



# NEWS

Volume 21 • Edition 13.3

PCA CLUB RACING NEWSLETTER

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Photo by Sideline Sports Photography, LLC © 2013

**Deadline for article submission for the next issue is October 25, 2013**



**On the Cover**  
**Laurent Verstreken (PAL) heads downhill**  
**toward the esses at COTA**  
Photo by  
**Sideline Sports Photography, LLC © 2013**

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# CHAIRMAN'S CORNER

BRYAN HENDERSON, CHAIRMAN PCA CLUB RACING

**T**he scrutineers have been looking closely at the safety of our cars. We recognize the safety equipment that is prescribed for each car in our rule book is required equipment and it must be properly installed in the car. However, have you thought about the general safety of the chassis, suspension, engine, transmission and other items? The rule book gives the race steward the responsibility to exclude your car from the event for anything deemed unsafe, and "anything" includes the whole car and not just the safety items specified in the rule book.

At a recent event our scrutineers found several items that were unsafe to the driver and other competitors. It seems that several 944 racecars had rather large holes in the floor near the spare tire area. In a 944 those holes are open to the passenger compartment. I guess the idea was that it increases the air flow through the inside of the car but airflow does funny things sometimes. If the car were parked in the grid or hot pit with the engine running it would easily be possible for carbon monoxide to enter the cabin. In at least one case the exhaust pipe end was clearly visible through the hole. Carbon monoxide poisoning can sneak up on you and start with loss of concentration and lousy decision making. That can be dangerous for you and others on the track. Use common sense and close up those openings.

Similarly, it has come to our attention that racers in some classes are leaving off or modifying the plastic panels

under the car. I am referring to the panels that start near the front of the car and cover the bottom all the way back to just in front of the engine. The panels increase the aerodynamic efficiency and reduce drag. The panels also provide protection for very fragile aluminum power steering and fuel lines and tougher water lines. I have seen modifications that position a power steering cooler fully exposed in an opening cut

## **The car repair including the soft wall was cheaper than the repair of the car alone if the wall had been a hard wall**

in the panel. A simple off, running over debris, or running over a curb in just the right manner could easily break a line. Losing power steering attempting a pass in close quarters or spinning in someone else's power steering fluid or coolant could end your weekend. I don't even want to think about breaking a fuel line. Use common sense and do not leave these items exposed when it is not necessary.

A couple of interesting things came out of the race weekend at Circuit of the Americas (COTA). Before the race the speculation was this might be our only race there - ever. Rumor has it that several organizations will not be able to return. There was also lots of discussion

about the high cost for repair when things like walls were damaged by racecars. I have received information that we are indeed invited back to COTA. The information also indicated that they were very pleased with our racers and our operations. The cost of repairing the walls actually worked out to around \$2400 per hit into the Tech Pro wall. Several racers indicated to me that the reduced damage to the car versus a hard wall more than made up for the cost of wall repair. That is, the car repair including the soft wall was cheaper than the repair of the car alone if the wall had been a hard wall.

I had the opportunity to drive a version of most of the 2014 Porsche models on a small track a few weeks ago. We discussed performance improvements created by the new electronic wizardry Porsche has developed. The latest PDK tranny appears to be quicker by about a second and a half over a six speed on a typical track. Other new items include Torque Vectoring (PTV) which will give asymmetrical thrust when turning by changing the differential performance and adding brakes on the inside rear wheel, improved Adaptive Suspension Management (PASM) which manages shock settings and Dynamic Chassis Control (PDCC) that changes sway bar preload during a corner. The 2014 models also have improved traction control and Stability Management (PSM). All of these things together make the newest cars much easier to drive quickly and the cars are faster. Obviously we will need

Continued on page 7



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# LOREM IPSUM

MICHAEL WINGFIELD, CLUB RACING NEWS EDITOR

I don't watch much television, but when I do I typically choose something to make me laugh or something educational. Thus, I was interested when the Science Channel introduced the new series *How It's Made: Dream Cars*. The trailers for the show looked interesting, including episodes featuring Morgan, Ferrari, Lamborghini, and of course, Porsche. I enjoyed the first episode of the series which detailed the making of the Morgan. From the traditional wood frame, the wood bending jigs still in use after over 40 years, to the hand crafted aluminum body panels the show was both entertaining and educational. I looked forward to episode two, the Porsche 911.

## A long standing racing icon is gone

Unfortunately, I guess someone at the cable company has difficulty with the word Porsche. Granted, many people have a hard time with the pronunciation, but in the case of my cable provider the problem was with spelling. When I went to view the episode, I was surprised to see that it featured the "Porche 911" in both the show title and the narrative of the episode. Does no one proofread at the cable company? Do they not have any Porsche aficionados among their ranks that could have spotted and corrected the error?

Typographical error aside, I did find the amount of automation involved



Photo by F & S Enterprises

Photo of the majestic VIR oak tree used for the cover of CRN 12.3

in the 911 production interesting. This Porsche automation was in stark contrast to the manual assembly shown the following week at Ferrari, and later at Lamborghini. Whereas Porsche had robots aligning and welding parts with digital mechanical precision, Ferrari had master welders align the parts with jigs and weld by hand. Lamborghini used hand cut and formed carbon fiber components. Each technique produced fascinating monocoques.

On a totally different topic, a long standing racing icon is gone – the oak tree at VIRginia International Raceway (VIR). A storm on July 1, felled the ancient tree. If you never saw the iconic oak tree, you missed a part of racing nostalgia. I have been fortunate to have circulated VIR on several occasions. Rounding the oak tree corner, arguably the slowest corner on the circuit leaves an impression on a driver as that massive tree canopied so much of the track at that corner. Where else in racing does a track navigate so close to a tree? I consider myself fortunate to have seen the tree on so many occasions, and equally providential that I used a photo of that tree on CRN issue 12.3. The beautiful rolling green hills remain at VIR, but I expect navigating oak tree corner will be somewhat disap-

pointing. Gone is the shade and that massive trunk that obstructed driver visibility. Unlike the intentional removal of the Billy Mitchell Bridge at Road America to make a safer and more visible corner, this was unintentional.

However, as Tola Adamson<sup>1</sup> reports, VIR has not forgotten the tree, but is still in the process of planning how to best memorialize the tree. When asked about replacing the tree in the turn, Mike Rose, marketing director at VIR said, "Putting another one here, it wouldn't have been the same, you know it couldn't have been the same, so it was an opportunity to move everything forward and we will again memorialize the tree in a proper fashion."

Similarly, Kerrigan Smith, Director of Track Operations at VIR pointed out how the track is making the best of the loss of the icon. "If you were building a track today and getting the FIA license that we have, people would not build a track today and then plant a tree into the apex of a turn." The turn now has FIA curbing. Gone along with the tree is the corner station gazebo, the tire barrier, and the guard rail. Of these changes, Smith says VIR worked closely with the

622|Sci HD  
How It's Made: Dream Cars  
Porche 911  
GENERAL PG HD  
Air Date: 6/13/2013

1 Adamson, Tola (2013-08-02). "VIR Updates Oak Tree Turn". WSET-TV. Retrieved 2013-09-15





Oak Tree corner today, sans the legendary oak tree

FIA, the organization that holds the safety standards for racing, to make this decision. “You don’t have a guard rail or a tire sitting right up against the track

where somebody can clip the end and roll over a car.”

Yet, I will miss the oak tree corner.



### Chairman’s Corner

Continued from page 4

to revamp some of our current classes based on these performance improvements. Look for that to start this year with some adjustments for PDK cars. If you have ideas let’s hear them.

I don’t usually look at any of the internet forums that are related to club racing. The uninformed opinions and downright untruths found there just make my job harder and raise my personal temperature. Occasionally, someone will send me a private email that suggests I might want to look at a particular thread.

In one such occasion recently I found a racer started a thread about PCA Club Racing not having our passing rules in the rule book. I made a comment that we talk about the passing rules all of the time, including all orientation meetings and some drivers meetings. I also mentioned that over the years I personally have written many articles in Club Racing News and went into detail about passing concepts and I included these “rules” and a short explanation in my post. I had several people tell me how wrong I was and how wrong the rules were. I didn’t recognize many of the names complaining so I looked them up in our data base. Not too surprisingly, most of the folks complaining

were not now nor had ever been PCA Club Racing racers.

The original poster thought that the rules are not consistently enforced. I disagreed with that position. Situations are seldom identical. What I hear in the paddock about incidents seldom agrees with the actual facts that I see after the event, which includes racer video. We spend a lot of time and effort getting all of our stewards on the same page. We look at lots of videos from incidents over the year.

I actually have thought several times we should put passing rules in the rule book. They are so simple that it gets overlooked. They will be included in the 2014 rule book. Here are the passing rules in my words. The rules put in the 2014 rule book will be developed with input from the stewards and our racers.

1. The car making a pass has the responsibility to complete a clean pass.
2. The car ahead at turn in has the corner.

That means if you are not at least even, you should back out and follow the other car through the corner. If you are even then you must leave racing room.

Continued on page 15

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# 2013 CLUB RACING SCHEDULE

Dates	Event	Region	Region Contact
Sep 21 - 22	Miller Motorsports Park*	Intermountain	Otto Silva 801.889.3511 otto@databaseguru.net
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	Allen Shirley 904.338.2324 turbo91188@comcast.net
Oct 5 - 6	Hallett Motor Racing Circuit	Cimarron	Jon Jones 918.740.7951 jjone20@aol.com
Oct 25 - 27	Carolina Motorsports 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	Greg Philips 619.395.7506 phigr@att.et

\*Includes an Enduro

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Region, Event & Hotel Info.  
<http://www.irpca.org>

Race Chair - Otto Silva  
[otto@databaseguru.net](mailto:otto@databaseguru.net)  
801 899 3511

Registrar - Kay Koellner  
[koelhunt@gmail.com](mailto:koelhunt@gmail.com)  
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# VIEW FROM THE TOWER

VICKI EARNSHAW, CHIEF NATIONAL STEWARD

It is an exciting time for PCA Club Racing! We experienced two new tracks, NOLA Motorsports Park and the Formula One track at Circuit of the Americas (COTA). The first half of the season had great competition and the Championship Points battle is in full press mode. If you're looking to drive a new track or one of your old favorites, watch your email for information on upcoming events or visit the PCA Club Racing website.

Mid-season rules changes have been released and are published on the PCA Club Racing website and in this issue of CRN (page 10). Speaking of rules, your car must always run compliant to our current race rules throughout any session at any event. Our rule book is small, and in many ways simple. PCA Club Racing has adopted the stance, "If it is not in the rule book, it is not allowed." Walt Fricke, Technical & Rules Chair, is your source for rule clarifications. If you choose to come to an event with an unsafe or illegal car, the scrutineers will identify the infraction and bring it to the attention of the steward. The steward will then decide if your car is eligible to race. Following the rules theme, I would like to review some procedures which cause issues at races.

## APPROACHING STARTS

When the pace car is leading the race group, all cars need to stay close to the car ahead. When approximately 80% of the pace lap is complete, the pace car will slow down and the starter should expect a rectangular two wide forma-

tion. The lead car should not pass the pace car until the pace car is off the track. The lead car will continue the pace set by the pace car until the green flag is displayed. It is important that you do not change your position before the green flag as that constitutes passing under the yellow flag. If you advance your position prior to the display of the

## Would you rather spend green flag time in the hot pits arguing with a scrutineer or on the track racing?

green flag, you can expect to see a black flag waived for you and your car number on the number board. You will receive a stop-and-go penalty for this infraction after the field receives a green flag.

Under a restart without a pace car, such as the second and third start of the three practice starts or after a double yellow flag, the lead car is charged with bringing the speed down to pace lap speed. When we have all classes in a race group, such as an Enduro or small event, the leader needs to drive with an appropriate speed so that all race classes can be in the formation. Remember, some spec class cars need to spend more effort to catch the field than the GTC classes. Staying close to the car in front

of you allows other racers to resume any races they may have been engaged in before the double yellow flag.

## GIVE A PASS BACK?

Have you ever blown past a slower car and had that sinking feeling that you missed a double yellow flag? There are a few things that drivers should not do which can make this situation worse. Do not give the position back to the car you passed. We saw this at COTA and it resulted in a one lap penalty to the car that was being given the pass back. I would never accept a re-pass from a racer under a yellow flag condition. Rather, give that pass back as soon as the track returns to green flag racing.

If you pass a car when the field is not under a green flag, your car number will be displayed along with the black flag at the black flag corner station and at start/finish. This is a stop-and-go penalty. I hear stories from the scrutineers all the time how racers will come in and try to argue the penalty. Seriously, this is your choice. Would you rather spend green flag time in the hot pits arguing with a scrutineer or on the track racing? When you see a black flag and your number on the board, giving an acknowledgement to the corner workers that you saw the flag is important. After your acknowledgement, the corner worker will work with race control to remove your car number from the board so that the next violator may be summoned.

Continued on page 15



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# FROM START TO FINISH

MICHAEL WINGFIELD, CHIEF OF NATIONAL TIMING & SCORING

Sometimes our race organizers wonder why T&S asks for several volunteers to work as spotters during a race weekend. The incorrect assumption is that T&S uses computers for scoring and that the computers will capture everything that occurs on track during a race. In a perfect world, this would be true, as in a perfect world, a race would start with a green flag and end with a checkered flag, and there would be no incidents between those flags. Alas, we do not live in a perfect world. This imperfection was dramatically demonstrated during the Clash at the Glen this year. By having spotters in T&S, many complications from this imperfection were eliminated – but more on that a little bit later. What was preserved was some great racing for the overall win, and battle between Bill Peluchowski (CHO, #762) and Glen Gatlin (MAV, #911).

During the white group Enduro of the Clash, a sudden unexpected rain storm caused havoc in turn-1 and a subsequent red flag situation at the start of lap 13. This red flag lasted almost 46 minutes, or half of the planned 90 minutes of race time. Normally, a red flag during a race does not present a scoring concern. The typical scoring approach to such a drastic on-track incident, is to roll back the results to the last green flag lap, re-grid the cars, and resume the race. Unfortunately, during an Enduro, where cars are on pit lane making mandatory pit stops when the red flag occurs, rolling back a lap is an unacceptable adjustment. The lap roll back

would eliminate any pit stop time served for any competitor that made a pit stop on the red flag lap or the lap prior to the red flag.

By Enduro Protocol Rule 15, the cars on pit lane prior to the red flag must stop their pit stop time at the display of the red flag, and can only resume

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between**

the pit stop time at the display of the green flag. This preserves the time already served by cars on pit lane during a red flag. Likewise, the cars on track are re-gridded based on their last green flag lap by on-track running order. Note that this is not a lap roll back, as the cars are re-gridded under the red flag by running order, and any car that crosses the scoring loop under the red flag does not receive credit for that lap. The re-grid of the cars excludes those cars that were on pit lane serving their pit stop when the red flag was displayed.

This is where those T&S volunteer spotters become so important. During the Enduro, cars entered pit lane imme-

diately prior to the red flag, namely Gatlin who had led every lap until he pulled onto pit lane at the end of lap 12. Effectively, the pit stop time for Gatlin stared when he entered pit lane, but his pit stop time ceased to accumulate when the red flag displayed. The volunteer spotters kept record of cars entering pit lane, and also noted the stoppage of Gatlin on pit lane immediately when the red flag displayed. Gatlin did not continue to his pit stall, but rather followed the red flag rule of stopping safely as soon as possible, albeit within sight of his pit stall. This was critical information when the red flag condition occurred.

To further complicate the scoring, four cars crossed the start/finish line immediately before the red flag was displayed, including Peluchowski, who effectively just took over the race lead from Gatlin when Gatlin pitted. The remainder of the field managed to stop before the start/finish line, and subsequently pull onto pit lane when directed to continue without crossing the start/finish line. Allowing those four competitors to keep that lap would effectively allow them to circulate the track freely under the red flag, and thus gain a lap advantage on the entire field. Thus, the last start/finish scoring lap for those competitors was deleted, but the competitors were placed at the front of the re-grid for the resumption of the race. This preserves the on-track running order, keeping Peluchowski as the overall race leader without allowing him and the other competitors to gain an



## Potomac, the Founders Region, Announces

### The 22<sup>nd</sup> Annual Summit Point PCA Club Race and Advanced DE Event

September 27, 28, 29, 2013

Please join the Potomac Region for their twentieth annual PCA Club Race and Advanced DE at Summit Point Motorsports Park's Main Circuit, presented by Tyson's Porsche. Summit Point Motorsports Park is located in Summit Point, West Virginia, just west of Charlestown.

Racer registration will be Thursday evening.

Race activities start on Friday, the 27th with warm-up sessions, practice starts and fun races later in the afternoon.

Saturday will feature practice, qualifying and two sprint races. Saturday night we will offer a delicious barbeque at the track for racers, family, friends and race volunteers. Join us as we welcome back many of the members who are responsible for Club Racing as we know it today. All participants will receive a ticket for the Saturday night barbeque, with extra tickets available for purchase.

On Sunday there will be Sprint and Enduro Races.

Lodging and dining accommodations are available in either nearby Winchester, Virginia or Charlestown, West Virginia. Overnight camping is also permitted at the track.



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The Potomac Region's Club Race is the oldest continuously held PCA Club Race event and is the actual birthplace of Club Racing. Plan now to join us and help us celebrate the Potomac Summit Point Club Racing tradition. Meet many of the folks who started the Club Race program in 1992.

For more event information contact:

Race Chair: Fred Pfeiffer: 301-729-2407 [fpfeiffer@atlanticbb.net](mailto:fpfeiffer@atlanticbb.net)

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

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unearned lap over the field when they were allowed to pass the field on pit lane during the re-grid.

When racing resumed under the green flag, pit stop times resume for those competitors on pit lane. This includes Gatlin, who moved into his pit stall and continued pit stop. Meanwhile Peluchiwski continued as the overall race leader until he made his pit stop at the end of lap 14. When Peluchiwski made his pit stop, he handed the race lead to Normand Houle (REN, #226). Houle would stay out front until the checkered flag – but that is not where this story ends.

Unfortunately, Houle did not make the required green flag pit stop during the race, making his only journey down pit lane during the red flag to re-grid. The absence of a pit stop for Houle resulted in a DQ, and promoted Jean Audet (REN, #701) to the overall race win.

However, Audet also did not have a valid pit stop, failing to spend the required five minutes during his pit stop. While Audet did begin his pit stop almost two minutes before the red flag, he did not stop his pit stop timing during the red flag. Audet rolled off pit lane with the re-grid field to resume the race giving him just a two minute pit stop. The invalid pit stop and DQ for Audet, moved Mac McGehee (FCR, #97) into the winning position.

McGehee did not use the red flag time for his pit stop time, but rather attempted his pit stop later in the race. Alas, McGehee's plan to make his pit stop near the 45 minutes elapsed race time (half way), was foiled as the Enduro was shorted to 47 minutes due to the 46 minutes of red flag. McGehee rolled off pit lane after the checkered waved, but well short of the required five minutes for the stop and having begun his stop within the last ten minutes of the race


time exclusion. The DQ of McGehee passed the win to Kim Estep (CTV, #17).

Like Audet, Estep had entered pit lane about three minutes before the red flag. Also like Audet, Estep did not stop the pit stop time during the red flag and rolled off pit lane with the re-grid, having only a three minute pit stop. The short pit stop resulted in a DQ for Estep.

This brings us back to Gatlin and Peluchiwski, who had closely battled after Peluchiwski's pit stop. Peluchiwski re-entered the race after his pit stop six seconds behind Gatlin on lap 15. The chase was on as Peluchiwski closed the gap on Gatlin with every subsequent lap, and both competitors set their fastest laps of the Enduro with one lap to go in the race, with Peluchiwski taking the fastest lap of the race by 0.3 over Gatlin. However, Gatlin would reach the start/finish line 0.2 seconds in front of

Peluchowski. With the DQ of Estep, Gatlin became the race winner.

The valuable notations made by the T&S volunteer spotters confirmed Gatlin had ceased to work on his car during the red flag, stopped his pit timing clock, and managed to spend the the 46 minutes of red flag time plus the required five minutes for his pit stop on pit road. Yes, Gatlin's time was con-

firmed by computer scoring, but the computer can not tell if competitors have ceased to work on their cars during the red flag - that is the task of humans. The notations made by the volunteer spotters for Gatlin and all the competitors on pit road during the red flag made finding the eventual race winner possible with complete certainty. 

41	911	GLEN GATLIN	15	17	1:58.958	35:55.448	16:15:27.909
42	762	BILL PELUCHIWSKI	15	17	6:45.668	36:01.156	16:15:33.617
43	911	GLEN GATLIN	16	18	1:57.757	37:53.205	16:17:25.666
44	762	BILL PELUCHIWSKI	16	18	1:58.324	37:59.480	16:17:31.941
45	911	GLEN GATLIN	17	19	1:58.823	39:52.028	16:19:24.489
46	762	BILL PELUCHIWSKI	17	19	1:56.379	39:55.859	16:19:28.320
47	911	GLEN GATLIN	18	20	1:59.137	41:51.165	16:21:23.626
48	762	BILL PELUCHIWSKI	18	20	1:56.512	41:52.371	16:21:24.832
49	911	GLEN GATLIN	19	21	1:56.989	43:48.154	16:23:20.615
50	762	BILL PELUCHIWSKI	19	21	1:57.872	43:50.243	16:23:22.704
51	911	GLEN GATLIN	20	22	1:55.844	45:43.998	16:25:16.459
52	762	BILL PELUCHIWSKI	20	22	1:55.531	45:45.774	16:25:18.235
53	Finish Flag					47:19.279	16:26:51.740
54	911	GLEN GATLIN	21	23	1:58.200	47:42.198	16:27:14.659
55	762	BILL PELUCHIWSKI	21	23	1:56.664	47:42.438	16:27:14.899

An isolated look at the lap times between Gatlin and Peluchowski illustrating their battle, beginning on the lap after Peluchowski completes his pit stop

## Club Racing News

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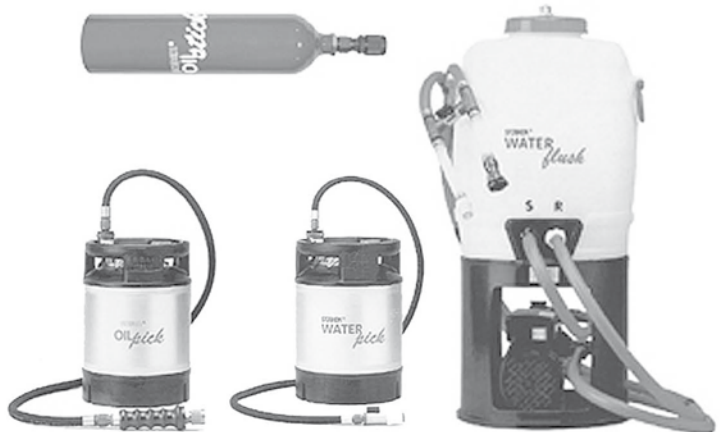


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## View from the Tower

Continued from page 10

### THE BLACK FLAG IS *NOT* USED TO BRING A DRIVER IN AFTER CONTACT


The PCA Club Racing Rules state under Driver Requirements, rule 4-b:

Drivers involved in an incident must immediately exit the track during the session and must report to the Black Flag Station and then to the 13/13 impound area, as directed.

The scrutineers have the job after the session of finding any and all cars involved in the contact. Drivers who do not come in and report to the Black Flag Station after being involved in a contact incident will have their "race clock" stopped at the time of the incident. The steward will have timing adjusted the results to confirm this situation.

Finally, if during an event you experience or see any situation that you think needs the steward's attention, please let us know. This includes blocking or reckless driving. The stewards want the event to be fair, fun, and safe for you and all racers.

Enjoy the race season!

Vicki 

## Chairman's Corner


Continued from page 7

3. Everyone must leave racing room.

That means you can't hit people on purpose or run them off the track. It means if you know or should know the car is there, you can't hit it. It means you can't keep pressing when you have not earned a right to be

there by your position at turn in (See rules 1 and 2). It means when the other guy does get even with you at turn in you can't hit him. It does not mean you will not get a 13/13 sanction if the guy you are passing hits you when you continue to push a pass when you have not earned by being even or better at turn in (See rules 1 and 2). It means that in some situations it is possible for two or more drivers to get a 13/13 sanction for the same incident.

The rest is just common sense. On a straight a blocking maneuver that results in contact is going to generate a 13/13. Driver errors like a money shift, loss of control, spinning, etc. which result in damage to other cars are going to earn a 13/13.

BE SAFE 





# RULES CHANGE PROPOSALS

WALT FRICKE, TECHNICAL & RULES CHAIR

**F**ellow racers: 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 putting out for 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. Example, the proposal to identify who suggested a change in this listing. What survives to be adopted will be heavily influenced by comments received, and the comments will, in a proper case, affect the views of the committee's members.

## SAFETY

- **ABS**  
Several owners of cars with PSM proposed that aftermarket race ABS should be allowed in Stock, pointing to "ice" mode problems with what Porsche provided to the street cars for these models. The Rules Committee is of the mind that it previously was on this issue, and is not changing the current rules. This is not a common occurrence, and it is not clear that a sensor glitch or something similar is not at the root of this. The consensus is that it appears only after unusually hard (even for racing) brake application, and some say they can avoid it by feeling its onset and releasing brake pressure a bit rather than pressing harder. The biggest strike against opening this up in Stock is the fact

that these race based systems provide a performance advantage (they are a full race ABS, and thus do more than just prevent "ice" mode) and are quite expensive, and that class competitors, even if they have not had the "ice" pedal, will feel the normal competitive pressure to spend the money on their cars to do this. It should be noted that Stock class cars may change the ABS as a prepared modification, along with all the other Prepared allowances. This is not an issue in GTB, where brakes are free, or in GT.

- **CHANGE SEAT MOUNTING REQUIREMENTS FOR NO SEAT BACK BRACE**

The current system is cumbersome to enforce, and assumes that all makers of FIA approved seats also make a seat mount and a slider. However, most do not make both, and the FIA does not approve mounts or sliders. The FIA does have a specification for the mounts. And the current rules require the purchase of a new mount and slider when a new seat is purchased if the driver wishes to continue to race without a seat back brace. Only those who use a slider have a need not to use a brace, but where two drivers vary greatly in size, or where a containment seat and roll cage members make exiting from the driving position very difficult, a slider can be important. The slider used on Porsche's race cars is robust, and has stood the test of years of professional racing. No testing is known to be done on any other type of slider to ensure it can with-

stand the same forces an FIA seat can withstand.

Here is the proposed rule, to take effect in 2015 if approved (so everyone has plenty of time to make a change).

In order to race without a complying seat back brace or other exception, all the following conditions must be met:

1. An FIA approved race seat, within six years of its manufacture, and installed in accordance with the manufacturer's instructions.
2. A metal seat mount, with each separate side formed from a single sheet of steel 4 mm thick minimum, or aluminum 5 mm thick, commercially available as a race seat mount, and mounted in accordance with the FIA's specifications and the manufacturer's instructions.
3. If a slider is used, it must be the slider used on the Porsche Cup cars (part number to be added), and the mount attached to the slider with at least two 8 mm bolts.
4. The seat mount, or the slider if used, must be attached to the chassis by at least one 10 mm diameter bolt at each end of the mount or slider. The chassis mount must be modified if not made to take a 10 mm bolt, and in any event must also be reinforced by additional steel welded around the mount so it cannot flex, and the sheet metal holding the chassis attachment is reinforced to prevent pull through.



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## STOCK CLASSIFICATIONS

- MOVE 2.5 LITER E CLASS BOXSTER TO D

The proponent points to the fact that other cars in E, which do not have OBDII, are allowed to change chip settings, or otherwise increase their horsepower in ways not available to the 2.5 liter Boxster. Those in D might want to look at race results and lap times from events to see if such a class change would be unfair.

- H CLASS 964 CARS

Several drivers of G class 964 RS Americas (RSA) progressed to H have noted that the advent of Caymans in that class seems to mean they can seldom expect to podium no matter how well driven. They suggest a reclassification of some sort to allow the old gang to race for podiums again. How accurate this assessment is will be part of the dis-

cussion, of course. But here might be a way to deal with this. It starts with the RSA weight, which is wrong. The Club Race Rules allow the RSA to run at the C2 weight of 3181 in F. This was a 2004 compromise to allow heavily optioned RSA cars (mainly, with air conditioning) to run in that class, because the RSA motor is the same as the C2.

Then it gets complicated, because the RSA can also race in G at 2910 pounds, a whole 270 pounds lighter. The RSA in H may add bigger brakes and other prepared options, but run at this weight. The problem is that the Porsche factory curb weight for the RSA is 2954 pounds. Adding the driver gives 3104 pounds, but that has never been the rule book weight. It seems that, back when, an RSA was weighed at an event, and that weight was used. The 1994 rules give the RSA weight as 2875

pounds (without driver). In 1996 that changed to 2750, and in 1998, it was 2760, which equates to today's weight with 150 pounds added for the driver.

One way to give RSA drivers some class relief would be to drop the RSA equals C2 weight in F, and include the RSA in F at 3104 pounds. The power to weight difference is modest, and there are a number of other models at a 12.57 ratio in F. This would require adding about 200 pounds to a fully optimized current G/H Prepared RSA, but it would put the prepared cars in G, away from the 06-08 Cayman S in I, or the various progressed Cayman and Boxster from G.

Adding weight to go to a lower class seems the only fair way of treating those in F, and corrects what seems like a mistake from years gone by. Or would the H class Caymans be competitive in I?

Please comment if you race an RSA, or in F or G, or otherwise have useful ideas here.

- **MOVE CARS WITH A PDK UP ONE CLASS**

Currently, the only offset to the PDK increased performance is the extra 50 to 100 or so pounds these cars are required to weigh because stock class weights are mainly based simply on Porsche's listed curb weight plus 150 pounds. Some believe the PDK is the functional equivalent of more horsepower.

- **MAKE 7" WIDE RIMS ALLOWABLE FOR CARS WHICH CAME WITH 5.5" RIMS OR LESS**

This affects only the 914-4, and most of the 356 cars. 6.5" rims are hard to find and expensive.

- **OILING AND OTHER RELIABILITY AND REPAIR OPTIONS FOR THE STOCK SIX CYLINDER WATER COOLED ENGINES**

Historically, every Porsche was suitable to be a race car. However, with the advent of the water cooled six cylinder wet sump motors (specifically, the M96 and M97 motors), this lineage has been somewhat eroded. These motors are subject to failures not found in the earlier motors, due in part to the inability of the oiling system to sustain the G forces which track suspensions and track tires can produce. Alterations to deal with the IMS bearing and rear main seal issues are already allowed under the general provisions at the beginning of Stock in the rule book. It is proposed to allow the following additional modifications. Some are simple, but some carry other implications and need to be weighed carefully.

◇ Modifications which do not serve as a performance advantage are: aftermarket oil pump

hex drives, replacement of the oil to water cooler with an oil to air cooler and fan, allowing any Porsche internal oil pump, allow additional oil scavenge pumps with allowance of an electric brake booster, allow any deep wet sump and baffling, any drain plug, any thermostat, and additional oil filtration.

◇ It has also been proposed that these motors can be converted to an external dry sump system, which uses some of the first set of modifications and more, and separate comments on this would be welcome.

◇ Allow these motors to be re-sleeved, as long as the stock pistons are used. Please indicate who is able to do this work. If no re-sleeving process is available which is compatible with the stock pistons, allow aftermarket pistons to be used provided they remain identical in weight, dimension, and form.

◇ Allow aftermarket connecting rods of equivalent weight to stock. These motors use fractured face rod cap technology, and thus rods cannot be reused on rebuild. In addition, some competent engine builders believe that these stock rods will not hold up as well as the rods of previous generations of Porsches under the rigors of racing. Lighter rods are a performance advantage (though how much can be debatable in a car limited to the stock rev limit), and aftermarket rods would require determining the weight of the various stock rods used in motors from 2.5 liters to 3.8 liters, and paperwork from a vendor or manufacturer showing their sale to the car

owner and a certification of weight compliance.

◇ One approach would be to have the Rules Chair approve specific aftermarket rod models for weight compliance, to back up paperwork specific to a particular engine. The same could apply if aftermarket replacement pistons are allowed for re-sleeving.

Owners of cars with these motors are invited to comment, as are those with special knowledge of the parts and procedures involved.

- **NO LONGER AVAILABLE PARTS**

Allow the Rules Chair to approve aftermarket parts for Stock class cars generally when factory and OEM parts become unavailable. Such an allowance would be announced, and included in the next year's rule book. But it would avoid waiting up to a year for approval where a convincing case was made of unavailability, and where substitute parts posed no performance advantage.

## **PREPARED**

- **ALLOW RAISED SPINDLES**

For some models, this is a fairly simple modification, and allows cars to be run lower without deleterious effects to shocks, suspension geometry, and ball joint reliability. Spacers for adjustment of the tie rod angle are already allowed in Prepared.

## **SPB CHANGES**

- **ALLOW ANY REAR TOE LINKS**  
Since less expensive links are available, the proponent questioned why a specific part needs to be called out.





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- FRONT ROLL BAR  
Allow the Tarett front roll bar #996FSBK.
- EXHAUST SYSTEM  
Allow the exhaust system to be wrapped.
- FRONT BUMPER COVER  
Allow any boxster or 996 style front bumper cover  
Some of these are believed to be less expensive than the bumper cover currently specified.
- ALLOW 500 LB SPRINGS IN THE FRONT, AND 450 LB SPRINGS IN THE REAR AS AN ALTERNATIVE  
Proponents believe this will improve the balance of the car, and there are no additional parts costs by swapping springs end for end.

- ADOPT TOYO RR AS AN ALTERNATIVE DRY SPEC TIRE TO THE TOYO RA1  
Allowing both the Toyo RR and RA1 will allow comparisons, and depletion of current RA1s (which would remain the rain tire) if the RR proves more popular.
- HOOD PINS  
If hood pins are installed, allow removal or disabling of stock hood latches
- WINDSHIELD WIPER ARM  
Allow the windshield wiper arms and blades to be removed, as long as they are available in case of rain.

### SPEC 996

- GETTY SPEC 996 WING  
◇ Disallow the "optional top scoop" on the Getty spec 996 wing.

- ◇ Allow a Gurney flap on the Getty spec 996 wing with a height not to exceed 1"

- WHEEL/TIRE WEIGHTS  
Lower the minimum wheel/tire combination weights to 40 lbs for fronts, and 46 lbs for rears.

### GTB

- WINGS  
◇ In addition to the wings currently allowed, allow the ITC wing. There is no reason to fence out cars prepared for a different venue but with the same basic approach of mostly stock bodywork, and factory power trains.  
◇ Allow cars running the allowed GT3 wing to raise it up to <racers, insert your desired height here> in order to im-

prove rearward visibility. GT cars may run wings if not more than 4'8" above ground. Does the GT3 wing need to be raised this far to improve visibility? If raising is allowed, what would a reasonable maximum to achieve that benefit be?

It should be noted that cars prepared to Interseries or ITC specifications are not required to use wings not allowed in their series, but may do so if they wish when running in PCA races. If this affects them within their own series, that is not a PCA concern.

- **RELIABILITY AND OILING**

If additional reliability and oiling modifications are allowed for Stock class M96 and M97 engines, is there any reason not to allow those modifications in GTB? It should be noted that specific modification restrictions in GTB prohibit some of the modifications (mostly performance related) already allowed in Stock, and even more so in Prepared. Please comment.

- **PDK**

GTB1 Cayman PDK. It is clear that the PDK provides a very significant performance advantage, especially on tracks with numerous second gear corners followed by fifth or higher gear straights (e.g. COTA). Something needs to be done to restore the previous balance of models eligible for GTB1. The second generation Cayman already runs 200 pounds heavier than the first generation. Reducing the minimum weight of most or all of the other models is believed to be impractical. Which leaves increasing the minimum weight for cars with the PDK, or moving them up to GTB2, where Grand AM GS 911 3.8 cars race.

A. If weight is used, how much weight should be added?

Stock cars with the PDK have roughly a 50 to 100 pound higher factory curb weight, which is all the adjustment currently made for Stock. It is not clear that this equates to the performance advantage of the PDK, but should be seen as a lower bound for weight adjustment.

B. Move the Caymans with PDK up to GTB2. Grand AM seems to see the 3.4 liter Cayman as being competitive against the 3.8 911 in their Continental Tire Challenge GS class with the following engine modifications (all of which are strictly verboten in PCA GTB at the moment):

- Road Sport Supply Cayman lightweight flywheel Part #616
- intake Manifold #9A1.110.115.01/9A1.110.020.02
- Throttle Body #997.605.116.01 with 9A1.110.215.01

Allowing cars prepared to this kind of semi-professional series a place to run in PCA short of GT was the impetus for creating the GTB classes, and changes of this sort would seem consistent with that approach. Only manual transmissions are allowed in Grand Am GS, so cars with these engine modifications and a PDK ought to do very well. So the questions here are should the PDK Caymans be moved up to GTB2 with no other allowances? With a weight allowance (for instance, to 2750 pounds as the pre-DFI cars run)? With or without the allowance of the Grand Am engine modifications? Please comment on these possible approaches.

- **THIRD GTB CLASS**

Add a third GTB class for the Boxster, Cayman, and 911 to accommodate 2014 and later models with race capable active suspensions and A1 motors 3.6 liters and larger. If such a class is created, should it restrict the engine to stock, as currently in GTB, or should it allow the intake to be free? Is there a series where sufficient numbers of these cars race to warrant creating a PCA class?

## GT

- **REDUCE THE GT 4 CYLINDER 4 VALVE WATER COOLED FACTOR FROM 125 TO 100**

The proponent argues that while air cooled 911 motors can exceed the 110 horsepower per liter factor with rear wheel horsepower, and thus well more with flywheel horsepower, these 944/968 motors cannot even achieve 100 HP/liter at the flywheel, much less at the rear wheels. Those who followed the development of the GT factors closely may be dubious of the assertions made here, and some technical input from experienced builders of high end race motors would not be out of order.

- **REDUCE THE GT ENGINE FACTOR OF 200 FOR 944 TWO VALVE TURBOS**

The proponent does not suggest a specific factor, but since day one of the GT formula, owners of these cars have been complaining that they can achieve the horsepower assumed by the factor only at the expense of reliability. The hard fact of racing is that more power costs more money both initially, and in the frequency of rebuilds. Would GT turbo racers accept an optional limit on boost (because boost can be measured) if it would allow them to run one class down from where

Continued on page 23



# HAWK

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Registration for the Club Race and Drivers Ed is at <http://register.pca.org>

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

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# Mid-year Rules Changes

WALT FRICKE, TECHNICAL & RULES CHAIR

These changes are effective immediately. They relate to safety issues, codify interpretations, deal with omissions and oversights, and expressly allow minor, non-performance modifications.

## SAFETY

1. 944/968 steering knuckle reinforcement. This knuckle attaches to the peg sticking out of the lower ball joint with a pinch bolt assembly. Over time, the pinch portion can crack, leading to sudden fracture, causing the A-arm to disconnect from the strut and axle. To prevent this from happening, the base of the knuckle below the strut attachments may be machined, modified, gusseted, and otherwise strengthened to integrate the pin which attaches to the spherical bearing in the A-arm ball joint into the knuckle, as long as there is no dimensional change between the lower ball joint center and the knuckle attachments, attachment plane, and spindle.
2. In addition to the general safety requirement that there be a firewall between the engine and the passenger compartment, there must also be a separation of the passenger compartment and any components exterior to the passenger compartment (e.g. fuel tanks, exhausts, or just the ground under the car) equivalent to a firewall to prevent the intrusion of fire, fluids, gases, or debris into the passenger compartment.

3. The safety rule requiring a window net includes a requirement as to coverage of the window opening. The net must cover all the portions of the driver's door window opening through which a hand or head of the driver, with the seat in the driving position, is likely to protrude outside the car in a crash. This does not allow use of arm restraints as a substitute for a complying window net.
4. FIA 8860-2010 specification helmets are allowed.
5. Plastic connectors for lines which convey liquids may be replaced with metal connectors. It appears that only the quick flush radiator line disconnect in 996 and later Cup cars have a plastic connector, but this safety rule covers all Porsche models should they incorporate anything similar which might break and spill liquids.

## STOCK

1. The Stock engine modifications include allowance for an oil pressure accumulator (e.g., an Accusump ©) for all engines which were not sold with an external oil sump tank.
2. The 914 may use aftermarket rear brake bias adjusters and relocate them to a more convenient position for bleeding as long as they cannot be adjusted by the driver while driving. Stock adjusters are no longer available.
3. Damaged 944 and 968 engine blocks/cylinders may be re-sleeved to the stock ID, and modifications

may be made to the block to improve the block to cylinder head seal, but the pistons must remain stock/OEM.

## SP2.

1. Maximum rim width in SP2 Stock is 9", and in Prep is 10".

## SPB

These changes conform to practices which have been allowed and relate only to safety or reliability, but were not specifically called out previously in the rules.

1. Aftermarket throttle pedals are allowed. The stock pedals are prone to failure after hard use.
2. Hood pins are allowed.
3. Steering wheels and shift knobs are free, and quick release steering wheel hubs are allowed.
4. Any inside rear view mirror is allowed.
5. The immobilizer box may be relocated inside the car.
6. The driver's foot-well fuse panel may be relocated inside the car.
7. GT3 or aftermarket shift cables may be used, as long as they are of stock length.

## GTB1

1. The 3.4 liter Cayman R is allowed in GTB1 as if it was a Cayman S. Since the flash is free in this class, and the extra 10 hp of the R comes from the flash only, this does not give this model an advantage.
2. The 3.4 liter Cayman through 2013 are allowed in GTB1

# Maverick Region's Texas Showdown Club Race at Eagles Canyon Raceway October 26-27, 2013

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

Registration Opens  
September 9!



The weight chart is amended to make both corrections. Owners of GTB1 cars with PDK may see a rule change for 2014 to reduce the advantage these transmissions provide, but those without PDK will have to grin and bear it for 2013.

## ENDURO

Reversible hand crank refueling pumps screwed onto plastic fuel jugs no larger than five gallons are allowed over the wall in the hot pits during refueling. If pumps from larger containers are used from the cold side of the wall under the existing allowance, the person cranking the pump must wear a fire suit in accordance with refueling rules. 

## Rules Change Proposals

Continued from page 20

- the performance index formula would place them? If so, what is the appropriate boost limit to restrict their horsepower?
- DISCONTINUE THE R VERSUS S TIRE DISTINCTION  
Some discussion about this can be found in the previous issue of CRN. There seems to be scant evidence that the R tires produce so much of an advantage compared with driver skill and car preparation to warrant continuing the distinction. If driving in GT, please indicate your views. If you would agree to this only with a weight penalty for R tires, what should that be? 50 pounds has been suggested.

## GTC

- MAKE CONSUMABLE ITEMS FREE  
Consumable items includes fluids, filters, seals, gaskets, general hardware, belts, hoses, spark plugs and wires, brake lines, seals, wheel bearings, and other parts which can be obtained from general auto parts retail outlets for replacement between engine and transmission rebuilds. In no instance shall such parts be allowed if they serve to increase the car's performance.







# Carrera of the Americas - Circuit of the Americas

PHOTOS LYNN FRIEDMAN, ZONE 5 REPRESENTATIVE (LONE STAR REGION)

## GTC3



1. Chris Cervelli (RMT) not shown
2. Ken LaBorde (MG) not shown
3. Frederick Seipp (MAV)

## GTC4



1. David Baum (WMI)
2. Doug Bielefeld (MAV)
3. Nicholas Ponder (CAR)



## GTC5



1. Mark McKenzie (HCT) (L)
2. Peter Collins (GCT) (R)
3. Billy Stevens (MAV)



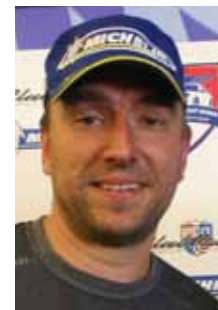
1. Chris Cervelli (RMT) not shown
2. Corey Harbold (MAV)
3. Ken Laborde (MG) not shown



1. Denis Bouille (MAV) (R) & Nick Bouille (MAV) not shown
2. Doug Bielefeld (MAV) (L)
3. David Baum (WMI)



1. Peter Collins (GCT)
2. Joe Germin (HUR) & Tom Long (CAR) not shown
3. Mark McKenzie (HCT) not shown & Patrick Lindsey (SBA) not shown



SPRINT

ENDURO



# Porsches on the High Bank - Kansas Speedway

PHOTO KARL WILEN (KANSAS CITY REGION)

GTC4



Kristin Treager (CIM)

SPRINT  
SPRINT  
W N

# Red, White & Zoom - Mid-Ohio Sports Car Course

GTC3



Scott Stapleton (MNY)

SPRINT 2

PHOTO BILL SLONE (MID-OHIO REGION)

# SP Competition Heats Up

BY PATTI MASCONI, PCA CLUB RACER (POTOMAC REGION)

There were hints that something big was brewing under the front hood at Roebing Road Raceway last March - an all SP grid (SP1, SP2, SP3) lined up, and the combined SP group made up almost half of the entire roster for the Florida Crown "Triple Crown" Club Race. Among those Porsches were a bevy of normally aspired 944's, something that is not entirely unexpected. However, nearly 40% of the cars in the SP field were labeled "SP3," a class made up from Turbo, S2 and 968 models. This was just the calm before the storm.

Cup national director Dave Derecola. "We started to see the SP3 numbers grow near the end of 2012 and then continue much more dramatically in 2013. Maybe it's just a momentum thing." The 2013 944 Cup South standings (as of June) indicated SP2 and SP3 counts are nearly tied at 22 and 21 racers, respectively.

The PCA SP1, SP2, SP3 classes are an outgrowth of the 944 Cup, founded in 2002 by Derecola, who now lives near Charleston, South Carolina. The goal was to take the various 944 models running under a myriad of race organi-

the word. All the hard work is coming to fruition, even as the U.S. economy waxes and wanes.

PCA absorbed the 944 Cup classes in 2006, creating SP1 for the West Coast spec 944, SP2 for the Cup models, and SP3 for the higher-horsepower Super Cup models.

Grassroots Motorsports<sup>1</sup> reported in February 2000, you could buy a front engine water-cooled Porsche for the price of a "used Honda." More than 100,000<sup>2</sup> of these Porsches, including the 924, were sold in the United States from the late 1970's to the early 1990's. To keep costs down for "Super Cup/SP3," Derecola explains, "we did keep in place the basic concept that you get to run a stock engine for the model."

You can bet a WGI grid this full represents a good chunk of the country and beyond, including Dennis Hiffman (Chicago), Karl Poeltl (Smoky Mountain) and Randy Smith (Upper Canada), all drawn to SP racing at the penultimate WGI facility born from a street race in 1948, cemented by road racing with Formula One and Trans Am in the 1970s, and now a mainstay on the Grand-Am and NASCAR calendars.

Dennis Hiffman, a longtime PCA member, came from a history of road racing in the 1970's, only at another cornerstone of that era's road racing - Riverside International Raceway in Riverside, California. He then went on to late-model stock cars as he puts it, "racing every Saturday night at the short track," in Wisconsin, where he learned to go deep into the turns. When the local track closed, Hiffman, owner of a commercial real estate firm, knew about a key property in the neighborhood, this time a 968 Firehawk formally driven by Boris Said. Hiffman jumped



Van Svenson (HCP) #171 and Chris Brady (DEL) #88 are two of the 33 SP2 cars to take to the track during the Clash at the Glen

By the time of the Watkins Glen International (WGI, or The Glen) club race, this all SP grid had exploded to over 60 entrants. Nineteen of those WGI pilots drove SP3 models. "For years I have tried to make this happen and had nearly given up," admits 944

zation rules and put them into 944 Cup and SuperCup groups, and level the playing field with weight. While developing the rules and running the series, Derecola's emphasis has been on keeping the drivers engaged, helping new drivers enter the series, and spreading

1 Pasterjak, JG (2000-02). "Porsche 944 Profile". Grassroots Motorsports. Retrieved 2013-08-26

2 Gross, Kevin (2009-07-15). "3.0 Production and Import Figures". "924/944/968 Frequently Asked Questions". Retrieved 2013-08-26

at the chance to buy it, take about 150 pounds out, and bring the yellow Porsche to The Glen, along with a contingent of other Porsche racers out of the Eurosport camp.

Meanwhile, Racer's Edge owner Karl Poeltl was eyeing a 968 of his own, after owning two previously, along with multiple S2's and two 996's. The holder of numerous track records nationally, five in SP3 and eight in I/GTB1 (as of 2012), Poeltl was looking to rejoin SP3 for 2013. The appeal for Poeltl lies in the SP rules that don't lock down every

ment to their fellow SP2 drivers, too. As the drivers of heavier, but faster 944s on wide tires noticed, like Hiffman, the lightweight versions were handled quite nimbly through the corners.

One of those SP2 pilots is Randy Smith, the 2012 944 Cup winner whose history includes racing open-wheel Formula Vees (another spec car with low horsepower) in the late 1990's. The Upper Canada Region member may have mixed emotions about moving on from the single seater, but it taught him, "how to drive very fast competently,

Canadian Historic Grand Prix at Mosport, which celebrated the original Rothmans Porsche 944 Challenge and Turbo Cup series. Thank goodness for what Smith says is a "stout car," that "requires very little to remain competitive." With the large number of cars at The Glen and some apprehension due to an incident last year, "it was more race craft versus traffic," relates Smith, or better yet, "patience." In fact, this racer who still puts "fun" up there as a top goal tells newcomers, "No amount of mechanical preparation will ensure



Photo by Track Time Photo

Karl Poeltl (SMT) #237 and Michal Stach (CTV) #681 shared the front row for both green group all SP sprint races

detail about the racecar chassis. "I am not really a fan of a spec class that doesn't allow you to make proper changes to the car's suspension to make it work well," Poeltl explains. "But we're lucky in SP2 and SP3 classes which allow those types of changes." Like Hiffman, he also relishes the lower curb weights allowed in SP.

The key for Poeltl, the 2010 SP3 champion, is not the fastest car technically, but a car that is easy to drive. Poeltl explains, "It might be faster if you tweak it here or there, but then it is harder to drive, and your lap times may fall off as the race progresses."

Both 968 pilots came to WGI, recognizing the large SP3 and SP2 grids. "I generally look for the larger fields," Poeltl says. Meanwhile, Hiffman admits to get a good finishing position, "qualifying is everything." This pays testa-

cleanly, intelligently, under constantly changing conditions and on a budget." Now piloting a 1987 944 racecar, Smith's heart seems to lie with Porsches. He drove an S2 right off the showroom floor and onto the track.

In "The Little Car that Could,"<sup>3</sup> Smith compares his Porsche rides then and now. "On old Dunlops with 130 horsepower (plus or minus) and 2500 lbs. of 944, I had actually gone quicker than my 220+ horsepower S2 on R-compounds."

During the short Canadian summer, Smith faced two 944 races back to back: the first at The Glen, and then the

you finish any race successfully until you are mentally prepared to have no expectations."

There were plenty of chances to test one's race craft and mentality at the Clash at The Glen PCA club race, as close quarters contributed to yellow flags and in a few cases, red flags. Nonetheless, Poeltl broke his own class record in Sprint 1, at 2:10.95, on his way to the first of two overall wins. However, SP3 runner-up Michal Stach actually came out of the first half of the doubleheader with the new official track record at 2:10.75 and the pole for the second race. Even though Poeltl enjoys the power afforded by SP3 and relies on a popular strategy to "get away as fast as possible," the final margin in Sprint 1 between Poeltl and Stach was only 0.2

3 Smith, Randy (2013-05-25). "The Little Car that Could". Upper Canada Region Region of the Porsche Club of America. Members' Riders May 2013. Retrieved 2013-08-26

Continued on page 29



# *In Praise of Practice and Racing with Friends*



Photo by Bill Stolar

BY ALAN FRIEDMAN, PCA CLUB RACER (POTOMAC REGION)

In CRN 13.2, the editor asked for articles about recent Club Racing experiences. Well, due to a combination of advancing age and an expanded interest in all kinds of cars, I have moved most of my racing activity to the vintage world over the past several years. This includes an SVRA-spec RSR clone, and, as this article is being written, a 1972 Chevron B21 (300 hp, 1300 lbs, so lots to learn). I continue to follow with great pleasure the evolution of PCA Club Racing.

Recently I had a couple of experiences at vintage races that jogged my thinking and seemed worth sharing. First, I've seen a tendency to reduce the

number of practice sessions in some racing venues, in order to allow for more sprint races. This is hard for me for a variety of reasons, and I'm sure that I'm preaching to the choir here. Racing to me is one of the hardest "leisure" activities, and always requires careful preparation. Look at the pros, even Formula One has several practice days. Maybe the term "practice" should be replaced by "preparation." I have always felt that I want at least three solid preparation sessions to do some minimal activities. These activities include:

1. Get out of the everyday groove, shake off the daily

cares and problems of the world, and get focused on driving and racing

2. Check out the car, especially if any changes have been made since its last outing
3. Learn or re-learn the track, to get back that smoothness, and consistency one always remembers
4. Work on driving the track and work on speed in critical areas
5. With the availability of data acquisition systems, there is so much more information available from any on-track session. This leads to more to work on during the next session
6. Make car and tire adjustments as appropriate



Photo from Sportscar Vintage Racing Association - Jay Miller Photographer

Often the track will offer a "test and tune" session the day prior to the official race weekend. This is certainly good. However, since it is optional, the race

# Buttonwillow Double Crown PCA TT & Club Race - November 16 & 17 Turn back the clock! Race will be CCW



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[clubregistration.net](http://clubregistration.net) opens Monday Sept. 30



organizing group must assume that only a portion of the entrants will take advantage of this extra practice day. The race organization must still provide adequate practice sessions during the race weekend.

A second interesting thing happened to me at a recent vintage race. I stood on the podium for the feature sprint race winners (Okay - that's pretty interesting for me, but not the point), and found that I did not know two of the four people standing there with me, and I'd been racing with them all weekend. I had this "A-ha" moment. When we race with people we know, rather than just seeing a car and a helmet, there can be a huge difference in attitude. I feel it myself all the time - personal versus impersonal. At big events, with 30-60 cars in our race group, how many of these people do we really know, or even recognize in the paddock? It's hard as there's little time to wander around and meet people on a busy race day. At

bigger events, people tend to socialize and pit with the people they already know. Often, the only time strangers racing in the same race meet is if they pit next to each other or if they've had a good battle and seek each other out afterwards or, unfortunately, if they've had something less than pretty happen during the race.


It's hard to think of a way to get to know your fellow racers. Perhaps there might be a "social media" solution. For example, when you register you could opt to submit and share a recent photo and short bio. Then the organizer could collect the bios into race group bundles and distribute via email before the event to the group members who opted in to the shared bio plan. Then when you show up at the event, you know something both visual and biographical about those other drivers in your group. It could be a good ice breaker for getting to know your fellow racer. 

## SP Competition Heats Up

Continued from page 27

seconds. In gaining the second victory, the Knoxville resident had to overcome a strange black flag thrown when the stewards felt the front-row drivers followed the pace car too closely when it sped up to exit for the start.

Hiffman succumbed to a first-race spin in a downhill corner that set him back in the pack, but he rebounded in the second round to finish fourth. Meanwhile, after successfully managing traffic and expectations, Smith scored two class podiums against a 33 car first race and 28 car second race SP2 field.

Don't look for the momentum to slow down anytime soon. "There will be more SP3s coming out of Chicago," proclaims Hiffman. Watch out GTB1, as Poeltl is building a Cayman to add to his long list of steeds. The truth is, he says, "I'd be happy in any of them as long as I get to keep racing." 



# 2013 HARD CHARGERS

MICHAEL WINGFIELD, CHIEF OF NATIONAL TIMING & SCORING



Name	Region	Class	Description	Start	Finish	Index	Race
<b>Buttonwillow Raceway Park</b>							
Robert Murillo	GG	SP911	P 85 911 CARRERA	15	6	9	Sprint 1
John Seidell	GG	SPB	P 99 BOXSTER	20	13	7	Sprint 2
Scott Fisher	GG	SPB	P 97 BOXSTER	12	7	5	Sprint 3
<b>Motorsports Park Hastings</b>							
Chris Blazer	KSC	SP1	P 85 944	11	8	3	Blue Sprint 1
Alexandra Sabados	RMT	GT4R	GT 74 911 RSR	7	4	3	Red Sprint 1
Julie Bailey	WIC	SP1	P 86 944	29	21	8	GPR Sprint 2
Chris Blazer	KSC	SP1	P 85 944	20	14	6	GPR Sprint 3
<b>Watkins Glen International</b>							
Teodoro Hoffmann	GCT	E	S 87 911	41	21	20	Blue Sprint 1
Laurence Jitts	LHN	SPB	P 98 BOXSTER	40	21	19	Blue Sprint 2
Mario Blanchette	REN	SP2	P 87 924 S	37	19	18	Green Sprint 1
Michael Strelbisky	UPC	SP3	P 89 951	25	14	11	Green Sprint 2
Kim Gutowski	RMT	GT3R	GT 95 993 RSR	32	19	13	Red Sprint 1
Rick Fischer	CHO	GT3S	GT 82 911	50	36	14	Red Sprint 2
Rick Goryeb	NNJ	H	S 07 CAYMAN	49	27	22	Yellow Sprint 1
Scott Asplundh	RTR	J	S 04 GT3	32	15	17	Yellow Sprint 2
John Bilikas	REN	SP2	P 86 ROTHMAN 944	34	14	20	Orange Enduro
John Machul	GCT	E	P 87 911	36	14	22	Purple Enduro
John Uglum	MNY	GTB1	GT 100 CAYMAN S	36	8	28	White Enduro
<b>GingerMan Raceway</b>							
Tyler Farner	SCH	E	S 83 911 SC	17	11	6	Blue Sprint 1
Kurt Hipke	CHO	GT5S	GT 70 911 S	19	9	10	Blue Sprint 2
James Leslie	NST	GTC3	GT 05 996 CUP	8	2	6	Green Sprint 1
Gary Knoblauch	CHO	GT4S	GT 76 911 RSR	9	7	2	Green Sprint 2 *
Andreas Fischer	CHO	GT4S	GT 87 911	12	10	2	Green Sprint 2 *
John Crane	CHO	J	S 11 997 S	13	11	2	Green Sprint 2 *
Peter Fischer	CHO	GT4S	GT 72 911	15	13	2	Green Sprint 2 *
Philip Mason	CHO	E	S 93 968	26	20	6	Orange Enduro
<b>VIRginia International Raceway</b>							
Larry Hoffman	SFL	GT5S	GT 74 911 RS	21	10	11	Black Sprint 1
Lenny Stann	FST	E	S 81 911 SC	14	8	6	Black Sprint 2
TJ Larsen	CAR	H	S 93 911 RS	36	24	12	Red Sprint 1
Scott Leder	SCH	I	P 08 CAYMAN S	37	24	13	Red Sprint 2
Patrick Rhodes	POT	E	S 86 911	41	21	20	Enduro

Photo by Sideline Sports Photography, LLC © 2013



Name	Region	Class	Description	Start	Finish	Index	Race
<b>Kansas Speedway</b>							
Brian Forsythe	KSC	E	S 86 951	9	7	2	Sprint 1 *
Bret Bailey	NST	E	S 86 911	13	11	2	Sprint 1 *
Sandy Steckman	GPL	D	79 911 SC Euro	13	10	3	Sprint 2 *
Andrew Cox	NST	SP1	P 88 924	14	11	3	Sprint 2 *
David Byassee	RMT	SP1	P 88 924 S	15	12	3	Sprint 2 *
Mike Lyle	KSC	GT4S	GT 75 911	5	4	1	Sprint 3 *
Richard Bennett	KSC	E	S 87 951	6	5	1	Sprint 3 *
<b>Mazda Raceway Laguna Seca</b>							
Chris Pedersen	SDO	GTC5	GT 10 GT3 CUP	8	5	3	Sprint 1 *
Clemson Chan	GG	SPB	P 97 BOXSTER	32	29	3	Sprint 1 *
Randy Bergum	AZ	SP1	P 88 944	35	32	3	Sprint 1 *
Bob Mueller	SDO	GT4S	GT 85 911	23	12	11	Sprint 2
<b>Canadian Tire Motorsports Park</b>							
Paul Young	SDO	GT4S	GT 78 911 SC	18	13	5	Red Sprint 1
Andre Belzile	REN	GTA2	GT 09 997 GT3 CUP	3	2	1	Red Sprint 2
Yanick Tremblay	REN	GT6S	P 85 944	19	11	8	Yellow Sprint 1
Arthur Quinlan	UPC	E	P 79 911 SC	17	13	4	Yellow Sprint 2
Rainer Beltzner	UPC	E	S 94 968	18	14	4	Yellow Sprint 2
Marie-Josée Fortin	REN	GT6S	GT 87 944	24	20	4	Yellow Sprint 2
Rainer Beltzner	UPC	E	S 94 968	29	15	14	Enduro
<b>Mid-Ohio Sports Car Course</b>							
George Tsantes	POT	K	P 04 GT3	17	14	3	Blue Race 1
Craig Mahon	NNJ	H	S 06 CAYMAN S	16	3	13	Blue Race 2
Dennis Hiffman	CHO	SP3	S 95 968 FIREHAWK	17	8	9	Red Race 1 *
Brian Weathered	CHO	SP3	S 90 994	21	12	9	Red Race 1 *
Dennis Hiffman	CHO	SP3	S 95 968 FIREHAWK	12	6	6	Red Race 2 *
Jeff Pawlowski	CHO	E	S 89 944 S2	21	15	6	Red Race 2 *
Robert N Cohen	NE	SPB	P 98 BOXSTER	32	21	11	White Enduro
<b>Brainerd International Raceway</b>							
Ben Merriman	NST	GT5S	GT 72 911	32	19	13	Sprint 1
Tyler Farner	SCH	E	S 83 911 SC	36	25	11	Sprint 2
Bret Bailey	NST	E	S 86 911	22	11	11	Enduro

\* Indicates a tie

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944

964

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