



NEWS

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PCA CLUB RACING NEWSLETTER

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On the Cover
One of many glass trophies presented to the first ever PCA Club Racing National Championship winners
Photo by Roger Johnson (NST)

Deadline for article submission for the next issue is April 26, 2013

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CHAIRMAN'S CORNER

BRYAN HENDERSON, CHAIRMAN PCA CLUB RACING



PCA Club Racing completed another great year in 2012. Over all our registration numbers were up for 2012. In raw numbers, race registrations for 2012 were up by four percent over 2011. When the Rennsport Reunion race, which was an add-on for 2011, is removed from the calculations, the regular race registrations for 2012 were up by 8.4 percent over 2011. At the same time, our incident rate was down significantly for the year.

We completed our first ever National Championship in the fourth quarter of 2012. We crowned National Champions in 34 racing classes. Many of the classes were hotly contested throughout the year and especially in the fourth quarter. Several class championships came down to the final weekend. For example, the hotly contested E-class championship was determined

on the final race weekend for both racers at the top. The season ended in a two point win for Jim Buckley over Mark Hupfer. Buckley scored 172 points to Hupfer's 170 points out of a possible 185 points. That is phenomenal competition between two outstanding competitors. I can't wait to see them race this year. Congratulations to all of the podium finishers and all of the competitors who competed in our first championship.

David O'Neal, Zone 12 Representative, did the ground work in Florida for our first ever National Championship celebration. On Thursday, January 31, at Chateau Elan located near the Sebring International Raceway, 110 racers and their guest attended the affair. The on track night practice sessions during the 48 Hours of Sebring provided a very nice back drop to the celebration.

The setting was beautiful - red, white, and black colors, table center pieces, and a back drop provided by Jackson Motorsports Group (JMG). Podium finishers in all but GTC3, GTC4, and GTC5 received beautiful crystal awards. JMG provided trophies for the GTC3, GTC4, and GTC5 winners that were very similar. Manny Alban, PCA National President was the emcee. David Murry, Club Racing Driving Coach, was the guest speaker. David spoke about the history that was made in 2012 and celebrated that evening. He urged our Champions to consider what this event might represent in 20 years. Congratulations Champions.

As we reviewed the results of our 2012 Championship scoring we felt like our system did a great job of getting the right racers to the podium. We expected no changes for 2013. As we worked



Roger Johnson (NST)

through our plans for the celebration, it became apparent we needed one change to the rules. That change is that you must make a minimum of six starts to be eligible for a National Championship award. Six starts can be achieved in three race weekends and a small investment in PCA Club Racing to possibly become a National Champion. That change was announced at Sebring prior to the start of the 2013 championship season.

The racing at Sebring was very good, however, it did follow a strange pattern. We need to think about these things as we get started each year. The first day which included three practice sessions and practice starts with fun races had a few 13-13 incidents (3) but

Continued on page 8



Roger Johnson (NST)

PCA National President Manny Alban enjoys the presentation by David Murry, PCA Club Racing Driving Coach

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April 26 - 27, 2013

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Questions?

Registrar: Jennifer Hansen race.registrar@cvrpca.org

Race Director: Bob Bradley race.director@cvrpca.org

or go to www.cvrpca.org for additional information

Advanced DE Thursday, April 25th

(noise restricted)

DE registration opens March 11th at register.pca.org

DE registrar: Susan Vaccaro dereg@cvrpca.org

Note: regular Lime Rock 88 dB noise limit in effect for Thursday DE



2013 CLUB RACING SCHEDULE

Dates	Event	Region	Region Contact
April 5 - 7	Auto Club Speedway*	Zone 8	Vince Knauf 619.287.4334 vvince@aol.com
April 20 - 21	NOLA*	Mardi Gras	John Crosby 504.909.2767 jlcrosby@crosbydevelopment.com
April 26 - 27	Lime Rock Park	Connecticut Valley	Bob Bradley 203.458.7120 clubracedirector@cvrpca.org
May 4 - 5	Spring Mountain Motorsports Ranch	Las Vegas	Tony Zito 702.521.9966 Blue996tt@gmail.com
May 10 - 12	Circuit of the Americas	Hill Country	David Gross 512.497.1111 dgross@grossandnelson.com
May 25 - 26	Buttonwillow Raceway Park*	Golden Gate	Tim Smith 480.381.6297 Tgsmith4845@aol.com
May 31 – June 2	Watkins Glen International*	Zone 1	Jennifer Webb 514.235.0157 jenniferbischhoff@hotmail.com
June 1 - 2	Motorsports Park Hastings	Great Plains	Tom Cooper 402.618.8734 gpr-registrar@cox.net
June 15 - 16	GingerMan Raceway*	S E Michigan	TBD
June 21 - 23	Mazda Raceway Laguna Seca	Golden Gate	Tim Smith 480.381.6297 Tgsmith4845@aol.com
June 21 - 23	VIrginia International Raceway*	Zone 2	Mike Andrews 215.589.5633 Mra.1954@gmail.com
June 21 - 23	Kansas Speedway	Kansas City	Dave Stadtmueller 816.510.4832 porschekc@gmail.com
June 28 - 30	Canadian Tire Motorsport Park*	Upper Canada	Mike Edmonds 416.738.5562 mike.edmonds@rogers.com
July 5 – 7	Mid-Ohio Sports Car Course*	Mid Ohio	David Hayden 740.973.0583 davidehayden@windstream.net
July 27 - 28	NJMP - ARCA	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
July 27 - 28	Brainerd International Raceway*	Nord Stern	TBD
Aug 16 - 18	Putnam Park Road Course*	Ohio Valley	Bill Klumb 513.235.5452 wbill_07@hotmail.com
Aug 17 - 18	High Plains Raceway*	Rocky Mountain	Brian Leary 303.619.1864 beleary36@yahoo.com
Aug 23 - 25	NJMP - Thunderbolt Raceway*	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Aug 31 – Sep 1	Thunderhill Raceway Park	Golden Gate	Tim Smith 480.381.6297 Tgsmith4845@aol.com

Dates	Event	Region	Region Contact
Aug 31 – Sep 2	Road America*	Chicago	Keith Clark 630.514.5937 kc_design@sbcglobal.net
Sep 21 - 22	Miller Motorsports Park*	Intermountain	TBD
Sep 27 - 29	Summit Point Motorsports Park*	Potomac	Fred Pfeiffer 301.729.2407 clubrace@pcapotomac.org
Oct 4 - 6	Daytona International Speedway*	Florida Crown Florida Citrus	TBD
Oct 5 - 6	Hallett Motor Racing Circuit	Cimarron	Jon Jones 918.740.7951 jjone20@aol.com
Oct 25 - 27	Carolina Motorsport Park*	Carolinas	Bill Scarbrough 803.600.6704 clubrace@carolinas-pca.com
Oct 26 - 27	Eagles Canyon Raceway*	Maverick	Pat Heptig 214.649.7909 pheptig@heptiglaw.com
Nov 16 - 17	Buttonwillow Raceway Park	San Diego	TBD

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Chairman's Corner

Continued from page 4

was not abnormally high for the number of racers.

The first race day was a different story. Saturday included 13 incidents as what appeared to be a red mist settled over the area while we completed warm-up, qualifying, and two sprint races for each group.

Then Sunday came along where we ran two warm-up sessions and two 1.5 hour Enduro races. There was not a single 13-13 incident on Sunday. Is it possible we get a bit excited at our first

The drivers of the slower cars may actually be better drivers than those in the faster cars

race of the year and need to settle down to get things under control? Is it that we expect the car and ourselves to perform just as we remember we did last October and our memory is a bit generous? Whatever it is, it is obvious that when we settle down we can race safely even at the first event of the year.


The 2013 schedule is complete now. It looks like we will gain four or five races this year. The race at the new NOLA track near New Orleans mentioned in our last issue is accompanied by a new race at Circuit of the Americas (COTA), the F1 track near Austin, Texas in May. We also have a new race at Spring Mountain Motorsports Ranch near Las Vegas, and a new race at Kansas Speedway near Kansas City which replaces the Heartland Park race. We will also have an additional race at Buttonwillow Raceway Park and will be back for one run group at Mazda Race-

way Laguna Seca. It looks like we will have seven races in California this year.

I had an interesting discussion at Sebring with a driver during a drivers meeting. It seems as though that there is a misunderstanding somewhere that leads some drivers to believe the slower cars must get out of the way of faster cars. That is simply not the case in multi-class racing. We want all cars to be predictable when being passed. Being predictable means driving the line you indicate with the placement of your car. The faster car must figure out how to get around the slower car. This is especially a problem when in long races cars with more speed potential come up on cars with less speed potential that are racing each other possibly for the class win. The drivers of the slower cars may actually be better drivers than those in the faster cars. Ability or desire to purchase a faster car is not indicative of skill or competitiveness. In PCA Club Racing, all cars have an equal right to the track. Race craft may make it desirable to make an easy pass, but don't count on it.

We continue to have difficulty with some cars inexplicably not running video. I have written about this before. Video makes incident decisions faster, easier, and more accurate. I have a very good track video camera that has 48G of solid state memory, and is normally hooked up through a wall charger to an inverter in the car. Using a remote, all you have to do is turn it on and off for the entire weekend. The capacity will record a couple of entire weekends. The whole system cost less than one tire for many cars. I don't understand why some drivers refuse to run video. Expect a rules change proposal to require video for 2014. Remember to comment at the appropriate time.

There are some changes on the Club Racing Staff. Timing & Scoring member Tim O'Brien and Scrutineers Colin Mazzola and Sean Reardon have retired. We thank them for the time they have given to the program. In addition to the new folks mentioned in my

last column, Brian Gay from Kansas City has joined our Scrutineer ranks. We need a few more good men and women to cover our growth. 

2013 NATIONAL CHAMPIONSHIP POINTS SERIES RULES MODIFICATION

The rules for the 2013 PCA National Championship Points Series are changing. The following insertion describes a modification to the rules governing the series. Rule VII is amended to read as noted below via the text in *italics*, while the remaining points series rules remain unchanged.

VII. Championship Totals:

The best 8 race points totals for each racer in all points scoring races for the year will count toward the National Championship. Ties for the first three positions will be broken by the highest total in the 9th race then 10th race etc. *A racer must successfully complete a minimum of 6 race starts in point scoring races to be eligible for a National Podium Award. Starts for this requirement will be as described in VI. above.*

Porsches at Spring Mountain May 3-5, 2013



Special Guest Speaker Patrick Long (Friday & Saturday dinners)
Special Club Race Coaching by Patrick Long

**Spring Mountain Motorsports Park is located 45 minutes West of
Las Vegas, NV (www.SpringMountainMotorsports.com)**

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PCA Club Race Zone 8 Time Trial Drivers Ed

<http://register.pca.org>

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For help or other information, contact:

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Tony Zito blue996tt@gmail.com (702) 521-9966

**Registration Opens
March 18**



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LOREM IPSUM

MICHAEL WINGFIELD, CLUB RACING NEWS EDITOR

The simple fact that I am sitting here writing this, and you are sitting there reading this, means that we survived all the hoopla about an impending Mayan Apocalypse. I know there were those who were looking for the end of the world, or at least some dramatic change in the world as we know it. Alas, it appears that we must tarry here a while longer.

The sad fact is most journalists fed the frenzy with misinformation. Had those people taken a moment to review *2012: Science & Prophecy of the Ancient Maya*, by Mayan scholar Dr. Mark Van Stone, they would have learned a few less than doom-inspired facts. Most notable, the Maya did not leave any information behind predicting doom; we generated that aspect all on our own. Instead, the Maya said the god Bolon

Yokte, was coming down on 12-21-2012 to “put on a costume.” So why weren’t the masses looking for the adorned deity? Likewise, the end of the Mayan calendar represents the equivalent of a reset, akin to the way a car odometer rolls over ¹.

Speaking of ancient history, thanks to the diligence of RJ Wilmoth, the PCA National Historian, we have found the missing first three issues of the PCA Club Racing News, or *PCA Racing News* as was named the inaugural issue. Likewise, thanks to the archeological digging of Bruce Boeder, many enlightening facts about the early issues have come to light that affect this publication going forward. For example, the astute

¹ Amanda Wilkins, Whatever blog 12/20/2012 Dallas Morning News

reader will have noticed that the volume number for this issue has changed. In keeping with the original issue numbering scheme, this issue is not volume 13, but rather volume 21 representing the twenty-first year of CRN. Although the PCA Club Racing program is entering its twenty-second year, CRN did not exist during that first year of racing. Along with the volume designation, I now have editions within each volume, with this issue being edition 13.1.


I still have the goal of getting all of the CRN issues into a searchable format, posted online and available to our readers. It will take a lot of work from many people. But reading through those short first issues certainly does take one back to a simpler time. I think one can learn from our racing heritage, or at the least be entertained. 

Photo courtesy of Claxton Creative

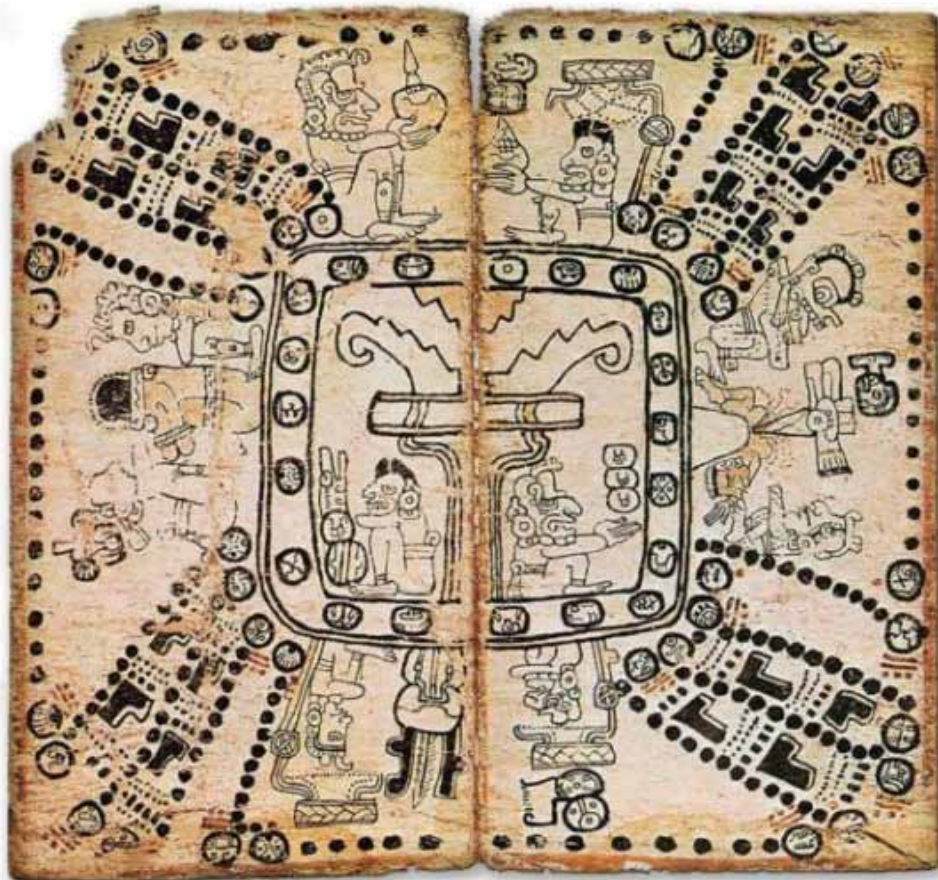


Photo of a Maya calendar, not the oft misidentified round Aztec stone

Club Racing News

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REGISTRATION OPENS APRIL 8



- All race entrants must be PCA members and have a PCA Club Racing license or an approved License Application
- Club Racing forms/info: <http://www.pca.org/Activities/ClubRacing/RulesLicensingForms.aspx>, or call 847.272.7764
- Club Race registration and info: <http://register.pca.org>



VIEW FROM THE TOWER

VICKI EARNSHAW, CHIEF NATIONAL STEWARD

The racing schedule for 2013 is exciting. New tracks at New Orleans-NOLA, Kansas Speedway (a newly resurfaced track), and Circuit of the Americas (COTA) near Austin. We are returning to the Las Vegas and Laguna Seca tracks plus five other events in California. Since we are experiencing an increase in entries in many events, with some resulting in a wait list, we recommend registering early! The PCA website is being updated with this information.

I have just returned from the 48 Hours at Sebring, where we started the points Championship races for 2013. A new rule this year is a minimum requirement of races. You will need to start six points races to be eligible for a position in the Championship. Six points races is equivalent to three event weekends.

I would like to thank Bryan Henderson for his endeavor and commitment to seeing the vision in the Championship program. We did see an increase in registration entries last year, especially toward the end of the year, and a DECREASE in our incidents throughout the year. Because racers will be eliminated from the Championship series for a "13," this showed that racing is a skill without contact.

A few times in the Sebring tower I heard, "why didn't you black flag me when there was contact?" The rule book states drivers involved in an incident shall immediately exit the track and report to the Black flag station in the hot pits. The stewards will not black flag racers based on reports of contact


because of the possibility that an incorrect car number was called to the tower. We don't want to end an innocent driver's race. BUT, if you choose to stay out on track, the result sheet will reflect your scoring stopped at the time of contact. The results sheets will be adjusted, either at the track when possible, or after the event.

Race craft includes car control, awareness, and the ability to execute a safe pass.

Stewards often hear this, "When I am approaching a slower car, why don't they move over?" Race craft includes car control, awareness, and the ability to execute a safe pass. As a faster car (we should all be so fortunate!) approaching a slower car, you must execute a safe pass. We never tell a rookie racer or a slower car competitor to move over for cars coming through. We do ask them to be predictable. That would include holding their line so the faster car approaching can make a passing decision without the need of a correction going into or during the corner. That scenario could be dangerous. There is a

saying that no good deed goes unpunished. What if a slower car moves over to allow cars to go by, and that slower car gets into the marbles, slides off track and tries to get back on track and hits a car? Hold your line and allow the faster car to set up a predictable and safe pass.

Also, let's remember during a double yellow flag to catch up with the racer in front of you. Before that full course yellow came out, the racer behind you could have been chasing the car in front of you for position in his class. When the field goes green, he will want to resume that competition with the car in his class in front of you. Everyone on the track wants to be in that pack right behind the pace car at the restart. You will soon know where the problem was that brought out the double yellow, and that's the place for extra caution.

Enjoy this fabulous 2013 race season. You have a lot of decisions to make with regard to which races to attend, and making good decisions on track, for a clean and fast 2013 race season. 

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FROM START TO FINISH

MICHAEL WINGFIELD, CHIEF OF NATIONAL TIMING & SCORING

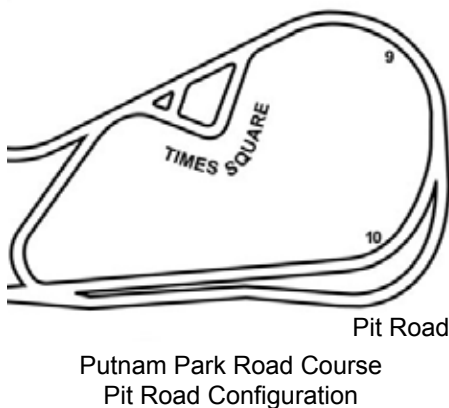
Most racers would probably agree that a trip down pit road during a race, whether for mechanical service or to serve a penalty, is one of the best ways to lose track position, and quite possibly lose an overall race win or at least a class win. The one possible exception to this race related pit road excursion is the mandatory pit stop required during an Enduro. For the Enduro, every competitor is required to make a trip down pit road, and loss of track position becomes a battle over how well a driver manages his five minutes on the pit road, combined with a bit of racing luck and track flag conditions.

The reasoning is sound for losing track position when traveling on pit road as it is simply a matter of a basic applied physics formula:

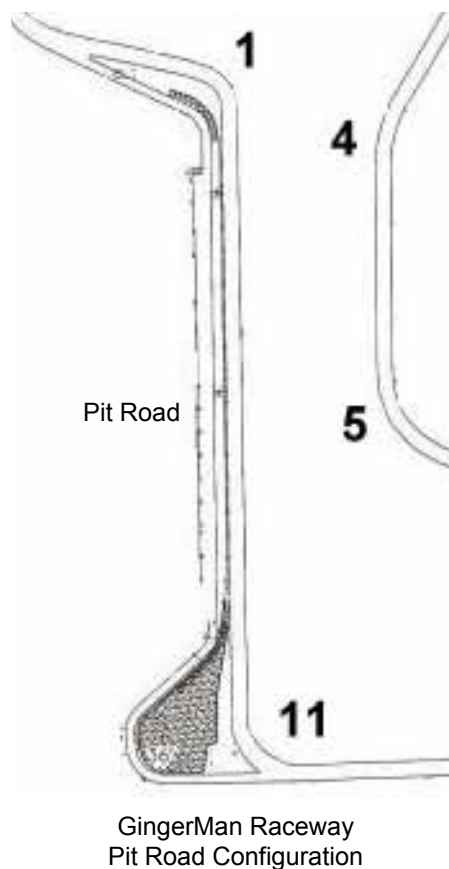
$$\text{Time} \times \text{Speed} = \text{Distance} \ (T \cdot S = D)$$

or more appropriately for this discussion:

$$\text{Time} = \text{Distance} / \text{Speed} \ (T = D/S)$$



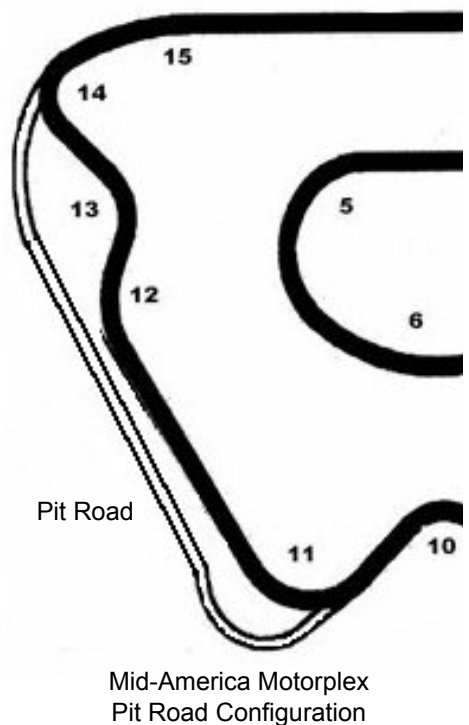
where Time (T) is the amount of time spent on pit road to travel the Distance (D) of the length of pit road at the pit road speed (S) of 35 MPH.



It is easy to argue and prove that it takes longer to travel down pit road than on the race track when the pit road is longer than the accompanying race track segment. When speed is equal, it takes more time to travel a longer distance. Race tracks such as Putnam Park Road Course, GingerMan Raceway, and Mid-America Motorplex have pit roads located outside the curvature of

the accompanying race track segment, making the distance of pit road greater than the corresponding distance on the race track. Now factor in that cars on the race track travel at speeds significantly faster than the pit road speed and the longer pit road segment certainly requires more time to travel.

Next, consider tracks where pit road and the race track are mostly parallel and almost identical in length. Road America, Sebring International Raceway, and VIRginia International Raceway represent examples of these parallel routes. The speed differential traveled on these race tracks is again considerably faster than the speed allowed on pit road. Thus, in this case where distance





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is equal, competitors traveling at higher speeds on the race track take less time to travel the relatively same distance as pit road when pit road is traveled at the reduced pit road speed. Here, the track speed may be two, three, or more orders of magnitude greater than the 35 MPH pit road speed.



Road America Pit Road Configuration

What may seem counter intuitive is the case where the pit road is shorter than the associated race track segment. Speedway tracks are a good example where the pit road is shorter than the

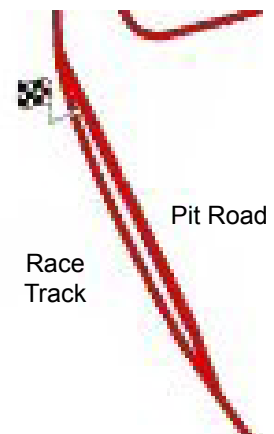


Sebring International Raceway Pit Road Configuration

accompanying race track segment as the race track segment is often slightly curved away from the pit road. Daytona International Speedway, Auto Club Speedway, and Texas World Speedway present excellent examples of the dog-leg race track arcing away from the shorter straighter pit road.

The same holds true for road course tracks such as Summit Point Motorsports Park and Hallett Motor Racing Circuit, where the pit road is positioned inside the outer arc of the race track and the pit road distance is shorter than the outer lying race track segment. However, here again the speed traveled on the race track is significantly faster than the speed allowed on the shorter pit

road. The speed on the race track versus the pit road eliminates any presumed



VIRginia International Raceway Pit Road Configuration

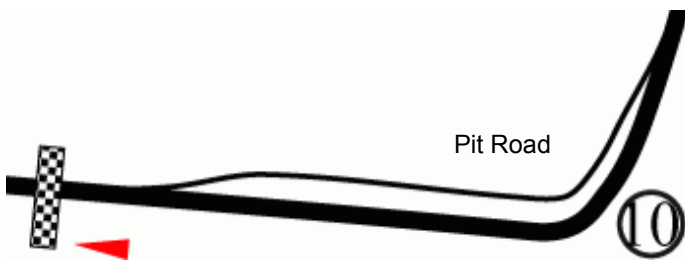


Typical Speedway Pit Road Configuration

benefit of traveling the shorter pit road distance.

But is this always the case?

Next, consider the race track and pit road configuration at Motorsports Ranch (MSR). This unique arrangement of a slightly longer race track segment accompanied with a shorter pit road segment presents an interesting outcome when comparing the T=D/S



Summit Point Motorsports Park Pit Road Configuration

of cars on this road course. The twisty race track component, appropriately named Rattlesnake, aligns with the pit road. Arguably, this portion of the race track is the slowest combination of S-turns on the course. This begs the question, how does the speed on the race track and the time required to navigate Rattlesnake compare with time required to traverse the associated pit road?

This question came into play during the Enduro of the Texas Showdown Maverick Region Club Race at MSR last October. When one competitor shorted his mandatory five minute pit stop, and served a penalty stop equal to the shortage, the impact on that competitor's lap time, and consequently track position, was not as severe as one might have expected - especially since the competitor had made two trips down pit road. Typically, an additional trip down pit road to serve a penalty,

even if it is a simple stop-and-go penalty, would negatively impact the competitor's track position from the time spent entering and exiting pit road in combination with the pit road travel at pit road speed. This negative impact from trips down pit road may not be so prevalent at MSR. Let's examine the details more closely.

Six E-class competitors battled for podium positions during the Red Devils Enduro. These competitors included Brian St. Denis (KSC, #52, '81 911 SC Euro) and the co-driver pair of Bill Miller (MAV) and Pat Heptig (MAV) sharing Miller's #76 '87 911 Carrera. Miller qualified 0.6 seconds

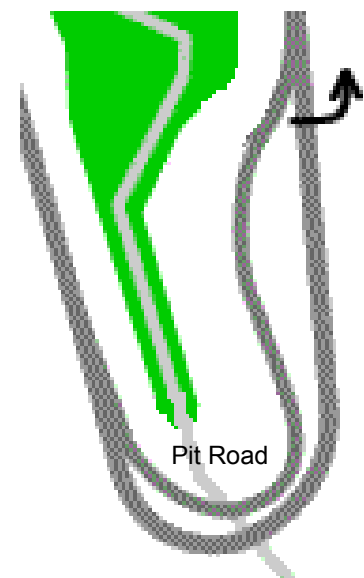
ahead of St. Denis, and Miller held St. Denis at bay for the first six laps of the race. On lap seven, St. Denis inched ahead of Miller at the start/finish line, and managed to compile a four second lead through lap 16. On lap 16 Miller exited the track to make his required pit stop. Miller handed the driving chore over to Heptig completing their pit stop in 5:02. When Heptig returned to the fray, St. Denis had a three lap advantage plus 52 seconds over the #76 Miller/Heptig car. This advantage equates to 6:30.5 of time on the race track.

St. Denis made his required pit stop on lap 26, maintaining his three lap advantage over Heptig until that point. While St. Denis sat on pit road, Heptig whittled away the laps to close the gap to St. Denis. On lap 27, St. Denis returned to the race one lap plus 11 seconds ahead of Heptig, but St. Denis had short pitted his required five minute stop by 1:05.

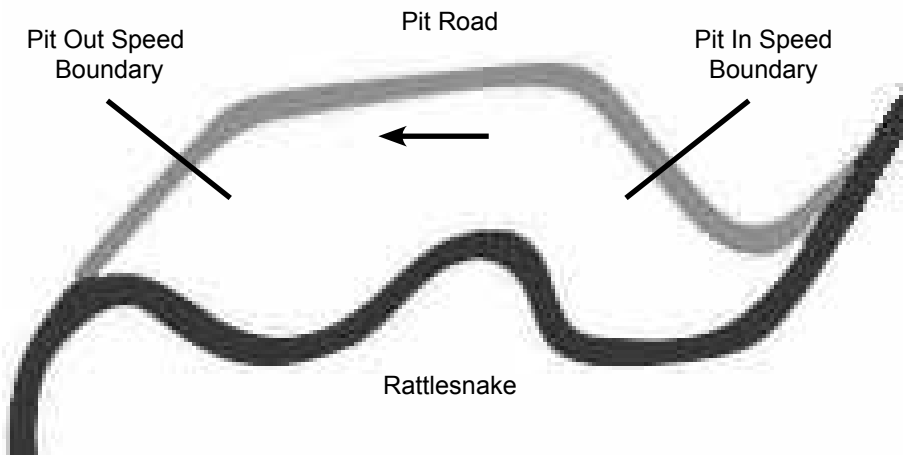
This short pit by St. Denis required him to return to pit road on lap 28 to serve a 1:05 penalty stop. When St. Denis rejoined the race after serving the penalty, Heptig had recovered the lap down and was now a narrow four seconds behind. This appears to be the same margin St. Denis had over Miller when Miller pitted on lap 16. During the remaining nine laps of the hour long Enduro, Heptig closed the gap to St. Denis, but St. Denis held the position to the checkered flag with a scant 1.8 second margin of victory over Heptig.

How did St. Denis have a four second lead over Miller/Heptig before their pit stops, make two trips down pit road, and still come out with seemingly the same four second lead? Shouldn't that second trip down pit road have had a more consequential impact on track position for St. Denis? After all, Miller/Heptig had a near perfect pit stop of 5:02.

To find the time advantage gained by St. Denis requires a detailed look at each competitor's lap times between the initial pit stop for #76, and the final, or second pit stop for #52. The details are too complex to illustrate here, but the basic points can be summarized. During Miller's pit stop, while St. Denis continued to circulate the race track, St. Denis gained 6:38.9 of track position measured as time. Or in other words,



Hallett Motor Racing Circuit Pit Road Configuration



Motorsport Ranch
Pit Road Configuration


St. Denis was 6:38.9 farther down the road than Miller. When St. Denis made his pit stop on lap 26, Heptig started closing the distance and time difference. St. Denis returned to the race with a 1:15.5 second lead over Heptig, but St. Denis still had to stop again. St. Denis had an initial pit stop timed at just under four minutes (3:55).

To understand the impact of the St. Denis penalty stop, we look at his lap times up to that point to establish a baseline. St. Denis lapped MSR at an average lap time of 1:25.4 before his pit stop on lap 26. When one examines the individual lap time for the St. Denis penalty stop lap, which includes pit entry and pit exit time, we see that the total lap time was 2:36.7. Subtracting the penalty box time (1:05) from the overall lap time (2:36.7 – 1:05 = 1:31.7) we find that the net additional time required for the trip down pit road was only 5.3 seconds more than his average lap time (1:31.7 – 1:25.4 = 5.3) – an incredibly small amount of time for the difference between race track distance at race speed and pit road distance at pit road speed.

The earlier 1:15.5 advantage St. Denis had over Heptig when St. Denis exited his initial pit stop early was thus reduced (1:15.5 – 1:05 = 10.5) to a 10.5 advantage after the penalty. This advantage is then further reduced by the pit in and pit out time (5.3) spent

on pit road calculated earlier (10.5 – 5.3 = 5.2). The actual scored time advantage St. Denis held over Heptig on lap 29 after St. Denis completed the penalty lap was 4.2 seconds. This margin was recorded at the end of the penalty stop lap.

One additional point of interest here is that the pit road speed limit at MSR does not begin or end where the pit road meets the race track. Rather, the pit in and pit out delineation marks that denote the pit speed restricted area of pit road are located some distance away from the race track component (see diagram on the previous page). Having these entry and exit pit speed boundaries encroach into the actual pit road shortens the pit road speed limit distance while it also means that competitors may maintain their race speed longer as they enter pit road, and similarly accelerate away sooner from the pit road as they reenter the race track.

What does this mean for competitors racing at MSR? The track configuration and placement of the pit road speed restricted area nearly equates the time needed to traverse either the race track segment or pit road. Drivers with great skill entering and exiting the pit road can take advantage of this track aspect. Likewise, the time spent during the mandatory pit stop certainly becomes more critical as at MSR, every second counts. 

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RULES CHANGE CYCLE

WALT FRICKE, TECHNICAL & RULES CHAIR

By the time you read this article, April 1 will be here, or close to it. That is the date on which rules change submissions open. You should send your proposed submissions to crrules@pca.org. If you want, you can duplicate that submission to me directly at walterfricke@msn.com. If you do both, please indicate on both so I only save one. As always, giving a rationale for a proposed change is very helpful. Please include supporting data, if available.

Last year we had a glitch in the email forwarding system, and I suspect some proposals never made it to me, and thus not to the Club Race Chair, the Chief Steward, and the Chief Scrutineer. We are the committee which screens proposals and moves things forward.

Many have thought we may have too many classes. The Championship points series has put a price on this, and already has resulted in a change in the rules for that series – for 2013 you must have a minimum number of races to trophy. This is not an issue in classes with large numbers of cars, but not all classes have that level of participation.

High on the list is elimination of the distinction in GT between DOT tires and slicks (classes GTxR vs. GTxS). The DOT tires typically say “not for highway use” on them anyway, and are compounded and constructed solely for track use as it is. Generally, they come in faster than slicks do, which gives them an advantage in starts and sprint races. Slicks may have an advantage in Enduros. An interesting exercise for those

running in GT is to look at race results and track lap records in those classes. When I did that for my class, GT4, a couple of years ago, I found the split between the two tire types for finishing first or holding a record to be about 50/50. I know those who run the DOT tires fear they will lose out to those who are on slicks, but I just don’t think the evidence supports this. Yes, a particular driver may skew the results for a while, but not forever. I’d like to get drivers in GT to start looking around and thinking about this early, as it is likely to show up for comment.

2013 will be the first year that chips are free for the older cars (pre-OBDII). Previously, changing the chip was a Prepared modification. By effectively reducing the number of performance enhancing modifications allowed in Prepared by making this one available to many cars in F-Stock and below, perhaps Prepared has lost some of its rationale of providing a one class performance advantage. Those who race Prepared cars might ponder what more they should be allowed to modify.

GTC SPECIFICATIONS

The GTC classes are spec classes. Spec class cars must meet a series of original specifications, and are allowed only those modifications which are specifically called out in the rules. The base specifications are what Porsche provided for the Cup/SuperCup series in Europe, as further limited or modified by the rules for those series. Porsche came out with the base model specifications each year, and the race series did also. What this means by way of a concrete example is that while you could order a Cup car from Porsche with some choice in gears, the Cup/SuperCup rules only allowed

one set of gears. The same is true for springs - options there are very limited.

Club racing does allow updating/backdating in GTC. There is little of this in the 964 and 993 Cups, but some are significant in the water cooled models. Owners of 997 GTC4 cup cars have two gear sets to chose from, but only those two specified. Most owners have a copy of the factory manual for their car, which specifies the base gear set as well as optional sets. The base set is, in all instances I am aware of, the set required for Cup/SuperCup, and thus the one which must be run in Club Racing. All the water cooled Cup cars use the 8/32 R&P. Cars in that class can use the one set (differing in 4th - 6th) or the other, but can’t mix the two.

Here are the gear sets for the GTC4 cars:

	2006 - 2007	2008 - 2009
1st	12/38	12/38
2nd	15/32	15/32
3rd	18/31	18/31
4th	20/28	20/26
5th	26/30	23/26
6th	28/27	29/27

There is also a minimum ride height for the Cup cars, as well as spec springs. We haven’t been checking this over the last few years, but you can expect that to change. If you need to know what gears, springs, or ride height, is legal for your specific class, you may email me. You don’t want to be moved to GTA if you had not planned on it.



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BOOTS ON THE GROUND

RAY NEWMAN, NATIONAL SCRUTINEER (ROCKY MOUNTAIN REGION)

Well Sebring is under our belt and we are seeing an upsurge in new car builds. It is exciting to see this growth and progression in our sport. It is also great to report that we seem to be keeping more to the spirit of Club Racing by our observations of a more level, legal, playing field. Thanks to all of you for your efforts.

FIXED PROBLEMS

I am pleased to report that we are finding fewer and fewer deferred maintenance items in our inspections. This is great news as the last thing we want to do is turn a car away for not fixing a known issue. With that said, please don't rely on the scrutineer staff to identify an issue with your car. At that point, it might be too late and could lead to missing part, or all, of the event.

BUILD TO THE RULES

If you, or someone you know, is either purchasing an existing car or building a new one, be careful to build to the rules of the target class and the overall program. Just because the seller said it is legal does not mean it *is* legal. Our rule set is pretty small and simple. If you are wondering if your interpretation is correct, feel free to contact either Walt or myself and we will gladly help interpret the rules for you. We might be able to keep you from doing something by mistake that places the car in another unintended class.

NEW METHODS

We continue to introduce new methods to compare the field by class. Many of these are quick and simple to perform but show glaring difference when and if present in the field. We are attempting to keep these methods as unobtrusive as possible in terms of

**Just because the
seller said it is legal
does not mean
it *is* legal.**

impact to preparation or track time. Your continued cooperation will help ensure that things go smoothly. At Sebring, we used a new method of communicating with the drivers. We pulled cars off at black flag, and rather than send the cars to tech, we gave written instruction to the drivers to have the car prepped in the paddock. It worked pretty well and we were able to check the majority of the field with very little time impact.

NEW TECHNOLOGY


We are starting to see more current model cars coming into the program. This means that the Porsche technology

in these cars is also being tested by independents and shops more and more. As these newer cars are introduced, we are discovering possible issues with running these cars hard in race conditions. I am going to ask everyone to be patient with us as we get up to speed on these cars and potential issues. It is a slow learning process but we are getting better with our continued relationship with Porsche Cars North America and Porsche Motorsports North America.

NEW FACE

I would like to take this space to thank all the racers and National Staff who have made my tenure interesting and fun as Chief National Scrutineer. It is unfortunate, but at times life demands more of our time than we would like, and the fun activities must take a back seat. I unfortunately find myself in that situation. For the good of the program, I am stepping down as Chief National Scrutineer. Mike Mulligan (a.k.a. Mugs) will be taking over as Chief National Scrutineer. Please give him all the support that you have given me during my tenure.

The cars are really cool, but the people are even more so. Thanks to all for your support of our efforts and I will see you somewhere around the country.

Oh, one more item, scrutineers like coffee in the morning, especially when the event chair forgot to order the proper weather for the event! 



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Visit the Zone 1 website at <http://zone1.pca.org> and <http://register.pca.org> for event details.

For additional information contact
Jennifer Webb at jenniferbischhoff@hotmail.com or 514.235.0157
Pete Tremper at tremper9146@aol.com or 609.221.3854

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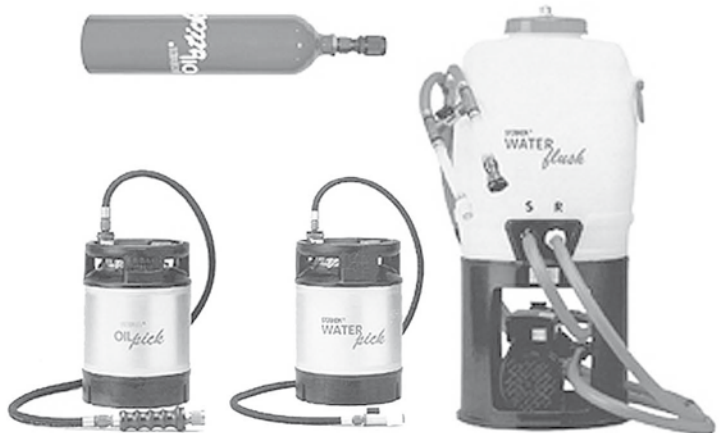
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2012 PCA National Championship Winners

BY BRYAN HENDERSON, PCA CLUB RACING CHAIRMAN (MAVERICK REGION)

PHOTOS VU HGUYEN, PCA EXECUTIVE DIRECTOR (CHESAPEAKE REGION)

The quest for the first ever PCA National Championship in each class began at the 48 Hours of Sebring Club Race in 2012. PCA Club Racers raced hard, raced smart, calculated scores, reviewed new race opportunities, and closely watched the opposition over the almost 30 race 2012 season. With the final tabulations complete and official, podium finishers were

invited to the first ever PCA Club Racing National Awards Banquet at the Chateau Elan Hotel located adjacent to at the Sebring International Raceway during the 2013 version of the event that started it all last season. One hundred racers and their guest gathered in a beautiful setting at the Chateau Elan overlooking turn-7 during night practice to celebrate our 2012 Champions.

The event was emceed by PCA National President Manny Alban. Scott Elwart and Bob Williams represented Jackson Motorsports Group (JMG) our Series Sponsor. David Murry, PCA National Driving Coach, pointed out the significance of the historical event as our guest speaker. David asked the winners what this first ever award might mean in 20 years. The winners are...



Place	Class B	Region	Zone
1	SCOTT LAMBERT (R)	OHV	4
2	ALAN E BENJAMIN (L)	RMT	9

Place	Class C	Region	Zone
1	WILLIAM JOHNSON	CTV	1
2	KATHY PATTON	PST	3



Place	Class D	Region	Zone
1	JAMES SHOFFIT (C)	MAV	5
2	ROB HALE (L)	MSO	3
3	WALT FRICKE (R)	RMT	9



Place	Class E	Region	Zone
1	JIM BUCKLEY (C)	MAV	5
2	MARK HUPFER	CIN	4
3	RICHARD BENNETT	RMT	10



Place	Class F	Region	Zone
1	DOUGLAS DePIETRO	MNY	1
2	DENNIS HIFFMAN (L)	CHO	13
3	GARY COLLINS (R)	CHO	13

Place	Class G	Region	Zone
1	DOUG CROSSMAN	CHO	13
2	DAVID DEAN	POT	2
3	KURT KONRATH	CHO	13



Place	Class H	Region	Zone
1	PETER DEBUSMANN	SCH	1
2	CLAS OLSSON	HCT	5
3	GREG BARROWS (C)	FLC	12



Place	Class I	Region	Zone
1	JOHN GIANNONE (C)	RTR	2
2	GREG PICKERAL	CAR	3
3	PHILIP BLACKSTONE	AK	11



Place	Class J	Region	Zone
1	KEN NIELSEN (L)	RTR	2
2	CHRIS DOOLEY	PST	3
3	BRENT ASPLUNDH (R)	RTR	2



Place	Class SP3	Region	Zone
1	FRED WICKS	PST	3
2	CAL SHARP	RSP	4
3	ERNIE JAKUBOWSKI (C)	UPC	1

Place	Class GT1S	Region	Zone
1	TIM ROBERTS	CIN	4
2	MICHAEL STENKO	MNY	1
3	PAUL FAIRCHILD	AZ	8



Place	Class GT2R	Region	Zone
1	JESSE MENCZER	SDO	8
2	DAN ASPESI	LA	8
3	RICK POLK (C)	NST	10



Place	Class SPB	Region	Zone
1	THOMAS JONES	MAV	5
2	RAINER DRONZEK	CHO	13
3	HUNT McMAHON	POT	2

Place	Class GT2S	Region	Zone
1	HECTOR GONZALEZ	MEXICO	0
2	JOHN RICCI	MIL	13
3	JAN SUSSMAN	LA	8

Place	Class K	Region	Zone
1	JAMES STANISLAW (C)	CAR	3
2	TIM HOLT JR	RTR	2
3	BARRY LUCAS	MNY	1

Place	Class SP911	Region	Zone
1	ROBERT MURILLO	GG	7
2	ANDY SIMPKINSON	SVR	7
3	BEN MERRIMAN	NST	10

Place	Class GT3R	Region	Zone
1	KENNETH GREENBERG	INT	9
2	GARY WILLARD	GG	7
3	WARREN WALKER	SVR	7



Place	Class SP996	Region	Zone
1	BRYAN BELL (R)	MAV	5
2	LARRY MOZDZYN	MAV	5
3	CHARLES BRAY (L)	MAV	5



Place	Class SP1	Region	Zone
1	CHRIS BLAZER (C)	KSC	10
2	TERRY MORRIS	WIC	10
3	STEVE COOMES	MAV	5

Place	Class GT3S	Region	Zone
1	BRAD LANO (C)	NST	10
2	SPENCER MAGGARD	PST	3
3	RICK FISCHER	CHO	13



Place	Class SP2	Region	Zone
1	FRED BEASLEY (R)	FLC	12
2	RODRIGO HERRERA (L)	REN	1
3	ALLAN COHEN	MNY	1



Place	Class GT1R	Region	Zone
1	BARRY BAYS (L)	MSO	3
2	BILL DAWSON	SDO	8
3	PAT WILLIAMS (R)	MSO	3



Place	Class GT4R	Region	Zone
1	H ROGER FUNK (C)	CTV	1
2	ROGER LAI	SDO	8
3	JEFF HOOD	CIM	5



Place	Class GT6R	Region	Zone
1	JOHN SEIDELL	GG	7
2	MIKE MULLIGAN (C)	GPX	8



Place	Class GTB1	Region	Zone
1	DAN CURRY	NNJ	1
2	DAN CLARKE (L)	CIN	4
3	JOE COURTNEY (R)	CTV	1



Place	Class GT4S	Region	Zone
1	DANIEL YONKER (C)	RTR	2
2	CLAUDIO KAEMPF	WMI	4
3	GARY KNOBLAUCH	CHO	13



Place	Class GT6S	Region	Zone
1	PETER BURMAN (C)	TN	3
2	GERRY BURGER (L)	TN	3
3	JUAN E LOPEZ-SANTINI (R)	GCT	12



Place	Class GTB2	Region	Zone
1	HUGH McNENLY (C)	POT	2
2	WILLIAM TIMMERMAN	FST	2
3	Jeffrey Curtis	FST	2

Place	Class GT5R	Region	Zone
1	TONY CLINTON	FLC	12
2	TIM GREEN	CHO	13
3	DEREK GIBBS	MIL	13

Place	Class GTA1	Region	Zone
1	PAUL TRADELIUS	GG	7
2	LAWSON WILDER	POT	2
3	KEN FINCH	MAV	5

Place	Class GTP1	Region	Zone
1	LOREN BEGGS	SGB	8
2	DON BRESCIA	MIL	13



Place	Class GT5S	Region	Zone
1	ROGER JOHNSON	MSO	3
2	PABLO CRESPO	NNJ	1
3	LARRY HOFFMAN (C)	SFL	12



Place	Class GTA2	Region	Zone
1	KLAUS VILJANMAA (C)	WIC	10
2	CHRIS MUSANTE (L)	CTV	1
3	DAVID BAKER (R)	MAV	5



Place	Class GTP2	Region	Zone
1	CARL TALLARDY	RTR	2

Place	Class GTC1	Region	Zone
1	JOHN BAUER	MNY	1
2	BOB MULLIGAN	POT	2

Place	Class GTC2	Region	Zone
1	HOYT AMMIDON	SCH	1
2	WILLIAM SLOWIKOWSKI	CNY	1
3	MICHAEL EMBLER	SCH	1



Place	Class GTC4	Region	Zone
1	PETER COLLINS (L)	GCT	12
2	JOHN GOETZ (R)	CTV	1
3	DOUG BIELEFELD	MAV	5



Place	Class GTC5	Region	Zone
1	NORMAND HOULE (C)	REN	1
2	STEVEN GOLDMAN	NNJ	1
3	CARLOS GOMEZ	MNY	1

Place	Class GTC3	Region	Zone
1	JERRY GREENE (C)	NST	10
2	DAVID SEUSS	NE	1
3	SCOTT DAIGER	PNW	6

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Rookie of the Year - 2012

BY MIKE GUSSIS

PCA CLUB RACER (JERSEY SHORE REGION)



My passion for things that make noise and go fast began at the age of eight. In our neighborhood we lived on a hill, and it was not long before my brother and I would race down the hill on any kind of frame with four baby carriage wheels. This passion progressed into owning a go kart, motorcycle, and ultimately a Boxster in 1999. I had never ridden in a Porsche until the test drive. As soon as the test drive was over and I

stepped out of the car, my wife Rosemary knew the other cars we were considering were history. I have owned seven Porsches since my first test drive and Rosemary has made the Cayenne (my tow vehicle) her daily driver.

I joined PCA and went to my first DE in 2005. Entering the PCA Club Racing program seemed to be a natural progression after climbing through the ranks of DE and culminating with the completion of the National DE PCA

Instructor Program. I have completed 25-30 tracks days per year since entering the DE program.

My first year of racing has been an absolute thrill. I drive a 2006 Cayman S, built to H-Stock specifications. H-Stock is a very populated car class with a lot of excellent drivers.

My first race was at Sebring International Raceway in February of 2012. I will never forget the very first practice start and the thrill of going into turn-1

with a group of my new “best friends.” I realized very quickly that there was this thing called “Racecraft” I needed to learn and learn quickly. I also realized how much I enjoyed being put into situations in which I had to stretch and learn new skills. Racing exposed me to situations in the car that DE events do not afford you the opportunities to experience. I have found the passion runs deep in PCA, and I am fortunate to have two very special people that



have served as my mentors, throughout my driving career. Their motto is, “you are either driving, or thinking about driving.”

During this first year I also participated in PCA club races at Lime Rock Park, Watkins Glen International, two races at NJMP-Thunderbolt Raceway,

I realized very quickly that there was this thing called “Racecraft” I needed to learn and learn quickly

and Summit Point Motorsports Park. Between racing events I attended other various DE and Test and Tune days.

PCA has afforded me the opportunity to meet a tremendous number of really special people. As enjoyable as the driving has been, the camaraderie and social function have been absolutely terrific. My wife and I have participated in many social functions and I thoroughly enjoy technical events offered by my region and zone.

I have also found that serving as a DE instructor has been extremely rewarding. Coming up through the DE program, I have had many instructors that were sincerely interested in having me advance in my driving skills. I get a lot of satisfaction providing that same level of commitment to my students and the feedback from the students is very gratifying.


I have been on the Executive Board of the Jersey Shore Region for the past five years. I served as board Secretary from 2007-2008, Treasurer 2008-2012, with collateral duties as Tourmeister and Social Chair.

I am the president of a mechanical construction management consulting firm operating out of New York City. Our most notable current project is the rebuilding of the World Trade Center for Tower 2, 3 & 4, in which we provide services to Silverstein Properties Inc. I am a retired US Navy Commander serving as a reservist in the Civil Engineering Corp, and had prior enlisted



Mike with daughter Staci at Sebring 2012

service as a Gunner Mate during the Vietnam War.

I am looking forward to another thrilling year in 2013 and the camaraderie with my fellow drivers. 

The friends of Michael Melton at European Performance Engineering in Massachusetts, sponsor the annual Rookie of the Year Award. Michael was a fellow club racer who passed away in 1999 from pancreatic cancer and was perpetually known as the “Rookie.” Of the 90 Rookies who joined the Club Racing Program in 2011, 31 were eligible for the award by completing five or more incident free races during their first year. The award plaque carries the inscription:

Michael Ward Melton
 Memorial
 “Rookie of the Year”
 Award

“We should pursue our dream of Racing but not to the detriment of others”



Mike is all grins after completing his first practice starts and Fun Race at Sebring International Raceway in 2012

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2012 NATIONAL SPONSOR AWARD WINNERS

STEVE RASHBAUM, NATIONAL SPONSOR COORDINATOR

Race Track	PCNA Workers Choice	Forgeline Wheels Rookie Racer	GT Racing Best Prepared	Trailex Novice Racer
Texas World Speedway	Carl Fehres Klaus Viljanmaa Ramez Batras Chuck Cole Julie Baily Gary Waldrup Neils Meissner	Brian Wood	George Kopecy	Gary Waldrup
Mazda Raceway Laguna Seca	Gene Segal Jesse Menczer		Stuart Ward	James Konig
Lime Rock Park	Steve Katz Jim Hamblin Kevin Violette Baron Jacobs Del Auray Pablo Crespo Steve Cloud Chris Musante	Tony Antonucci	Stefan Greivous	Renald Hamelin
Watkins Glen International	Bela Sztanko Ernie Jakubowski John Paton Mark Hupfer Charles Bellvardo Dan Curry Frank Selldorff Chris Musante Bill Comat Hoyt Ammidon Chris Musante	Lester Cheng	Roy Chong	Keith Fisher
Miller Motorsports Park	Steve Livelsberger Adam Jaspers Steve Coomes	Joe Bank	Chad Cox	
Portland International Raceway	Craig Ranta Bob Rygg		Jonathan Greenleaf	

Photo by Roger Johnson (NST)

Race Track	PCNA Workers Choice	Forgeline Wheels Rookie Racer	GT Racing Best Prepared	Trailex Novice Racer
Brainerd International Raceway	Daniel Martinson John Shimck Brad Laro	Lon Tusler	John McCarthy	Jonathan Wen
High Plains Raceway	Niels Meissner Robert Prilika Chad Cox Alex Welch Mary Riddel	Garth Yettick	Alexandra Sabados	Chad Cox
NJMP - Thunderbolt Raceway	Gene Raymonds Joe Guinta Baron Jacobs Sean Foster Robert Turgeon Scott Leder Gene Raymond Andrew Zalasin Chris Musante Ray Arthur Andrew Zalasin	Sean Gibbons	John Barna	Ray Bayh
Road America	Tim Green Karl Poetl Don Brescia Gary Knoblauch Andy Wilzoch Derek Gibbs David Gronke Mark Boden	John Collier	Roger Johnson	Rob O'Donnell
Summit Point Motorsports Park	Brian Walsh Bill Slowikowski Steve Wilson Lawson Wilder Hoyt Ammidon Dwayne Moses Tim Holt Roger Johnson Steve Randolph Lawson Wilder Timotht Lynn	Brian Walsh	Ralph Marra	Mathew Marks

Race Track	PCNA Workers Choice	Forgeline Wheels Rookie Racer	GT Racing Best Prepared	Trailex Novice Racer
Hallett Motor Racing Circuit	Klaus Viljanmaa Adam Jaspers Bernard Nussbaumer Chuck Cole Jim Buckley G Forsythe Brian Amond	Mike Vess	Robert Murillo	
Motorsport Ranch	Jim Buckley Wayne Brown Neils Meissner Klaus Viljanmaa Thomas Jones Mark Gohlke		Robert Murillo	Benoit Marcille
Buttonwillow Raceway Park	Ron Palmer Simon Peck Ken Greenberg Les Long		Jim Noe	Chris Hampton

Photo by Roger Johnson (NST)



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PODIUMS

PHOTOS VU HUYEN, PCA EXECUTIVE DIRECTOR (CHESAPEAKE REGION)

GTC3



2nd - Raphael Llopiz (NNJ), left
 1st - Jerry Greene (NST), center
 3rd - Al Uscinski (CHO), right

GTC4



2nd - John Goetz (CTV), not shown
 1st - Matt Alexander (CHO), left
 3rd - Mark Jurczyk (CHO), right

GTC5



2nd - Peter Collins (GCT), not shown
 1st - Craig Duerson (SFL), left
 3rd - Rene Robichaud (OHV), right

SPRINT



2nd - James Leslie (NST), left
 1st - Raphael Llopiz (NNJ), center
 3rd - Warren Cooper (GCT) & co-driver Denise Stubbs (GCT), right pair



2nd - Nick Boule (MAV) & co-driver Denis Boule (MAV), left pair
 1st - Kyle Marcelli (UPC), center
 3rd - Martin Barkey (UPC) & co-driver John Goetz (CTV), right pair



2nd - Mark Llano (GCT), left
 1st - Craig Duerson (SFL), right

ENDURO



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TEST

BY MICHAEL WINGFIELD
CHIEF OF NATIONAL TIMING & SCORING
(MAVERICK REGION)

It would not seem like the start of a new race season without the annual plea from T&S to our racers to comply with the car number requirements specified in the *2013 PCA Club Racing Rules* (available on the PCA Club Racing website). The rules governing car numbers have not changed in many years, so these rules are not new. Likewise, I have covered the Dollar Bill Test in previous CRN issues¹. Rules #16 and #17, under section “CAR NUMBER REQUIREMENTS,” in the rule book state:

CAR NUMBER REQUIREMENTS

16. All cars must display easily readable numbers (1 - 3 digits only) for identification. The numbers must be displayed on each side, the front and the rear of the vehicle on a contrasting background. Numbers shall be at least 8 inches high with 1-1/2 to 2 inch strokes on the sides and front and 4 inches high with a 1 inch stroke on the rear. Magnetic numbers must be securely taped in place. The PCA Racing logo must be displayed on both sides of the race car.

17. All cars must have their class displayed front and rear in easily readable characters at least 4 inches high. Super classes need

display only the number and letter after the GT- (for example, 2S). In all cases, if timing and scoring cannot read car numbers and class designation from their location, the competitor will be required to change those numbers/letters if he/she wants to be timed. PCA Club Racing National Sponsor logos may be required on all cars.




digit speeds some 30-50 yards away. The car number becomes an illegible black blur lost among the graphics.

Examining the car number closer as depicted at the bottom of this page, shows that the number height falls well below the minimum height requirement specified in rule #16. U.S. paper

To illustrate a violation of the number size requirement specified in rule #16, examine the car in the photo above. While it may appear that the car number is legible in the photo, please consider that the car is stationary, parked on grass, and the photo was taken just six feet away from the car. Now envision you're looking out a window as this car races past at or near triple

currency is approximately 6.14" wide, shown turned on its side. By applying the “Dollar Bill Test” we see that the 6" dollar bill more than covers the height of the numbers on this car. These car numbers should be about 30% larger.

If you want to keep the folks in the timing suite happy, beef up those car numbers. This is certainly one instance where bigger truly is better. 



1 See CRN 08.2 and 11.1

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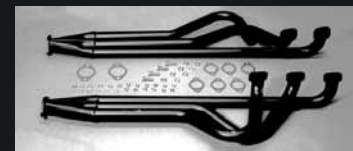
Mandrel Bent 911 RSR Headers with Silencer / Stinger Exhaust



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911 RSR After GT Racing Panels
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GOOD VIBRATIONS

BY CARL TALLARDY, PCA CLUB RACER (RIESENTOTER REGION)

Dave Klym is a genius and you don't have to take my word for it. He founded his business, Fabcar Engineering, in Costa Mesa, Ca in 1977. He eventually made his way to Carmel, Indiana, where his business operates today.

In his long career, he has designed and built everything from control systems for aircrafts to Indy cars. He has had a long relationship with Porsche including building the monocoques for the factory 962's, and a 956 monocoque which resides in the Porsche Museum in Stuttgart.

In the mid 90's, Dave approached IMSA with the idea of building a mid-engine, tube frame 911. Fabcar hired noted engineer Lee Dykstra to design the car based on IMSA requirements. Dykstra started with a clean sheet of paper and when he was done, the only things not fabricated at Fabcar were the Porsche engine, the taillights, and the Hewland transmission. Chassis #1 was eventually stretched to accommodate Boxster bodywork and a turbo engine. This story is about Chassis #2

Alex Job campaigned Chassis #2 in IMSA GT in 1996 with drivers Tom Hessert and Hurly Haywood. Its design attracted considerable attention and proved its worth winning the "6 Hours of the Glen" that year. I don't know the

history of the car after IMSA to when I purchased the car in 2008.

we eventually found an easily correctable problem that we never would have found at the track

I turned the car over to my friend Chris Musante in South Windsor, CT., for refurbishment of the mechanicals and modernization of the safety systems at his shop. After a winter in the shop, we started testing. The original 16"

wheels and tires were not up to the standards of today, so we changed from 16" to 18" rubber, altered the spring rate dramatically, and spent a great deal of time testing and changing springs when we could have been racing.

Chris suggested we try something different. He had met Frank Della Pia, Executive Director National Tire Research Center (NTRC), a part of the Virginia Tech Transportation Institute (VTTI). Della Pia was also a team member of the Southern Virginia Vehicle Motion Labs (SoVa Motion), located in the Virginia Motorsports Alley at VIRginia International Raceway (VIR). SoVa Motion offers an 8-post vehicle dynamics shaker system for suspension development, testing, and ride tuning. The shaker system is operated by engineers from Dale Earnhardt, Inc. (DEI). The facility is as clean and modern as you could ever imagine




and everyone there exhibited the patience of saints as they completed the difficult task of attaching the Fabcar to their test equipment. After attaching the Fabcar and all of the sensors, measurements were taken to document chassis configuration in relationship to all suspension components. This task lasted until 7:30 PM, and having started 12 hours earlier it was decided to call it a day.

The next morning Chris Musante, Eric Rankin (of Musante Motorsports), and I arrived at the SoVa Motion facility with great anticipation. We were greeted by Jim Kasprzak of KAZ Technologies and Kevin Kefauver of DEI who would run the tests and review the data. The day consisted of running test, examining the data, adjusting the shocks or changing the springs, changing the ride height, and on and on for 15 runs. We learned a lot. When you set up a car of which there were only two made, and only one is left, its impossible to find

shared setup data, so you start setting up the car from a place in your mind that you know has worked for you on other vehicles. The most important part of our education was learning how far our thinking needed to go outside the box. The information received was so counter intuitive we would never have reached the conclusions that the data produced. Unfortunately, by 6:00 PM we had not completed all the tests that needed to be done, so we had to finish up the next morning.

As you can probably guess, this testing was not cheap. However, Chris, Eric, and I thought that it produced great value. The final comment by Chris on the matter was, "We could have



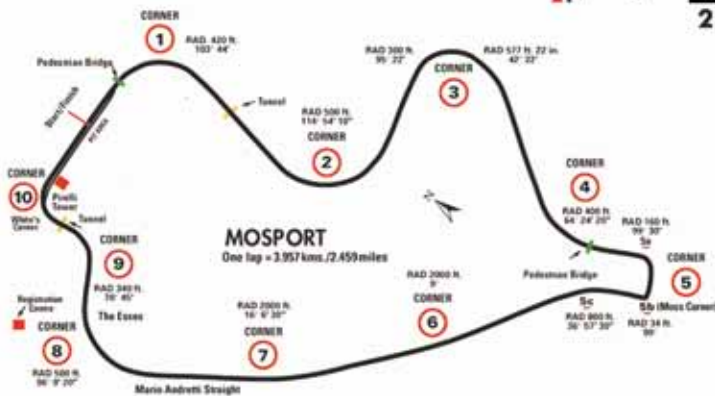
rented a track for a week, hired a pro driver, had two engineers scraping data, and a couple of mechanics to change parts, and we still wouldn't have accomplished what we did in a day and a half of testing on the 8-post shaker." On that last day, we eventually found an easily correctable problem that we never would have found at the track. Is this for everybody? No, not at all, but if you have a performance suspension problem you can't solve, it's a bargain. 



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The Race for the Double Crown

ARTICLE & PHOTOS BY GREG PHILLIPS (SAN DIEGO REGION)

It was the best of times; it was the worst of times, to steal from Dickens. On the one hand, we put on our first PCA Club Race at Buttonwillow Raceway Park and we had a very good turnout and great racing! On the other hand, my transmission died on Sunday morning and I ended up driving another car for the TT, but that is another story, so let's concentrate on the positives.

When I asked the San Diego Region Board in June to add a Club Race to our November 2012 TT event, I had some idea what I was getting into, but not a clear idea. But with lots of help, it came together nicely. Our overall attendance with TT and club race was greater than any event since 2008. The club racers had three sprint races and a 60-minute Enduro to cap off the weekend.

The first practice session was uneventful except for Bill Dawson (SDO) and Ethan Dahlkamp (SDO). Dahlkamp was following when Dawson's rear bumper came loose and flew into Dahlkamp's Boxster, over his wind-

shield, hitting the rear wing, bending the left aluminum upright, and putting a ding in the wing. Dahlkamp was able to repair the wing and Dawson was able to finish the weekend without his rear bumper.

In the qualifying session, Dawson led the way taking the pole at 1:58.968. Paul Young (SDO), eighth on the grid, was the first stock class car in his D stock 911SC at 2:09.802. Andrew Forrest (GG) was the quickest SPB at 2:11.391 and Robert Murillo (GG) led the SP911 class at 2:11.648. Unfortunately, we also had our first car to car contact as Randy Gates (ORC) had brake problems and ran into the rear of Darrell Troester (INT), taking both of them out for the weekend.

The first sprint race was originally slated as practice starts and a fun race but since there were no rookies in the event the practice starts/fun race was converted into a short sprint race. Ron Palmer (SDO) started from pole and was able to stay in front to the end with Roland Schmidt (SDO) close behind, followed by Peter Czajkowski (SDO).



Tony Mazzagatti gives chase to Paul Young

Simon Peck (LV) took SP911 0.2 seconds ahead of Tony Mazagatti (LV). Forrest won SPB with Doug Boccione (DIA) and James Koning (GG) in tow. Tim Meyer (LV) took SP1 seven seconds ahead of Charles Sharp (SDO) with Nicolaos Perdikaris (GPX) rounding out the SP1 podium.

The next sprint race Saturday afternoon was a National Points Series race and had a full grid. Dawson's turbo powered car sat on the pole but got passed by Ferd Caneiro (GG) on the first lap. Caneiro led until lap 12 when Dawson was able to retake the lead and keep it to the checkered flag. However, Caneiro did set the fastest lap of the race at 2:00.148 on the final lap. It was a little busier behind the leaders. Dahlkamp qualified fifth but he was passed by Czajkowski on the first lap. Then on lap three, Dahlkamp went wide in Sunset corner and dropped a wheel into the dirt. He kept his foot in it but did fall three positions. Dahlkamp was now doing the chasing. Unfortunately, in lap five Dahlkamp was trying to pass Jim Duncan (SDO) on the

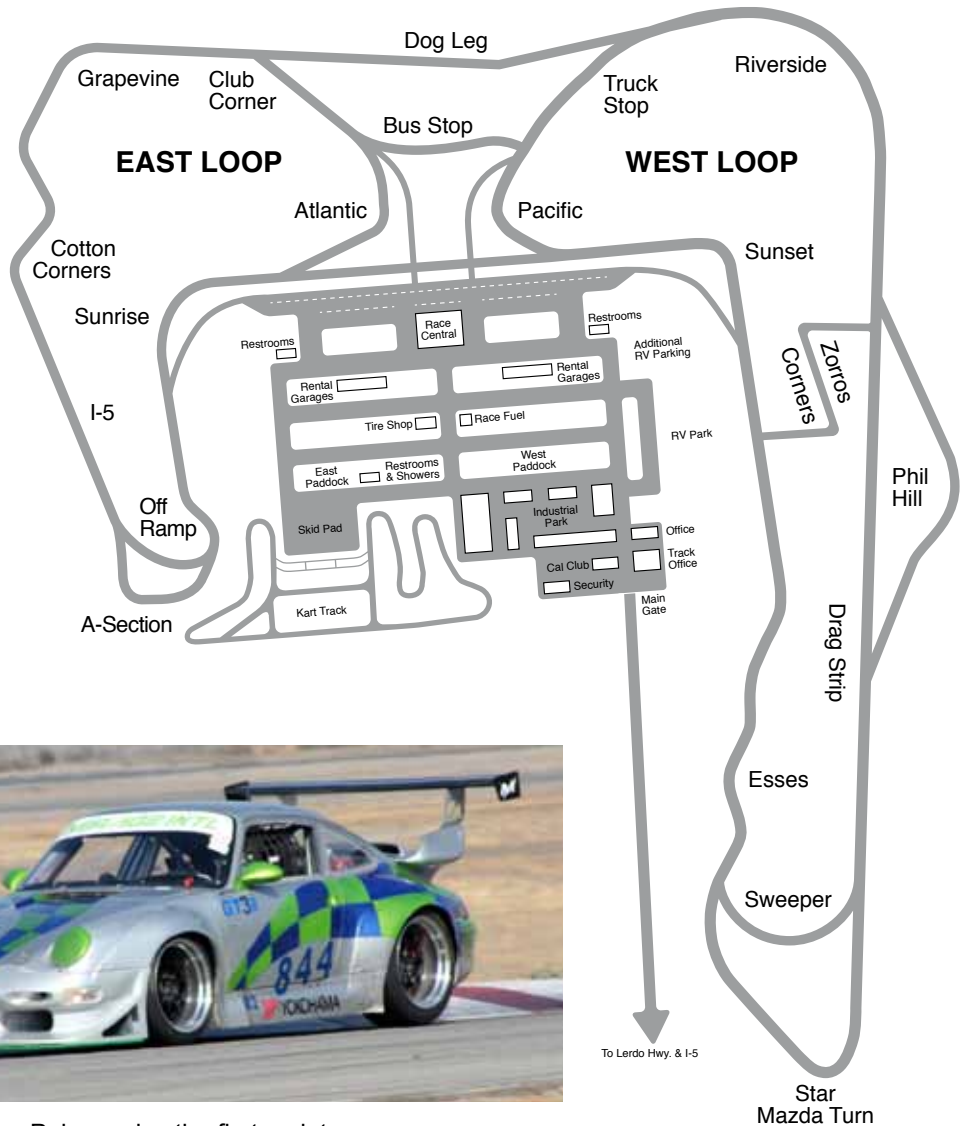


Bill Dawson sans rear bumper cover

inside of Riverside corner when there was contact that spun Duncan off track and subsequently took both drivers out of the race. Dahlkamp sustained some mild paint transfer but his weekend was done. Duncan suffered a broken wheel stud but was able to repair the damage and continue his weekend.

The last sprint race was flagged off before lunch on Sunday. Carneiro started from the pole and was able to stay ahead of Dawson for the first half of the race. Dawson got by Carneiro on lap eight of 14 and Dawson went on to the checkered flag with Carneiro finishing second. It was a similar story for third and fourth on the grid as Palmer started ahead of Schmidt, but Schmidt made the pass around Palmer on lap 11 of 14, stayed ahead of Palmer to the end, and took the final podium spot.

There was even a more exciting race for fifth place overall. Czajkowski started fifth on the grid but was passed by John Payne (SDO) on the second lap as Payne moved up from seventh. Payne then dropped out of the race after five laps which moved Czajkowski back to fifth. Duncan started eighth and moved up to seventh with Payne's exit. Duncan was behind Czajkowski and Kenneth Greenberg (INT) running sixth, until lap 10



Ron Palmer wins the first sprint race

when they came upon lapped traffic at the Star Mazda Turn. Duncan attempted a pass and unfortunately came into contact with Czajkowski, ending the race for both. Greenberg carried on finishing fifth overall.

and-go penalty on lap 17. Dawson took advantage of the Carneiro penalty, and made his pit stop on lap 17 and stayed out front to the checkered flag, besting Carneiro by 43 seconds.

At the end of the day, it was time to take down the equipment and pack things up. Ted Myrus helped with transporting the National equipment back to San Diego so that Roland Schmidt would be able to ship it using Seko Logistics. Thanks to all the volunteers who made this event possible. 🏁

The last race of the weekend was the 60-minute Enduro which included a mandatory five minute pit stop. Carneiro was again on the pole and once again led Dawson at the beginning of the race. When Carneiro made his pit stop on lap 14, Dawson went by. Unfortunately, Carneiro was penalized for speeding on his pit stop and had to serve a stop-



Jim Duncan pursues Kenneth Greenberg

2013 SEBRING HARD CHARGERS

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>
Sebring International Raceway							
Larry Hoffman	SFL	GT5S	GT 74 911 RS	46	21	25	Orange Sprint 1
Harvey Robideau	NST	D	S 83 911 SC	27	19	8	Orange Sprint 2
Phil Gilsdorf	PST	GTC2	GT 95 993 CUP	37	19	18	Green Sprint 1
Omar Hilmi	POT	G	S 91 911	57	41	16	Green Sprint 2
Keith Erickson	NST	GT1R	GT 01 996 TT	55	37	18	Red Sprint 1
Martin Barkey	UPC	GTC4	GT 08 997 GT3 CUP	30	18	12	Red Sprint 2
B Corcoran / K Fritze	NST	E	S 84 911	67	43	24	Black Enduro
Ron Kirshner	NIA	GTB2	GT 07 997	57	34	23	Pink Enduro
Joseph Tobin	CEM	SP3	P 89 944 S2	10	8	2	Check Blue Night Sprint
No advancement among eligible competitors				0	0	0	Check Red Night Sprint

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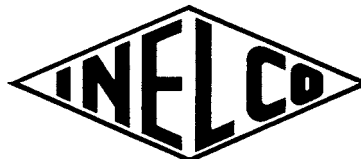


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