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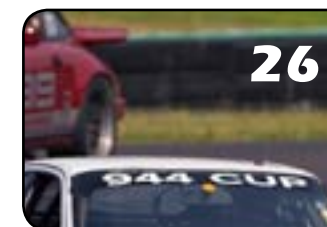
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Photo by Robin Gaucher
Robin Gaucher Photography

Deadline for article submission for the next issue is October 30, 2014

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BRYAN HENDERSON CHAIRMAN PCA CLUB RACING

CHAIRMAN'S CORNER

It is that time of the year – proposed rules changes review. Our rule book is purposely rather small and our procedures are fairly simple and mostly intuitive. Our rules allow safe, fun and fair competition, allowing for all Porsche sports cars to have a place to race. It has been interesting to read the suggestions for proposed rules changes from our racers - some very good and thoughtful.

There are different levels of modifications allowed based on our basic class structure. For example, our stock class rules are much more restrictive than the GT class rules. This allows for each of us to find a place within the rule classes to use our creativity almost at will, or race on a smaller budget. We are free to choose the class we want to race in, and when we have made that choice, we must then race within the rules for that class.

Our classes are basically constructed on a specified horsepower to weight ratio, with some adjustments based on experience over time with under-performing or over-performing Porsche designs. This allows us to scrutinize to a specific formula for each car. We would see some very expensive solutions if the classes were differentiated strictly by horsepower and weight. For example, taken to the extreme, a “stock” car could be made with consistent horsepower and weight and still allow replacing all of the body panels with carbon fiber panels and adding ballast in the floor of the car to make up the

weight lost up high and thus lower the center of gravity. We could change the suspension and brakes to anything we could afford which might include some very sophisticated pure racing suspensions and some humongous brakes. We could add real aero and any size wheels and on and on. We could add electronics to the ECU with engine mods that could produce much more horsepower. I could see a horsepower and weight chart that is

We are free to choose the class we want to race in and we must then race within the rules for that class

completely flat in the operating range of the system. Can you say \$200K stock class cars?

On a related topic, there have been some suggested changes for the National Championship Points System that fail to take into account the big picture of a system that must work from coast to coast. For example, one suggestion was to make all races count for points. The system is currently set up to equalize the events across the country. The goal was to give no event or part of the country an advantage

over other events or parts of the country. If all races were allowed to count then events with the ability to have more races per weekend would greatly outscore those events that have restrictions on the number of races they can have due to facility requirements or cost.

For example, Connecticut Valley Region hosts an event at Lime Rock Park (LRP), an expensive facility. The region has a two day event on a Friday and Saturday at a facility where the grounds and track size (1.53 miles) limit the num-



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Contacts: Race Chair Jon Jones at 918 740-7951 or jjone20@aol.com

Event Registrar Joy Jones at 918 200-4044 or cimarronpca.events@gmail.com

ber of racers. The LRP event sells out each year and can only fit two sprint races into the weekend schedule.

By comparison, consider the Lone Star Region event at Texas World Speedway (TWS) where the event currently has four sprint races over a three day weekend. Likewise, TWS has ample space on the grounds and a track length of 2.9 miles which allows for more competitors than LRP.

If all races counted at each event, LRP would only produce half of the points available at TWS. Two wins in a large class at LRP would only produce 40 possible race points. Meanwhile, the possible four wins at TWS or any other track with a similar schedule and cost structure like TWS, in the same class would produce 80 race points. This could provide a huge advantage to those events that are on tracks with open schedules that are relatively inexpensive to rent. This would likely provide a huge points advantage to those racers

who primarily compete west of the Mississippi.

Similarly, there was a suggestion to make Enduros count as double points since they are longer races. At issue here are several tracks do not have the facilities to properly time pit stops using the electronic scoring through the Timing & Scoring computer system. Likewise, in some cases the track does not have enough pit space to run Enduros. Events at those tracks have not been allowed to have points scoring Enduros for obvious reasons.

Another interesting phenomenon is that racers who primarily race at smaller venues attendance-wise think the championship bonus points give an advantage to the racers that primarily race with larger crowds. The racers who primarily race at venues with larger turnouts think the smaller events have an advantage. The idea in the rules is to equalize this as much as possible. Seems like it must be working.

Another suggestion was to allow a racer review board to look at incidents. This group would be made up of racers. They would have no authority but would be free to express their views, ostensibly to put them into racers words, to foster a better understanding. I think as a society we tend to think of regulatory figures in about all areas as faceless bureaucrats. I think people who primarily race in other venues where stewards are not, and in many cases, never have been racers, do not realize that our stewards are all racers. Therefore, the decisions in incidents in PCA are actually made by racers with some training in incident review and each incident is reported to the entire group of stewards (our racer review board) for questions and comments. This keeps everyone much more consistent.

BE SAFE! HAVE FUN

Bryan

MICHAEL WINGFIELD CLUB RACING NEWS EDITOR

LOREM IPSUM

You've seen the signs, in shop windows, on store marquees, and billboards: Help Wanted. I sometimes wonder if help is really wanted, and if so why? For example, an Italian restaurant in a strip mall not too far from my home has had a Help Wanted sign in the front window for at least the last 15 years. I pass the restaurant several times a week and have never seen the window devoid of the sign. I dined there once, more out of curiosity to observe the staffing and experience the ambiance rather than the cuisine. It seemed like a decent place to eat - clean dining room, efficient staff, and adequate food albeit a bit pricey for the savor and quantity. I did not spoil my meal by asking the manager why they had displayed the sign in the window for so long.

Similarly, there is veterinarian located down the street from my home. The business places catchy phrases on the marquee, with the tease on one side and the punch line on the other side. The phrases are often seasonal or apropos to current events. A recent posting was rather amusing as the Texas summer temperature climbed into triple digits: (side one) Beat the heat..., (side two) ...Spay your pet. In spite of the humor this place presents by the catchy signs and the perception that it may be fun place to work, almost like clockwork, about every 30 days the marquee for this business displays a Help Wanted sign advertising for either an experienced receptionist or kennel personnel. I've never visited this establishment. However, with help requests for the same positions in such frequency, it is not hard to



image why the signs continually reappear. With the staff turn over so frequent, I wonder about the quality of the pet care.

What do those signs have in common with the Club Racing News? I am about to complete my fifth year as editor of this newsletter. As the end of the year approaches, it is time to hang my own sign: Help Wanted - CRN Editor needed. It is time for someone else to start infusing these pages with creativity and style. The end of this year will also end my tenure as the CRN editor.

If you have an interest in joining the Club Racing family in a position that does not require constant replacement of tires and brakes, has no minimum safety rating on your helmet, seat or harnesses, and no annual physical, then this may be the opportunity for you. Rather than wandering what will be within the pages of the next issue of CRN, you get to express your creativity in words and pictures as you fill these pages quarterly.

Persons interested in assuming this valuable role for the club racing program should contact our Club Racing Chairman Bryan Henderson (contact information listed on page 34). I hear Bryan is offering twice the salary for the 2015 editor, and even at half the proposed rate, this is an opportunity that you may find hard to pass up.



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2014 CLUB RACING SCHEDULE

Dates	Event	Region	Region Contact
Oct 4 - 5	Hallett Motor Racing Circuit	Cimarron	Jon Jones 918.740.7951 Jjone20@aol.com
Oct 10 - 12	Monticello Motor Club	Riesentoter	Marty Kosce 610.216.3355 track@rtipca.org
Oct 24 - 26	Daytona International Speedway*	Florida Crown	Allen Shirley 904.338.2324 turbo91188@comcast.net
Nov 8 - 9	Motorsports Ranch*	Maverick	Pat Heptig 214.649.7909 pheptig@heptiglaw.com
Nov 15 - 16	Buttonwillow Raceway Park*	San Diego	Greg Phillips 619.395.7506 phigr@att.net * Indicates an Enduro

2015 CLUB RACING SCHEDULE

Dates	Event	Region	Region Contact
Jan 29 - Feb 1	Sebring International Raceway*	Suncoast Florida Gold Coast	Dan Smithyman 954.224.4717 dansmithyman@bellsouth.net * Indicates an Enduro



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VICKI EARNSHAW
CHIEF NATIONAL STEWARD
&
Guest Columnist
ALLEN SHIRLEY
NATIONAL STEWARD

Our communications from race control to you the racer must be clear. We accomplish this through flags and our mandatory meetings. There are two type of flags: advisory and mandatory. The mandatory flags have penalties if not followed.

In the last issue of Club Racing News, I reviewed the Black All Flag. For clarity, I want to mention that when a Black All flag occurs during a practice session you may pull out of line on the hot pits to take tire temps or check the car. After completing work on the car you will follow behind the line of cars waiting to return to the track (go to the back of the line) or go back on track if the field has already been released from the hot pits. This practice of allowing work on cars does not apply to race sessions. During a race, work (including but not limited to checking tire temps) is not allowed on the car until the session goes green. After all, that would be an unfair advantage.

The red flag means immediate danger and you must stop safely and quickly on track in clear sight of a corner station (where you can see the corner workers and the corner workers can see you). If you miss the red flag during any on track session, the penalty is dismissal from the event.

This column is titled "View from the Tower," and for this issue I welcome guest columnist Allen Shirley. Allen is one of our national stewards from Florida, and shares his observations from the tower.

Have a safe and fast race season,
Vicki 

Do You Have The Right Stuff?

We often throw around the phrase Situational Awareness (SA) when attempting to describe a level of presence we have during an event. Drivers at all skill levels can run the gamut of where they are measured in SA. When accessing an incident we might determine that the "at fault" driver had a very high degree of SA but was not very skilled in avoiding contact. Perhaps it was a result of driving into that "square corner" to which there is only a bad outcome.

Some of you know that I am a retired Air Force flyer. In the fighter community we were always evaluating and improving motor skills as well as focusing on our awareness in the continually evolving air environment. As soon as we started our engines we were compelled to elevate our SA to another level. Depending on the mission, different levels of SA were demanded. For example, flying a "canned" instrument efficiency flight would not demand nearly the level of SA as a 500 kts. ingress at 100 ft. into a hostile target area with ground fire and surface-to-air missiles being fired in your direction. Too bad we didn't have Red Bull back then; that scenario was compensated for with pure adrenalin!



Allen's view from this seat gives "Tower" a new meaning

What exactly is SA and why is it important when we race? The term SA was coined in regard to a pilot's experiences and capabilities and how they translate that ability to forecast, decide and execute. Just as in flying an airplane, it's important to know what is going on around you at all times while driving on the race track. For a racer it's an internal model of the world around him/her at any point in time. A racer must perceive relevant information and integrate the data in conjunction with attaining your desired goals. Whether it's to pass your competition in the next turn or simply set a new personal best at your favorite track. It's a matter of paying attention at the highest level. That awareness is actually your choice - you can elevate your SA through focused training. Each of us have varying degrees of SA, some inherently high while others are high by learning through your situational experiences.

A narrowing of this extreme level of situational awareness is "Tunnel Vision." It's quite easy to limit your focus to an extremely narrow field of view and therefore put yourself in a very vulnerable position. We see this often on the standing starts to F-1 races. So much is happening in such a short period of time that drivers cannot leave themselves "an out." One can only process information at a personal given rate and once that rate is exceeded they find themselves "out of airspeed and ideas." How does one compensate for this? By visualizing what you forecast is about to happen. Then allow yourself options...

if this, then this. There is nothing more satisfying than to have a plan prior to an event and executing it to perfection.

Take a moment and think about how you process information while sitting on the grid, then during the warm-up lap, the rolling start, and

finally the race itself. As a racer you are constantly evaluating your relation to the dynamics of the environment and making adjustments to achieve your goals. For example, on the warm-up lap you are monitoring your instruments, track conditions, who's around you, what your strategy is in the first turn, during the first lap, during the race, etc. That's a lot of information to process and often times, you might be so overwhelmed with information that you go into the autopilot mode. By that I mean, have you ever been driving along a highway and wondered how you got to where you are? That's not what you want to be doing in a racing environment.

The goal is to raise your level of SA, take in all aspects of the environment and process information logically and safely - not to go into autopilot. The key to optimizing your talent is to be able to process all of these events in a very orderly and concise manner. To some, that is not inherent but takes practice and time to develop those skills. Those that have a high degree of SA in racing usually have the ability to channel both knowledge and behavior in a manner as to positively affect the outcome of an event. However, just because you have a high degree of SA does not necessarily mean that you have all that it takes to win. Perhaps you fall a bit short in motor skills, or your equipment is not up to a winning standard.

My charge to you is to consider and monitor your own SA. After all, we know we possess the highest level of SA

possible or we would not stand a chance in this "Alpha" world. Are you maximizing this skill? Can you tighten up your thought patterns and recognize/eliminate distractions? If you believe your SA is outstanding - and you're still not winning - then go ahead and look at other aspects of your racing. Do you fall short in motor skills? Is your equipment performing at the level you demand?

It's imperative in racing to keep improving and to do this you need to keep re-visiting your SA. For many who have raced for years, it's easy to get complacent. One area we can all work on is actually THINKING about our SA and elevating our skill sets. My challenge to you is to make improving your SA as important as searching for the next piece of equipment that might make your car turn a faster lap or that new set of tires to replace those corded ones. The great thing about SA is that it costs nothing but FOCUS...think about it!



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MICHAEL WINGFIELD CHIEF OF NATIONAL TIMING & SCORING

I frequently receive questions from racers wanting to better understand the details of their race. Two of the most common questions I receive include how a fellow competitor got around the racer at some point during a race, and how long did the racer spend on pit road during the Enduro pit stop. As a racer, you can find the answers to these questions by reviewing your race using the tools available to you on the MyLaps website. In order to use the tools, you must have a MyLaps account.

You can review all of your laps during a race on MyLaps. Not only can you view your lap times for each lap in a race (or any on track session), but you can see the difference between your consecutive laps. But it gets better; you can also perform a side-by-side comparison of your laps with a fellow competitor. If you want to know how your competitor got around you, simply look at your laps versus your competitor's laps in the comparison table provided by MyLaps.

Below are instructions to view your laps on MyLaps:

1. Login to MyLaps with your account
2. Search for the desired race (You can use your individual event results, or the general search options) For this example, I

Lap	Lead lap	Lap time	Difference with best lap	Difference with best lap	Speed
1	1	01:38.106	00:000	18:207	77.422
2	2	01:46.803	-01:501	09:329	80.779
3	3	01:47.108	00:303	08:719	80.199
4	4	01:48.174	-01:184	04:571	80.139
5	5	01:48.823	00:649	03:238	82:21
6	6	01:43.513	-02:477	02:391	87:487
7	7	01:48.919	04:406	08:940	84:260
8	8	01:52.886	01:487	11:807	81:002
9	9	01:38.104	00:208	14:502	78:718
10	10	02:11.709	03:604	30:179	60:294

Figure 1: Sample lap chart for Joseph Tobin at Road Atlanta

used "Peachstate" as the general search term for a car racing event in the USA

3. Select the event from the returned search results
4. Select the specific race within the event. For this example, I selected "Enduro Group A - A Enduro" race
5. Select your name from the results list. For this example, I selected "Joseph Tobin" (Figure 1) MyLaps displays a table showing your lap count versus the leader's lap count, your lap time for each lap of the race, the difference between each lap, and the difference between each lap and your fastest lap. Your fastest lap is the lap with a difference of zero.

If you want to compare your laps with a fellow competitor, you do this from the race results screen rather than selecting your own name from the race results.

To see the side-by-side comparison:

1. Select "Compare competitor" from the menu bar above the race results (Figure 2)
2. Select the name of your competitor in the first drop down field. Note: the names

are listed in finishing order. For this example I selected "Joshua Barnes" in first field

3. Select your name in the second drop down field. For this example I selected "Joseph Tobin" in the second field



Figure 2: Compare Competitor option on the race results screen

JOSHUA BARNES				VS	JOSEPH TOBIN			
lap	Total time	Personal diff	Lap time	difference	Lap time	Personal diff	Total time	lap
1	01:55.638	00:000	01:53.538	-01:468	01:58.106	00:000	01:58.106	1
2	03:38.544	-02:752	01:44.908	-01:699	01:46.803	-01:801	03:44.711	2
3	05:23.320	-00:130	01:44.776	-02:762	01:47.358	00:733	05:32:048	3
4	07:07.809	-00:267	01:44.409	-01:685	01:48.134	-01:164	07:18:203	4
5	08:53.032	00:734	01:43:229	-01:713	01:48.993	-00:781	09:05:738	5
6	10:38.891	00:896	01:45:219	01:301	01:44.518	-02:417	10:49:556	6
7	12:29:218	04:508	01:50:427	01:908	01:48:519	04:001	12:38:775	7
8	14:23:260	05:005	01:53:992	03:296	01:52:890	04:307	14:31:061	8
9	16:20:967	-00:275	01:55:707	-00:417	01:56:124	03:203	16:27:185	9
10	18:54:772	08:588	02:11:905	02:047	02:51:768	18:614	18:58:943	10

Figure 3: Lap comparison for two competitors

MyLaps presents a table (Figure 3) showing for you and your competition, the laps (lap), the total time of each competitor's race (Total time), the difference between each consecutive lap (Personal difference), and the lap time for each lap (Lap time). In addition, the table shows the difference between you and your competitor's lap time for each lap. A positive value indicates the amount of time the second competitor listed was quicker than the first competitor listed on that lap while a negative value indicates how much slower

the second competitor listed was than the first competitor listed on that lap.

Graphical elements further illustrate the differences between you and your competition. For example, a gray up arrow displays on laps where the first competitor listed was the quickest. Likewise, a yellow down arrow displays on laps where the first competitor was the slowest. A green highlight bar displays on the fastest laps for both you and your competitor.

In the example provided, Barnes was quicker (gray up arrow) than Tobin

on the first lap, with Tobin 4.468 seconds slower (negative value) than Barnes. By comparison, on lap six Barnes was slower than Tobin (yellow down arrow) with Tobin 1.301 seconds quicker (positive value) on that lap.

The fastest laps appear highlighted in green in Figure 4. As shown, Barnes set his fastest lap of 1:41.443 on lap 23, while Tobin set his fastest lap of 1:41.579 on lap 31.

You can also get an *approximation* of your pit stop time based on your personal lap difference. I say "approxima-

23	44:18.961	-02:980	01:41.443	-00:729	01:42:172	-01:345	44:20:673	23
24	46:01.894	00:280	01:41:723	-01:010	01:42:763	00:591	46:03:241	24
25	47:43.233	00:828	01:42:049	-00:583	01:42:894	00:121	47:46:125	25
26	49:23.262	-00:520	01:42:029	-01:523	01:43:532	00:668	49:29:677	26
27	51:07.748	00:457	01:42:406	00:148	01:42:341	-01:211	51:12:018	27
28	52:54.234	08:970	01:46:486	01:591	01:42:885	00:322	52:54:881	28
29	54:38.654	-04:006	01:42:450	00:472	01:41:978	-00:889	54:38:859	29
30	56:18.547	-00:557	01:41:893	-01:409	01:43:302	01:304	56:20:181	30
31	58:01.580	01:140	01:43:033	01:454	01:41:579	-01:723	58:01:742	31
32	59:48.348	08:733	01:48:768	04:791	01:42:008	-06:424	59:43:741	32

Figure 4: Fastest laps highlighted

tion” because this time delta is not an actual measurement on pit road. Rather, it is the delta from your in-lap. For example Tobin made a pit stop on lap 38 (lap time is 6:54.850), with the following lap (lap 39) showing a lap time delta of 5:11.423. Figure 5 shows this approximation of the pit stop time for Tobin.

By comparison, Barnes made a pit stop on lap 36 (lap time of 6:44.764), with the following lap (lap 38) showing a lap time delta of 5:02.890. This time delta is an approximation of the pit stop time for Barnes (Figure 6). From these two deltas, one can see Barnes was approximately 8.6 seconds quicker with his pit stop than Tobin.

As noted above, these times are approximate pit stop times and do not reflect the actual pit lane pit stop times recorded by the Timing & Scoring computers, but they are remarkably close. These approximations do not reflect the time spent on the approach during the in lap or the exit from the pits on the out lap. To consider the in/out lap time, look at the overall lap time for the lap with the pit stop. Tobin’s lap time was 6:54.850 and Barnes’ lap time was 6:44.764. These values show Barnes was 10 seconds quicker on his pit stop than Tobin when including the in/out

06:54.850	04:55.039	38
01:43.427	-05:11.423	39

Figure 5: Tobin pit stop lap times

36	04:49.645	06:44.764
38	-05:02.890	01:41.874

Figure 6: Barnes pit stop lap times



Figure 7: Lap Chart menu option

lap times. Again, this approximation is remarkably close to the actual Timing & Scoring computer pit stop time difference between the two competitors. I have written before¹ about the drastic difference in lap times based on how quickly a competitor gets onto and off pit road during the pit stop.

¹ Club Racing News, issue 13.4

Finally, the Lap Chart can show you when a competitor makes that pass and gets around you during then race. You access the Lap Chart from the race results screen as shown in Figure 7.

From the lap chart, select a competitor’s name and MyLaps will highlight that competitor’s overall position throughout the race. Select one or more other competitors and MyLaps will

Competitor	95	868	868	868	868	86	86	513	513	513	513	513	1
JOSHUA BARNES	95	868	868	868	868	86	86	513	513	513	513	513	1
JOSHUA TOBIN	18	95	95	95	95	95	868	1	1	1	1	1	513
MARK MURRAY	868	345	345	21	86	550	1	73	73	73	73	73	73
COLIN GRAIDAGE	21	21	21	86	21	73	95	868	868	868	868	868	868
TIM PRUITT	329	329	86	345	73	21	73	21	21	21	21	21	21
CLAUDE REED	345	18	329	329	550	1	21	95	95	95	95	95	95
DAVID BRUMFIELD	88	86	61	61	345	345	345	345	345	345	345	345	345
ALAIN DEMERS	8	61	18	73	1	329	329	329	329	329	329	329	469
CARL AMOND	817	210	817	817	329	817	469	469	469	469	469	469	329
C. AMOND / K. OLCHA	210	817	73	550	61	61	18	18	18	18	18	18	18
ROB HALE	61	88	52	1	817	469	817	52	52	52	52	52	52
FRED BEASLEY	51	52	1	18	18	18	52	51	51	51	51	51	51

Figure 8: Barnes (#95 tan highlight) & Tobin (#18 green highlight) at the start of the Enduro



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Race Registration opens September 8th <http://register.pca.org>

PCA Club Racing License Candidates are welcome.

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Check for updated information on pcafc.org

	31	32	33	34	35	36
16	16	16	18	18	18	18
94	94	94	95	95	46	46
86	86	18	52	441	101	101
119	119	95	868	46	16	16
93	18	52	441	101	94	94
95	95	868	46	16	1	1
18	52	441	101	94	550	550

Figure 9: Laps 31 - 36

highlight those competitors in different colors providing a graphical representing of the relative positions of the competitors during the race. For example, I continue my Barnes and Tobin comparison using the lap chart in Figure 8.

takes Barnes on lap 32. With pit stops occurring among the race leaders, Tobin becomes the overall race leader in laps 34-36, with Barnes second overall on laps 34 and 35. In Figure 9, notice that

The competitors appear in the left column in qualifying order. Laps are sequential from left to right. From the chart above we see Barnes and Tobin started the race together, but by the end of lap one Tobin had dropped back four positions. Laps two and three show Tobin continues to fall back as many as 10 positions on laps three through five. In the figure below, we fast forward to laps 31-36, where we see Tobin finally over-

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WALT FRICKE TECHNICAL & RULES CHAIR

Fellow racers, here are the proposed changes to the PCA Club Racing Rules which have been submitted 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 proposals which simply would not be approved. For example, the proposal to require mufflers on Spec Boxsters was not deemed worthy of further comment. Proposals concerning operational areas governed by the stewards, or addressed to the points system are not covered here.

The racer comment period on these proposals will have closed before this issue of Club Racing News goes to print. These proposals appeared on the PCA Club Racing website during the month of August. Likewise, each PCA club racer should have received an email notifying them of these proposals and the deadline for comment. The proposals appear here for your reference

GENERAL

Video:

Should all cars be required to be equipped with a video camera, with recordings capable of being reviewed by a steward using common programs, functioning and with adequate memory, during all on track sessions?

SAFETY

Extinguishers:

The rules require at a minimum a 2.5 lb fire extinguisher¹. An on-board fire system is strongly recommended. Should an on-board system be

¹ PCA Club Racing Rules, Car Requirements Applicable to All Cars in All Classes, rule #12

required? If so, what should the minimum size be? Be advised that if a system is required, it will also require that it be driver operable and externally operable.

Vent window:

Should Stock/Prepared cars with a door frame and "vent" window be allowed to remove the window portion on the driver's side?

Dry break:

Should a single opening dry break be allowed in Stock/Prepared as long as it fits in the stock compartment under the gas cap with minimal modifications to that area and the pathway to the fuel tank?

Roof net:

Should a roof net custom fabricated based on an individual template of the halo area of the roll cage by a manufacturer of SFI or FIA approved webbing goods be allowed on all cars, including SPB, which run or are allowed to run a plastic roof, as a substitute for arm restraints?

Seat mounting:

The follow issues concern mounting requirements for seats which qualify for the FIA seat exception to the seat back brace rule.

The Appendix I² guidance requires that all fasteners of components of the system must use bolts of at least M8 8.8 grade, as is currently required for attachment of the seat to its mount and the mount to a seat adjuster (slider) if used. Porsche upgraded chassis mount bolts to 8mm starting in mid-1985 with the 944, and in 1986 for all or most other models. Should 6mm bolts,

² PCA Club Racing Rules, Appendix I, Seats Without A Back Brace, rule 3.b

Continued on page 18

Maverick Region's Texas Showdown Club Race at MotorSport Ranch November 8-9, 2014

Come to D/FW and test your mettle and your metal against some of the best drivers in the country! Join us for a weekend of racing at the 1.7 mile long MotorSport Ranch in Cresson, Texas. Enjoy first class facilities, our famous Texas hospitality and cooler autumn weather in one of the last chances for national points this year.

The event includes a Fun Race, Sprints, and a 60-minute Enduro. The Drivers' Education is for solo drivers only. Saturday night we'll have a Texas-style dinner for everyone.

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

Registration Opens
September 22!




From Start to Finish


Continued from page 15

in lap 36 Barnes (#95) falls off the chart as he drops to 22nd to make his pit stop.

Repositioning the lap chart farther down the running order (Figure 10), we

see Barnes in 22nd position on lap 36. Tobin (#18) relinquished the overall lead on lap 37 when he makes his pit stop. Notice that Barnes now leads Tobin on lap 37, and continued ahead to the end of the race. Barnes passed Tobin by virtue of a quicker pit stop,

illustrating how Barnes got around Tobin during the Enduro.

I encourage every racer to use the MyLaps tools to examine your race. There is a lot of information available to you about your race, and your competition on the website. 

868	93	6	513	513	513	513	513	513	513	513	95
776	6	513	6	6	6	6	6	6	6	95	513
119	513	95	95	95	95	95	95	95	95	6	6
6	868	73	73	73	73	73	73	73	73	73	73
513	95	52	52	52	18	18	18	18	18	18	18
95	73	18	18	18	52	52	52	52	237	237	237
73	52	93	237	237	237	237	237	237	52	52	52
52	18	237	21	21	21	21	21	21	21	21	21

Figure 10: Laps 36 -47

Proposed Rules Changes

Continued from page 16

as used in early Porsches, continue to be allowed in the chassis mount portion of the system?

It appears that the later 10mm chassis attachments are adequate if inspected frequently for cracks in the sheet metal. Which earlier attachments taking the 8mm bolt are also adequate? It must be recognized that the 1989 Carrera whose front mount failed by distorting, leading to the death of a racer, used 8mm mounting bolts and was of a design much improved over the earlier cantilevered mounts. The current rule is that all mounts must be reinforced no matter what their design.

Some tall drivers have felt they had to lower the seat mounting in order to allow their helmet to be at a level required by the roll bar rules. Many professional racing organizations prohibit modifying the factory mounts, and some quite tall drivers have been quite successful nonetheless. However, PCA Club Racing cannot adopt as simple but arbitrary a rule. Modification generally requires cutting out all or part of the factory chassis mount, and fabricating a substitute lower down. Working specifications for re-engineering what Porsche has done which are specific enough so that racers and shops can understand what is required, and that scrutineers can inspect for compliance is no easy matter, and not overly lengthy, is no easy task.

Ice Mode:

There have been many reports concerning ABS systems of "Ice Mode," starting with the Boxster. One solution proposed is to allow the brake booster size to be reduced, the master cylinder diameter to be increased, or both. This reduces the available peak pressure, which pressure is to be expected in a "panic" breaking event. Whether or not you believe this will cure Ice Mode, should it be allowed in Stock for these models?

STOCK

PS Underdrive:

Boxsters and Caymans are allowed to use an underdrive pulley on the power steering pump, even though it is advertised to produce a horsepower gain. However, there is no room for a larger pump pulley on the second generation of these models. The available Gen 2 underdrive kit is expensive, and advertises even larger horsepower gains because it reduces the power draw from all the accessories powered by the serpentine belt by using a smaller crank pulley and other pieces. Should these models be permitted to use an underdrive crank pulley kit on the main belt, with the understanding that this will slow down the other systems as well? Should this modification be allowed in Gen 2 GTB Caymans as well?

993 X51:

Should the 993 X51 engine power option be included in the list of similar factory options which are treated as Prepared modifications?

993 Weight:

Should the 993 be given a 120 pound minimum weight reduction? The proponent notes that the 964 chassis has a slightly better aerodynamic rating, and that when the 964 sheds their restrictive exhaust system as allowed, their power is approximately equal to that of the 993, whose much improved exhaust leaves little room for improvement. In addition, the 964 transmission has a gearing advantage in 3rd through 5th. The minimum weight for 964s which run at their allowed G-class base weight is substantially less, and would still be less under this proposal.

PCCB and Aero Prepared:

At about the time of the advent of the water cooled sixes, Porsche began offering an increased range of options as part of the "build your own car" approach. Many have to do with style, but at least two affect performance:

PCCB (Porsche Ceramic Composite Brakes) and Aerokits. Traditionally, brake modifications and wings have been Prepared modifications. The proposal is to treat these options in the same way - you can use them, but run in Prepared. The proponents do not believe, among other things, that it should be permitted that PCCB calipers can be used in Stock, even (or perhaps especially) when a steel rotor, never offered for these models, is used instead of the PCCB rotor.

Gen 1 997 Carrera to I:

Excluding one Panamera model, the 2005-2008 997 Carrera has the most favorable weight to power ratio in H-class. Its ratio is equivalent to two models classed in I, and nearly so to two more. Proponents of this change believe its race results show it would be competitive in I-class. Should this model be moved to Class I?

Block Resleeving:

Should water cooled 6-cylinder motors with a block rather than a case be allowed to be resleeved with liners using Nikasil to repair wear (e.g. ovality) or damage? It appears that resleeving with the factory Lokasil is simply not possible. If approved, the stock piston for the motor would have to be used.

Certain Aftermarket Parts Not to be Custom:

Considerable ingenuity has been used over the 22 years of PCA Club Racing to exploit the suspension modifications allowed in Stock. It has gotten to the point where some racers have had modifiable components custom made. Should the Stock suspension rules be changed to require that shock absorbers, camber plates, springs, torsion bars, sway bars and links, adjustable spring plates, and toe links allowed to be aftermarket must be readily available from businesses which advertise these parts for sale from a catalog or listing, and are

Continued on page 20

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Proposed Rules Changes

Continued from page 18

not custom parts (even if the manufacturer would happily make custom parts as well)?

Shock Tower Forward Bracing:

Should reinforcements from the shock towers to the front of the car, which attach with fasteners, which share a stock fastener (e.g. fender bolts, shock mounts) be allowed? These have been accepted at events under the rubric of being a shock tower brace. The shock tower brace allowance can easily be altered to prohibit this or allow it.

SPB

Should the minimum SPB weight be raised 50 pounds? The proponent argues that, because it is difficult for many drivers to get their cars down to minimum weight, considering the things which are allowed or required which add weight (i.e. roll cage, cool

suit equipment, fire systems, and so on). The assertion is that weight removal often requires use of allowed, but expensive, substitute parts. Raising the minimum weight this modest amount would reduce costs and make the playing field more level.

SP996

Should the rain tire for SP996 be changed to Hoosier SPORTS CAR D.O.T. RADIAL WET (H2O) P245/35R18 front, P275/35R18 rear allowed as rain tires? Toyo R888s previously allowed (front: 245x40x18, rear: 285x30x18) are allowed as rain tires until the end of 2015.

GTP

The GTP structure for historic racecars never offered as street models or otherwise included in our class system has not changed in years. Its architecture is similar to the previous GT structure - cars are classed by displace-

ment and intake system (NA or blown). Retired racecars of the Daytona Prototype character have on occasion entered our races, after demonstrating that Porsche recognized them as Porsches despite the fact that the chassis was constructed by someone else. The result is that very modern, highly modified 4-valve water cooled race motors could be in the same class as an older, 2-valve engine car. Should additional factors be considered in classing these cars, and if so, what factors? Should a system similar to the current GT system, which includes displacement, weight, and engine type theoretical maximum HP/Liter be considered?

GTB

GTB Allowed Selected Stock Modifications:

The stock class rules allow a variety of engine modifications which improve reliability but do not otherwise offer a performance advantage. These rules are found in the PCA Club Racing Rules,

under Stock Cars – Classes A thru L, 1. Engine, paragraphs K, P (if amended as proposes), and Q. Should these rules, if not already included in allowed GTB modifications, be extended to that class?

GTC

Should one piece rims of class dimensions be allowed in GTC3?

Should the rear wing of GTC3 cars be allowed to be raised to gain better rear vision, and if so, raised by how much?

Should GTC and GTA cars which came from the factory with plastic door windows be allowed to reattach those windows, if removed, with rivets or other fasteners? Note that such a replacement window on the driver's side would require use of a window net.

RULES EFFECTIVE IN 2015

The following rules are provided for advance warning or notice:

- Window nets must attach at the top so that they fall down when disconnected.
- Window nets must attach to the roll cage.
- The two event rookie stock class roll bar allowance will be deleted from the rule book, and all cars will be required to have a complying roll cage.
- For the FIA seat mount exception in Appendix I, in addition to the Porsche Cup/manual adjustment slider, double locking sliders which lock with at least two teeth on both sides, are formed from steel at least as thick as that used on the Cup style mounts, and are designed, manufactured, and widely marketed for use in racecars will be acceptable. Cars with the 10mm seat to chassis mounting bolt may use adapters attached with those bolts to the stock mounts which are made, tested, advertised, and commercially available for securing approved seat mounts.

RULES EFFECTIVE IMMEDIATELY

Stock engine rules are clarified to allow a power steering cooler to be inserted into the power steering system.

Stock engine rule 1.A.³ defines where the engine, for rules purposes, starts and stops. A subsequent rule (paragraph E) makes the exhaust system free after the point where the exhaust headers attach. No rule clearly allows alterations for the intake air system which are not “after the air filter box,” although some modification is intended to be allowed by necessary implication. Such modifications (e.g. aftermarket air filters, modification of the stock air filter cover, or omitting the air filter entirely) are allowed.

Stock suspension rule 2.H⁴ is changed to read: Spring rates are free, but torsion bars must be of stock length, with their ends fixed only in the stock locations, and able to rotate freely within the stock torsion tubes.

PROPOSALS NOT ACCEPTED FOR COMMENT

There isn't room to indicate the rationale for rejecting proposals. But two rejected proposals deserve explanation.

First, suggestions were received to alter the GT tire rule, and to impose more equalizing weight on cars with the PDK. As those changes only started this year, not enough events have been held to make any meaningful analysis of how they affected results. Such an analysis will be undertaken next year, but anyone believing that race results show that there should be changes should feel free to communicate them at any time, and they will be thrown in the hopper at the time of review.

³ PCA Club Racing Rules, Stock Cars – Classes A thru L, 1. Engine, paragraph A

⁴ PCA Club Racing Rules, Stock Cars – Classes A thru L, 2. Suspension, paragraph H

Second, a number of racers, some of whom have made this request before, asked that Stock/Prepared cars be allowed to delete the passenger seat. The seat is required not because the rules started out requiring it specifically, but because the rules allow modification only if a rule permits the modification (PCA Club Racing Rules, Car Requirements, rule 6). All Stock cars came with a passenger seat. Stock/Prepared were intended to assist the progression from DE into racing.

Principal #12 of the Guiding Principles of PCA Club Racing⁵ states:

Allow for participation by cars that can be driven to and from the racetrack. The principle still weighs heavily in the stock class rules. A streetable car with

minimal modifications can be raced competitively. This is the reasoning behind the stock class rules requiring interiors, stock weight, lights, etc.

While, subsequent to its formulation, removal of much of the interior has been allowed, not all of the interior may be removed. The first paragraph under Stock Cars in the Car Classification rules is consistent with this principle.

The goal here is to aid the progression from DE into racing without requiring too many modifications to make the car competitive. The fact that not many racers these days drive their racecar to the track, or that the rules allow spending quite a bit of money on go fasts does not undercut this purpose.

Seat removal is urged as a safety measure, and there are assertions, backed sometimes by experiment, that seat removal eases right side exiting. However, a suitable right seat presents a platform one can use while positioning

⁵ Club Racing News, Vol. 03.2, page 4

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We hope that the 2013 winners remain an **OG Racing Outstanding Driver Award** winner for many years to come. This is our way of saying “Thank You” for actively participating in PCA Club Racing and helping us in “**Making Racing Safer.**” We hope to see even more names on the list next year!

OG Racing has been a proud sponsor of PCA Club Racing since 1998, specializing in automotive racing safety equipment and is a distributor for many of the major companies in the safety equipment world like Sparco, Alpinestars, OMP, Arai, Bell, HANS, Simpson, HJC, G-Force, and many others. Their extensive inventory also offers many performance products, such as Performance Friction, Hawk, and other performance brake pads. They also stock AIM Data and Video Systems. With a fully stocked 12,000 sq/ft warehouse located just outside of Washington, DC, OG Racing is proud to ship 98% of all orders the same day!

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NOT FOR MEMBERS ONLY

The Inaugural PCA Club Race at Monticello Motor Club

BY PATTI MASCONI, PCA CLUB RACER (POTOMAC REGION)

Twenty years ago, New Yorkers escaped east of the city, where they could hit top end and steer around the bends. No, it wasn't the Long Island Expressway (during non-rush hour) or a lonely beach road; it was a former Can-Am circuit, which for a brief time also hosted a PCA race. At long last, a new destination lies north of the Empire City, and we are invited to race there.

On October 10-12, the Monticello Motor Club (MMC) will open its gates for an inaugural PCA race weekend. This event marks the second "first-time ever" race for the

Riesentoter region, whose volunteers started the Watkins Glen International (WGI) club race and managed races at Pocono Raceway in the nineties. The MMC race will also serve as the "2014 Nationals" for the 944 Cup.

At 3.6 miles in length, with 18 turns and 450 feet of elevation changes,

the MMC full course was designed by former Can-Am racer Brian Redman and track architect Bruce Hawkins to inspire thought and challenge. The impeccable canvas of pavement also meets FIA approval at 38 feet wide. "Technical, yet with long straights, the Monticello circuit rewards precision, balance, and patience - perfect for high horsepower and momentum cars alike!"

Technical, yet with long straights, the Monticello circuit rewards precision, balance, and patience - perfect for high horsepower and momentum cars alike

For the many PCA racers who will be new to MMC, there may be a little of the Montreal Grand Prix in turn one, a bit of Laguna Seca over there, and so on... the rest will be for you to discover. Let's just say that if the English racer Stirling Moss were racing today, he may have fancied this venue, too.


Sitting on 175 wooded acres, this facility was designed to offer its

1 Ari Straus, President/CEO, MMC & F-class PCA racer



members 21st century amenities, such as a repair shop for hire, a clubhouse with Wi-Fi connections, and a gourmet lunch (not from a snack bar, but from the chef's kitchen). MMC member Ron Tietjen was so impressed, the Connecticut Valley native approached track management about "sharing Monticello and showing it off to other PCA racers." Riesentoter's Mike Andrews (VIRginia International Raceway club race chair) and 944 Cup Director Dave Derecola joined the effort to make this event possible.

MMC is located southeast of WGI and just south of the Catskill Mountains (If you draw a line west from Hartford, CT, the circuit lies halfway between Scranton, PA, and Poughkeepsie, NY.). Daytime fall temperatures in the region average in the 60s - perfect for racing, and catching a glimpse of the foliage as it changes colors; come enjoy the MMC country club setting for the PCA Club Race!

Registration opens on August 25 through <http://register.pca.org>. For more information, see www.pca.org, or contact Marty Kocse, race chair, at 610.216.3355. 

OG Winners

Continued from page 23

Richard Rosenberg
James Rothenberger
Bill Rudtner
Glenn Sapa
Tom Saunders
Clint Sawinski
Glenn Schattman
Kristi Schmidt
Roland Schmidt
Bob Schneider
Earl Schott
Jim Scott
John Seidell
Frederick Seipp
Robert Seitz
Rafael Serralta
Lloyd Service

John Shafer
Rick Shaffer
Cal Sharp
Charles Sharp
James Silvio
Eon Simon
Clarke Simpson
William Slowikowski
Gary Small
Chip Smith
Glenn Smith
Randy Smith
Steven Smotrich
Randy Snyder
Behram Soonawala
David Speights
Brian St Denis
Michal Stach
James Stanislaw
Sandy Steckman

Alex Steele
Michael Steele
Mark Steingas
Michael Stenko
Billy Stevens
Ari Straus
Jack Strifling
Mike Strommen
Jan Sussman
Van Svenson
Bela Sztanko
Carl Tallardy
Rich Tillotson
Joseph Tobin
John Torgersen
Charles Toupin
Joe Toussaint
Kristin Treager
Yanick Tremblay
Pete Tremper

George Tsantes
Ken Tubman
Dale Tuety
Greg Turek
Corry Turley
Bill Tutt
John Uglum
Al Uscinski
Vito Valentino
Carl Van Austen
Brooke Van Horn
David Varwig
Mike Vess
Kyosti Viljanmaa
Mike Walsdorf
Brian Walsh
Dennis Wasser
Brian Watson
Mark Weber
Alan Weiner

Jim Weller
Stan Wenger
Jeremy Wensinger
Mark White
Jeff Wiggins
Lawson Wilder
Ray Williams
Steven Wilson
Chuck Wolfe
Mark Wolff
Bill Wolfson
Brian Wood
Steven Wright
Slaveya Yaninska
Daniel Yonker
Brian Young
Paul Young
Steve Zawadzki



Buttonwillow Double Crown
PCA TT & Club Race - November 15 & 16
DE Test & Tune November 14 Central Coast Region
The points races at this Club Race will earn points towards the West Coast PCA Championship Series as well as the PCA National Championship.

www.pcasdr.net for latest information
Registration will be: motorsportsreg.com for Time Trial
<http://register.pca.org> opens Monday Sept. 29

SPecatular 944 Season

BY PATTI MASCONI, PCA CLUB RACER (POTOMAC REGION)

The calendar had barely turned to February when 36 drivers of front-engine Porsches assembled on the grid for the “48 Hours” at the Sebring International Raceway, anxious to hit the runways and launch the 2014 season. This event kicked off the South schedule for the 944 Cup, which runs with the Porsche Club of America (PCA) in joint events, involving Cup chapters in the South, the North, Canada, and new this year, the Midwest. Each schedule involves five to six regional races, plus a national race at Monticello Motor Club, a new venue for 2014, to cap off the season. No extra registration is necessary for PCA drivers in the appropriate classes to also run in the 944 Cup series.

It remains an interesting format, with three classes: SP1, or the “west coast” Spec 944, SP2 for the “east coast” 944, and SP3 comprised of the Turbo, Turbo S, S2 and 968 models. Weights

are proscribed for each class. In SP2 and SP3, weight is used to level the playing field.

PCA Club Racing and 944 Cup tally points differently, with 944 Cup combining SP1 and SP2 into one class. Of course, PCA racers are eligible for this sanctioning body’s points during the entire 29-race season, but only two races per weekend count for points. If one considers similar PCA classes for the Boxster and 996, “Spec” racing continues to propel turnout at venues across the country, such as at Sebring, which fosters “Daytona-like” excitement every year.

While the 944 drivers safely negotiated the first sprint at Florida’s famous airport circuit, competitors were greeted with a fiery engine failure from Robert Booth’s 1990 S2 at the start of sprint race two. After a total of three restarts, 16 Porsches were left rolling at the finish. One of those finishers was Eon

Simon [MG], the returning national runner-up, whose 15 critical points put pressure on SP2 drivers from the get-go.

Boy, back then under the Florida sun, the 2014 journey looked long and far away, especially when the Sunday 90-minute race was a “pop quiz” on Enduro rules. Because an extended caution closed the pits and prevented teams from making mandatory pit stops during the allowable time period, three contenders were disqualified, including Simon. Once green flag racing resumed, Kerry Brown [WHB] (SP3) prevailed in the extended contest, while Patrick James [POT] (SP2) and Daniel Martinson [NST] (SP3) survived to come out with the first point leads of the year among the 944 pilots.

The endless summer continued at Roebing Road in May, where the warmest temperatures in this race’s history, and an unexpected head wind up the front straight, greeted the two grids of Porsche 944 competitors with equal cruelty. Facing three very long 26-lap “sprints,” drivers tweaked set ups and driving lines to find speed and confidence that was not to be had. Most longstanding class track records at this sweeping, nine-turn track remained securely out of reach.

Some of the newest and most veteran visitors to the coastal Georgia venue found success, with SP3 driver Jonathan Foulds [SMT] earning his first-ever class win, in his 1991 944 S2. Meanwhile, runner-up Newsom Baker,

piloting a 968 he only acquired this year, left Savannah with two podiums. Also having three steady drives on a track where drivers were humbled by conditions, Dave Rodenroth [FCR] gained control of SP2 points in the South chapter.

About a thousand miles west, an inaugural joint event for the Midwest 944 Cup chapter and PCA Club Racing got jump-started with a race at the expansive Circuit of the Americas (COTA). Chris Blazer [KSC] swept an SP1 class of eight competitors, and Kerry Brown took advantage of the wide-open spaces for two SP3 wins.

Only a few weeks later, a powerful nor’easter hit Watkins Glen International, but it had nothing to do with the weather. On a perfect May weekend, PCA Club Racing and 944 Cup came together for some more super-sized racing. While the SP grid was upwards of 50 cars again, the side-by-side racing was remarkably clean during two sprints and an Enduro, relegating the famous “boneyard” inside the final turn to the status of an abandoned lot.

Among the normally aspirated 944s, the SP1 entrants were led by Henry Hoeh [MNY] and his knack for driving this course on trusty Toyo tires. After strong sprint finishes at Lime Rock Park, this Long Island driver showed staying power with a solid seventh overall in the Enduro, while other SP1 contenders faltered in the longer format. Hoeh grabbed third in PCA points at this juncture behind Blazer and Steve Coomes [MAV], which mirrored their finishes in the Road Atlanta Enduro.

The Canada contingent crossed the border 17 strong, as Randy Smith [UPC] jumped straight into SP2 contention with one win and a runner-up in the Finger Lakes. However, Allen Cohen [CTV], driving a bright-green 944 that belies its 1984 origin, left the Glen with a lead in SP2 rankings, based on a record to-date of three podiums in four attempts. Meanwhile, Daniel Martinson’s first visit to the 11-turn track garnered him the SP3 sweep, while



Denny Hiffman at Daytona International Raceway

Michal Stach [CTV] and Rob Brantover [NNJ] failed to start the Enduro and offer him a challenge.


In no time at all, the SP 944 grids were soon welcomed by refurbished pavement at VIRginia International Raceway (VIR), as some real summer heat was turned up on front-engine action. Reminiscent of the sudden felling of the oak tree that gives this race its name, 20 PCA class lap records were flattened, including the SP2 mark, which had held since 2009. While trying to conserve what was left of his fuel and the class win during the VIR Enduro, Rodenroth managed to shave a half-second off the previous record. The 2:17:3 trip around the 4.2-mile track can be credited perhaps, to the lighter car and silky pedal transitions. Meanwhile, the driver of the #05 car says his Sunday concentration was elsewhere, “My crew was on the radio, keeping me in the loop on the gap to the next car and that allowed me to finish with a good result.”

Going back to the preceding day’s sprint however, things did not start out so smoothly. At least two cars were spun around on the start, while others had to take evasive action. When the dust settled, Potomac’s Steve Randolph [POT] took both of the Saturday sprints over Rodenroth. In SP3, Tennessean Newsom Baker [SMT] closed the gap to both Joshua Barnes [FCR] and Brown in the national rankings. At this point, all three were proving to be mainstays at the sharp end of the stick. Whether

points races or not, Brown had nine podiums versus six for Barnes and five for Baker, who was charging on the top two. On the other end of the stick, incidents, mechanical troubles, and DQs felled 14 competitors, including four SP 944s, perhaps due to the higher speeds.

As of July, Kerry Brown’s 117 national points have him leading comfortably over Barnes and Martinson. Rodenroth remained entrenched atop the SP2 standings, where the Florida Crown racer’s lead was 22 over Cohen at the mid-season mark. Rodenroth says, “My style is not to be overly aggressive with the car. I try to stay smooth and take care of it during the race and season.”

Just like last year, Simon is once again hovering just behind. However, at least one remaining PCA event for each 944 Cup region, and the national event at Monticello Motor Club will factor into the ultimate results at season’s end.

Some of the season’s successes however, are not so obvious on a scoring sheet - unless you look closer. According to the SP2 leader, this year has been memorable for, “well-prepared cars and good drivers,” which in turn, equals a whole lot of fun. But, what stands out most for Rodenroth are, “those guys running in the class that would lend a part or hand to any competitor to make sure that a car can get in the race.” Quite possibly, that’s why 944 racing is so successful. 



Dave Rodenroth at VIRginia International Raceway

Race and Race

Wed

BY IMAGENE FILCHWILD, RENOWNED SOCIETY COLUMNIST

The Club Racing program strives to make each race weekend consistent across the country. Racers visiting events out of their traditional travel area are welcomed to a similar schedule. The standard bill of fare includes registration, tech, practice sessions, races and post session impounds. Added to this typical agenda, events often include track tours during the midday break.

In a surprise break from tradition, the participants and attendees to The Road America Challenge (TRAC) this year were greeted with a different midday break – a wedding. Everyone at TRAC was invited to attend and witness the service as the couple professed their commitment to one another. Bride Heidi Witte (CHO) and groom Joe Gaucher (CHO) took to the track with wedding party in tow for the Sunday noon ceremony performed below the starter's stand, poised astraddle the painted checkered starting line of the track - apropos as the couple lined up to start their new life together.

The bride, a participant in the TRAC Driver Education event, dressed in a black and pink OMP driving suite, lace veil, and bouquet in hand, was flanked by her maiden bridal party and her red 914. The groom, a TRAC race entrant, dressed in a black and yellow OMP driving suit, donned a spiffy top hat to complete his ensemble. He was flanked by his groomsmen in black and red Porsche race crew attire, and backed up by his red E-class 911 SC racecar. The ceremony was officiated by Judge John Tourtelot.

Continuing the racing theme of the ritual, the race crew entourage carried two toolboxes. Within each toolbox, nestled upon a pillow and attached by a ribbon bow, laid the two rings of commitment which the couple exchanged during their vows. Following the final pronouncement (You may now kiss the bride!) and customary toss of the bridal bouquet, the couple entered their respective Porsche models and with engines booming celebration, they drove a parade lap around the track behind a Road America safety vehicle.

For Joe the groom, it was a busy Sunday. While some grooms may get nervous and fret the hours before a wedding, Joe was busy racing. I guess that is one way to defeat the pre-altar jitters. Joe afforded himself the inimitable schedule of racing, getting hitched, and racing again – in the same day. Likewise, Joe raced in the Enduro on Monday, providing a unique approach to celebrating a honeymoon.

Speaking of racing, I have it on good authority from an un-named source, that the race results from the Sunday and Monday races also celebrated the nuptials with a bit of sport with the groom. The astute monitoring the live timing and scoring feed on Sunday morning saw "Bride Groom" driving #469 during the first green group sprint race. The second sprint race in the



afternoon, which followed the wedding, had the racer in #469 listed as "Married Man." But the fun did not stop there. During the Monday Enduro the #469 was piloted by none other than "Honey Moon."

The couple rejoiced in a circus tent reception in the paddock to commemorate the nuptials. Food and drink galore was consumed by the masses as the throng of attendees congratulated the newlyweds. The feast was fit for a king as the chefs pulled meaty morals from the grilles, and the libations flowed freely. Best wishes to Heidi and Joe, and thank you for a memorable midday intermission ceremony and festive reception. As the PCA slogan goes, "It's not just the cars, it's the people."



John Crosby (Mardi Gras Region) captured this "shocking" light show from the cockpit of his 2014 GT3 GTA while heading down the back straight toward Roller Coaster during the June 20-22, 2014 club race at VIRginia International Raceway

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2014 HARD CHARGERS

Michael Wingfield, Chief of National Timing & Scoring



Name	Region	Class	Description	Start	Finish	Index	Race
NOLA Raceway Park							
MARK GOHLKE	MAV	GT4	GT 72 914-6	18	15	3	Group 1 - Sprint 1
PHILIP BLACKSTONE	OR	H	P 93 RS AMERICA	13	7	6	Group 1 - Sprint 2*
MARK GOHLKE	MAV	GT4	GT 72 914-6	15	9	6	Group 1 - Sprint 2*
RAY RAMIREZ	LST	E	S 83 911	16	10	6	Group 1 - Sprint 2*
RONNIE RANDALL	MSO	GT6	GT 66 911	24	12	12	Group 2 - Sprint 1
JOHN GLADWILL	MAV	SPB	P 97 BOXSTER	13	3	10	Group 2 - Sprint 2
R RANDALL / R REFFENING	MSO	GT6	GT 66 911	34	19	15	Enduro
Motorsports Park Hastings							
BILL WOLFSON	NST	E	S 85 911 CARRERA	6	4	2	Blue Sprint 1*
JAMES LILLEGAARD	DAK	SP3	P 90 944 S2	9	7	2	Blue Sprint 1*
DAVE BUEHMANN	RMT	SPB	P 99 BOXSTER	13	11	2	Blue Sprint 1*
STEVE COOMES	MAV	SP1	P 86 944	14	10	4	Blue Sprint 2
HARVEY ROBIDEAU	NST	D	S 83 911 SC	11	9	2	Blue Sprint 3*
TERRY MORRIS	WIC	SP1	P 84 944	21	19	2	Blue Sprint 3*
MARK STEINGAS	NST	GTC3	GT 05 GT3 CUP	9	5	4	Red Sprint 1
RICK POLK	NST	GT2	GT 73 911	8	2	6	Red Sprint 2
MIKE VESS	WIC	GTC4	GT 09 GT3 CUP	7	5	2	Red Sprint 3*
JACK BAKER	GPL	J	GT 12 CAYMAN R	13	11	2	Red Sprint 3*
STEVE COOMES	MAV	SP1	P 86 944	13	6	7	Combined Sprint 4
Watkins Glen International							
SLAVEYA YANINSKA	POT	E	S 79 911 SC	58	40	18	Blue Sprint 1
KURT KONRATH	CHO	GT5	GT 87 911	26	13	13	Blue Sprint 2
HENRY KANE	NNJ	SP3	P 88 951	24	7	17	Green Sprint 1
VITO VALENTINO	CTV	SP2	P 88 924 S	24	14	10	Green Sprint 2*
ROBERT PROVOST	SCH	SP2	P 87 924 S	27	17	10	Green Sprint 2*
ALAIN SERHAN	REN	SP2	P 88 944	33	23	10	Green Sprint 2*
MAX KIMLIN	HCP	SP1	P 85 944	36	26	10	Green Sprint 2*
TED BREWER	NIA	GTC3	GT 01 CUP	47	37	10	Red Sprint 1
PIERCE MARSHALL	MAV	GTC5	GT 12 GT3 CUP	22	15	7	Red Sprint 2*
JASON KRIKORIAN	NE	GTC4	GT 09 GT3 CUP	24	17	7	Red Sprint 2*
HAROLD PETIT JR	MG	GTB1	GT 12 CAYMAN S	46	24	22	Yellow Sprint 1

Name	Region	Class	Description	Start	Finish	Index	Race
KEVIN HEALY	MNY	G	P 95 993	59	39	20	Yellow Sprint 2
BILL MULLER	CTV	SP1	P 83 944	35	20	15	Orange Enduro
MARC GUERETTE	REN	F	S 00 BOXSTER S	43	15	28	Purple Enduro*
J. MACHUL / M. WHITE	GCT	E	S 87 911	44	16	28	Purple Enduro*
SCOTT LEDER	SCH	GTB1	GT 08 CAYMAN S	31	21	10	White Enduro*
H ROGER FUNK	CTV	GT4	GT 76 911	25	15	10	White Enduro*
SCOTT BRESNAHAN	POT	GTB1	GT 02 996	29	19	10	White Enduro*
VIRginia International Raceway							
ANGUS ROGERS	SFL	GT4	GT 73 911 RSR	51	35	16	Black Sprint 1
KENNETH BOYD	RTR	J	S 05 GT3	43	37	6	Black Sprint 2*
JAMES ROBERTS	OCM	GTA1	GT 04 GT3 CUP	53	47	6	Black Sprint 2*
JOHN GIANNONE	FULL	GTB1	RED	27	11	16	Black Enduro
DAVID BRUMFIELD	MSO	D	S 79 911 SC	47	28	19	Red Sprint 1*
SALOMON MIZRAHI	SFL	D	S 83 911	48	29	19	Red Sprint 1*
CHIP HENDERSON	MOH	E	S 86 951	39	29	10	Red Sprint 2
DAVID BRUMFIELD	MSO	D	S 79 911 SC	32	21	11	Red Enduro
Brainerd International Raceway							
BOB VIAU	NST	SP3	P 92 968	27	17	10	Sprint 1
TOM COLLINS	CHO	SP3	P 92 968 FIREHAWK26	14	12	12	Sprint 2
JOE GAUCHER	CHO	E	S 81 911 SC	27	12	15	Enduro
Canadian Tire Motorsport Park							
PETER DONOHOE	NE	H	S 01 996	18	13	5	Red Sprint 1*
GIACOMO NEGRO	UPC	F	S 94 968 FIREHAWK22	17	5	5	Red Sprint 1*
HENRY AU	UPC	F	P 87 911	26	21	5	Red Sprint 1*
PETER DONOHOE	NE	H	S 01 996	16	11	5	Red Sprint 2
FRANK OSBORN	NE	E	P 04 BOXSTER	2	1	1	Yellow Sprint 1
No advancement among eligible competitors							
CHRISTOPHER FAHY	NCT	E	S 86 951	26	13	13	Enduro
High Planes Raceway							
BILL SMITH	MAV	SP996	P 03 996	18	14	4	Green Sprint 1
MIKE VESS	MAV	GTC4	GT 09 GT3 CUP	10	4	6	Green Sprint 2
DAN MAYER	RMT	SP2	P 84 944	26	19	7	Yellow Sprint 1
DEAN JOHNSON	RMT	SPB	P 99 BOXSTER	20	14	6	Yellow Sprint 2*
CHRIS BLAZER	KSC	SP1	P 86 944	23	17	6	Yellow Sprint 2*
DAVID NELSON	MAV	SP1	P 87 944	28	22	6	Yellow Sprint 2*
STEVE COOMES	MAV	SP1	P 86 944	43	32	11	Enduro*
DAVID NELSON	MAV	SP1	P 87 944	49	38	11	Enduro*

Name	Region	Class	Description	Start	Finish	Index	Race
NJMP Thunderbolt Raceway							
ANTHONY LLOPIZ	NNJ	SPB	97 BOXSTER	5	2	3	Blue Sprint 1*
STEVEN SMOTRICH	SCH	D	78 911 SC	14	11	3	Blue Sprint 1*
MATT DISTEFANO	UPC	SPB	99 BOXSTER	5	3	2	Blue Sprint 2
MATT DISTEFANO	UPC	SPB	99 BOXSTER	2	1	1	Blue Sprint 3*
SEAN GIBBONS	SCH	SPB	98 BOXSTER	4	3	1	Blue Sprint 3*
KENNETH STADT	NNJ	GTC3	05 GT3 CUP	20	13	7	Red Sprint 1
MICHAEL EMBLER	SCH	GTC2	94 GT2 CUP	23	15	8	Red Sprint 2
TOM HASSETT	NNJ	J	03 996	22	17	5	Red Sprint 3
SCOTT LEDER	SCH	GTB1	08 CAYMAN S	12	5	7	Yellow Sprint 1*
EVAN CLOSE	POT	E	84 911	34	27	7	Yellow Sprint 1*
DAVID SHIELDS	SCH	GTB1	07 CAYMAN S	35	28	7	Yellow Sprint 1*
JAMES CLEMENS	NNJ	F	04 BOXSTER	34	23	11	Yellow Sprint 2*
HARRY KINTZI	CPA	F	01 BOXSTER S	35	24	11	Yellow Sprint 2*
EVAN CLOSE	POT	E	84 911	20	16	4	Yellow Sprint 3
STEVEN SMOTRICH	SCH	D	78 911 SC	38	26	12	Orange Enduro
DAVID FELKER	RTR	GTB1	99 996	18	8	10	White Enduro
Road America							
ANTON DIAS PERERA	MSO	J	S 96 993 T	45	25	20	Blue Sprint 1
DOMINIQUE LEQUEUX	PST	GTB1	GT 11 CAYMAN	18	8	10	Blue Sprint 2*
MICHAEL STEWART	NST	K	P 05 GT3	32	22	10	Blue Sprint 2*
FRED WICKS	PST	SP3	P 89 951	45	24	21	Green Sprint 1*
TYLER FARNER	SCH	E	S 83 911 SC	47	26	21	Green Sprint 1*
RAMON LLANO	SDO	SPB	P 99 BOXSTER	45	30	15	Green Sprint 2
MICHAEL KETTEN	CHO	GTC3	GT 02 GT3 CUP	49	37	12	Red Sprint 1
PHILLIP MARTIEN	POT	GTA2	GT 03 GT3 RS	38	25	13	Red Sprint 2
DENNIS HIFFMAN	CHO	SP3	P 95 968 FIREHAWK23	8	15	15	Purple Enduro*
MIKE FAEMS	YEL	E	S 89 944 S2	24	9	15	Purple Enduro*
MATT ALEXANDER	CHO	GTC4	GT 09 997 GT3 CUP21	6	15	15	Yellow Enduro
Thunderhill Raceway Park							
BRIAN LYNCH	GG	SP911	P 84 911 CARRERA	15	11	4	Sprint 1
ROLAND SCHMIDT	SDO	GT3	GT 73 911	7	4	3	Sprint 2*
JOE SARMIENTO	GG	SPB	P 98 BOXSTER	12	9	3	Sprint 2*
JOHN SEIDELL	GG	SPB	P 99 BOXSTER	12	7	5	Sprint 3*
CHARLES SHARP	SDO	SP1	P 86 944	15	10	5	Sprint 3*

* Indicates a tie



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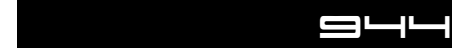


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Proposed Rules Changes

Continued from page 21

oneself for diving out the passenger door window. A cool suit box, or ballast collection, or fire bottle, or data recorders, or helmet blower motor or other things which could conveniently be put into the vacated space are not apt to be superior terrain to crawl over than a seat. The passenger seat is not required to have the lateral support that the driver's seat pragmatically demands. Others find the seat to be a benefit.

It is true that if removal is allowed, it would not be mandated. However, drivers who chose to leave the seat in would perceive themselves to be at a center of gravity disadvantage over ballast on the floor pan.

The same is true for proposals to allow removal of various other parts of the car. Those proposals start with a paradigm of rules which allow removal of everything in the car which is not strictly necessary either for safety or unibody strength or suspension and power train, and leave to ballast the meeting of weight limits. Headlights and parking brakes and allowance of plastic rear windows have been suggested in this vein and its logic would encompass use of plastic body parts as well, because weight savings there can also be compensated with ballast. If that results in excessive ballast, well then minimum weights could be reduced on a percentage basis. This approach is not illogical, but it is inconsistent with what PCA Club Racing aspired to. 🏁



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