



# NEWS

Volume 11.3

PCA Club Racing Newsletter - Sponsored by Porsche Cars North America

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**Rolling Thunder**  
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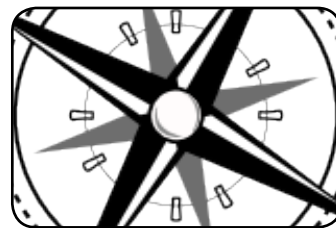
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**On the Cover**  
**David Baum (WMI) #03 gives chase to Michael Piera (CTV) #89 at Road Atlanta**  
**Photo by Bill Ibsen (PST)**

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# Chairman's Corner

By Bryan Henderson, Chairman PCA Club Racing



Club Racing is in good shape as we head into the second half of 2011. There are lots of exciting new things in action and on the horizon.

The racer count is actually up for the year so far. Fourteen of the seventeen races completed have had increases in attendance. A couple of races with dates that have become less desirable are looking at moving dates for 2012. We are also looking into other ways to increase turn out and sponsorship for the few races that need a boost. Along these lines, we are looking at more ways to get our sponsors involved in a manner

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*We are in a unique position to be racing with our friends*

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that makes them feel like they get their dollar's worth. Sponsorship is extremely important in how we finance the ever increasing cost in putting on a 30 race schedule. Down the road we may see some situations where sponsor names are attached to groups or races.

These first six months as Chairman have given me the opportunity to interface with several other racing organizations. With this more global perspective it is amazing to me how much more professionally run our races are than most. Our lack of a deep organizational chart, particularly at races, is a true blessing. Our lack of a profit motive has allowed us to make decisions that are best for the racing as opposed to our personal pocketbooks. I was at a meeting a few weeks ago where a racer from another organization was touting the fact that

they also have a 13/13 rule. I asked him if he had ever seen it enforced. He got this strange look on his face, thought a moment, and the quietly said, "Well, actually no."

We have a great group of people that make up our National Staff. All of them, to a person, work very hard to make sure the races are run competitively, fairly, and in a friendly but safe manner. There is also a large group of region volunteers at each race that, like the National Staff, gives up their personal time including vacation, to make sure the races are viable, a good value, and most of all great fun. Thank these wonderful PCA members at your next opportunity. It means a lot to them to know you notice their efforts.

This spring at Watkins Glen I was honored to present Bruce Boeder our past Chairman, with a gift from PCA Club Racing on your behalf. It was a nice Porsche Design desk clock. We had inside help on the gift selection from Christie Boeder, Bruce's wife. I thank Bruce again for four years of very dedicated service to PCA Club Racing as Chairman. He has been my friend and my mentor.

One comment I try to make at drivers meetings when I work as the Steward is to have everyone look around them at the people there. I then point out that we are in a unique position to be racing with our friends. We share the track, the paddock, dinner and liquid refreshments with people we truly like and respect. What a great deal that is.

The rules committee is currently reviewing the rules change suggestions made by our racers and staff. The committee combines, rewords and evaluates those suggestions and then sends them out to you for comment. They appear on page 12 in

this issue. There are some interesting proposals. One proposal is for a spec tire in GTC3, GTC4, and GTC5 which are more spec cars than some of our "Spec" classes which already have spec tires. This one may have some serious sponsorship implications and open up sponsorship opportunities that will allow us to bring more good services to each race weekend. It could also tie into our points series. Look them over carefully then give us your input. We are listening.

After we receive and evaluate your comments the rules committee meets to determine what, if anything will change in the rules. The new rules will go into effect in January 2012.

Our race series review committee now has an alternative website using the RennPoints system that allows us to review the what-ifs for various points calculations, by exploring different rules scenarios that might enhance the points system for our 2012 inaugural PCA Championship season. In my mind, this championship must reward the best driving and stay away from politics in any form. If we do that, the increase in PCA attendance overall generated by more interest will cover everyone's agendas.

One criticism I hear about the points system is that it will make our entire group of racers race too hard and create more incidents. I personally don't believe that will happen. I know that for years, when I have raced, I have driven as hard as I can. I have had this discussion with many of the guys running at the front of the pack in several classes. Just about every one of them says the same thing, "I can't drive any harder than I already do." If you couple that with the fact that a 13/13 will cost

# 2011 Club Racing Schedule

Dates	Event	Region	Region Contact
Oct 1-2	Hallett Motor Racing Circuit	Cimarron	Jon Jones 918.740.7951 porschenews@aol.com
Oct 7-9	Daytona International Speedway*	Florida Crown / Florida Citrus	Allen Shirley 904.338-2324 turbo91188@comcast.net
Oct 14-16	Rennsport Reunion IV Mazda Raceway Laguna Seca		Bryan Henderson 817.845.2664 Bryan@BPHMS.com
Oct 29-30	Eagles Canyon Raceway*	Maverick	Joel Nannis 817.721.6077 clubrace@mavpca.org
Oct 29-30	Carolina Motorsports Park*	Carolinas	Bill Scarbrough 803.600.6704 bscarbrough@sc.rr.com
Dec 2-4	Roebing Road Raceway	Florida Crown	Bob Linville 904.272.2998 blinvilleFCR@earthlink.net

\* Indicates Enduro Event

you the championship opportunity, it doesn't make sense that folks will all of the sudden go berserk. It makes sense to me that racers who are in contention may actually make sure

they drive within their abilities at all times.

Another criticism I hear is that the points system will put too much pressure on our staff to make good

decisions. I am confident that our staff makes the very best decisions they can possibly make now. I am more concerned with making sure

Continued on page 7



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# Lorem Ipsum

By Michael Wingfield, Club Racing News Editor

**F**east or famine, you've heard the idiom. I am learning that having racer written articles for CRN come, as the idiom states, in either feast or famine.

For the last four issues of CRN I had more racer written articles than I could include in the then current issue. However, I pushed the extra articles back an issue such that every article I received was published. To further illustrate this fact, the last issue (11.2) was expanded to 40 pages in an effort to publish all of the articles I had in hand before the articles became stale. This was "feast."

Which brings us to this issue. As I began pulling together my collected issue content, I realized I had no racer written articles to publish. I had an open letter from Carl Tallardy to share, but no true articles. Seventeen races have completed since I put together issue 11.2, yet I have not received any racer article submissions. Simply put, I received articles from the first two races of this season, back in February and March, but nothing since. This is "famine."

In times of famine, things must change. I had not planned to write on feast or famine in this issue, but rather share some good news. That news is inappropriate given the presiding article shortage.

In past columns I have mentioned the compliments I received on CRN. These compliments always focus on the racer written articles as the source of entertainment and enjoyment that make up the heart of CRN. Without the racer written content, CRN becomes nothing more than an extension of the PCA Club Racing Rules rule book.

I have also mentioned previously in this column that it is not redundant for you the racer to submit your articles to your local region newsletter and to sub-

mit a copy to CRN. This publication is distributed nationally to our 2200 racers, members of the national staff (that are not necessarily racers), our advertisers, and other interested persons. Sharing your articles here allows people you may never meet to enjoy reading about your racing adventures: good, bad, funny, or otherwise. But mostly, it allows racers to read about events they have not attended, and possibly never will be able to attend. Then again, your article about a great event might just cause enough intrigue that new racers venture to that track and event the next year. One never knows.

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*One must experience it  
to fully understand the  
magnitude of the event*

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Along these lines, the question was asked why I include so much content from the Maverick region. Over the past two years six articles authored by Mavericks have appeared in these pages. Was I biased toward Mavericks, being one myself? My answer plainly, no.

The simple truth is that Maverick region is very active with 85 club racers, and 45 of those racing in 2011. This active membership chronicles their adventures with articles about the events. I include articles written by my Maverick members because they write about their experiences and send their articles to me.

To further expand upon this concept, only one of the six Maverick articles was about the Maverick region club race. The other five articles were written by Mavericks attending races hosted by other regions. These articles chronicled the

racers' experiences away from their home region, sharing a new track with the folks back home per se.

That is the point; whether you write about your home race or one of your out of region adventures, the rest of the club racing community enjoys reading the story. Sharing the experience with your local region and with CRN is not redundant, but rather at a minimum doubles your exposure since CRN circulation is similar to the largest PCA region.

Speaking of circulation, I would be remiss if I did not mention Lisa Steele's "Not Just for Boys" article (CRN 10.3, page 22). Lisa sent her article to Slipstream, the Maverick region newsletter and to CRN. Her article was then picked up by Panorama. Her article first reached the local region, then went national to all club racers, and finally to all PCA members. How cool is that?

But back to the famine and how things must change. I could have let this issue go to press with no racer written articles - how boring. Rather, I searched for something at least club racing related to fill these pages, a search I did not particularly want to undertake. Fortunately, I found two candidate articles in the San Diego region newsletter, the Windblown Witness, edited by Susan Brown. Susan had been a help to me in the past and helped again.

The first article covered the California Festival of Speed (CFOS) back in early April. I have had the pleasure of working T&S for the CFOS twice and it is indeed a "festival" going beyond a typical club race weekend. One must experience it to fully understand the magnitude of the event. I only wish I had received that article for CRN 11.2 publication.

The second article was about Rolling Thunder from late May.



## Potomac, the Founders Region, Announces

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Race Co-Chair and Racer Registrar: Starla Phelps: 703-354-5833 [starlaphelps@comcast.net](mailto:starlaphelps@comcast.net) or [starla@pcapotomac.org](mailto:starla@pcapotomac.org)

DE registrations available online at [www.pcapotomac.org](http://www.pcapotomac.org) or email [deregistrar@pcapotomac.org](mailto:deregistrar@pcapotomac.org)

Given that this article was less stale, I contacted Susan and the author Greg Phillips and subsequently included part of the article in this issue (see page 18). While originally targeting a DE/Time Trial audience, the article did have some club racing coverage which I expanded.

Finally, while channel surfing the weekend before the 24 Hours of LeMans, I caught a special on the 2010 Targa Newfoundland. Beyond the enjoyment of the show, I was surprised to see so many PCA Club Racing patches on the participants' driver suits. Our own national staff member Nadine Saville (with husband Bob) participated in the event a few years ago and chronicled the journey in Panorama. If you participate in the 2011 event, write an article of your adventure for CRN. After all, it is racing related and at the end of the year I always look for articles for the off season. 


### Chairman's Corner

Continued from page 5

we sanction the correct driver for the correct mistake than how that decision affects a competitor's points. I do not see the points system as a factor in those decisions. Sending a guy home from a race he spent a lot of money to attend or preventing him from racing for 13 months is pressure enough. We all take that very seriously.

Finally, "blocking" keeps coming up in discussions with me. Based on what I saw at a Pro race a couple of weeks ago, we do better than most. I have described what blocking is several times in past columns<sup>1</sup>. I know

<sup>1</sup> See CRN issues 07.1, 07.2, 08.4, 09.3, and 10.3 for Bryan's comments on blocking. Also see CRN 06.3 for Bill Chadwick's perspective on blocking.

Vicki mentions it in her article on page 8. I won't rehash what it is at this time. However, I would like to point out some of the reasons that blocking is something we are trying to get rid of in PCA Club Racing. We are there to compete. For real driver competition to occur we must all have fair opportunity to win in any given situation. If I use a block to prevent a pass that the other driver is going to make, haven't I just cheated that driver out of something he has earned on the track, probably by using his superior skill? In that respect blocking is simply cheating. When blocking occurs, particularly if it is constant and flagrant, it causes red mist to set in with many of the drivers being blocked. This has led to several dangerous situations. If the other car has you, he has you. Live with it. 



# View from the Tower

By Vicki Earnshaw, Chief National Steward



As we begin the last half of the season, the plans for the October Rensport Reunion at Mazda Raceway Laguna Seca, the review of rules for next year, and the committee for a points championship are in action. The regional registrars have asked racers to register as early as possible so the region can better plan for the event. For assistance contact the region registrar or Susan Shire at [PCAClubRace@aol.com](mailto:PCAClubRace@aol.com). Susan would like you to know if there is an immediate need to complete the medical form that "Urgent Care" facilities can usually expedite this medical physical.

All PCA Club Racing stewards strive for fair competition and consistent rules enforcement and our scrutineers monitor and assist racers. We all know that you have the ability to squeeze the most performance from the cars, but that must be done within the current rules. That leads us to looking at the possible rule changes for 2012. During a relaxing boat ride on Lake Minnetonka last month, the current classes were discussed. These observations were well founded and it is our desire to have old and new cars in a fair, competitive and fun field. Please submit your comments concerning the proposed rules on page 12. This is your race venue and we want your contributions.

We emphasize the importance of Common Sense Awareness. This concept is for everyone, from rookies to race leaders. Recently there have been situations involving lead cars. For example, the lead car must earn the pass as it comes through the field. In one situation a faster car attempted an inside pass in the braking zone for a left hand turn. The faster car was able to get up to the left rear of the car ahead but the right front of the faster car hit the left rear of the car

being passed. The car on the right had not changed its line. Even though this type of pass may have worked in prior corners you need to maintain a "way out" because in this situation the faster car was not ahead at the turn-in for the corner. If both cars are even at turn-in then both must leave racing room.

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## *Sometimes every witness sees something different*

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To maintain fair competition, the lead car must be aware that a car behind could have had a faster exit speed out of the last corner onto the straight. Watching the mirrors is part of the common sense awareness. We do not follow the "one move rule" which would give the lead car one move to block a passing attempt. Blocking occurs when you make a move that changes your line and is solely intended to impede an overtaking car. You have an option to use a defensive line but if you choose that line, you must stay on that line. Changing that line to prevent passing is blocking. This normally occurs entering or exiting the corner, but blocking is also prohibited on straights.


For example, driver P1 comes out of a corner onto a straight and takes a mid-track line. Because the driver behind (P2) has set up her car to exit the last corner with more speed, she gains track position and closes the distance to P1 from behind. P2 now moves right to start a pass, but P1 has not checked the mirrors or has decided to protect the position with a move to the right. This is blocking!

To avoid contact P2 has to drive off track.

Blocking is not fair competition. It is unsafe, unpredictable, frustrating, and often causes racers to make difficult moves to avoid contact or car damage.

In the case of an incident, having information for the steward is important. Please use a video system in your car and make sure it works. Often a racer will have a reasonable explanation but the contact report does not follow that explanation. And sometimes every witness sees something different; it happens. We stewards appreciate it when racers share their video so we can make accurate and fair decisions.

Continue to have a fun and fast 2011.

Vicki 

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# From Start to Finish

By Michael Wingfield, Chief of National Timing & Scoring



**H**ave you given any thought to how your racing may change with the introduction of a points series to PCA Club Racing next year? Hopefully by now you know that the premise of a points series for 2012 is well underway with discussions in committee. The foundation for the PCA series will be the currently existing RennPoints model available at [www.rennpoints.com](http://www.rennpoints.com).

Next season, when you get into your car at a race, will the points be a factor of how you participate during the weekend, or will you have


first sprint race. Struggling through the difficult weekend, you consider packing up and getting an early start on your long journey home since your car is not quite up to speed and you are ready to give up trying to fix the problem. Besides, there is no sense in possibly damaging that ill engine. The final sprint race of the weekend gets underway as you think about loading items into your trailer. Then things change.

You hear over the PA system that both of your in-class competitors have dropped out of the race. What do you do? As a points racer you realize that your two competitors will earn no points for dropping out of the race, each receiving a DNF. However, if you suit up and get into your car and make at least one lap of the race and take the race ending checkered flag to complete the race to avoid a DNF yourself, you walk away with all the points for your class in this race.

Yes, you receive the same amount of points you would have received had you began the race at the opening green flag. But now you close the

points gap on your competition with minimal effort since they receive no points

for the race – and you only had to make that one final lap. Is this “heads up points racing,” or something different? One could argue that this was just a racer taking advantage of an opportunity. If points were not a factor, would you have made the lap or packed up early and headed home?

Does this scenario sound like so much fiction? Are you saying to yourself, “That will never happen?” Well, this scenario is not fiction and has happened at two club races this year, and represents something I had not seen during my years of PCA race scoring. Have we developed some dedicated racers that want to make that last lap even if they can not start and drive the entire race, or have we seen the emergence of a new form or race driver, one that collects points at every opportunity? The driver is not overly aggressive on track, but takes advantage of the situation to collect some easy points when the opportunity presents itself. How does this make you think about your future in a points series? 

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## *Have we seen the emergence of a new form or race driver?*

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a, “the points do not matter,” mentality as appears in every episode of *Whose Line is it Anyway?* Bryan has addressed the overly aggressive driver question in his column earlier in this issue (see page 4). However, I would like to pose a different point of view, not one of aggressiveness, but one of opportunistic racing. Have you given thought to the many scenarios that may come into play with points racing that are not involved in non-points racing? Let me give you an example.

Let's assume you are participating in a race weekend and in a small class consisting of only three competitors. Your weekend has not gone well for any of a variety of reasons which may include your engine running slightly off song or you simply ran out of tires. Your fellow class competitors keep taking the top two spots in practice, qualifying, and the

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## **What is it?**

The picture below is a close-up of part of a racecar on track. Can you identify the car and part shown in the photo? See if your guess is correct by examining the photo on page 14.



Photo by Hart Photography [www.hart-photography.com](http://www.hart-photography.com)



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# 2012 Proposed Rules Changes

By Walt Fricke, Technical & Rules Chair



Here are the changes to the Club Race Rules which have been proposed by you and the National staff, and have been determined to be worthy of racer comment. Note that this does not mean that the Rules Committee favors any particular proposal. Our job was to eliminate those which simply would not be approved. For example, the proposal to allow engines of any manufacture in the GT classes was eliminated and not brought forward for further comment. What survives the next cut will be heavily influenced by comments received, and the comments will, in a proper case, affect the views of the committee's members.

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*The deadline for  
comments is  
October 1, 2011*

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While we do tally the comments for and against, I cannot stress enough the value of technically informed comment, both for and against. Even collectively, the Rules Committee hardly knows every technical detail or quirk of every model of Porsche. For instance, last year not a single person commented on the proposals to update the specifications for driver's suits. While the changes which were made are quite reasonable, it is possible that suits meeting a 1989 specification which were less than ten years old and in good condition could have been continued. We didn't think there were any of those, but we didn't know just when the last

manufacturer ceased making suits to the old certification.

Comments should be sent to [crrules@pca.org](mailto:crrules@pca.org). I will get them, but separately from the regular rules questions I receive. And the other three members of the Rules Committee will also have access to your comments. The deadline for comments is October 1, 2011.

## **SAFETY:**

1. Safety 32 (new) Require that steering wheel air bags be removed or disabled. (Stock 6.M. allows removal of all air bags). Those of you who wish to retain the steering wheel air bag for street use should determine if the committee's belief that these can be fairly simply disabled and re-enabled is correct for their car, and let us know.
2. Safety 33 (new) Recommend exterior window clips be used to ensure retention of the windshield. Note that this will just be a recommendation, and serves to allow doing this for those who want to or who also race the car in other venues where this is required.
3. Safety 34 (new) Require sunroof motors to be disabled or disconnected. If your car has a sunroof and is also street driven, please investigate how involved this task is and comment.

## **GTC:**

4. Change the GTC3, GTC4, and GTC5 tire from free to a Spec tire, with the Spec tire to be determined by the National Staff based on negotiations with tire manufacturers.

5. Allow aftermarket suspension links in GTC3, GTC4, and GTC5 as long as they maintain the same geometry as stock and do not allow different suspension settings.
6. Allow GTC3 996 motors to be rebuilt using 997 Cup heads.
7. Allow replacement of the GTC2 catalytic converter and its replacement with a cat bypass pipe.

## **STOCK:**

8. Allow removal of vacuum systems. Comment is needed so this is not a blank check. Some vacuum systems affect performance, such as distributor vacuum controls. It is not intended to allow modification of any system which affects engine performance. Which systems have nothing to do with the operation of the motor, and which do?
9. Allow aftermarket fuel rails in front engine cars as long as the stock fuel pressure regulator is used and fuel pressures are stock.
10. Limit ballast in Stock/Prepared to "X" pounds. Comment is sought on what this "X" limit ought to be. Cars which are light can make weight without excessive ballast by using a heavy passenger seat, and by not removing various parts, such as air conditioning and rear seat sound deadening.
11. Stock rule 6.G. limits ballast to the "driving compartment." Change this to "passenger compartment floor pan." Comment is sought specifically on the question of whether there are places within the passenger compartment other than the floor pan

where weight can be securely mounted and still be desirable locations for ballast. FYI, the 2012 rules will include more detailed requirements for mounting ballast.

12. Delete the Stock 3.B.tire tread depth requirement and replace with: No car may enter the track with cord showing on any tire.
13. Adjust 3.2 Carrera (F base class) weight to **one** of the following:
  - A. Let all Carrera 3.2's race at the same minimum weight as the SC.
  - B. Allow the 1986-9 911 Carrera 3.2 with the G50 to run at the 915 weight of 2812 lbs.
  - C. Allow the G50 Carreras to run at 2812 lbs if the earlier chip is used.
14. Allow the rev limiter (required of all cars) to be adjusted (where it can be adjusted) to no more than

100 RPM above that specified for stock motors. This is intended more as a reminder that stock/prepared engines cannot exceed the stock RPM limit, and must retain the stock means doing this. Most factory specs also give a 100 RPM tolerance.

### SPEC BOXSTER:

15. Change the Spec tire in SPB.
16. Allow any shock valving for the PSS9/PSS10 shocks. It has been noted that there is a mismatch between these shocks and the mandated springs, and that it is quite difficult to determine shock valving.
17. Allow Lexan windshields.
18. Allow removal of the engine air injection system.
19. Allow addition of a transmission oil cooler.
20. Allow any adjustable rear toe links.

21. Allow any clutch/pressure plate/throw-out bearing.
22. Adopt 2011 changes in the NASA equivalent of SPB:
  - A. Disallow modified stock drop links and Tarrett 996FDLNK/996RDLNK.
  - B. Drop links must mount to factory shock location, except for Tarrett GT3 'long' links EXTFDLNK, which mount to a provided threaded collar.

### ENDURO:

23. Hot Pit Speed: Change the pit lane speed limit in Appendix E (Enduro Protocols) at paragraph 3 from 30 to 35 mph. This request came from the driver of a new Cup car, who believed it was easier to determine 35 from the car. If it would cause problems for drivers of other cars, please comment.



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## NIGHT RACING LIGHTING:

The following is what was used at the first night race at Sebring. The 2012 Rule Book will contain an Appendix concerning lighting requirements for cars doing a PCA night race. Those who think there should be changes to what has been used should comment.

24. Cars entered in a night race must comply with the following lighting requirements:

- A. Headlights and tail lights are required. Two primary headlights and two tail lights must be as bright as the original factory lights for the car model. The original headlights and tail lights for the car model may be used and no additional lights are required beyond these.
- B. Primary headlights must be located on the front of the car, above the bumper and below hood level, and outside of the inner edge of the front tire. Up to two additional driving lights may be located between the primary headlights. Additional lights may not be brighter than the primary headlights. Roof lights are not allowed.
- C. Tail lights must be located either as part of the light complex that includes the two primary brake lights or near those brake lights, outside of the inner edge of the rear tire.
- D. Excessive glare in the mirrors from overly bright and poorly aimed lights of cars approaching from behind is a significant problem, and all lighting must be adjusted

to avoid this. However, adequate headlights are necessary to be able to see the track surface ahead, and tail lights are needed to be seen by cars behind.

- E. The corner stations will be lit, so lights from the car will not be necessary to see the flags and corner workers.

## CORRECTIONS TO CLUB RACING RULES AND INTERPRETATIONS:

The 2012 rule book will have a few wording changes, the better to reflect what is already allowed or intended. No comment is solicited, and they are already in effect.

- A. There is a typo in Driver Requirements Rule 9. A reference to FIA 8865 should be to 8856.
- B. Suspension bushings have always been “free” in Stock/Prepared. While not technically suspension bushings in the usual sense of the word, use of aftermarket motor and transmission mounts, either

stiffer or stronger or solid, has been allowed.

- C. In Stock/Prepared, springs are free as long as they are of the same type as stock (i.e., torsion bar cars may have bigger torsion bars, but cannot use coilovers). This has been interpreted as allowing “dual” springs, where springs of two different rates are stacked with a separator bushing. In addition, the availability in some markets of a helper spring for towing in the rear of 944s has been interpreted to allow these cars to run coilovers in the rear as long as at least the stock torsion bar was retained and functional.
- D. In Safety Rule 21 the exception to the window down/safety net requirement includes the GTC5 factory Cup cars with factory plastic door windows, along with the GTC3 and GTC4 currently listed.
- E. Bilstein no longer manufactures the PSS9 shocks. Thus, the Bilstein PSS10 is an allowed alternative in SPB.



## What it is...

...is hanging from beneath a Spec Boxster



Photo by Hart Photography [www.hart-photography.com](http://www.hart-photography.com)



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# Awareness at 360 Degrees

By Carl Tallardy, PCA Club Racer (Riesentoter Region)

There are 45 steps, more or less, from where I'm standing in the paddock of the Sebring International Raceway to the fourth floor of the control tower where the national stewards are working. I've just had what will be deemed my second at fault incident within the proscribed time frame, and much like a character in a scene from "Dead Man Walking," I know

Sterling Forest, NY, on a prominence called Hobo Hill. I flat-towed that Camaro all over and twice more made the podium that summer. We called them Gymkhanas back then and I don't remember who the organizers were but there were some great ven-

ues that included the old Air Force base, Mitchell Field, and the parking lot of the Roosevelt Field Mall, both on New York's Long Island. I traveled with a bunch of guys who drove European marques and they called me "Detroit" for obvious reasons. When we weren't driving our own cars we worked flag stations at Lime Rock Park. We all had one thing in common - we had a passion for the sport.

Today, I get to spend a lot of time on race tracks, exercising that passion. Every year I am on the track with PCA races at Sebring, Road Atlanta, Lime Rock, Watkins Glen,

Continued on page 21

---

*I know and feel in  
each step I take  
that my life is  
going to change.*

---

and feel in each step I take that my life is going to change. I'm clutching the incident and medical reports in one hand and my in-car video in the other, and the knot in my stomach is growing exponentially as I make my way up the stairs.

The stewards are cordial, efficient and completely without malice as they take time out of their busy duties to examine the evidence. Even though I knew what was coming, it felt like I was punched in the stomach when the words telling me it was my fault were finally spoken.

This situation at Sebring brings me back to thinking about the first time I made a podium. I was 19 years old and driving a brand new '67 Camaro. It was at a hill climb in



Photo by Michael Wingfield (MAV)

The Sebring International Raceway control tower as seen from the paddock. Race control is located on the fourth floor, in the upper right corner.

ITS NO SECRET THE GERMANS  
HAVE SOMETHING WE ENVY...  
(Nürburgring)



CONSIDER US EVEN.





# Rolling Thunder

at

## Buttonwillow RACEWAY PARK

By Greg Phillips  
PCA Club Race Volunteer (San Diego Region)

Photos By Greg Phillips

The good news was that Zone 7 with Golden Gate Region and Zone 8 with Grand Prix Region were sponsoring another event at Buttonwillow Raceway Park with a Club Race and Time Trial. The bad news was that



Despite a trip through the dirt, Paul Tradelius #21 takes the Saturday sprint race pole and overall victory

it was over Memorial Day weekend. But it was so much fun last year, we decided to attend again. This year they were to keep me busy as I was working as the Medical Liaison for the Club Races, instructing for the DE and also running the Time Trial event.

We left early Friday from Dieter's as Steve Grosekemper trailered north through LA. We did well with traffic, but as we neared Buttonwillow we started looking for the traffic to back up as they were working on the I-5 and it was down to one lane in sections. Thankfully, we had received an email from Suesan Way about

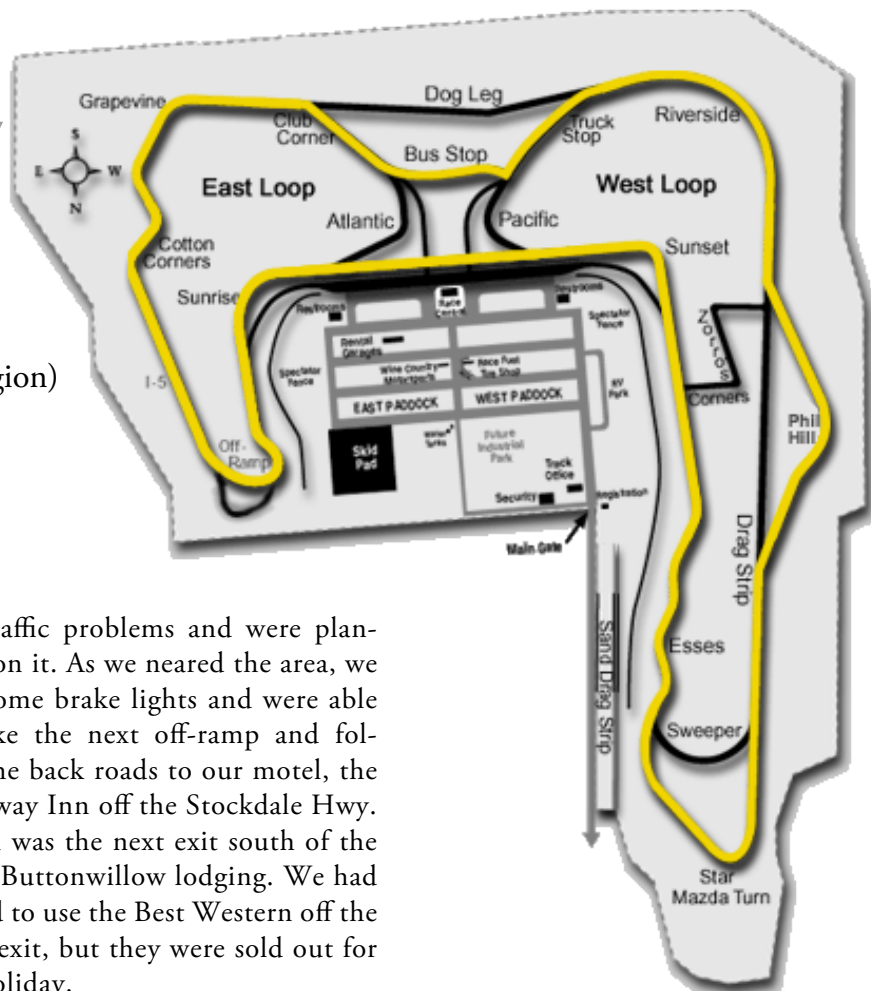
the traffic problems and were planning on it. As we neared the area, we saw some brake lights and were able to take the next off-ramp and follow the back roads to our motel, the Rodeway Inn off the Stockdale Hwy. which was the next exit south of the usual Buttonwillow lodging. We had hoped to use the Best Western off the same exit, but they were sold out for the holiday.

After checking in, we found we were past the bottle neck and were back on the freeway to the track to unload the trailer. Friday had a DE hosted by the Central Coast Region so we were able to watch some of the track action while we waited for our garage to be available. Three Spec 944 (SP1) cars turned out for the club races with Chuck Sharp (SDO),



Kenneth Park #96 takes the SP911 class win in the Saturday sprint race

Peter Busalacchi (SDO) and Nick Perdikaris (GPX). It was a good turn out in Spec 911 (SP911) class with



seven racers and eight racers in Spec Boxsters (SPB).

After finally getting unloaded, teched and checked in with the event organizers it was time to head back for dinner. We took the back roads again to avoid the freeway traffic and had a nice meal at the Willow Ranch before heading back to the Rodeway Inn. Saturday was to be an early start so we turned in early.

Early Saturday we had time for a quick breakfast at the Inn and headed to the track. We finished preparations and I reviewed the safety and ambulance teams as they arrived and reported to the Club Race Steward. Soon it was time for the driver's meeting.

For the Club Race qualifying session the drivers worked on turning their best laps. The fastest lap was set



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Questions? Bill Scarbrough (Club Race Chair): [clubrace@carolininas-pca.com](mailto:clubrace@carolininas-pca.com)



by Paul Tradelius (GG) in a GTA1 classed 2000 GT3 RSR at 2:01.669,



Safety crewman surveys the damage on Chuck Sharp's #58 after losing the left front wheel during qualifying

and next was John Hua (GG) in a GT2R classed 2004 GT3 at 2:03.772. The SP911 group was tightly grouped with Andy Simpkinson (SCV) leading the pack at 2:09.004, followed by three cars in the 2:10s, then a 2:11 and a 2:12. SPB were similarly clumped with five Boxsters between a best of 2:13.05 and 2:17.38, led by David Potter (GG). In SP1, Busalacci was fastest at 2:20.361, then Per-

dikaris at 2:20.557, and next Sharp at 2:24.896. Unfortunately, Sharp had a mechanical problem and lost a wheel, bringing qualifying to a close.

We watched the first Club Race from the timing building. It was a fun race to watch as there were several different packs dicing. The GTA classed GT3s of Tradelius and Fred Carneiro (GG) were running up front until Carneiro retired leaving the top spot to Tradelius. The GT3s were followed by the SP911 group led by Kenneth Park (GG), the SPB cars led by Potter, and then a pair of 944s including Vince Knauf (SDO) in his F-stock 1989 944 Turbo-S and Busalacci in his 1984 944.



David Potter #84 takes the SPB class win in the Saturday sprint race

On one lap, Busalacci was chasing Knauf hard through Bus Stop and tried an outside pass through Riverside. He was not successful but did leave a long trail of dust as he went into the dirt. He was able to keep it together and was back behind Knauf for another lap before finally getting



Peter Bucalacci #747 (R) gets past Vince Knauf #3 (L) when Knauf slides off the track at Bus Stop during the first sprint race



The #38 SP911 of Simon Peck (LV) was one of many racers who took a dusty ride

around Knauf when Knauf spun in the Bus Stop.

The SPB cars were also having a good dice. On one lap, the trailing car went wide through Sunset and dropped two wheels off. He kept his



Track signage was apropos for the racers as well as paddock traffic

foot in it, came back on track, and was able to gain on the leader before out-braking him at Sunrise. They stayed side by side through the next two corners until the pass was completed on the I-5 straight. The action stayed busy until the checkered flag flew to end the first day on the track.

After finishing up at the track, it was time to head back for dinner. We decided to visit the Willow Ranch for tri-tip and then back to the Rodeway Inn. We spent a little time reviewing the videos before fatigue settled

in and we were off to sleep. We woke up the next morning to find a storm had blown through with rain during the night.

Sunday was a later start since I had no student so we had time to hit the IHOP before heading to the track. The track was dry but there were a few puddles, the largest being at the start of the Esses. But the rain had washed off the rubber and it was a green track with less grip. The other tricky part was that where the berme met the track there was a small amount of mud still drying out and if you put your tire on it your grip was less until it cleared off your tires.

The morning held the next sprint race. We went up to the timing tower again to watch the race. The weather was improving and the sun was out by the end of the race. There were again several different battles going on within the pack. When it was over, Hua who finished second



John Hua #08 takes the overall win in the Sunday sprint race

overall on Saturday took the overall victory. Simpkinson, who finished fourth in SP911 class on Saturday, took the SP911 class win. The SPB class win went to William Pickering (LPA), who had finished fifth in class during the race the previous day.

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Event Chair: Bob Linville [blinvillefcr@earthlink.net](mailto:blinvillefcr@earthlink.net) 904.272.2998



William Pickering (LPA) #16 takes the SPB class win in the Sunday sprint

After lunch was the final Club Race and it was an Australian Pursuit, where the faster cars were given a handicap based on their lap times. Ideally everyone had an equal chance to be first. At the end only one driver could be first and that was Busalacchi in his SP1 just ahead of Andrew Forrest (GG) in his SPB. 🏁

• • • • •

*To read this article in its entirety,  
see the August 2011 issue of the  
San Diego region newsletter  
Windblown Witness.*

### **Awareness at 360 Degrees**

Continued from page 16

VIR, New Jersey Motorsports Park (Grand Am and PCA), Mosport, Summit Point, and Daytona. If you throw in SVRA races, test and tune days, and Drivers Education events, it amounts to my spending around 60 days a year at the track. I started racing in the stock classes and through years of persistence, experience and practice I was able to move up to the more powerful and responsive GT cars. Podium finishes occurred and I considered myself a pretty good driver.

While complaining to a friend who is a professional driver about my situation at Sebring, he set me straight. He explained that it wasn't my driving that got me in trouble; it was my failure in assessing the cars and drivers around me. "If you have a driver or a car whose capabilities

are different than yours, you better know the difference and be prepared to make allowances long before the stewards have to decide your future," he said. "No matter how the steward decides, it's your fault because you didn't plan for it." So as I prepare for 13 months with no PCA racing I have plenty of time to remember the most important lesson of all - awareness at 360 degrees. 🏁

# 2011 Mid Season Hard Chargers

By Michael Wingfield, Chief of National Timing & Scoring



Name	Region	Class	Description	Start	Finish	Index	Race
<b>Mid-Ohio Sports Car Course</b>							
Eric Boueilh	UPC	GTC4	GT 07 997 CUP	18	12	6	Blue Sprint 1 *
Scott Gerard	UPC	H	S 99 996 C2	23	17	6	Blue Sprint 1 *
John Amardeil	UPC	H	P 95 993	12	3	9	Blue Sprint 2
Alain Goulet	REN	G	S 88 951 CUP	17	8	9	Red Sprint 1
Eric Allen	CHS	E	S 86 911	18	1	17	Red Sprint 2 *
Gregory Coward	MOH	SP2	P 87 944	22	5	17	Red Sprint 2 *
Eric Allen	CHS	E	S 86 911	13	9	4	Green Enduro
John Amardeil	UPC	H	P 95 993	5	2	3	Yellow Enduro *
Mark Congleton	AZ	GT3R	GT 94 993 RSR	9	6	3	Yellow Enduro *
<b>Buttonwillow Raceway Park</b>							
Jim Lane	GG	SPB	P 97 986	17	11	6	Saturday Sprint
William Pickering	LPA	SPB	P 97 986	12	11	1	Sunday Sprint
<b>Watkins Glen International</b>							
Alain Goulet	REN	G	S 88 951 CUP	32	16	16	Blue Sprint 1
Richard Glickel	HUD	GT5S	P 92 968	43	29	14	Blue Sprint 2
Dana Martin	NE	SPB	P 99 986	18	8	10	Green Sprint 1
William Johnson	CTV	C	P 87 924 S	42	34	8	Green Sprint 2
Robert Jarvis	ALA	GT2R	GT 97 911	23	7	16	Red Sprint 1
David Seuss	NER	GTC3	GT 04 996 GT3 CUP	25	14	11	Red Sprint 2
Chris Palumbo	NNJ	GT4S	GT 75 911	32	10	22	Yellow Sprint 1
John Bauer	MNY	GTC1	GT 90 964 EURO CUP	33	26	7	Yellow Sprint 2
Charles Toupin	REN	SP2	P 86 951	43	10	33	Orange Enduro
Daniel Petchel	SCH	H	P 99 996	31	11	20	Purple Enduro
Gary Knoblauch	CHO	GT4S	GT 76 911 RSR	24	16	8	White Enduro *
James Sutherland	UPC	GT4R	GT 84 911	25	17	8	White Enduro *
<b>Motorsport Park Hastings</b>							
Dean Johnson	RMT	SPB	P 99 986	12	8	4	Blue Sprint 1
Josh Pinkert	RMT	E	S 81 911 SC EURO	21	17	4	Red Sprint 1
Dean Johnson	RMT	SPB	P 99 986	32	20	12	All Sprint 2
John Cooley	RMT	GT4R	GT 74 911 RSR	23	11	12	All Sprint 3
<b>Portland International Raceway</b>							
Will Lin	CW	GTC5	GT 11 GT3 CUP	11	5	6	Race 1
Bill Earon	SDO	GTC3	GT 02 GT3 CUP	6	4	2	Race 2

### VIRginia International Raceway

Omar Hilmi	POT	F	S 91 911	22	17	5	Black Race 1 *
Newsom Baker	SMT	F	S 87 911	28	23	5	Black Race 1 *
Mark Murray	FLC	SPB	P 99 986	22	17	5	Black Race 2
Chad Knoerr	SFL	GT3R	GT 00 986 S	27	19	8	Red Race 1
James Roberts	OCM	GTA1	GT 04 GT3 CUP	11	7	4	Red Race 2 *
Chad Knoerr	SFL	GT3R	GT 00 986 S	16	12	4	Red Race 2 *
Bill Miller	MAV	E	S 87 911 CARRERA	28	14	14	Enduro *
Newsom Baker	SMT	F	S 87 911	31	17	14	Enduro *
Mark Murray	FLC	SPB	P 99 986	32	18	14	Enduro *

### GingerMan Raceway

Kurt Hipke	CHO	GT5S	GT 70 911 S	15	10	5	Pink Sprint
Gary Boss	CHO	GT4R	GT 80 911	5	2	3	Yellow Sprint
Ron Igou	STL	E	S 89 944 S2	33	28	5	Combined Sprint
Kurt Hipke	CHO	GT5S	GT 70 911 S	27	16	11	Enduro

### Putnam Park Road Course

Keith Cooper	CHO	GTC3	GT 03 GT3 CUP	23	13	10	Blue Sprint 1
Andreas Fischer	CHO	GT4S	GT 87 911	22	18	4	Blue Sprint 2
Eric Allen	CHS	E	S 86 911	12	6	6	Red Sprint 1
David L Brumfield	MSO	D	S 79 911 SC	16	7	9	Red Sprint 2
Bob Danko	CHO	E	S 82 911 SC EURO	29	18	11	Enduro

### New Jersey Motorsports Park - Thunderbolt Raceway

Robert Turgeon	RTR	GT4S	96 993 C2	33	8	25	Race 1
Bill Earon	SDO	GTC3	02 GT3 CUP	23	13	10	Race 2

### Mosport International Raceway

Bill Earon	SDO	GTC3	GT 02 GT3 CUP	20	11	9	Red Sprint 1
Richard Strahota	CTV	GT4S	GT 72 911 S-T	17	13	4	Red Sprint 2 *
Wally Ruiz	WB	G	S 93 911 RS AMERICA	20	16	4	Red Sprint 2 *
No Advancements from eligible competitors				0	0	0	Yellow Sprint 1
Rainer Beltzner	UPC	E	S 94 968	9	6	3	Yellow Sprint 2
John Amardeil	UPC	H	P 95 993	10	3	7	Enduro

### Brainerd International Raceway

Todd Hetherington	MIL	SP3	S 94 968	29	21	8	Courage Sprint *
Harvey Robideau	NST	D	S 83 911 SC	32	24	8	Courage Sprint *
John Byram	KC	D	83 911 SC	34	26	8	Courage Sprint *
Ben Merriman	NST	SP911	P 72 911	17	12	5	Loonacy Sprint *
Chip Smith	NST	F	S 90 964 C2	21	16	5	Loonacy Sprint *
Todd Hetherington	MIL	SP3	S 94 968	26	21	5	Loonacy Sprint *
John Shimek	NST	GT4S	GT 70 914	22	17	5	Enduro *
Adam Jaspers	RMT	E	S 1978 911 SC	23	18	5	Enduro *

\* Indicates a tie



# The Classifieds

Buy, Sell and Browse



## 1993 RS America H-class Racecar

2009 engine rebuild by Cox Motorsports (only 3 club races since), 2010 trans/LSD rebuild, full cage, fuel cell, Cool Shirt, Big Reds, LW flywheel, dual oil coolers, B&B headers, Schroth harness, carbon fiber tail, mini battery, Sparco seats, Bilsteins, Cup bars, 4 sets wheels, sorted & ready to race. \$44,000

John Marchant 402.203.3761

JohnMarchant@cox.net

(1)

## 1989 944T Racecar F class

Maintained and race support by Midwest Eurosport. Best of everything for class. Many podium finishes at Road America, Road Atlanta, Sebring, Daytona, Watkins Glen, Mid Ohio, Autobahn CC, Putnam Park, and Gingerman. BONUS - Free track day at Autobahn CC with purchase. Details and pictures at: [www.1clickroi.com/porsche](http://www.1clickroi.com/porsche) \$28K OBO

Mike 312.498.9996

mike.keck@comcast.net

(2)



## 1987 Porsche 944 Turbo

Highly developed PCA or HSR car. 2.5 Litre 600 HP, dry sump, Leda shocks, suspension by Lindsey Racing, everything fresh, less than 5 hours on motor. 1:28 at Mosport, 2:07 at Watkins Glen on Toyo's. Prepped and Built By Eurotune. Lots of podiums, absolute joy to drive. Full data/photos available \$62,500

John 416.890.3992

johnhawkes@rogers.com

(2)

## 2000 996 GT3 RS

2000 Factory 911 GT3 R LeMans Spec Racecar. Updated to latest GT3 RS specifications by Kelly-Moss Motorsports. Fresh PMNA GT3 RS engine (465hp), fresh Copans gearbox, GT3 RS bodywork, Motons, Tilton carbon clutch, 3 sets BBS wheels with Michelin slicks, 11"x 18" fronts and 13"x 18" rears. Superb condition. Never crashed. PCA Club Raced only. \$139,000

John Ruther 847.304.5515 Chicago

john@northstarmotorsports.com

(2)



## 1975 914-6 Racecar

Competitive, many podiums. Mid-Ohio Workers Choice Award, Dawes (2.8) 915 transmission w/cooler, Wevo shift w/lockout, short gears, Quaife LSD, twin ignition, fuel injection, Haltec mgt. system, Big Brakes in-car bias, carbon fiber/fiber-glass body, Fiske 17X10 front & 17x12 rear (2 sets), custom wing. \$29,900. Consider trade for street Porsche.

Mike 847.912.1137

mcorrao@cleanersdepot.com

(2)



# The Classifieds

Buy, Sell and Browse

## 2004 996 GT3 Cup

Engine Hrs 55, gearbox refresh 4 Hrs, transponder, Sachs 2-way adjustable shocks, Aim system, in car 2 camera video with DVR, 2-way radio, driver Cool Suit system, drink bottle system, helmet cooler system, BBS 3-piece wheels. Extra set of wheels. Car is ready to race!

Ted 561.626.7600 Ext.204 Palm Beach Gardens, FL  
Ted@sabatellocompanies.com

(2)



## GT3

### 2004 GT3

Red with black interior. "J" Class, numerous wins. 12,000 miles, excellent condition inside and out. Full cage, RaceTech seat, Moton Club Sport adjustable shocks. Cup mono balls, shifter, cables, clutch and rotors. OEM mufflers and straight pipes. Spare Fikes and wets. Sure Shift sequential shift light. AMB transponder and in-car display. In-car RaceCam. \$67,000

Barry.Brensinger@LBPA.com

603.622.5450

(1)

## 911

### RSR Widebody GT3S Racecar

New 3.4 twin plug programmable (tech-3) fuel injected engine, Tilton clutch, lightweight flywheel, two oil coolers, new trans w/race gears, limited slip, Wevo 915 shifter, Big Red brakes, JRZ coilovers, fire system, roll cage, adjustable sway bars, Forgeline 18" rims, Turbo trailing arms available. Price \$29k, \$95k invested.

John@carreradesigns.com

(2)

## GT3 Cup

### 2009 GT3 Cup

Excellent Condition. 17.5 hrs on engine, transmission and chassis. Moton triple adjustable shocks. Premier Cell, radio, Cool Suit, Racecam/Chasecam. Photos: <http://gallery.me.com/autometrics#100957>

Gordon Friedman 843.697.9911 (M)  
Autometricsmotorsports.com (2)

### 2005 996 GT3 Cup

Fuel Safe, STACK, Moton CS, 106 hrs since re-tub and new engine. Photos at: <http://gallery.me.com/autometrics#100507> Asking \$58,500

Gordon Friedman 843.697.9911 (M)  
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## Trailers

### 1999 Featherlite Trailer

All aluminum, 2 car, 48 foot, gooseneck trailer. Work bench, tire rack, fuel rack, and winch. New tires and spare. Perfect condition inside and out. \$26,500

Barry.Brensinger@LBPA.com

603.622.5450

(1)

### Classified Advertising

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

Submit text and photos ads to the CRN editor. Photo ads are accepted at a prepaid price of \$30 for two issues. Submit payment for photo ads to the Advertising Coordinator.

Ads are limited to vehicles and trailers. We do not accept business related ads in The Classifieds. Ads for parts and accessories are not accepted.

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## Rarities



Photo by Daniel Mainzer (www.mainzerphoto.com)

Seen this year during the "Sprint at the Carousel" club race at the Mid-Ohio Sports Car Course were the rare racecars of Henry Payne #39 (SEM) driving a '66 906 E (GTP5) and TC Kline #112 (OVR) in his 2011 Boxster Spyder (I-class)



Photo by Daniel Mainzer (www.mainzerphoto.com)



### National Committee

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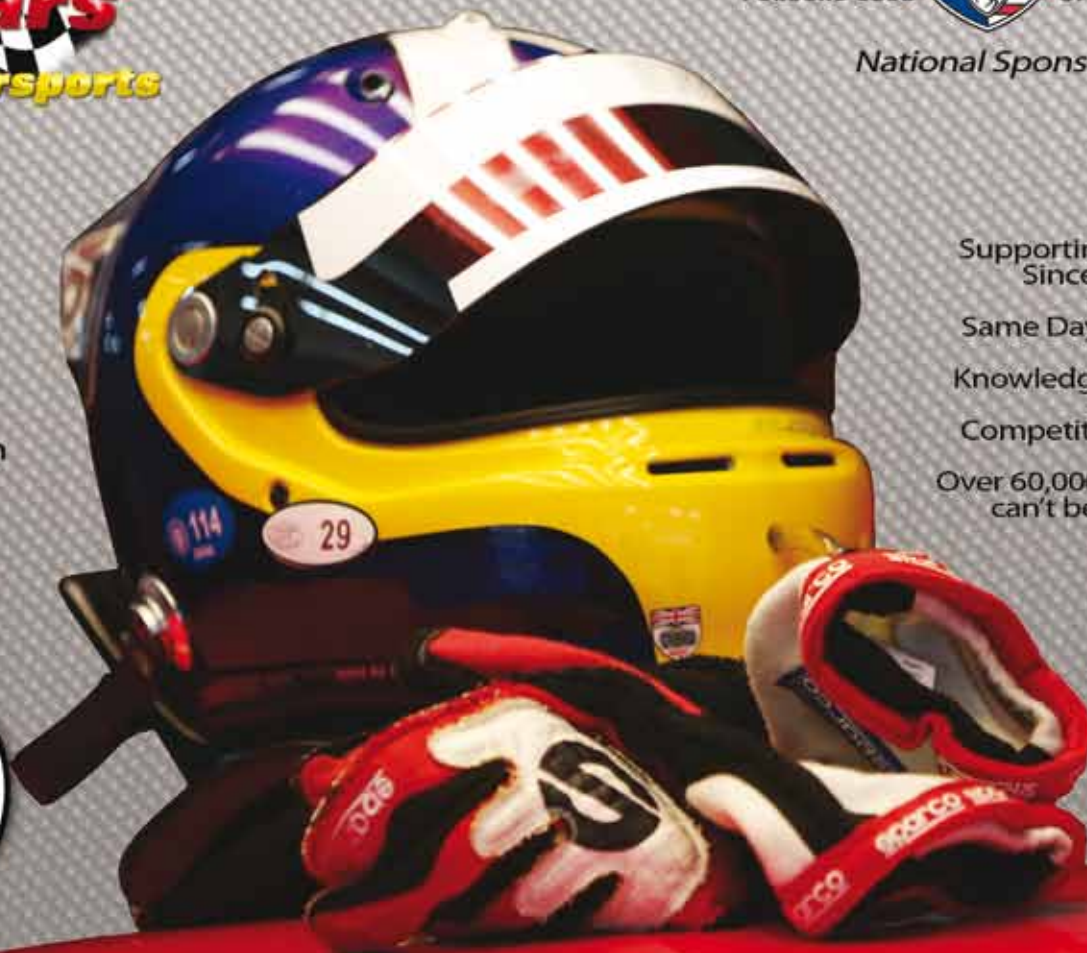
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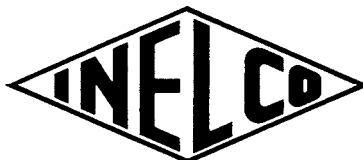
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