from stock diameter that is actually available through the use of smaller tires is about



“**Thank you
Porsche Club
of America**”

Chris Alvarado
Lone Star Region PCA
Club Race, Co-chairman

3%. An R&P change is about 12%. Consequently, the difference achievable through smaller tires does not seem to be large enough to justify adding a rule. Those running larger wheels can find that they've added 3% so the difference between larger tires and smaller can be 6%. Whether the larger or smaller wheels are an advantage seems to depend on the track.

Prepared

1. Allow aftermarket control arms with adjustable end links as a prepared change.

This was too open to interpretation; some racers immediately came up with creative parts substitutions and started designing their custom A-arms.

2. Allow weight reduction of 100 lbs as a prepared change; all required equipment for stock/prepared cars must be maintained.

In general, 100 lbs was considered too large a reduction to allow in addition to other "Prepared" modifications.

Spec Classes

2. Replace the current Spec Class rules in the rule book with references to the rules for the originating series.

Although our rules generally follow other series rules for these classes, we will retain the text of the rules in the PCA Club Racing Rules for easy reference by racers and scrutineers.

3. Add Vintage 911, based upon the 1972 SCCA GCRs.

With the current GT rules, we felt that these cars would fit into an appropriate GT class that is likely to be "slower" than the GT class that would have been indicated under our old engine displacement formula. Consequently, we do not think this class is really needed, and it has only attracted interest from a couple of racers.

GT

1. Remove class distinction between R and S, and adjust Performance Index values to compensate:

GT car on DOT tires:

- 380 and below: GT1
- 381 to 485: GT2
- 486 to 625: GT3
- 626 to 775: GT4
- 776 to 925: GT5
- 926 and above: GT6
- GT car on non DOT tires: same values as today

There's a lot of sentiment to combine R and S to reduce the number of classes, but the formula as published was probably too large a weight difference between the two tire types. There was also some discussion of whether tires were really as big a difference as other GT preparation items where there is no class difference. Expect to see a revised version of this rule next year; based on the comments the rule needed too much revision from the proposal for it to go forward in 2010.

2. Move GTA cars into GT by assigning a theoretical HP/L value to the 996 and 997 normally aspirated race motors.

GTA will remain as the class for water-cooled flat six race motors, with GTA1 for 996-based and GTA2 for 997-based. This means that GT cars based upon street or race GT3 variants are GTA. However, please note that GT cars with street 996 or 997 engines are in the GT classes. The M96 engine has a HP/L factor of 135, and, with the 2010 rule, the M97 engine has a HP/L factor of 140. It still seems desirable to have the factory race engines in GT as well. The engine classification is likely to be based upon single-throttle vs. six-throttle motors, but information on their horsepower/liter potential is limited. Also, we have not decided what to do about the minimum weights that now exist in GTA but do not exist in GT.

GTB

2. Replace description of GTB with a reference to cars meeting Koni Challenge rules, plus the 3.8L X-51 cars with a weight penalty.

Although most GTB cars have come from the Koni Challenge series, we do not wish to tie our rules directly to Koni rules. The rules for Koni Challenge have considerations that are much different from PCA, such as balancing of competition across different marques.

Safety

1. Cars that are raced in the rain must have functioning head and tail lights.

We strongly recommend that cars have functioning lights under certain low light conditions, including heavy rain. Taillights and front running lights are suggested. However, we did not feel we could require lights just for rain unless we required all cars to have functioning lights.

2. Require either a side net on the right side of the driver or side head bolsters on the race seat.

We will add this to the rules as a recommendation, but not a requirement.

3. Require window nets to be attached to the roll cage (rookies racing with roll bars would be exempt until required to install a cage)

We strongly recommend that window nets should be attached to the roll cage/chassis rather than mounted on the door. If the net is on the door, there is no protection to keep your limbs in the car if the door comes off or flies open in a crash. However, we will not make this a requirement.

Rules Clarifications Adopted

These are changes to the rules language so that the language more closely describes the way the rule is enforced.

1. Change language of Stock Rule 1.A. to read: “As delivered from factory. No modifications after the air filter box or before the exhaust headers.”

Additional clarification language: “Mass flow sensor may not be relocated.”

2. Clarify that plastic windows as delivered on Porsche factory racecars are allowed (remove line requiring them to be removable.)
4. Clarify that where “factory parts” are specified in the rules, these are Porsche factory parts appropriate for the car model for the model years in the car’s class.

We will provide definitions in the rules for “factory,” “OEM” and “aftermarket.”

5. Prepared Rule 6.D.: Clarify that the maximum extension for any rear wing is the same as the maximum extension of added spoilers in Stock Rule 6.G., which is an addition of no more than 1” of factory body length.
6. Stock Rule 6.G.: Delete “but any stock component mounted to the deck lid must be retained” from the end of the paragraph. The “stock component” was the AC condenser, which we allowed to be deleted in 2009.
7. Make a single, consolidated weight table for all classes with minimum weights.
8. Revise Chart A in both SP2 and SP3 rules to clarify that the letter classes referred to are PCA classes. Include “stock” and “prepared” to clarify the required weight if “prepared” modifications are found.

Rules Clarification Not Adopted

3. Clarify that the allowed shock tower braces in stock classes must be bolt-in, cannot require drilling of additional holes, and are bolted only to the shock towers.

This language created problems with one manufacturer’s triangulated brace (but not another manufacturer’s brace of very similar design) and also with the 944 braces that bolt to brackets attached to the shock tower rather than the shock tower itself. 🏁



Photo by Cindy Pagonis (POT)

Corner Workers on the job at Summit Point

Starting Over

By Jeff Burger, PCA Club Racer (Hudson Valley Region)



After selling my 1992 Euro 964 Cup car this spring I was quickly forced into the realization of determining a replacement car. I frequently got asked, “Why did you sell it?” I wish I could have kept it but three factors lead to the sell:

1. I was no longer earning enough to justify \$1800 for a set of slicks needed to land a podium finish in the tough GTC1 class here in the northeast.
2. Given the current economy, I thought it would be a good time to get some cash back in the bank.
3. Although I have raced the car for six years without any significant damage, I was starting to get a little nervous about the value of the chassis and potential for sudden loss.

My first requirement of a replacement car was cheaper tires. No slicks meant slower lap times. I thought briefly about the Spec-911 class to control costs but that meant going back to a torsion bar car (which I didn't relish) and slower lap times. This left me pondering the GT class. Since I really liked the 964 Cup car and had a 964 street car, I slowly and quite painfully decided to turn my very well kept

stripped down and my not so svelte body. Starting weight in street trim with a quarter tank of fuel was 3030 lbs without me in the car, so essentially the car could lose about 600 lbs. In broad terms my objective was a faster car similar to my 964 Cup but with slower tires and a less valuable chassis.

I slowly and quite painfully decided to turn my very well kept 1990 C2 into a total track car.

Being a little on the competitive side, my next question was could a mildly modified more modern car be able to compete with these well developed beasts? A check of a few past race results indicated my 964 Cup was within three seconds of the fastest GT-4S times. This might work – possibly. I estimated the car without slicks would be two to four seconds slower depending on the track. The weight of the car would be similar to the 964 Cup and I could improve the suspension, gearbox, and motor. Budget was definitely a concern so I decided to start with a stealthy (and cheaper) narrow body with the same rims as used on the 964 Cup. I thought that if it was not competitive, I could always go wide later. Since I could do most the work myself and had the time to source used parts where appropriate, I could keep the overall cost down.

I contacted Geoffrey Ring at Racetek Engineering for help with the motor and other issues. With Geoffrey's specifications we built a budget (relatively speaking) race motor that runs on pump gas. Reiser Teknic got the call for the gearbox work, adding a LS and short gears and provisions for a future cooler. The suspension came in the form of used two way adjustable Motons and Porsche Motorsport North America springs with no other changes – yet. Power steering was kept through the use of an electric power steering pump mounted in the front trunk and a rebuilt PS rack. Brakes? Yes, bigger than the 964 cup!

Since I had not missed a PCA race season since I started racing in 1993, I set the objective of having the car ready for the NJMP Thunderbolt race in August. Unfortunately, when the race date was a



Photo by Robert Wilkoff (POT)

Jeff in his #11 street car turned GT-4S racecar

1990 C2 into a total track car. Typically, the current fast cars in GT-4 are lightweight highly modified (meaning cost more than my 964 Cup car sold for) early cars with outrageous wings and tires wider than my waist. A 964 with a 3.6 liter engine in GT-4 would have to weigh 2677 lbs. with me in it. This weight would be very reachable with my street car

few weeks away it was painfully clear that I would not make it. My objective moved to the Summit Point Motorsports Park Club Race in October. As time neared, I realized I would have to take some shortcuts and not be able to complete everything planned. I put pressure on myself and signed up for the Summit Point race and the Hudson Valley region DE event at Watkins Glen International (The Glen) scheduled for the two days prior to the race.

One of the major roadblocks encountered, and there were several, was two days before I was to leave for The Glen, we were unable to corner balance and align the car. The problem was traced to one of the used Motons that would not compress. After some desperation calls Monday morning, I took the offending shock to a shop in Long Island the next day to have it examined and repaired. Fortunately, it required no new parts, rather just a piece in the remote canister screwed back together. Advanced Auto in New Windsor NY came to the rescue and squeezed me in on short notice for the suspension set up. I was on my way to The Glen by 6:30 PM Tuesday - the day before the event.

If everything went well at The Glen, I planned to leave right from The Glen and head to the Summit Point race. Well, we ironed out some teething problems at The Glen, made some final drivability changes in the Motec mapping, and I felt comfortable enough with the car to go race. I headed to Summit Point by myself leaving around 4:00 PM Thursday. The path from The Glen to Route 81 south runs through some gorgeous mountains and scenery in northern PA. The leaves were just starting to change color and made the drive beautiful and quite relaxing given the frenetic pace of the previous three weeks as I tried to tie up all the loose ends.

I got up early the next day and arrived at the track before 7:00 AM to forage for a place to park and unload. Pete Tremper helped me find a space to squeeze in. I made it to registration then headed to tech where I got grilled by Walt Fricke and Geoff Daniels. The car was poked and prodded and finally I successfully emerged with the first log book firmly in hand for the new racecar. At last, a sigh of relief.

First session - Wow! The motor pulled like a freight train - I was flying. I was smiles from ear to ear. I hoped the transponder that I finished wiring that morning worked. A sobering check of the time sheet revealed the transponder was working and displayed a lap time of 1:24, about 6 seconds off the GT-4S fastest time, and three seconds slower than my 964 Cup best. Ouch!

I realized I had a long way to go and wondered how to get the lap time down. In subsequent practice sessions I got a little braver and experimented with different gear choices through the turns. I decided I was not ready to play with the Motons yet and left



Photo by Cindy Pagonis (POT)

Jeff #11 racing #20 David Ehm (RTR) in his H '87 930

them at the same settings. By qualifying Saturday morning I had shaved four seconds off my lap times and the leader's time had not gotten any faster. I qualified with a 1:20.2, good enough for eleventh on the grid with the big dogs, and was third fastest in class. Drum role

please...I was a second faster than my best 964 Cup time. Not bad on DOT Hoosier tires, pump gas and a narrow body.

Not having the usual group of friends at this race was refreshing as it gave me more time and incentive to meet and talk with others. I had set up next to Alex Bell, a rookie by his definition, and had a good time getting to know him throughout the weekend. After bleeding my brakes and changing pads Friday evening I realized most people had left for the evening. I poked my head into a nearby trailer where I heard noise and saw a light on. I got graciously invited to join the conversation and helped with the wine tasting hosted by Louis Bedstat and his crew and company. I had been friendly with Lou and his crew for many years at the track and, well if I must help with the wine tasting, I guess it was the neighborly thing to do. I had a great time enjoying their stories and added a few of my own. On Saturday my roommate from college drove up from Richmond to see me. He claimed he had to take a picture to prove to his wife he really was at Summit Point with me. I know he just wanted another picture to document our waist line comparison.

Continued on page 21

The “First Ever” Revisited

By Walt Fricke, PCA Club Racer (Rocky Mountain Region)



Rocky Mountain Region (RMT) hosted the “First Ever Anywhere” PCA Club Race in 1992 at Second Creek Raceway (R.I.P. 2005), Colorado. This race was soon followed by another PCA Club Race hosted by the Potomac Region at Summit Point Motorsports Park. RMT put on the race at Second Creek Raceway annually for some years. The annual RMT Club Race then moved around some, first to the Stapleton track (three years on

drove my racecar to the track. This worked great. Every racer went through technical inspection that weekend which took most of the afternoon. After all, it was the first ever race preceded by the first ever tech inspection. Tech was held in a motel parking lot down by I-70 – a Holiday Inn served as “Headquarters Hotel” as I recall. Various region volunteers went over my car and clothing. I still have the logbook.

Photo provided by Walt Fricke (RMT)



88th Dogleg

The start of the First Ever Anywhere Club Race

abandoned runways), then down to Pueblo Motorsports Park. Unfortunately declining interest, low attendance, and race facility issues forced RMT to not host a Club Race in 2008, which was a shame. After 16 consecutive years, the “16th Annual First Ever Anywhere” Club Race put an end to the long streak of RMT Club Races. Potomac Region now claims honors for longest running Club Race, and all of those races have occurred at Summit Point Motorsports Park. I applaud them for that.

With the advent of the new High Plains Raceway (HPR) in Colorado, RMT returned to the fray this year with the inaugural HPR race, Mile High Madness. RMT is a co-owner of this track, along with other car and motorcycle clubs. As someone who participated in that first race back in 1992 and in the recent reincarnation of the RMT Club Race at HPR, I thought I would reminisce.

In 1992, I towed a trailer containing my race tires and tools behind my stock 3.0 SC. Yes, I

The Club Racing rule book was thinner then than it is now. The rules said nothing about tires, other than perhaps tires had to fit under the fenders. Rims I think were limited as they are today. So I ran the slicks I had been running in DE events in the class for stock SC cars. The slicks certainly helped me keep up with Jerry Schouten (a fierce rival), though not enough to allow me to pass him. Harry Hall, who had a lot to do with the first rule book, later said it never occurred to the rules makers that anyone would run anything other than a Comp TA R1 or a Yokohama A008R in the stock classes. They did not mention my tires at that first race, but they saw them. Next year they fixed the rule book.

Those of us considered real rookies, having no Vintage or SCCA license or prior racing background, were watched over by those with race experience. Mary Jane Hopkinson was my watcher. As training, they had us rookies doing a threshold braking drill

coming into Turn 1. Someone threw a flag. What I think most of us learned was how well our cars stop. I am not sure this exercise helped us learn race-craft and it was not continued the next year.

I clearly recall the start of that First Ever first race (photo on previous page). Jerry in his white genuine RS #911 took off at the green flag with me in my red SC #33 on his tail.

The white cabriolet #90 you see third in line in the picture of the first ever start is none other than Kevin Buckler of TRG (National Sponsor). This was his first race also. Kevin had a 3.2 while I had a 3.0. I jumped Kevin at the start by holding one foot on the brake and the other on the gas pedal as I waited for Kent Early (starter) to drop the green flag. Hence my glee in besting a 3.2 at the start with my 3.0. Kevin later asked me how I got such a jump on him.

My wife Kathy was working at Farmhouse corner during the final race on Sunday. Toward the end of the race she could hear my engine cutting out. I had measured the fuel carefully, but forgot that the SC can have trouble when the level dropped under a quarter of a tank. However, once past that long, high G corner the engine picked up again and I finished wherever I otherwise would have.

A '68 912 GT-4R (#99) is my regular track car nowadays and #33 is relegated to a backup role. The utility of #33 on the street decreased quite a bit when the roll bar was replaced by a full cage with door bars, but I still drove it to work about every day, sun,



Photo provided by Walt Fricke (RMT)

Jerry Schouten #911 leads Walt Fricke #33 into Spectator Hook corner

rain, or snow. The real killer was the forced swap from a comfortable dual purpose seat on a slider to a plastic race seat bolted into just one position. I had to take the steering wheel off to get in and out without contortions. Despite my best efforts I could no longer use the stock shoulder belt, so I must buckle up the five point harness when I take the car onto the highway. 🏁

Starting Over

Continued from page 19



Photo by Complete Stranger

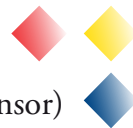
Jeff with Larry Raab, who really is at Summit Point

When I lined up for the first race on Saturday I was in between all those ground shaking Cup cars with graphics galore and big winged GT cars with huge flares. My plain-jane exterior gave no hint how it got there excepting maybe the 3.8 wing and the open pipes purring out the back. I was in the midst of a lot of savvy well experienced GT car drivers and was quickly mugged on the start of the first race. I had consciously started conservatively with my new car not wishing to make this first start the last start for this car. In the end, the first race yielded a tenth place overall finish, third in class out of six, two seconds per lap shy of the first place GT-4S best lap. Further improvements and my weekend were halted by a significant oil leak in the oil tank area that could not be found or solved at the track. It was on my list to replace those 19 year old hoses but I just did not get to it.

There is a lot of work left to do on the suspension, brakes, and 100 more pounds need to be shed. However, I have to say as a first outing with an incomplete car, I was pleased. Further, I think with some more time, development, and of course a further reduction in my bank account, it is possible I will be knocking on the back door of the class leading GT-4. 🏁

Beyond Octane

By Michael Miller, Technical/Operations Manager Sunoco Performance Products (National Sponsor)



Overheard at the local track:

- “High octane fuels burn slower.”
- “My motor doesn’t need all that octane so that fuel won’t do me any good.”
- “I need the highest octane so I can max out my timing.”

Unfortunately, those statements are not always true. As a matter of fact, those statements only have some merit in the street gas world where 91 or 93 octane fuel is king and 87 is used by most. In the world of racing gasolines, where higher octane choices abound, sharp engine builders and racers know they need to look beyond octane to find the right fuel. With easy access to street legal race fuel at the pump, drivers of high performance machines should understand octane and racing gasoline as well. Before we ignore octane, it’s important to look at how octane is measured in the first place.

Octane numbers are measured using single cylinder engines that look more like something crafted by Henry Ford than any modern engine. The engines are operated by trained technicians in labs under controlled conditions. Two tests are used – one for Research Octane Number (RON) and another for Motor Octane Number (MON). The MON test is not as “easy” as the RON test, so the MON is usually lower than the RON.

Many times you’ll hear that MON is more important than RON because the MON test is performed under higher temperature and engine speed conditions. While this may be true, the laboratory test conditions are not indicative of what real race engines – heck, even mild street motors for that matter – see at the track. Also, some engines have shown a better correlation between horsepower and RON. So a word to the wise: don’t get hung up on octane numbers.

Let’s consider the engines used in Formula 1 for a great example of why octane is not the only fuel parameter to ponder. These engines have compression ratios exceeding 18:1 and spin at RPMs pushing 20,000. Sounds like a candidate for a 116 octane leaded race gas, right? Nope - they use a 96 octane unleaded fuel! But let’s get back to the real world...

Naturally aspirated race motors with large combustion chambers spinning at high RPMs really like high-octane, fast burning fuels. They need the octane to prevent uncontrolled combustion, and they need a fast-burning fuel so that the flame front can span the large bore of the combustion chamber quickly. If you’re not sure which fuel burns faster than others, one indicator is specific gravity. “Lighter” fuels – fuels with a lower specific gravity – tend to burn faster because fast burning hydrocarbons are themselves light. Look for a specific gravity close to 0.70 and you’ll likely find a fast burning fuel.

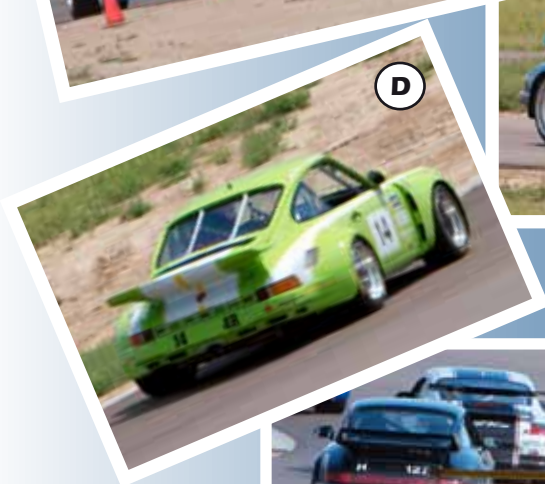
So you say you don’t race a vintage big-block Corvette? Well, as cylinder bore size goes down, octane appetite usually decreases too – all else being equal. Aluminum cylinder heads generally don’t need as much octane either. Thus, that BMW 2002tii in the paddock next to you might be the same age as that big-block Vette, and both could have the same compression ratio, but that BMW will likely be able to run just fine on a much lower octane fuel.

You might also be surprised to know that fast burning fuels may not need as much timing as their slower burning counterparts. Many times we get calls at Sunoco from individuals who are dialing in their new motor on a fast burning fuel but they’re using timing and jetting numbers that worked on their old motor and fuel combo. “Retard the timing a couple degrees and see what happens” is not the suggestion they expect to hear! With high octane, fast burning fuels, it is easy to dial in too much timing. In such cases, the engine is not detonating, but it is past the



Mile High Madness

Photos by Jeremy Rosenberger (Rocky Mountain Region)



A - Jerry Schouten (RMT) #911 chases rival Walt Fricke (RMT) #99, racing as they did 17 years earlier in the 1992 "First Ever Anywhere" race

B - James Young (RMT) #262 leads Robert Prilika (RMT) #25 up the hill

C - Robert Ames (RMT) #991 in his '73 911 RSR

D - Alexandra Sabados (RMT) #14 in her GT-4R '74 911 RSR

E - Mark Brouse (INT) #596 leads Keith Olcha (MAV) #127 & Michael Hemingway (RMT) #10 through the Prairie Corkscrew


point of optimum spark advance. A little less timing may really wake up the motor. OK, we've got the high winding naturally aspirated motors covered – what about those turbocharged and supercharged gasket torturers? Won't the same fuel work for them too? Well, yes and no...

Motors with lots of boost don't have to rely on fast burning fuels because the increased combustion chamber turbulence and pressure contributes greatly to the speed of combustion. This is even truer for smaller and more efficient combustion chambers.

For these engines, "heavier" fuels – those with higher specific gravity values – are usually better suited. Heavier hydrocarbon components in race fuels are very adept at holding off combustion until the spark plug says "bang." Interestingly, heavier hydrocarbons may not have the highest octane numbers, so be sure to consult with your fuel supplier for a good fuel recommendation. In all likelihood

you will be looking at fuels with specific gravity values of 0.72 and higher.

They say quality race fuel is cheap insurance, so do yourself a favor: when selecting a race fuel, look beyond octane. If you want that winning edge, consider both composition and consistency. Product consistency means you can count on getting the same results each time. Blending pump gas with race fuel creates a different result every time – pump fuel sees frequent changes in composition by region and time of year. Composition is important so you know that only the best components went into the fuels you're trusting to protect your investment. As the world's largest manufacturer of race fuels, Sunoco sets the standard for quality.

Our street legal 100 octane race fuel is available at the pump across the U.S. To locate a site, or to find a distributor simply go to www.racegas.com or call 1-800-RACEGAS. 

2009 Late Season Hard Chargers

By Michael Wingfield, Chief of National Timing & Scoring



Name	Region	Class	Description	Start	Finish	Index	Race
High Plains Raceway							
Jerry Schouten	RMT	GT6S	GT 67 911 S	17	10	7	Group 1 Sprint 1*
Scott J Norby	GPL	G	P 75 911 CARRERA 2.7	22	15	7	Group 1 Sprint 1*
Jerry Schouten	RMT	GT6S	GT 67 911 S	10	8	2	Group 1 Sprint 2*
Phil Blackstone	AK	I	95 993 RSCS	12	10	2	Group 1 Sprint 2*
Keith Olcha	MAV	H	P 93 RS AMERICA	13	11	2	Group 1 Sprint 2*
Randal S Cassling	GPL	J	S 04 GT3	17	15	2	Group 1 Sprint 2*
Barry F Tiller	RMT	E	P 75 911	30	22	8	Group 2 Sprint 1
Julie A Bailey	WIC	SP1	P 86 944	30	24	6	Group 2 Sprint 2*
Robert S Egeland	RMT	D	S 80 911 SC	31	25	6	Group 2 Sprint 2*
Robert B Thompson	GPL	G	P 72 911 CARRERA	51	34	17	Enduro
NJMP Thunderbolt Raceway							
Sean Foster	CTV	D	S 82 911	36	12	24	Blue Sprint 1
Richard Glickel	HUD	GT5S	P 92 968	35	23	12	Blue Sprint 2
L Cejas / J Paton	NNJ	GT5S	S 87 944 S	35	25	10	Blue Sprint 3
No Race							Red Sprint 1
Kenneth Lubell	MNY	GTC2	GT 94 993 SUPER CUP	20	11	9	Red Sprint 2
Richard J Valentine	NE	GTA2	GT 07 997	18	2	16	Red Sprint 3
Kenneth W Nielsen	RTR	J	S 04 GT3	38	7	31	Yellow Sprint 1
John Giannone	RTR	I	S 03 996 C2	36	20	16	Yellow Sprint 2
Charles N Belluardo	JSH	F	S 90 964	22	13	9	Yellow Sprint 3
John Bilikas	REN	SP2	P 86 ROTHMAN 944	16	11	5	Orange Enduro
John Giannone	RTR	I	S 03 996 C2	12	8	4	White Enduro*
James G Pappas	NNJ	J	S 02 996	18	14	4	White Enduro*
Michael Vietz	CHS	H	P 93 911 RS AMERICA	19	15	4	White Enduro*
Road America							
Alain Goulet	REN	G	S 88 944 CUP	40	24	16	Blue Sprint
Craig Smid	CHO	F	S 88 951 S	18	7	11	Green Sprint
Gary C Pennington	CAR	GTC3	GT 04 GT3 CUP	24	13	11	Red Sprint
Alain Goulet	REN	G	S 88 944 CUP	27	4	23	Purple Enduro
Mike Courtney	NST	GTC1	GT 92 964	38	21	17	Yellow Enduro
Thunderhill Raceway Park (II)							
Evan Williams	GG	GT4S	GT 69 911	13	10	3	Sprint 1
Carlos B Ragudo Jr	GG	GT3R	GT 99 996	9	6	3	Sprint 2

Photo by Cindy Pagonis (POT)

Name	Region	Class	Description	Start	Finish	Index	Race
Miller Motorsports Park							
Steven Brand	INT	G	S 97 993	22	8	14	Blue Sprint 1
Peter L Juvet	PNW	H	S 94 911 RSA	18	7	11	Blue Sprint 2
Al Tiley	INT	GT3S	GT 93 911	22	16	6	Red Sprint 1
Les Long	INT	GT3R	95 993 RS	20	3	17	Red Sprint 2
Rodolfo Villalobos	LHN	GT2R	GT 73 911 RSR	44	19	25	Enduro
Summit Point Motorsports Park							
Mario Lomedico	JSH	GT3S	GT 85 993	28	20	8	Green Sprint 1
Harry E Kintzi	CPA	H	P 95 993	31	25	6	Green Sprint 2
Rob Purviance	CAR	G	P 93 964 RSA	31	18	13	Red Sprint 1
Chip Henderson	MOH	E	S 86 951	31	22	9	Red Sprint 2
Mark S Lee	CHS	G	S 95 993	30	18	12	Combined Sprint
Mark S Lee	CHS	G	S 95 993	35	7	28	Combined Enduro
Hallett Motor Racing Circuit							
Ronald Leonard	KSC	GT3S	GT 88 951 S	27	19	8	Red Sprint 1
Carl Amond	MAV	SPBOX	P 98 986	15	10	5	Red Sprint 2
Donald R Mayer	WIC	GTC3	GT 01 GT3 CUP	25	1	24	Red Sprint 3
Richard Bennett	KSC	E	S 89 944 T S	15	10	5	Yellow Sprint 1
Bill Jacobi	CMR	D	S 79 911 SC	19	16	3	Yellow Sprint 2
Richard Bennett	KSC	E	S 89 944 T S	15	6	9	Yellow Sprint 3
Daytona International Speedway							
Sid Collins	FLC	D	S 72 911	17	11	6	Blue Sprint 1*
Larry Hoffman	SFL	GT5S	GT 74 911 RS	26	20	6	Blue Sprint 1*
Scott A Kuhne	NST	SP1	P 83 944	22	15	7	Blue Sprint 2
Alain Goulet	REN	GT2R	GT 92 968 T	33	18	15	Red Sprint 1
Mac Mcgehee	FCR	GTC4	GT 06 GT3 CUP	26	12	14	Red Sprint 2
Alain Goulet	REN	G	88 944 TCUP	44	20	24	Enduro

* Indicates a tie



Photo by John "Blake" Blakely (SPC)

Maxton Mile

By Rock Webb, PCA Club Racer (Carolinas Region)



I am Rock Webb, 65 years old and a 27 year PCA member from Columbia SC. I am the Sun Fun Area Director in the Carolinas Region and an avid Club Racer. I started Club Racing some 13 years ago at Roebing Road Raceway. My goal is to race on all the tracks east of the Mississippi and I have Lime Rock Park, Morroso Motorsports Park (now named Palm Beach International Raceway) and Mosport International Raceway left on my bucket list.



Photo by Gordon Friedman (PAL)

Old Yeller - Rock's '73 911T waits on the Maxton grid

What is amazing is that I have been able to do this in my '73 911T affectionately named Old Yeller. So far I have had only 2 DNF's, both from clutch failures, with no engine issues. There was a transmission rebuild in 1998. They just don't make them like they used to!

Back in August I spent a day at the Bonneville Salt Flats watching the time trials. Along with that and seeing The Worlds Fastest Indian movie three times, I had the hots to do a high speed event. Well, in September with Bonneville being 2,200 miles away and the interstate being covered with cops I began looking for "opportunities." My biker friend Gene Brown said, "You should run the Maxton Mile where they have Hayabusas doing over 200!"

Maxton, short for Laurinburg/Maxton Army Airbase, is an old WW II glider training site with 1.9 miles of old bumpy concrete runway. You have a standing start mile to run and almost another mile to slow down just in case brakes fail, or worse. Cars that run over 180 MPH have to have a parachute. Driving Maxton felt a lot like driving the back straight at Sebring, but I get ahead of myself.

Maxton sounded interesting and it was only 150 miles away in Laurinburg, NC. It is not too far past "South of the Border", the tackiest place I have ever been and the only thing Yankees remember about SC on there way to Florida, but I digress.

I joined the ECTA (East Coast Timing Association, the principal sanctioning organization for Land Speed Racing in the Eastern United States.), read the rule book, and called Gene to tell him we would do it. Basically if you stayed under 135 MPH you could run a street car and all you needed was a 2000-SA helmet - cool! The most I could do "optimistically" was around 130 MPH. I have seen that speed at Daytona going into the infield, so I really did not need all my road race safety equipment. However if I had a blowout I would be glad I had it.

We loaded up and headed out Friday around noon, getting there around 3:00 PM in time for tech. We teched okay and were ready to run on Saturday. The place was covered with bikes, as this was the Sport Bike Magazine sponsored "Shoot-out." We saw everything from turbo Hayabusas to a Sears 125 CC bike that, by the way, set a class record at 68 MPH!



Photo by Gordon Friedman (PAL)

Rock prepares for the Maxton Mile

There were plenty of cars there but I did not expect to see many Porsches. I was delighted to see Cory Friedman and his Autometrics Grand Am/PCA GTA Porsche Cup car. The whole crew was there and they wanted to see some serious speed. Autometrics is a Porsche specialty shop out of Charleston SC. It

is owned and operated by Gordon Friedman and his sons Cory and Adam. Cory is an accomplished driver and Adam handles the technical side.

Saturday morning we lined up and started our runs. Time trials are kind of like being in a war zone, lots of waiting around interrupted by short moments of intense excitement and a huge adrenalin rush. Yes, it was like a hill climb with no hill – only a straight. No where near as satisfying as a road race.

There were some neat cars there. My favorite was a 1938 Buick straight-8 with a modern day supercharger, about 4000 pounds of American iron that ran about 120 MPH. Another interesting car was the immaculately prepared '51 Crosley roadster that set a record at 71 MPH. The fastest vehicle there was a highly modified turbocharged Suzuki Hayabusa that hit around 210 MPH. Right behind him was an outstanding Ford GT 40 that made it into the 200 MPH club with a run of 202 MPH.



Cory Friedman waits for the results of his 172+ MPH run

Cory did well with a record setting run of 172.448 MPH for class E/GMS. Old Yeller was still pulling at the end of the mile at 125 MPH, not quite enough to beat the 128 MPH record I was shooting for. Let's see, skinny tires, take off the spoilers... Wait till next year!

Keep your eyes on the road and your hands upon the wheel for sure. 🏁



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Bob Churinetz 901.626.6587

rchurin@bellsouth.net

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Joe
Jailacqua@aol.com (1)

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David 860.233.5155
DMRACIN@aol.com (1)

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Bob 206.498.0273 (2)

993

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ptheodore@comcast.net (2)

1983 944 Cup Car

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Dave 301.743.5948
cup944@aol.com (2)

GT3

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Phil 262.243.9012
nkandpk@milwpc.com (1)

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Thumbs Up to Cool Graphics!

Philip Gilsdorf (PST) #143 captured in this photo from Daytona shows that graphics can be cool and not interfere with the car number. Here is his GTC2 '94 993 Cup and a close up of the door. Thumbs up!



Photos by John "Blake" Blakely (SPC)



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