

PCA Club Racing Newsletter - Sponsored by Porsche Cars North America



2010 Rules Proposals

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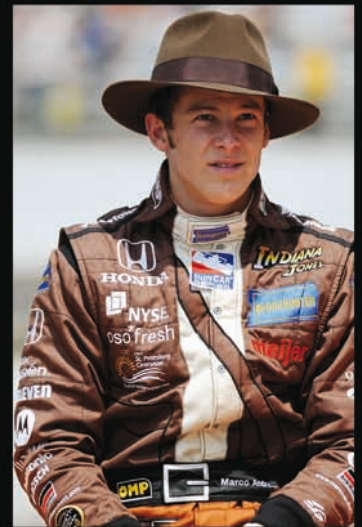
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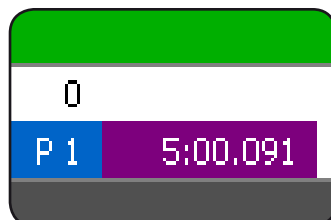
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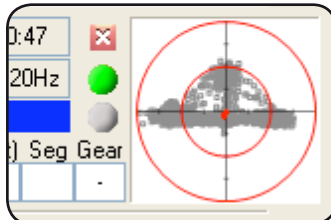
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On the Cover

Roger Funk in "The Brick" gets it backwards at Lime Rock Park - Photo by Tim Rogers (CTV)

Photo provided by Dick Dobson

Deadline for article submission for the next issue is October 31, 2009

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State of the Program

By Bruce Boeder, Chairman PCA Club Racing



Recently Club Racing paid to have David Murry, a professional driving coach, in attendance at the Brainerd Club Race. By all reports, the first attempt at a PCA Club Racing Coaching program was a success. David presented an initial chalk talk the night before the race, presented small snippets of his knowledge in “David Murry Minutes” at the Drivers Meetings, and was available throughout the weekend for consultation. I am aware of two Club Racers whose times improved markedly after a short discussion with David about set up problems they had with their cars and how to change the set ups. Individual coaching was also available on a daily basis, for a limited number of racers, at a reasonable cost. The feedback from those who took part in the individual coaching was enthusiastic about the new program.

The first attempt at a PCA Club Racing Coaching program was a success.

The Coaching program grew out of discussions that we held with Porsche Motorsports in January of 2008 plus discussions with many racers who were looking for something more to add to the program. We believe that this is something that can distinguish our program from many other venues. We also anticipate that as time goes on, the coaching program will raise the ability level of our racers in general. Frankly, having raced in other venues, I can tell you that the general level of our racers’ ability, compared to those other venues, is high. However, that doesn’t mean that we cannot all stand to improve our driving.

The second round of the Coaching program will be at the Daytona Club Race. It will be a little different in format. The coach, for various logistical reasons, will not be available for individual coaching for a fee. However, he will hold chalk talks each day, will give his “Minutes” at the Drivers Meetings and will be generally available in the paddock for discussions. Although David Murry is heading up the Coaching program in general, at Daytona the coach will be Doc Bundy. Many of you are familiar with

both David and Doc from their various professional drives.

David Murry will be back coaching with us at the Roebling Road Club Race in December. At Roebling Road individual coaching sessions will be available for a nominal daily fee of \$250.00. More information will be available on the Florida Crown Region web site as we get closer to the race date.

The Coaching program will raise the ability level of our racers in general.

It is anticipated that coaches will be available at selected races next year. This is a relatively expensive direction for Club Racing to take, especially in trying economic times. However, we are optimistic that we can offer coaches at a number of the races next year. I will have more information to follow as we firm up the schedule for next year.

On a more troubling note, this summer we had two racers suspended because of their conduct which did not necessarily result in car damage. Both of them blatantly ignored our rules - with one engaging in potentially dangerous on track conduct and the other discovered cheating. They are both suspended for 13 months. If they decide to petition for readmission, they may or may not be allowed back into the program. Frankly, I for one do not want to race with someone who can not follow our relatively simple rules.

The rules change proposals for 2010 are found in Donna Amico’s column on page 12. After fairly major changes the last two years, we have tried our best to keep the rules change proposals to a minimum. Please submit your comments as soon as possible to CRRules@PCA.org. The current experiment with the elimination of the single car 13/13 has gone well and I predict that it likely will become permanent.

See you at the track! 🏁

2009 Club Racing Schedule

Dates	Event	Region	Region Contact
Sept 5-7	Road America*	Chicago	Keith Clark 630.690.3381 kc_design@sbcglobal.net
Sept 5-6	Thunderhill	Golden Gate	Andrew Forrest 650.387.4019 ggracereg@gmail.com
Sept 26-27	Miller Motorsports Park*	InterMountain	Steven Brand 801.944.0051 hillside1801@aol.com
Oct 3-4	Summit Point Motorsports Park*	Potomac	Kevin Oyler 240.505.4332 kevino@scmanage.com
Oct 3-4	Hallett Motor Racing Circuit	Cimarron	Earl Schott 918.455.2888 eschott11@aol.com
Oct 9-10	Daytona International Speedway	Florida Citrus Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net
Dec 4-6	Roebing Road	Florida Crown	Bob Linville 904.272.2998 cblinville@bellsouth.net

* Indicates an Enduro event

Photo by Hart Photography



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

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

Lorem Ipsum

By Michael Wingfield, Club Racing News Editor



Yes, this issue of CRN has arrived late. As you may have seen in the movie *The Great Muppet Caper*, someone runs into the editor's office and shouts, "Stop the presses!" That is exactly what has happened with this issue.

Stop the Presses

Sometimes a news item simply must appear in a particular issue. This is true for this edition. The press stopper in this instance was the 2010 proposed rules changes. These proposals must appear in this issue in order for you, the racers, to review and provide comments to the Rules Committee before the end of the year. Unfortunately, with so many proposals to consider, the list arrived later than the traditional deadline. Nonetheless, this magazine is not driven by deadlines, but by content. The proposed rules changes are critical to our sport. Thus, the delay of this publication in order to provide you with much needed content is a service, not a detriment. You will find the proposed rules changes on page 12. The proposals also appeared on the PCA Club Racing website before the end of August.

Upcoming Event Ads

One feature sadly missing from this issue is the advertisements for upcoming races. Unbelievably, I received no event ads for the races that close out the remainder of the 2009 season. Race committee members, which includes many of our racers, should know that you receive one free half-page event ad in this publication. In order to obtain the ad space, you must have a submitted and approved race application. Given that this publication appears quarterly, you need to have the race application approved and the desired ad artwork submitted for approval three to six months before your scheduled race date.

Photo Submissions

When I put together my first issue of CRN at the beginning of the year, I had zero photos. Blair Hartsfield of Hart Photography came to my rescue and provided the much needed photos that graced

the pages of CRN 09.1. I am very pleased with the support I have received from our membership in providing photos of current events.

With so many photo contributors now, I am compelled to provide some basic photo submissions guidelines.

1. Send only your best photos. Blurry images, cars on the horizon, or shots of the ground or sky will not appear in these pages.
2. Limit your submissions to your 10 best photos. Please do not send discs containing hundreds of photos as I simply do not have time to review so many images.
3. Send high resolution photos if possible. Photos at less than 72 dpi will appear grainy, so the higher the resolution the clearer the photo.
4. Photos of people are as welcome as those of cars in the paddock or on track. However, please provide names when the photo captures a single person or small group of people. I do not need names of everyone in candid crowd shots.

I try to provide a photographer credit for every photo in CRN. If you send photos taken by someone other than yourself, please provide the name of the photographer. On occasion I am directed to photos available from the Internet. When I find photos on the Internet, I provide credit to the source if no photographer name appears with the photo. Finally, keep those photos coming!

Racers Can Write

I am pleased that our readership is providing content. This newsletter is more than a rule book or technical reference. It provides, or should provide entertainment. My intent is to publish more stories of races and racers. Who better to tell those stories than you the racer. This issue contains four articles submitted by our racing readership. Besides being informative, these articles are entertaining. Keep those articles coming!

Read and enjoy. 🍷

Club Racing News

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PCA Club Racing Chairman Bruce Boeder presents the 2008 Michael Melton "Rookie of the Year" award to racer David Fry at the 2009 Watkins Glen Club Race. The plaque reads:

Michael Ward Melton
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Winner

David A. Fry

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View From the Tower

By Bryan Henderson, Chief National Steward



This has been an interesting racing season. Most of the races seem to be doing just fine and several have had the best year yet. It is still early in the season so I still have a chance to get in a dry race weekend this year.

National Scrutineers have stepped up rules enforcement and compliance checking.

Some of you have probably noticed that the National Scrutineers have stepped up rules enforcement and compliance checking. This is a good thing for most of us; it levels the playing field. If it has not been a good thing for you, remember this is competition. There are rules for everyone. You should start with the same advantages available to your competitors or the competition becomes unfair. A win with an illegal car is a pretty hollow victory. Look at your own motivation if compliance checking has not been a good thing for you.

Several of you have taken the time to send me emails regarding incidents or situations that have happened to you in races, and blocking seems to be a hot topic. We will look at one of these emails in this column. While I have covered this topic before, I will look at it again since several of you have requested it.

The following excerpts come from a correspondence sent to me by R. John Giannone, who drives a 2003 996 C2 in I class. It contains several tidbits that help to make some timely points as observed from his prospective based on his involvement in the Purple Enduro at the Watkins Glen International Club Race this year. My comments are interspersed.

Slamming the Door

[RJG] Don't leave the door open (a mistake), and then close it (a further mistake). I had a good run through the Esses, enough to gain significant closing speed on a slower car half way to the Bus Stop. The car ahead left roughly 8-10 feet on the inside of the track, an opening I aimed for. At the last split second, this car moved over and almost put

me into the grass at 140 mph. I did not hit him, and I did not crash or spin, but it was darn close. Here is what I would say to this person, "If you don't want someone passing on the inside, don't leave eight feet - only leave five feet." This person was very lucky. He is very lucky he does not have my death on his hands. He is very lucky that I backed out and chose not to ram him and spin him. I am sure he would have second thoughts about moving over if he found himself spinning and flipping at 130 mph. To reiterate, if you do not want someone someplace, don't leave the door open and then expect to close it. If you are not aware enough of your surroundings, that is no excuse either.

[BH] The track between the top of the Esses and the Bus Stop is an 1800 foot straight. The top of the Esses and the Bus Stop are both right hand turns toward the inside of the track. The leading driver may have been setting up to use a defensive line at the entry to the Bus Stop. Would that have been blocking? I think not if it were done in a timely manner. However, if it were done in a last second rapid maneuver calculated to kill the momentum of a passing car, then yes it is blocking. This occurs more often at corner entry.

If you do not want someone someplace, don't leave the door open...

In the E class where I race, I would suggest leaving only three feet of room on the inside. Someone will go for a five foot hole.

Rolling Roadblock

[RJG] The other thing that needs to be addressed is the propensity for many drivers to block faster traffic. In one case, I watched a battle in front of me between a GTC1 car leading a GTC2 car. For three laps, the GTC1 car did everything in his power to keep the GTC2 car at bay, weaving and blocking mercilessly. I am sure the driver of the GTC2 car was livid as most of us would be. Obviously, the rookie GTC1 driver had no idea of the damage he was doing

to his overall strategy as he fixated on one car behind. Given that both drivers were two or three seconds off the race pace, there was no doubt five or six cars checked out on both of them, and traffic from behind began to close up. I can assure you that this one driver (there are many) had no idea of the damage he was doing to his overall position. But man, he was racing! Such drivers need to learn “the big picture”.

In my personal instance, at the 80 minute mark of the Enduro, I came up on a slower H car while going down the front straight. I was about to lap him. Going into Turn 1, I got fully alongside his right into the braking zone. This driver moved me over far enough that I had to put two wheels in the grass. I entered full lockup panic mode as the car threatened to spin. There was traffic in the corner and I was fearful I was going to hit someone, and the whole thing was just plain ugly. I was lucky again. Porsche ABS earned its keep at that moment. Within half of a lap I had 500 feet on the H car. If he was not aware of faster traffic - shame on him. If he presumed I was in-class, shame on him more for driving a competitor off the track.

[BH] Well said.

Take Responsibility

[RJG] It seems to me that many racers feel that the solution to their mistake is to block. Personally, at our club level, my solution to a mistake is to cede the position; that is the penalty for making a mistake.

My solution to a mistake is to cede the position; that is the penalty for making a mistake.

I know that most racers in our club would agree with me on these two points. In the minority of cases, drivers either refuse to accept their responsibility, or do not understand their responsibility. Either way, please make every effort to ensure a stricter compliance to the spirit of Club Racing. It takes a lot to get me going. These events from Watkins Glen did it. In these cases it was a good thing I was not parked in the paddock near either of these two drivers. I would have had words with them – diplomatic words, but words nonetheless.

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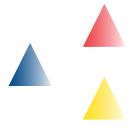
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Impeccable Timing

By Michael Wingfield, Chief of National Timing & Scoring



Last year, the 2008 PCA Club Racing season opener at Sebring found Timing & Scoring using transponders to time competitor's Enduro pit stops (CRN 08.1, page 16). The pit stop information recorded includes the official elapsed race time when the competitor enters pit road, the official elapsed race time when the competitor departs from pit road, and the length of the pit stop as denoted by the time difference between the departure time and the entry time. Since that first Enduro at Sebring, I find I am constantly amazed at the impeccable timing of some PCA racers at determining and implementing the correct length of the mandatory five minute pit stop.

I am constantly amazed at the impeccable timing of some PCA racers at determining and implementing the correct length of the mandatory five minute pit stop.

I knew we would have some racers that would get close to the five minute minimum time required for the mandatory Enduro pit stop when we implemented transponder pit stop timing. However, I never truly appreciated how close some racers could time their stops to almost exactly five minutes. When you consider that the timing of the pit stop starts when a racer crosses the pit-in entry mark and continues until the racer crosses the pit-out exit mark, managing to have an overall elapsed time within several seconds of five minutes is a feat unto itself. Nevertheless, we have racers that manage to have pit stop times mere fractions of a second over the minimum required five minute stop time.

To illustrate some of these impeccable pit stop times, let us revisit the 2008 Sebring Purple Enduro. If you were at the Enduro drivers meeting you may recall Chief Steward Bryan Henderson announcing the implementation of the new pit stop timing system and emphasizing that 4:59 pit stops would no longer be accepted. In lieu of this warning, Figure 1 shows how Gary Small still managed to record the quickest Enduro pit stop of the weekend with an incredible elapsed time of only 5:00.756 – less than one second over the required five minute minimum.

493	GARY R SMALL	U	...
493	GARY R SMALL	P 1	5:00.756
493	GARY R SMALL	P 2	15:49.221

Figure 1: Sebring 2008 Gary Small records the quickest Enduro pit stop for the weekend

This Enduro also captured our first short pit stop violation. Unfortunately, the respectable Ken Laborde earned the ignominious honor as the first driver captured by the new pit stop timing system for making a short pit stop. Ken recorded a pit stop time of only 4:58.473 as shown in Figure 2. The 1.527 seconds short on the original stop and the resulting penalty cost Ken an overall victory. This also dropped him to the first car one lap down, twelfth overall and eighth in class.

18	KENNETH H LABORDE	8	53:01.547
18	KENNETH H LABORDE	P 9	4:58.473

Yellow Flag

Figure 2: Ken Laborde records the first short Enduro pit stop with a time of 4:58.473 at Sebring 2008

Since that first transponder timed Enduro at Sebring in 2008, I have noted more incredible pit stop times recorded by our racers. Perhaps the most impressive pit stop time was recorded by Robert Viau, Jr. at Watkins Glen International (WGI) this year during the Orange Enduro. Robert posted a 5:00.091 pit stop time – less than one tenth of a second over the required five minutes (Figure 3). This is truly an extraordinary pit stop time.

219	ROBERT R VIAU JR	0	
219	ROBERT R VIAU JR	P 1	5:00.091

Green Flag

Pit Stopped

Figure 3: Robert Viau posted the quickest Enduro pit stop recorded to date of 5:00.091 at WGI 2009

Like Sebring 2008, WGI 2009 also illustrates the magnitude of the penalty for making a short pit stop. During the Purple Enduro, Caryl Brensinger posted a pit stop time of only 4:58.463, just 1.537

seconds short of the mandatory five minute mark as shown in Figure 4. Figure 4 also shows where Caryl had to serve a stop-and-go penalty which kept him on pit road, entry time to exit time, for over 40 seconds. Combine this 40 seconds spent traveling on pit road with the time lost on both the in-lap and out-lap, and you can see that 1.5 seconds short becomes much longer when serving a penalty.

176	CARYL S BRENSINGER	0	
176	CARYL S BRENSINGER	P 1	4:58.463
176	CARYL S BRENSINGER	2	7:09.754
176	CARYL S BRENSINGER	P 3	40.206

Figure 4: Caryl Brensinger records a short Enduro pit stop at WGI, requiring a second trip down pit road

While looking at actual pit stops times reveals impeccable timing, there remains another important timing element of the Enduro pit stop – the time for pit entry to begin the required pit stop. This time element is stipulated in the Enduro protocols rule #1 which states:

Required pit stops cannot be made within the first fifteen (15) minutes of the race and must start before the last ten (10) minutes of the announced race length.

Most racers will make the required pit stop about half way through the length of the Enduro. However, at Eagles Canyon Raceway (ECR) this year, Bill Miller demonstrated with his pit entry how close he could come to the 15 minute mark when the pit stops are permissible. Figure 5 illustrates how Bill crossed the pit-in scoring line at 15:02.929 elapsed race time – less than three seconds after Enduro pit

176	BILL MILLER	0	15:02.929
176	BILL MILLER	P 1	5:03.841
			20:06.770

Figure 5: Bill Miller enters pit road at 15:02.929, less than 3 seconds after pit stops are allowed

stops are allowed. What makes this pit entry time so incredible is the length of the entry lane onto pit road. Bill had committed to pit road before the pit

stop would have been allowed, yet the commitment lane to pit road is sufficiently long that by the time he reached the pit-in marker, the stop was within the acceptable time parameters.

Each racer must weigh the consequences of a quick pit stop and the penalty incurred for cutting that stop short.

Not so fortunate with his pit entry timing at ECR was Keith Olcha (Figure 6). Keith crossed the pit-in mark at 51:10.283 elapsed race time, just over one minute past the 50 minute mark which denoted the end of eligible pit stops for this 60 minute Enduro. Keith over shot his pit entry by about half a lap as he ran 2:03.7 average lap times. Rather than finishing seventh overall, he received a DQ for failing to make his pit stop within the allowable pit stop time window. This illustrates that the penalty for missing the pit window is much harsher than posting a short pit stop time and serving the stop-and-go penalty.

127	KEITH OLCHA	0	51:10.283
127	KEITH OLCHA	P 1	5:00.551
			56:10.834

Figure 6: Keith Olcha enters pit road late and then posts the fastest pit stop of the weekend

On the bright side, Keith certainly knows how to time his pit stop once on pit road. He posted the quickest pit stop time for this Enduro at 5:00.551 as also shown in Figure 6. It is unfortunate that this pit stop time did not count.

I initially hesitated to divulge these incredible pit stop times. Some may argue that revealing the Enduro pit stop times makes the pit stops more competitive. Yet, I am compelled to note that the Enduro pit stops are already competitive. The pit stop is only one facet of the overall competitive event, the race which is the Enduro.

Thus, I decided to share some of these impeccable pit stop details. Each racer must determine how competitive they wish to make their individual Enduro pit stops. Remember, a short pit

Continued on page 25

2010 Rules Proposals

By Donna Amico, Technical & Rules Chair



The PCA Club Racing Rules Committee is soliciting racer input on the following rules proposals. Not every proposed rule is considered to have equal merit at this point. Based on the information currently available, some of these are more likely to be adopted than others. Your input is extremely important to make sure the decision on whether to adopt a rule change is made on the basis of accurate information and the change effectively addresses a real need. When submitting comments, please clearly identify the rule section (e.g. “Stock”) and rule number for each comment. Please submit comments by October 1, 2009, via email to CRRules@PCA.org.

Your input is extremely important...

There are several reasons why rules proposals do not make it to this list. Some proposals are more “steward’s procedures” than rules; these are forwarded to the stewards for consideration. Others are the purview of the medical committee. We defer to them on issues regarding the content and format of the physical examination forms. Proposals that would tend to increase commercial influences on the program are contrary to the current principles of PCA Club Racing. We seek to maintain distinctions between stock, prepared and GT-class cars. Finally, rules proposals to allow a specific model to make a modification not allowed for other models generally have little chance of passage, unless there is a serious safety issue that needs to be addressed.

If you are curious about why a particular proposal does not appear on the list below, please send an email to DonnaAmico@Comcast.net.

Stock

1. Allow all carpeting to be deleted from stock class cars.
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.
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.
5. Allow aftermarket fuel rails in 944s, so long as the stock fuel pressure regulator is maintained (safety issue).
6. Reinstate a minimum diameter of wheels/tires to avoid the equivalent of a R&P change by use of smaller wheels and tire sizes.
7. Class Boxster and Boxster S in the same class as the comparable Cayman.
8. Reverse Stock Rule 4.H. so that alternate ABS control units in 987/997 cars 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. One concept is that allowed replacements would be limited to approved systems for the Grand Am Koni Challenge Series.
9. Allow Cayman, Boxster and 997 cars to make changes to prevent heat-related failures of power steering system.

Allowable changes would include:
 - Change all lines and fittings to -4 and Aeroquip (plastic rings in the fittings melt)
 - Add cooler for pump
 - Relocate pump and reservoir
10. Classify 2009 and 2010 models based upon Porsche published specifications available at time of finalizing the rules.

Prepared

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

2. Allow weight reduction of 100 lbs as a prepared change. All required equipment for stock/prepared cars must be maintained.
3. Prepared Rule 4: Add “brake booster” to the brake components listed as “free” in “prepared” cars.
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.

Spec Classes

1. Make changes to Spec classes based upon the 2010 rules for each series of origin.
2. Replace the current Spec Class rules in the rule book with references to the rules for the originating series.
3. Add Vintage 911, based upon the 1972 SCCA GCRs.

GT

1. Remove class distinction between R and S, and adjust Performance Index values to compensate:
GT car on DOT tires:
 - 280 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

Please comment on the Performance Index cut-points as well as the concept of the rule.

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

Comments regarding the appropriate HP/L values are welcome.

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

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

Comments are welcome on the suggested performance factor.

GTB

1. Split GTB into GTB1 for 996-based cars and GTB2 for 997-based cars. Redo weight table so that most cars can get close to the required weight and little ballast is needed.
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.
3. Add Cayman S cars prepared to HSR Cayman Interseries specifications into GTB with an appropriate minimum weight.

GTC

1. Allow GTC4 cars to change the brake master cylinders.
2. Allow optional Supercup exhaust on GTC4 cars.
3. Allow aftermarket camber plates in GTC1 (factory part is no longer available).
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.

Safety

1. Cars that are raced in the rain must have functioning head and tail lights.
2. Require either a side net on the right side of the driver or side head bolsters on the race seat.
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.

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.

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.

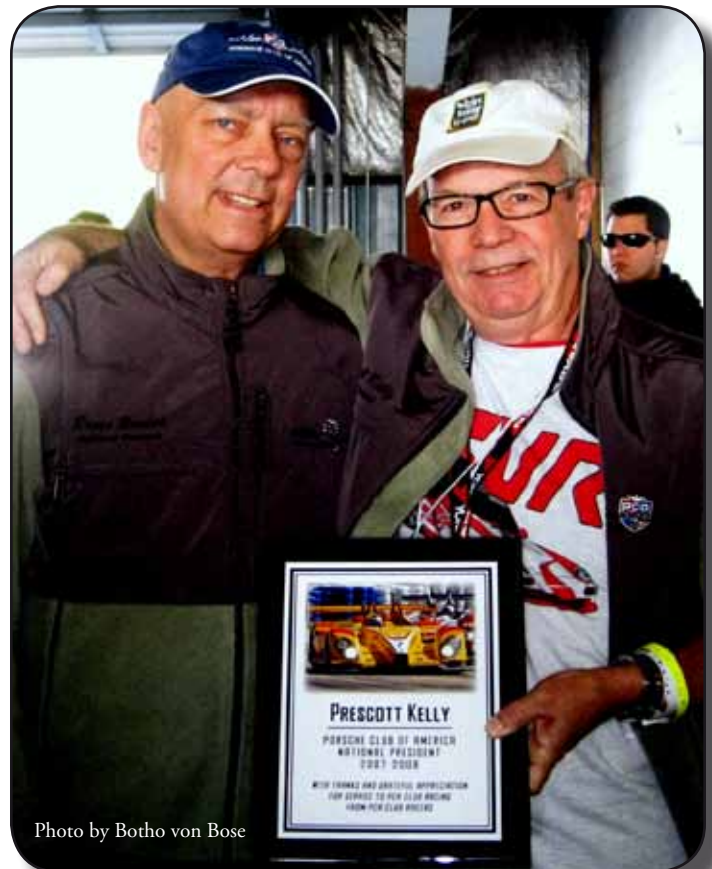
Rules Clarifications

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.”
2. Clarify that plastic windows as delivered on Porsche factory race cars are allowed. Remove line requiring them to be removable.
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.
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 class.
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. 🏁



At the 2009 Watkins Glen Club Race, Bruce Boeder presents past president, Prescott Kelly a plaque reading:

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View from the Tower

Continued from page 9

[BH] I have been shown the blocking rules from several racing organizations in the past few weeks. Our interpretation of no blocking seems to be more restrictive than some and more defined than others. One organization says you get one free move. Does that mean one free block? It seems to me like one move or block per corner is all it would take to stay in front of a competitor for a long time in equal cars.

Another organization says you are blocking if you make two consecutive line changes to “protect your line,” and in doing so you impede the vehicle that is trying to pass you with each of the two consecutive moves. How do you make line changes to protect your line? Sounds like you are changing lines. It seems to me you could weave back and fourth down the straight and not be called for blocking as long as every other move was to a point not directly in front of the other car. If you do it fast enough, the competitors can not get by.

Simply put, we feel that blocking occurs when you make a move that changes your line and is solely intended to impede an overtaking car. In other words, when you move off of a line you are already set up for to a line in front of the overtaking car so that he can not pass you, it is blocking. You may choose to use a defensive line or not. If you use a defensive line in traffic you must stay on it. In choosing your line, you would normally set up on the inside (defensive) or outside (normal) for corner entry. Obviously different corners create different situations but this set up normally occurs well before the brake zone.

In another situation a favorite blocking technique of a couple of drivers from the southwest is to drive down the middle of the track. If you do that, be aware it is slow and you need to be sure you do it all the time or you could be called for blocking. See John’s comments above about the big picture. Keep those emails coming

Bryan@BPHMS.com 

2009 Mid-Season Hard Chargers

By Michael Wingfield, Chief of National Timing & Scoring



<u>Name</u>	<u>Region</u>	<u>Class</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>	<u>Index</u>	<u>Race</u>
Mid-Ohio Sports Car Course							
Hoyt Ammidon III	SCH	GTC2	GT 97 993 SUPERCUP	18	4	14	Blue Sprint 1
Scott Gerard	UPC	H	S 99 996 C2	27	9	18	Blue Sprint 2
Joe Martinez	CHO	G	P 90 911 C2	30	19	11	Red Sprint 1
John R Mueller	CHO	E	S 95 968	21	14	7	Red Sprint 2
Scott Gerard	UPC	H	S 99 996 C2	27	17	10	White Enduro
Craig Smid	CHO	F	S 88 951 S	20	7	13	Yellow Enduro
Eagles Canyon Raceway							
Austin Cameron	MAV	E	S 81 911 EURO SC	29	12	17	Red Mini Sprint
Bill Miller	MAV	E	S 87 911 CARRERA	19	11	8	Red Sprint
Wayne Brown	MAV	GT4S	GT 75 914	29	14	15	White Mini Sprint
Richard Hansen	MAV	SPBOX	P 98 986	27	20	7	White Sprint
Buttonwillow Raceway Park							
Paul Tradelius	GG	CT3R	GT 75 911	18	3	15	Saturday Sprint
Harry H Demas	GG	H	P 96 993	16	13	3	Sunday Sprint *
Chris DePuy	FST	GT1R	GT 78 930	7	4	3	Sunday Sprint *
Watkins Glen International							
Alain Goulet	REN	G	S 88 951 CUP	53	11	42	Blue Sprint 1
David Speights	RMT	E	S 78 911 SC	62	48	14	Blue Sprint 2
Doug Forster	UPC	GT5R	GT 72 914-6	24	12	12	Green Sprint 1
Robert A Mazey	SCH	D	S 83 911 SC	12	8	4	Green Sprint 2
Matt Alexander	CHO	GTC3	GT 05 996 GT3	46	28	18	Red Sprint 1
Matthew Einstein	SHN	GTC4	GT 06 997 CUP	24	14	10	Red Sprint 2 *
Nicholas Mercier	NCT	GTC3	GT 05 996 GT3 CUP	47	37	10	Red Sprint 2 *
Timothy J Costa	CHS	GTB	GT 04 996	49	18	31	Yellow Sprint 1
Gary L Knoblauch	CHO	GT4S	GT 76 911 RSR	48	16	32	Yellow Sprint 2
Karl W Poeltl	SMT	E	S 90 944 S2	45	3	42	Orange Enduro
V Chevalier / M Bavaro	JSH	J	S 04 GT3	34	12	22	Purple Enduro
Chris Cervelli	RMT	GT1R	98 3.8 RSR	45	4	41	White Enduro
Portland International Raceway							
George R Jakotich	PNW	H	P 93 911 RSA	9	5	4	Sprint 1
Peter Wong	CW	GTA	GT 04 GT3 CUP	11	6	5	Sprint 2
Gary Willard	GG	GT3R	GT 92 964	11	6	5	Sprint 3
GingerMan Raceway							
Charlie Pyne	CHO	E	S 84 911	31	25	6	Race 1
Peter Fischer	CHO	GT4S	GT 75 911 S	19	9	10	Race 2
David Mansfield	CHO	G	P 93 911	28	11	17	Enduro

Photo by Café Photo www.Cafe-Pics.com

VIRginia International Raceway

Bob Viau	NST	G	S 87 944	33	23	10	Black Sprint 1
Wayne E Bauman	OHV	GTC2	GT 98 993 SUPER CUP	38	24	14	Black Sprint 2
George M Patterson	BRI	E	S 89 911 CARRERA	36	24	12	Red Sprint 1
David J Morris	RTR	D	S 83 911 SC	24	18	6	Red Sprint 2 *
Daniel J Muldowney	NST	E	S 86 951	30	24	6	Red Sprint 2 *
Richard A Laverdiere	NST	E	S 89 944 S2	25	19	6	Red Sprint 2 *
Bob Linville	FCR	D	S 73 911 S TARGA	33	27	6	Red Sprint 2 *
Barry Bays	MSO	GT1R	GT 86 911	28	15	13	White Sprint 1
Mac Mcgehee	FCR	GTC4	GT 06 GT3 CUP	28	16	12	White Sprint 2 *
Normand Houle	REN	GTC4	GT 07 GT3 CUP	29	17	12	White Sprint 2 *
James Hoddinott	REN	GTC3	GT 02 GT3 CUP	39	27	12	White Sprint 2 *
Cyrus C Lippman	POT	F	P 86 951	41	21	20	Black Enduro
M Einstein / Long	SHN	GTC4	GT 06 997 CUP	20	3	17	Red Enduro

Putnam Park Road Course

James R Lang	OHV	J	S 05 GT3	21	16	5	Blue Sprint 1
Scott Robertson	NST	GTC3	GT 04 GTC CUP	11	6	5	Blue Sprint 2
Glenn P Sapa	CHO	GT4S	GT 71 911	9	5	4	White Enduro *
Keith B Cooper	CHO	GTC3	GT 03 996 CUP	12	8	4	White Enduro *
James R Lang	OHV	J	S 05 GT3	15	11	4	White Enduro *
Gregory D Wood	OZK	E	S 89 911	28	20	8	Red Sprint 1 *
David Brumfield	MSO	E	79 911 SC	31	23	8	Red Sprint 1 *
Charles E Reiter III	CHO	E	S 91 944 S2	20	12	8	Red Sprint 2
Scott E Lambert	OHV	B	S 85 944	20	14	6	Yellow Enduro *
Wayne E Bauman	OHV	E	86 944 T	21	15	6	Yellow Enduro *

Mosport International Raceway

Stephane Veilleux	REN	GTA1	GT 00 GT3 RS	11	7	4	Red Sprint 1 *
Eric Boueilh	UPC	GTC3	GT 04 GT3 CUP	16	12	4	Red Sprint 1 *
Martin Harvey	REN	GT1R	GT 82 911 T	25	21	4	Red Sprint 1 *
Ivano Scattolin	REN	GT2R	GT 98 993 RSR	24	16	8	Red Sprint 2
Tim Sanderson	UPC	GT4S	S 99 996	15	6	9	Red Enduro
Robert Linder	UPC	E	S 92 968	10	7	3	Yellow Sprint 1
Alain Goulet	REN	G	88 951	20	8	12	Yellow Sprint 2
Joseph Belcredi	UPC	H	S 99 996	27	18	9	Yellow Enduro *

Brainerd International Raceway

Bruce A Boeder	NST	F	S 73 911 CARRERA RS	30	25	5	Sprint *
Robert Viau	NST	E	S 92 968	37	32	5	Sprint *
Chip Smith	NST	F	S 90 964 C2	25	11	14	Enduro *
P David Parker	SL	E	S 81 911 SC EURO	28	14	14	Enduro *

* Indicates a tie

The Brick at Lime Rock Park



By Roger Funk, PCA Club Racer (Connecticut Valley Region)

Brrrmm, Brrrmm, ja ja, here we go on another adventure. The diesel pickup truck, the one that pulls me around when I am strapped down here inside the place that I rest, my enclosed trailer, has just started up and is moving on down the driveway. It's still pretty dark outside as I peek up thru the skylights; early starts usually mean long, fun-filled days. My gut friend Roger, the driver who really keeps me looking gut, and equally important, running like a champ, takes me to a track to have lots of fun with his other race-junkie buddies.



Photo by Tim Rogers (CVR)

The Brick with Roger at the wheel

I am a racecar - a 1976 Porsche 911 3.6 with PMO carburetors. My original Porsche color is Peru Red and I am affectionately named "The Brick." I was built in the late 1980's by Automobile Associates and have "76" emblazoned on all sides. I have class too - GT4R class.

Ah, we came to a stop. Listen. That diesel ain't running no more. Okay, okay! My gut friend Roger has no doubt stopped to get some fuel for himself. I have heard him talk about coffee, bacon, eggs, home fries, toast; guess it must be some type of fuel that keeps his heart pumping. He also keeps talking about water that he drinks; must be something that keeps him cool, 'cause all I need is some gut ol' air blowing over my fins to help keep my engine revving.

Do I hear some footsteps? Ja, just heard a door shut. Ja, there is that perky diesel running again. Ja, we are back on the road again. The skylights are now letting some bright sunshine come in and warm me up and the rays are making me sparkle. Better get

as much rest as I can, 'cause me thinks we are going RACING!!

Feels like we are slowing down. We slowed down all the way to a stop. Some clicking sounds from the rear and then a muffled bang, and at the same instant the rear part of my beautiful 911 body is being caressed by the rays of sunshine. Ja, we are at the race track. I feel the straps being released from around my wheels and here I go, rolling down the ramp and out into the full sunlight that allows everyone to see that I am here! Boy, looks like I got a lot of my relatives here, ja, every one of my buds that I can see is the same as me, a Porsche. Lots of 911's, also plenty of 944's, even some 914's and 924's. Wow, there's one of the family that I haven't seen for awhile, a running 928 - Really! Doesn't take me long to realize that Roger has brought me back to one of my favorite play grounds, Lime Rock Park. Gonna be a great time here with all my pals racing around Lime Rock. Can you believe it? Warm beautiful sunshine!

Oops, whuts that? That tickles. Oh, oh - it's just Jim, Scott, Mike and Kenny, the team of docs who always work on me at their hospital when something prevents me from revving the way that I was built to rev. But today, they are just taking some air pressure readings, checking my oil level, filling up my petrol tank, and small stuff like that. They really help me run gut and fast for Roger. Boy is he happy when I can do my best.

Feels sooo gut to let it all hang out...

Must be getting time to go play 'cause here comes Roger, all decked out in his racing gear. Man-o-man he has to twist his body in many directions at the same time just to get into his super-duper race seat, a seat that is a really solid part of me. Rvvvmmm, rvvmmm, ja really feels gut to have my engine running. Ok, ok, gotta start paying close attention, 'cause things can and do happen real fast from this point onward.

As we head on down to grid, we get a chance to see all of the Porsches here to play together for

the next two days. My timing must be gut 'cause we just slip right on out onto the track, following some and being followed by others. This must just be a practice, 'cause Roger is just letting me get my tires warmed up, before he starts to make me really hit full stride.

Oops, spoke too soon, 'cause I can feel the pedal to the metal, and my temperature, tire temp that is, is rising, and that's causing my pressure to increase. Must be just like new sneakers (you know tires), 'cause we are just going full out around Big Bend, here are the Esses, down the straight, up the hill, turn for West Bend, duck - here comes the bridge, then really getting on it, down the hill, around the corner and zooming down the front straight heading to Big Bend again, and again, and again, and again. Feels sooo gut to let it all hang out with all of my family buddies. Some can't keep up with me, and some I can't keep up with. One practice after another, then we qualify, and then we RACE! Then we come back and do everything all over again on the second day. One might think that one would get dizzy 'cause we just keep on going round and round and round. Truth is we only get dizzy with FUN!



Photo by Tim Rogers (CVR)

The Brick and a Shark, #93 GT2S 1980 928S of John Veninger (CTV), battle as they enter Big Bend

Wow, I really really must have pleased Roger over the last couple of days. I can tell. You wanna know how? First, by the way that all of his buddies are kidding each other, and how much he is enjoying it after getting the Hard Charger Award in our run group. Second, by the way he looks at me with pride and wonder in his eyes. We have great mutual respect and admiration for each other, both of which have grown over the 10 years that we have been together, and the more than 20,000 miles that we have gone round and round and round.

Ja Ja, dis ist gut! 🍀



Air Jacks

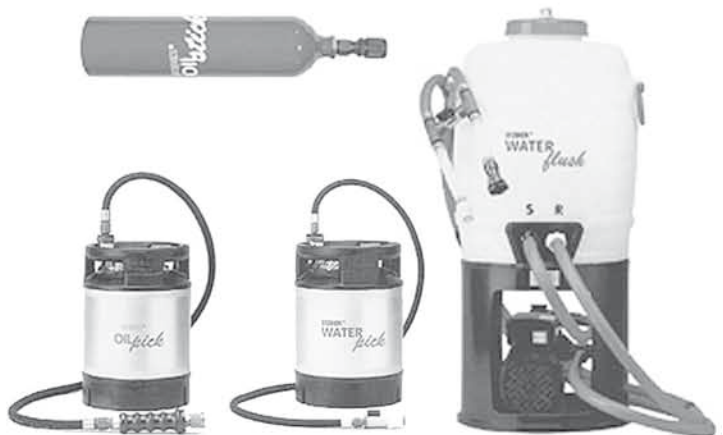
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A Rookie Candidate

By Gary Bernard, PCA Club Racer (Cimarron Region)



My story begins some years ago, 32 years ago in fact, when I decided to purchase my first Porsche. I was in my junior year at Tulsa University and the car was a white 1971 1.7 liter fuel injected 914. Little did I know at the time the influence this little car would have on me. Sure, it is not the same class vehicle as many, well – almost every other Porsche model ever made. But that first car

I think there is a support group for people like me...

ingrained in me something intangible that has stayed with me through the years. To date I have owned quite a number of 914's. My latest version is a fully race prepared 1971 914, which I now campaign at PCA Club Races. The Maverick Region Club Race at Eagles Canyon Raceway was my first race – well technically my second, but I will get to that in a moment.

It does not seem like that long ago when I started participating in PCA Drivers Education (DE) events. When I first learned about the DE program and the prospect of driving my car on a track with an instructor, it seemed like a great opportunity. It only took one day at the track and I was hooked. From that first day, it was and still is a thrill. The challenge of getting my 914 around the track became an obsession. I began to drive DE and track events several times a year for almost 10 years. I accumulated a lot of track time during those years and almost all of it was in a 914. I have also owned a 911. I drove

that 911 many times at DE and other events but I always seemed to gravitate back to my 914. I think there is a support group for people like me but that is another story.

With so many years of DE driving, moving to racing seemed like the next logical step. I began preparing my 914 for racing, which in and of itself was quite the learning experience. It is quite amazing what it takes to build a reliable and competitive race car. By doing a lot of the work myself gave me a new and better appreciation for what it takes to build a race car.

After preparing for months, the date of my first Club Race arrived. Oktoberfest at the Hallett Motor Racing Circuit in October of 2008 was to be my first PCA Club Race. Unfortunately, it was also my introduction to the 13/13 rule. My weekend barely got started when during the second practice session on Saturday, I was involved in a car-to-car incident. That incident resulted in me receiving 13 months of probation and my race weekend was over. My first race weekend was a total fiasco as first Club Races go. But those are the types of things that can and do happen and you just have to move on.

After a little more work on the car, the Maverick Region Memorial Day Club Race at Eagles Canyon Raceway became my first “real” Club Race weekend. I had not been to Eagles Canyon Raceway before and from what I had heard it was a fairly technical track. I would have a lot to learn and not much time to do it. I was also driving to get my rookie license while on a 13 month probation, so I needed to exercise caution or my PCA racing would be done for the next year.

The practice sessions went very well as I became more and more comfortable with the track. I was improving each session and trying to soak up any speed tip I could for the next session. Finally, the practice sessions were over and it was time for door-to-door racing. I prepared myself and my car for the practice starts and the fun race.

To add a little drama to my first practice start, several drivers ended up coming together in a Turn-1 incident. Luckily though, I was back in the pack at the start and the incident was not near me. Still, it was not the way I wanted to start off my racing.



Gary sporting the rookie “X” at his first race

Ultimately, the session was black flagged to clean up the debris and get the vehicles involved in the incident to safe locations off track.

After the clean up, we rolled out for our second and third practice starts and the four lap fun race. Cooler heads prevailed this time and the practice starts and the fun race went off without a hitch. The thrill for me was to have survived without hitting anyone or anything and officially becoming a rookie racer. My first goal toward becoming a PCA Club Racer was accomplished.

Filled with the confidence of having successfully completed the practice starts and the fun race, I was eagerly looking forward to participating in the sprint races the following day. I was ready to go and the mini sprint race could not get here soon enough. While I was getting faster each session, I still needed to shave quite a few seconds off my lap times to be running with anyone else competitively.

After reviewing my in-car video Saturday evening and a so-so night of sleep, I woke up ready to go. I thought I had spotted a couple of areas in my video where I could make up some time. I was eager to test my observations against the realities of actually driving quicker and faster through those areas on the track.

The challenge of getting my 914 around the track became an obsession.

The first practice session arrived and I was feeling more and more comfortable as I rolled onto the track. It turned out I was comfortable enough to shave another four seconds off my lap times in that first practice session. I was making progress. My lap times were coming down and I was ready for the first sprint race, or as ready as I was going to be at least.

My first sprint race start went off smoothly and I headed for Turn-1 with cars all around me. Let me tell you that can get your adrenaline going. I went through the first few turns it seems with someone always on one side or the other until the field got stretched out. I set my sights on the next car in front. I drove a nice smooth line and hit apexes in an attempt to overtake the competitor. I made my first pass going through Turn-2, as the driver in front of me faltered slightly and I capitalized. Driving tightly to the apex of Turn-2, I managed to get inside of



Photo by Hart Photography

Gary checks his mirrors exiting Turn-10 and sees fellow CMR member Earl Schott #179

him and ended up beating him into Turn-3; one competitor down. I got back on my line and looked for the next car in front of me. The next car had quite a lead on me and I spent several laps catching the next group of two cars. Ultimately, I did catch and pass one of the cars before the checkered flag waved. All too quickly I thought, my first race was over and I had survived. Survival was a very good thing. It was also a thrill to finally be racing.

By the time the second and longer sprint race came, I was having an outstanding time. This race went very much like the first race. I did get a chance to pass some competitors and in the end, my car and I survived. I had completed two of the required four races to become a fully licensed PCA Club Racer. I still have two more races to go to get that full license but they must wait until another race weekend.

In closing, I think my experience was greatly enhanced by some of my fellow Cimarron Region members and racers who attended this race weekend with me. We ran similar lap times and ended up seeing quite a lot of each other either out the front windscreen or in our mirrors. It was great fun to end each session and be able to come into the paddock and relive the fun we had racing each other around the track. This experience emphasizes the phrase that PCA has used for so many years and is still as true today as it has ever been...

It's not just the cars, it's the people.

Grab a friend and let's go racing! 🏁

Put Me in, Coach

By Bob Pecori, PCA Club Racer (Allegheny Region)



I'm ready to play today", are the lyrics to the song Centerfield by John Fogerty. It is what I thought before I decided to take a coach with me to the recent PCA Club Race the Porsche Clash at Watkins Glen International (the Glen). I was ready to learn a few things about my car, my driving and myself - but not too much. You see, I considered myself an experienced racer.

I was ready to learn a few things about my car, my driving and myself - but not too much. You see, I considered myself an experienced racer.

I have been driving PCA Drivers Education (DE) events since 1990, and instructing DE students for about 15 years. I also have raced with PCA, NASA and the SCCA for 12 years. I am no pro, but I have won races and scored many podium finishes. I have been driving the same car, a 944 during all that time. Finally, I have been driving the Glen for more than 10 years. Sure, I was paying for and expecting



Photo provided by Bob Pecori

Bob Pecori and coach E. Paul Dickenson study the Traqmate data

my coach to help me find some time and refine my driving, but I was in for a shock – about four seconds of shock!

My coach E. Paul Dickinson is a friend, a client, a business partner and a professional driving coach. We had frequently discussed making me a

client of his but we never seemed to find the right time. The race at the Glen finally presented the right opportunity for both of us. For those who have not been to the Glen Club Race, the race format typically includes two sprint races and one Enduro for each run group. You get a ton of track time, which is the perfect opportunity for coaching.

At the Glen, I was racing in the very competitive SP2 class, a PCA class for 944 Cup cars. All of the cars weigh between 2600 and 2750 pounds and can have no more than 144 HP. My car makes 138 HP at the rear wheels. The cars in this class may not be fast when compared to some of the other PCA classes. In this Spec class the emphasis is on the driver, and let me tell you many of the drivers are fast.

Prior to beginning the weekend, E. Paul and I had a long discussion about driving, my experience and my goals for the weekend. Generally, I wanted to lower my lap times and learn a few things about my driving style. To analyze my driving, I would be using a data acquisition tool for the first time. When the price of several of the data acquisition systems became affordable during the past few years, my interest piqued. I was interested to see what such a system would show about my driving.

What we found the first day was that I was extremely consistent - consistently LOUSY!

I knew that the data would be a great learning tool, but I also knew that I likely would not be able to sufficiently interpret the data in order to help myself. I knew that E. Paul had vast experience with data acquisition systems and data interpretation, as it has been available for many years in the pro arena. The system that we used was the Traqmate Complete. This is the system with the in-car timing readout but not the extra sensors for throttle, brake, steering, and other data points. This system collects more than enough data for the Club Racer. In fact, you can become overwhelmed if you choose to view too much data.

My first on-track session on Friday was to be the session to set my baseline. While the data that

I was able to collect was useful, I was disappointed since the track was wet. When the track finally dried and I was able to put on the dry weather tires, I was able to get some better lap times. My best lap time was 2:24.3. This was not a bad lap time, but it was not as good as my personal best lap time of 2:23.2. Going into the weekend of coaching, my baseline was 1.1 seconds slower than my personal best.

When I came off the dry track with a smile on my face, E. Paul greeted me saying, “Well, let’s see where you are lying to me.”

“Lying?” I asked. “What do you mean?”

We looked at the data together. I found myself arguing with the data. “That can’t be right. I braked way later than that, and overall I was on the power much sooner.” Or so I thought.

“Are you sure that this data thing is working right?” I asked.

If you are new to data acquisition systems like me, you know that the data is very humbling. What we found the first day was that I was extremely consistent - consistently LOUSY! I was braking too early and too hard. Because I was screwing up my braking, I was also turning in to the corner too early, wasting time and making more steering corrections than needed.

I was crushed. This could not be happening to me. We continued working together. Using what we were uncovering in the data combined with my coach’s practiced eye while I was on the track, we established a game plan for the next day. I was very angry with myself so I was motivated and focused for the sessions the next morning. Unfortunately, I had a fuel pump failure on the grid and lost my track time for the first session. I also missed the first sprint race sitting in the paddock while a new fuel pump was installed.

I had dropped a consistent four seconds off of my previous personal best lap time...

The second sprint race would be my first attempt to fix my driving ills. I had to start last on the grid since I had no qualifying time from the first sprint race. I started from the 22nd position in the split start, 12th in class. During the race, I was able to climb as high as third. I had a great race dicing with the fourth and fifth place cars and eventually finished



Bob with his SP2 classed 1985 944

sixth with a best lap of 2:20.4 — Wow!

That best lap time is almost three full seconds quicker than my previous all time personal best lap time. Hey, this coaching thing works pretty well. More importantly, my driving was much improved. The braking issue which was the brunt of most of my problems was much better. Though I was still making mistakes and leaving time on the table I knew where it was on the track. I could see it in the data, and with the coaching I knew WHAT to do to go get it.

I was never so happy after a race with a broken car.

My next opportunity for improvement was the Enduro held the next day. I drove the first stint of the Enduro and planned to turn the car over to my co-driver after about 50 minutes. Because I had the fourth fastest time in class during the sprint race, I started the Enduro fourth in class. I was able to work up to third position. I was catching the second place car and keeping a nice distance ahead of the fourth place car by working traffic effectively. The coaching was also very helpful during the race. E. Paul used the radio to call the flags, spot for me, and provide race craft advice. While in third place, I turned the car over to my co-driver Tony Sciarrino. After the stop to change drivers, Tony re-entered the race in fourth position. Tony was able to maintain quick consistent laps and we were challenging for the podium. Unfortunately, the motor blew two-thirds into Tony’s stint. Our day was done.

My disappointment about the motor however,

was offset by finding yet another second. I had driven a best lap of 2:19.2 and backed it up with a number of other lap times within tenths of a second. I had dropped a consistent four seconds off of my previous personal best lap time and dropped five seconds from my initial baseline time for the weekend. I was ecstatic. I was never so happy after a race with a broken car. Even better, from further examining the data, I know where there remains another two to three seconds that I can actually take off my lap time.

*“Practice does not make perfect.
Perfect practice makes perfect”.*

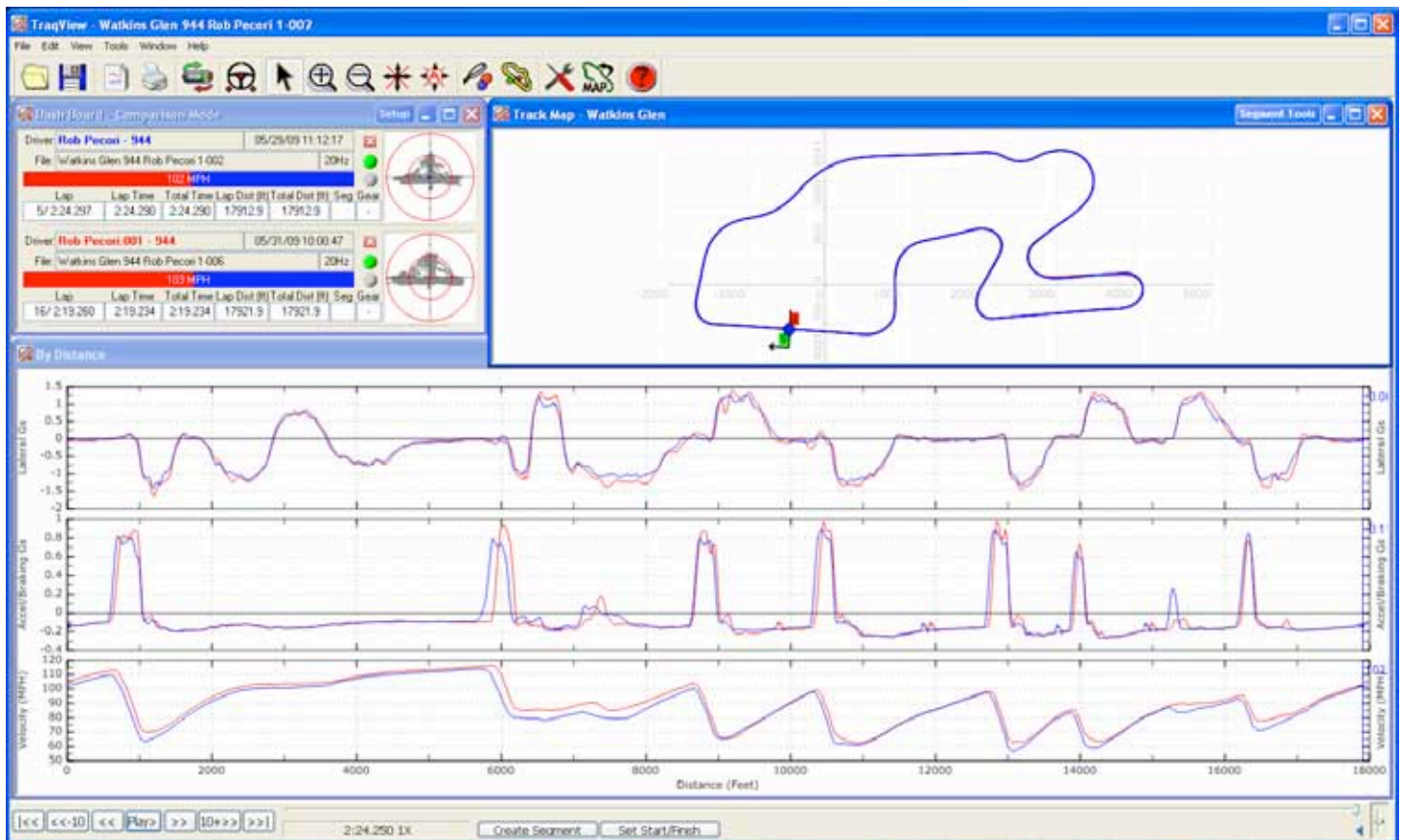
So, what did I learn from the coaching weekend? First, an E. Paul mantra: “Practice does not make perfect. Perfect practice makes perfect”. I was proof of that. Second, I had obviously developed bad habits over my years of experience. Third, I was reasonably fast but I had reached a plateau and was unable to get off of it by myself. I was no longer improving on my own. I was able to shake some of my bad habits over the weekend and I still have work

to do so that I do not revert. I now know what and how to work on those bad habits. Fourth, I learned that data is invaluable but only if you know how to interpret it to find what needs improvement. Then after discovering what needs improvement, I learned how to improve it.

Without E. Paul as my coach, I would have been lost trying to interpret the data. His insight on what I was doing corner to corner, using the data and my descriptions was uncannily accurate. Based on his observations of me driving on the track coupled with the data, he was able to quickly formulate a game plan for each successive session. I could have never done this on my own.

Two things came to mind as I was packing up Sunday afternoon. Throughout the weekend we made significant improvement – four seconds of improvement! Had I not lost three sessions to rain the first day and another two sessions to a mechanical problem the second day I wonder how much more improvement I could have achieved.

Since that weekend, I have continued to think about what I was able to accomplish and what I hope to do to continue to improve. The one thing I keep coming back to is how much money I have wasted



The Traqmate data above shows how Bob reduced his baseline lap time by five seconds during the weekend

over the years. Like many racers, I have thrown money at the latest “go fast” bits for my car from the latest and greatest tires to rebuilt motors to the newest hot shocks. I can tell you unequivocally that all of those “go fast” bits combined never took four seconds off of my lap time. They also cost me far more than I spent on coaching at the Glen.

The one thing I keep coming back to is how much money I have waisted over the years.

Interestingly, during the entire weekend I never so much as changed tires pressures. All the work we did was with the nut behind the wheel, not under the hood, not with the suspension, nor using fresh tires. My next step after getting my car back on track, is to schedule another weekend with E. Paul. I am still not over the rush of finding four seconds on a track that I know so well. However, I want those additional two or three seconds that I know I left behind on the track. This time, rest assured,

“I’m ready to play.” 🏁



Photo provided by Dick Dobson

A day at the park
Fans lounge on the grass at Lime Rock Park

Impeccable Timing

Continued from page 11

stop requires an additional trip down pit road for a stop-and-go penalty where the penalty stop time equals the length of time the original pit stop was short of the mandatory five minutes. This penalty stop can ruin a good race for a competitor that shorted the pit stop by a few seconds or even fractions of a second. Each racer must weigh the consequences of a quick pit stop and the penalty incurred for cutting that stop short. 🏁








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944 Cup at the Glen

By Patti Mascone, PCA Club Racer (Potomac Region)



You certainly would not have thought it was the last week of May in upstate New York for the blustery Porsche Clash at the Glen, presented by PCA Zone 1 and Farnbacher Loles. It was perfect weather inside the cockpits on the high speed course as 24 drivers from the Northeast 944 Cup in spec classes SP1, SP2 and SP3, joined the Green Group for two sprint races and a 90 minute Enduro. For each sprint race, the 944 Cup drivers enjoyed a split start so they could focus on in-class action.

Up front in the Green Group however, the GT5 contingent battled it out for overall honors, with Tony Clinton in his 914 taking both sprint races handily. Next came Fred Constantineau in his 911 SC, who went two for two in winning Class D, which features 911s from two decades. Rounding out the podium in both sprint races was Kevin Healy in his GT5 993 C2.



Ernie Jakubowski with his tripple winning 1984 944 SP2

Ernie Jakubowski in his 1984 944 showed his staying power among the normally aspirated 944 cars by capturing both sprint races and the Enduro in SP2. During the second sprint race, Bill Comat in his 1986 944 closed the gap to sprint winner Jakubowski from almost 14 seconds to less than one second, but Comat still had to settle for second behind Jakubowski twice. Andy Berberich's 1983 model 944 followed for third-place in both sprint races in SP2.

After consistent drives from the top SP2 challengers, the final laps of the Sunday Enduro resulted in a bit of drama. With two laps remaining the striking "Petty blue" 944 of Comat was seen spinning after several laps of closely battling for position with Rodrigo Herrera in his 1986 944. The spin dropped Comat to third and resulted in second place going to the hard charging Herrera. 🏁



Steve Katz and Ken Stadt, SP3 competitors

During the first sprint race, Gary Savill of the SP3 contingent driving his 968, ended over on the roof (with the cockpit fully intact and the driver safe), while holding a solid podium position. Since Savill made it to the last lap before the incident, he still managed fourth-place in class. Two leading SP3 podium finishers were disqualified, leaving Ken Stadt the class win in this Spec class for 944 Turbos, 968s and S2s.

The second sprint race was delayed by an extended caution period with track clean up. When the checkered flag finally flew, Steve Katz beat Stadt in round two for the SP3 class win.



Bill Comat and his "Petty blue" SP2 1986 944



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