



# NEWS

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PCA CLUB RACING NEWSLETTER

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**Deadline for article submission for the next issue is July 26, 2013**



**On the Cover**  
**Joe Catania (CNY) rides on two wheels at Road Atlanta in his GTB1 '09 Cayman S**  
Photo by [www.colourtechsouth.com](http://www.colourtechsouth.com)

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# CHAIRMAN'S CORNER

BRYAN HENDERSON, CHAIRMAN PCA CLUB RACING

**P**CA Club Racing is starting the year with a bang. We have had sell outs at Sebring International Raceway, Thunderhill Raceway Park, Circuit of the Americas (COTA), Lime Rock Park, and apparently Watkins Glen International where registration is at the sellout point with a month to go before the race. The turnout at Road Atlanta was above the sellout point until bad weather was forecast. With new races at NOLA Motorsports Park in the books and COTA ready to go, we are approximately 500 race entries ahead of last year at the same point, which was itself an excellent year.

The rules revision cycle is underway. This is your opportunity for input into the rules process. The time for rules suggestions from drivers and interested parties opened on April 1 and will close on June 1. The rules committee will take driver's suggestions and combine them with similar suggestions, and then put those proposals that have a chance of becoming rule changes for 2014 out for comment by the racers. The comment period will open August 1 and close October 1. The rules committee will make final rules revisions which will be announced November 1 and take effect on January 1, 2014.

Ray Newman has resigned as Chief National Scrutineer. Ray found it impossible to find the time necessary to do the Chief National Scrutineer job after a career change. We thank Ray for his outstanding service. Ray will continue as a National Scrutineer as his available time permits.

I am happy to welcome Michael "Mugs" Mulligan to our Chief National Scrutineer position. Michael is a very experienced scrutineer from Southern California. Michael, a race shop owner, has experience with racing in other organizations that will provide him additional insight into his new position with PCA. Mugs is a people oriented person with a great sense of humor. Please welcome him to his new job the next time you see him at a race.

## **I have never seen so many useful pictures in such a short video**


I found a small piece of video a few weeks ago that is proving to be very helpful in Orientation Meetings, stewards training and other discussions in assisting viewers in understanding the concepts we apply in corners to determine who has what right to track position and space. The video shows a couple of laps at a very popular track from inside a fairly quick late model basically stock car. The car making the video is not identifiable from the video and the identity of the car is not important. The video clearly illustrates passing situations relative to track flag conditions and other cars. It shows what the stewards look for in relationship to who is ahead at turn-in. It also has a couple of examples of blocking. I have never seen so many useful pictures in such a short video. We will occasionally use the video in selected drivers meetings.

There is a second video in this little package that demonstrates something we have been preaching for a while, namely the fact that several pro organizations that we all recognize have decided that penalties are warranted when there is avoidable contact. The video is being shown right after the section in the above video that demonstrates the concept that the car ahead at turn-in has the corner. It looks at an almost identical situation to the one in the PCA video where there is contact as a driver continues a pass attempt of a slower car when the slower car is clearly ahead at turn-in. In PCA, the resulting contact would earn a 13-13 sanction. In the pro video, the resulting contact earned the offender a 60 second stop in the penalty box.

Finally, I just returned from the PCA club race at COTA. Racing was very good and reasonably safe for the first PCA race at this venue. Every racer I talked to had a great time. The only real issue we had was drivers missing a bunch of flags. I felt I had to scream a bit during the Fun Race drivers meeting about the flags and particularly about missing the checkered flag displayed from the starter's stand. Screaming didn't work very well.

However, in the Sprint drivers meeting, I announced a stop and go penalty in the driver's next session for missing the checkered flag, and that did the trick. For those that were there, I apologize for the loud noises. I will remember the penalty idea. That worked very well.

Be safe, sign up early, and have fun.

Bryan 

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# LOREM IPSUM

MICHAEL WINGFIELD, CLUB RACING NEWS EDITOR

**F**east or famine, I've written about it before. The last issue of CRN was an abundant feast of content, including the standard columns by the Club Racing staff, several racer-written articles, individual race awards, and national awards which included the inaugural National Championship. All of that content pushed the issue to a whopping 48 pages, and the inclusion of the championship information made the issue later than usual. As the championship awards ceremony occurred after the regular deadline, waiting for that pseudo-critical content held the issue a month. I'll not do that again. I believe it is more important to get you timely information on a regular schedule. The championship awards, while very important to our sport, will not hold up the first issue of the year next year, but rather the championship information will appear in the second issue of the year.

That brings us to this issue, the second issue of the year. I find myself back to famine when it comes to content. While I have our standard staff columns, some new contributing authors, this issue lacks the appeal of having racer-written articles. Without the entertainment value of the racer-written article, this issue becomes little more than an extension of the rule book, and everyone knows how much racers enjoy reading rule books. Granted, our racing season has just gotten underway as this issue gets ready for press, but many races have occurred prior to the deadline for this issue. I heard some interesting stories from the Sebring International Raceway and Road Atlanta club races, two races where I was in attendance, but neither of those large race field events seemed to generate articles. Likewise, I heard some feedback from some of the smaller races at Thunderhill Raceway Park and Spring Mountain Motorsport

Ranch, again producing no racer-written articles.

If you're one of those racers that enjoy regaling your fellow competitors with tails (true or otherwise) of your on-track adventures, please share your exploits with the rest of our racing family. I assure you, no one will laugh at your story (unless you intend to include a humorous angle), but rather you may be surprised at the accolades you receive from your compatriots in other parts of the country. I have mentioned before in this column that some of the best comments I receive about CRN focus on the inclusion of the racer-written articles, and the enjoyment your fellow racers receive from reading about your escapades - good or bad. I, like so many others in our program look forward to reading and enjoying the saga of your next race outing. 

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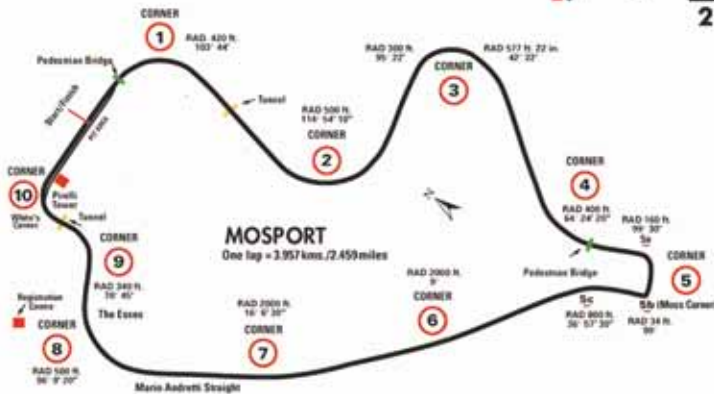
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# 2013 CLUB RACING SCHEDULE

Dates	Event	Region	Region Contact
June 28 -30	Canadian Tire Motorsport Park*	Upper Canada	Mike Edmonds 416.738.5562 mike.edmonds@rogers.com
July 5 - 7	Mid-Ohio Sports Car Course*	Mid Ohio	David Hayden 740.973.0583 davidehayden@windstream.net
July 26 - 28	NJMP - ARCA	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
July 27 - 28	Brainerd International Raceway*	Nord Stern	Doug Anderson 507.273.5346 argosy@cluemail.com
Aug 16 - 18	Putnam Park Road Course*	Ohio Valley	Bill Klumb 513.235.5452 wbill_07@hotmail.com
Aug 17 - 18	High Plains Raceway*	Rocky Mountain	Brian Leary 303.619.1864 beleary36@yahoo.com
Aug 23 - 25	NJMP - Thunderbolt Raceway*	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Aug 31 - Sep 1	Thunderhill Raceway Park	Golden Gate	Tim Smith 480.381.6297 Tgsmith4845@aol.com
Aug 31 - Sep 2	Road America*	Chicago	Keith Clark 630.514.5937 kc_design@sbcglobal.net
Sep 21 - 22	Miller Motorsports Park*	Intermountain	TBD
Sep 27 - 29	Summit Point Motorsports Park*	Potomac	Fred Pfeiffer 301.729.2407 clubrace@pcapotomac.org
Oct 4 - 6	Daytona International Speedway*	Florida Crown Florida Citrus	TBD
Oct 5 - 6	Hallett Motor Racing Circuit	Cimarron	Jon Jones 918.740.7951 jjone20@aol.com
Oct 25 - 27	Carolina Motorsport Park*	Carolinas	Bill Scarbrough 803.600.6704 clubrace@carolinas-pca.com
Oct 26 - 27	Eagles Canyon Raceway*	Maverick	Pat Heptig 214.649.7909 pheptig@heptiglaw.com
Nov 16 - 17	Buttonwillow Raceway Park*	San Diego	TBD

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# VIEW FROM THE TOWER

VICKI EARNSHAW, CHIEF NATIONAL STEWARD

**T**he 2013 PCA club racing season has had a very exciting start. We have had five events that went to a wait list. Please register for your events early so you have the opportunity to race at your desired tracks. The Championship rules are posted on the website with a change. The change is that a racer must complete a minimum of six race starts in points scoring races to be eligible for a National podium award<sup>1</sup>. Please take time to review the Club Racing Rules and the Championship rules on the PCA Club Racing website.

Since this column is titled “From the Tower,” I wanted you to have the opportunity to hear from other stewards presenting their observations. Mike Hoke, who has stewarded two events in 2013, contributes to this column in this issue. Have a fast, competitive, and safe race season. Vicki



Looking out the windows of the tower at many race tracks, I have a great view of the track and incidents on the track. I can clearly see corner workers displaying yellow flags and driver responses to those flags. To be fair, occasionally but not often, I receive corner worker radio calls for passing under yellow that I am not confident occurred. Mostly, I see passes that should not be made.

In the past two races I stewarded, there were many corner worker calls for

passing under yellow flag conditions. Another steward told me that during an incident review, both involved drivers who did not understand the yellow flag rule and were reacting to the flag in a manner that was not predictable by other drivers. At the early morning corner worker meetings your stewards go over the rules carefully to ensure the corner workers understand our rules so that calls made will be correct. At a

## Is it fair and in the spirit of Club Racing to pass a competitor slowing for a yellow flag?

recent race I received several calls for passing under yellow from a particular corner, so I made a point to watch that corner. The corner station had great visibility by the drivers on track and for me in the tower. I observed there certainly was passing under yellow flag occurring at that station. This is a racing fairness issue and more importantly a significant safety issue. When we are granted a PCA racing license we agree to follow club racing rules and the spirit of club racing. One of your steward’s responsibilities is to apply the sanctions the rules require.

The first step in responding to a yellow flag as a driver is to see the yellow

flag. During the race I mentioned above, I observed a driver passing under a yellow flag and then continuing for a few laps through seven black flags. I assure you the black flag stations had number boards and were trying very hard to get his attention. When I asked the driver why he did not see the flags, he told me he did see the flags but that he was always in traffic and thought they were passing flags. That was not a very good answer. Flagging is the way important information is communicated to you, the racer, and a yellow flag is a primary indicator that something just ahead is not quite right.

In PCA Club Racing a standing yellow flag informs you to proceed with caution, slow down; there is a hazard ahead and this is a no passing zone. A waving yellow flag notifies you that there is danger ahead, proceed with caution, slowdown, and this is a no passing zone. For example, a waving yellow may indicate the need for immediate caution for an on-track situation such as a spinning car. For any yellow flag, passing is not allowed until the reason for the yellow flag has been passed and you are sure there are no further incidents between that point and the next visible flag station, which is not displaying a yellow flag.

It is my experience that corner worker flagging is consistent around the country. Any minor differences in corner worker flagging and the application of the yellow flag are based on assessment of the situations. One should never consider a standing yellow flag as

1 See CRN 13.1, page 8

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somehow not significant because it is not waving. By definition, the yellow flag<sup>2</sup> indicates, you are racing into a hazardous or dangerous situation and often these situations continue to evolve as you drive toward the incident. For example, the yellow flag may indicate exposed workers, cars in unsafe locations, overanxious drivers attempting to re enter the track unexpectedly, rescue vehicles moving, fluids or debris on track, or other cars involved not yet visible to you. If you saw a yellow flag at a corner on your last lap, the situation may look very different the next time around or it may contain a totally different incident. Beware - this is not just a problem for the drivers and workers at the incident; in these situations you may also be at risk.

Our yellow flag rule allows you to race at full speed to a line perpendicular to the flag station displaying the yellow

flag. If you are attempting to pass and see a yellow flag ahead, the rule requires that you complete the pass prior to the imaginary perpendicular line across the track at that flag station. This brings up the often misunderstood definition of a completed pass. In PCA Club Racing a completed pass occurs when you pass the car completely (no overlapping car parts) prior to that imaginary line across the race track. If you cannot complete the pass you must back out. If you don't complete the pass, this is “passing under yellow” and you will be flagged accordingly.

Our rules allow you to race at speed to that imaginary line across the track at the station displaying the yellow flag and to pass a competitor prior to the yellow flag station. However, it does not mean you should make a pass, and it surely does not mean you must make a pass. If your competitor is slowing because of the yellow flag ahead and it is part of your calculation that his slowing may allow you to pass him, it begs the

questions: is it fair and in the spirit of Club Racing to pass a competitor slowing for a yellow flag ahead? More importantly, are you evaluating the seriousness of the situation ahead correctly?

The rule further states that there is no passing allowed and you are to reduce your speed to whatever speed is reasonable to get full control of your car and proceed safely past the incident. Please do not “check up” when you see the yellow flag. Be aware of other drivers behind you who may not yet have seen the yellow flag.

Passing under yellow carries a significant penalty. If you pass under yellow in a practice or qualifying session you are black flagged and removed from the session. A pass under yellow during a race will earn you a black flag and a stop and go penalty. If the pass under yellow occurs during the last two laps of the race, or there is no opportunity for you to serve a stop and go penalty before

2 See 2013 PCA Club Racing Rules, PCA Club Racing Flags, page 8



# FROM START TO FINISH

MICHAEL WINGFIELD, CHIEF OF NATIONAL TIMING & SCORING

I am noticing a change in the way some competitors approach specific races, and even entire race weekends. From this change, it is easily observable which competitors race with the championship points series in mind as a primary objective to the race weekend. I am not passing judgment or even offering an opinion on whether or not this is a good change. Rather, I am simply making an observation. In fact, if pressed I would have to say this new competitor mentality might be classified as “heads up points racing” in an effort to maximize points acquisition.

I am often asked questions by racers who typically have a maximum points goal in mind and want to know the best way to reach that goal while remaining within the rules. These racers may have a vague idea of how to reach that goal, but the process seems just out of reach. The solution typically requires one to forget about traditional racing, and to look simply at the rules currently in place. Sometimes the solution seems to border on the absurd, but it does provide a way within the rules structure to maximize earned points or at least a better possibility to earn maximum points at any event. I have no doubt that the savvier competitor may have already uncovered some of these secrets. Spoiler alert - I am about to tell you what is behind the non-traditional approach to racing to maximize points earnings.

Recently at the Road Atlanta club race, several drivers commented that they really wanted to earn points, but did not want to drive the 90-minute

Enduro in the rain. Various reasons for not driving in the rain followed, with the most common reason being the lack of appropriate wet weather tires for safety. These racers had surveyed their competition and found that they were the last remaining cars in class. Before the advent of the points series, these racers would have packed up and headed home, avoiding the rainy Enduro. Now, with points on the line, the question became how to safely race the 90-minutes to walk away with first place points.

## **The solution typically requires one to forget about traditional racing, and to look simply at the rules**

To maximize the points in this situation, the solution is to not actually race in the Enduro, but rather participate and make as few as three strategically placed laps during the 90 minutes. An understanding of these rules outlines how to take first in class points with only three laps. The PCA rules do not require a competitor to take the initial green flag of a race. Rather, the rules allow a competitor to join a race already in progress if the competitor has not

previously entered the race and returned to the paddock. To comply with the Enduro protocols, the competitor may not make the mandatory five minute pit stop until after the first 15 minutes of the race. Likewise, the pit stop must be started prior to the last 10 minutes of the race.

The strategy for this rainy Enduro is to enter the race at a time equal to 80 minutes after the initial green flag less twice the lap time of the competitor in the wet. Thus, if the competitor expects to lap the track at 2:30 per lap, the competitor would enter the race 75 minutes after the initial green flag [ $80 - (2 \times 2:30) = 75$ ]. The competitor makes one lap on track past the starter stand to comply with points rule VI, and then makes the required pit stop.

The first goal of this race is to enter pit road before 80 minutes have elapsed yet after making one pass by the starter stand. This action accumulates one lap on track, and a partial lap on pit road. The competitor now remains on pit road until some point five minutes after entering the pits, but before the end of the race. Remember, with the goal of maximizing points, a near perfect five minute pit stop does not apply. In fact, a longer stop works better and a nine minute pit stop approaches the second goal here.

The second goal is to reenter the race before the checkered flag waves, or reenter the race after the checkered flag waves so long as the competitor is on pit road after the Start/Finish (S/F) line. By being after, or behind the S/F line when



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the checkered flag waves, the competitor can exit pit road without crossing the S/F line on pit road. Crossing the S/F line on pit road after the checkered flag waves will result in a DNF, so having a pit stall after the S/F line ideally serves this purpose. Exiting pit road will complete lap two for this competitor. The competitor now completes the third lap, passing the checkered flag on the race track. Therefore, with just three strategically placed laps, and no competition in class, the racer wins first place in class points for the Enduro.

To further illustrate this points winning strategy, another competitor chose to begin the same wet race near the 15 minute elapsed time mark. He made a lap on track and then parked his car on pit road for the bulk of the race and worked as a pit lane volunteer. Finally, just before the checkered flag waved, the competitor reentered the race to take the checkered flag on the race track to avoid a DNF. In the first example above,

the competitor remained in the paddock for over an hour before joining the Enduro, making a lap and pit stop, and winning the class. In the second example, the competitor remained in the paddock just short of 15 minutes after the race started, made a lap, had a pit stop time of about an hour, and won the class.

Similarly, the above strategies will award any racer first place in class points for an Enduro (wet or dry) where the racer is the only competitor in class. If a racer has a less than perfect performing car, a used up car, or simply wants more time to rest, either strategy shown above will provide maximum points for minimum effort. The second strategy however, eliminates the potential of not having an opportunity to make the required pit stop should a double yellow flag cover the track during the last moments of the race.

A non-traditional strategy also works to maximize points or potential

points in sprint races. Some events have two or more sprint races, with one or more of the sprint races awarding points. For this example, consider an event with two sprint races, where only the second sprint race awards points. The first sprint race may serve as the qualifying session for the second race by using the best lap time of the first race to set the grid for the second race. The points strategy treats that first sprint race as a qualifying session rather than a race. This is especially useful when the competitor desires to save the car, the tires, or wants more time to rest.

As noted above, rules allow a competitor to join a race already in progress. To maximize the qualifying potential by driving a clear track, the competitor arrives late to grid – very late. In fact, for this approach arriving to grid after the field has already taken the track works best. By allowing the field to take

Continued on page 20



# RULES CHANGE CYCLE

WALT FRICKE, TECHNICAL & RULES CHAIR

One thing which is quite hard to do in terms of rules allowing and limiting modifications to cars racing in a well defined class structure, is to look ahead and anticipate issues which will arise later. Likewise, it is difficult to determine how a rule change in one area may affect other areas.

As an example of the last, consider how making chips free on pre-OBDII cars affects those running in the Prepared classes. What once was a one class Prepared modification is now, for the cars with early ECUs, allowed in Stock. Should some other modifications be allowed in Prepared to return the nominal balance between Prepared and Stock for these older cars?

The main reason for making chips free was the difficulty of checking them, bolstered by a belief that Porsche did not leave a whole lot on the table for the chip tuners to unlock. What additional changes might the older Prepared cars be allowed to make? What about raised spindles on the front struts? This allows lowering the car with fewer adverse effects on suspension geometry. Prepared already allows steering arm drop links, which can be used to good effect to correct the steering effects of raising the spindle. This would not render a car illegal for street use (though by now most PCA Club Race cars are seldom street driven, even if they could be licensed), and isn't very expensive (as such things go in any form of racing).

Another possible Prepared change for the older cars would be to allow dis-

abling or modifying the rev limiter. While these cars in Stock must retain the factory rev limit even if other aspects of the chip are changed, perhaps this limitation could be dropped for Prepared. While the cam, and especially the intake on the CIS cars, greatly limits the power beyond the factory limit, some corners benefit from running the motor beyond its useful power band in order to avoid a late upshift, followed closely by braking and downshifting.

## **I don't know enough about these motors and the design changes Porsche made over the years**

As an example of trying to get ahead of the curve, how far should we go to allow those racing the water cooled six cylinder cars with the cylinders in the block (996, 997, Boxster, Cayman) to make the modifications Porsche has made for successive model years in order to deal with some of the issues these motors presented? It came as rather a surprise to many that until recently, our Rules did not allow the various IMS fixes the aftermarket had devised.

Somehow, this seemed (understandably) something so obviously needed for the reliability of the motor, and so far from producing any sort of performance advantage (other than

leaving more money in the wallet to buy newer tires or other go-fast parts), that it occurred to almost no one that no rule could be cited supporting the propriety of making this fix. We tweaked the rules to deal with the IMS, but I'd like to avoid a similar situation for other problems with these motors.

It may be that the 991s and the latest generation of Boxsters and Caymans have moved beyond any of the issues the earlier water cooled sixes experienced. In addition to dealing with rear main shaft seals and the IMS bearing lubrication, Porsche has changed how the intermediate shaft and cams are driven, from changing some chains to doing away with the IMS altogether. As long as the intake system, the heads, the cam and its timing, the bore, stroke, and piston and compression ratio are still the same, should we care that internal parts of a motor have been changed?

We allow updating (and backdating), but only within the model years which are specified for a particular PCA Stock class. SCs, for instance, can be any of the US models from 1976 (in Europe, but classed with the later US cars because its power was the same) through 1983. A 2.5 liter Boxster can't make the reliability updates which Porsche designed into the later Boxsters, because those cars are all in a higher class.


I don't know enough about these motors and the design changes Porsche made over the years to make them more robust to know just which ones we should allow to be made irrespective of

model year and race class. But some of you do, and I'd like to hear what you think could be done as a practical matter (no sense allowing a modification which is impractical) and which would not alter the torque curve.

One possibility involves sleeving. Some of these motors are prone to D chunk failure of the top of the cylinder wall. This is a devastating failure. Some shops have figured out ways to repair this catastrophe at less cost than buying a new engine block. How should the Club Race Rules deal with this?

What about sleeving 944 blocks? Good used blocks for this otherwise economical model of Porsche racecar

aren't going to be available at relatively low cost forever. What about the cylinder surface? If stock is Alusil, would we require the sleeve to be the same so that stock pistons can still be used?

Some of this can be tricky – some highly modified air-cooled 911 motors have had iron sleeves inserted under the aluminum fins by knowledgeable engine builders. One reason to do this is to improve the dimensional stability of the bore - to keep them round despite heating differences. I'd like to hear the pros and cons of allowing sleeving for our racing program. 

## View from the Tower

Continued from page 11


the race ends, you will receive a one-lap penalty in the race results.

No passing allowed in yellow flag zones protects the position of the car entering the incident and allows the competitor to reduce speed without losing racing position. If you are following this car and are faster, be patient. You may pass the car after you are past the incident being flagged. If you are slower, just close up to a safe distance behind the car ahead. The faster car ahead will not impede your speed when you begin to race again after you are past the incident. If you are competitive with the car ahead, this is not the situation to seek an advantage. For each of these examples, you may not begin racing again until you are safely past all elements of the incident AND can see the next flag station AND that next station has no flag displayed that restricts racing. Since the lead car will always have the opportunity to see the next flag station before the cars following, it is unlikely there would be any pass by cars of similar speed in this section of the track.

Envision a flag station in the middle of a long straight displaying a yellow flag. If the yellow flag is displayed and the incident being flagged is distant,

whether you are in traffic or alone on that track segment, you probably have plenty of time to make a pass or continue at speed to the line perpendicular to the flag station and then appropriately reduce your speed as you approach the incident. Now consider the incident is near that flag station or, as often happens, the incident is just past a corner and the flag station is in that corner. Racing at speed to that perpendicular line may be "legal" but it is certainly not appropriate or safe. In this situation attempting to complete a pass near the incident is pure folly and puts people at risk.

The yellow flag rule is a minimum requirement. As we always do, we ask drivers to make sound assessments of the situations they encounter when racing and act appropriately. If there is a racer ahead of you that begins to slow for a yellow flag, his slowing may be the appropriate response to the situation and not an invitation for you to pass. I ask you to consider the fundamental safety concerns we all share and the spirit of Club Racing when you encounter yellow flags on the track.

Mike Hoke 

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ROAD & TRACK   



# BOOTS ON THE GROUND

MIKE MULLIGAN, CHIEF NATIONAL SCRUTINEER

**H**ey! Who's the new guy? Yes, there is a new guy. I was the one who didn't step backwards when the rest of the line did!

Actually, I am honored (and a bit surprised!) to be asked to serve in this position. I still haven't quite gotten my new seat warmed up, but I am excited to get going and will do my best to help the Club Racing program stay safe, fair, and fun for everyone. I have had many racers over the years tell me that PCA Club Racing is the "most professional" amateur racing organization with which they have raced. The level of competition and driving skill displayed by PCA racers surprises those who come from other clubs. This is a reflection of you who make up PCA Club Racing, whether you are a racer, staff or volunteer at your local race. Thank you for being there and for letting me be a part of it!

Seeing as this is the Chief Scrutineer's column, and there are certain items that seem to be part of EVERY Chief Scrutineer's column, let's get those items out of the way up front:

- Your logbook needs to be kept in the car at all times.
- Pay attention to the black flag and please come in to see the scrut the first time you see the black flag.
- Have your compliance forms filled out when you show up for paper tech at your first race of the year.

- Double check the dates on your belts.
- Check the gauge on your fire bottle.
- Make sure your kill switch functions properly.
- Be nice to the scruts.

**at the end of the day  
we had issued more  
than 40 new PCA  
logbooks**

Now, on to new business.

Though the racing season is well under way for those of you in the East and Midwest, things are just getting fired up out here on the West coast. The races at Thunderhill Raceway Park up near the Bay Area, and the California Festival of Speed (CFoS) at Auto Club Speedway are already in the books. PCA's first race at Spring Mountain Motorsports Ranch near Las Vegas will have occurred by the time you read this.

The CFoS was particularly interesting this year as we had many members of another Porsche racing organization joining us *en masse* to run the race, and when I say "joining us" I mean literally! Over 40 drivers from the Porsche Owner's Club (POC) joined PCA, got their

provisional licenses, and came out to run at the Festival. It was an absolutely fabulous weekend, but there were a few hurdles to clear before the green flag could wave.

The first issue, and the most pertinent to this column, was that very few of the POC cars had PCA logbooks. There were a few cars that raced with both clubs, but at the end of the day we had issued more than 40 new PCA logbooks; you thought the tech line at Road America was long! We opened tech early and did a few other things to make sure we got the job done before the first practice session, but by far the most interesting part of the process was seeing how the regulations can vary between two clubs who are both doing the same thing with the same types of cars.

Two of the differences between the two clubs include cars classification, and run group organization. However, more interesting were some of the variances in safety regulations. For example, many of the POC cars needed to have seat back braces installed in order to pass PCA tech as seat back braces are not required by POC. Fortunately, we were able to get the PCA requirements distributed to the new drivers ahead of race day and they did a fantastic job of making sure their cars were set up properly. Not a single POC car failed PCA tech. In fact, they liked some of the things we do and I saw a few things that we might want to consider. All in all, it

Continued on page 20





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Event Co-Chairs: Brian Leary - [beleary36@yahoo.com](mailto:beleary36@yahoo.com) - 303-619-1864  
Vicki Earnshaw - [vicklm@aol.com](mailto:vicklm@aol.com) - 720-244-1532

RMR Club Race Registrar: Norma Nada [sloporsche@aol.com](mailto:sloporsche@aol.com) C# 720-234-7601 H - 303-699-9360  
CLUB RACE Registration Opens Monday, July 1<sup>st</sup> Online: <http://register.pca.org>  
PCA Club Racing questions contact Susan Shire at [clubrace@pca.org](mailto:clubrace@pca.org) 847-272-7764

Solo DE Information: Doug Bartlett, CDI [doug.bartlett@comcast.net](mailto:doug.bartlett@comcast.net) - 970-214-7279  
Solo DE Registrar: Nancy Warren [nanru@hotmail.com](mailto:nanru@hotmail.com) - 303-604-1289  
DE Online Registration Opens Monday, June 17<sup>th</sup>: [pcarockymtn.motorsportreg.com](http://pcarockymtn.motorsportreg.com)

Friday, Aug. 16<sup>th</sup> - Lapping Day - PCA members only & invited friends - book directly through  
[highplainsraceway.com](http://highplainsraceway.com) - Friday is not a PCA Club Race event

# Outstanding Driver Award

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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!

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Eric Allen	Fred Beasley	Gerry Burger	Joe Crane	Joseph Fawsitt
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Pete Altmann	John Beidler	Todd Butaud	Doug Crossman	David Felker
Hoyt Ammidon	Alex Bell	John Byram	Michael Cullinan	Michael Ferra
Brian Amond	Bryan Bell	John Cassano	Dan Curry	Andreas Fischer
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### Boots on the Ground

Continued from page 16

was fantastic to have the two clubs running together, and it was a great learning experience.

One of the things that occurred to me over the CFoS weekend was how rarely we look at our own rule book. Even those of us that spend several weekends a year loitering around race-tracks with sage-green shirts trying to look important get caught out on occasion. Things DO change from year to year, so if you haven't been through the rule book lately, you might consider downloading the latest version from the website and leaving it in the smallest room in the house to peruse at your leisure.

Thanks again for coming out to play. See you at the track!

Mugs 

### Start to Finish


Continued from page 13

the track and arriving sufficiently late, the competitor will get stopped and held at pit exit. The pit exit marshall will allow the competitor to join the race after the field takes the green flag and passes pit exit. With only a minor hesitation, the competitor joins the race with a large gap between himself and the back of the pack, offering a non-congested lap or two to use as qualifying before returning to the paddock.

Remember, the goal here is to run minimum laps at maximum speed without encountering "racing congestion" in order to qualify for the second race. The goal is not to run the entire first race, but rather just enough laps to set a personal best lap time. Had the competitor simply arrived late to grid, the competitor would get placed at the rear of the

field and started the race with the pack, with plenty of obstructing traffic ahead.

Finally, the competitor will receive a DNF when retiring from the first race, but a DNF does not invalidate the qualifying lap time; only a DQ will invalidate a best lap time from a race. Likewise, a DNF in a non-points race has no effect on the points series. With driver rested, car saved, and an unobstructed fastest lap, the competitor has a better potential to maximize points in the second sprint race, the race with championship points.

At your next race, look around and see if you notice any of the above strategies described above. Chances are, those racers are in the hunt for a national championship and are maximizing their opportunity to win maximum points with minimal track time. 

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# Texas Two-Step PODIUMS



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

## GTC3

## GTC4

SPRINT 3



2nd - Toby Pennycuff (MAV) left  
1st - Fred Seipp (MAV), center  
3rd - Mark Kemp (COB), right



1st - Doug Bielefeld (MAV), left  
2nd - Kristin Treager (CIM), right

SPRINT 4



2nd - Mark Kemp (COB), left  
1st - Fred Seipp (MAV), center  
3rd - Toby Pennycuff (MAV), right



1st - Doug Bielefeld (MAV), left  
2nd - Kristin Treager (CIM), right

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# Mardi Gras Cup PODIUMS



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

STCS



1st - Randy Greff (MG)



2nd - Ken Laborde (MG)



3rd - Dan Crossett, (OZK)

STCS



1st - Kristin Treager (CIM)

STCS



1st - Wayne Ducote (MG)





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# 2013 HARD CHARGERS

MICHAEL WINGFIELD, CHIEF OF NATIONAL TIMING & SCORING



<u>Name</u>	<u>Region</u>	<u>Class</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>	<u>Index</u>	<u>Race</u>
<b>Roebing Road Raceway</b>							
Bob Hahnemann	FLC	GT3S	P 88 951	15	9	6	Blue Sprint 1
Mark McGuire	PST	H	S 99 911	9	4	5	Blue Sprint 2
Mark Murray	FLC	SPB	P 99 BOXSTER	15	9	6	Blue Sprint 3
Michael Branning	CAR	SP3	P 89 944 S2	9	2	7	Red Sprint 1
Rodrigo Herrera	REN	SP2	P 85 944	13	6	7	Red Sprint 2
John Torgersen	CEM	SP3	P 91 944 S2	10	4	6	Red Sprint 3
<b>Texas World Speedway</b>							
Earl Schott	CMR	D	S 80 911 SC	41	28	13	Blue Sprint 1
Bassam Alhaddad	COB	GT6S	GT 71 911	31	19	12	Blue Super Sprint 2
Wayne Brown	MAV	GT4S	GT 75 914	12	1	11	Blue Sprint 3
Ray Ramirez	LST	E	S 83 911	34	20	14	Red Sprint 1*
Adam Jaspers	RMT	E	S 78 911 SC	35	21	14	Red Sprint 1*
James Dean	HCT	E	S 87 911	33	17	16	Red Super Sprint 2
David Mcbee	MAV	E	S 83 911 SC	35	30	5	Red Sprint 3
Michael Greuter	LST	SP996	P 01 996	39	26	13	Combined Sprint 4*
Mike Hamza	WHB	E	S 89 944 S2	43	30	13	Combined Sprint 4*
<b>Road Atlanta</b>							
Mark Hupfer	CIN	E	S 81 911	5	2	3	Group 1 Race 1A
Lenny Stann	FST	E	S 81 911 SC	12	7	5	Group 1 Race 1B
Bob Schneider	KY	GTB1	GT 11 CAYMAN S	14	3	11	Group 2 Race 2A
James Stanislaw	CAR	K	P 02 996 TT	10	1	9	Group 2 Race 2B
Eric Boueilh	UPC	GTC4	GT 07 997 CUP	15	4	11	Group 3 Race 3A
Robert Seitz	UPC	GTA2	GT 08 GT3 CUP	16	10	6	Group 3 Race 3B
Dennis Hiffman	CHO	SP3	S 95 968 FIREHAWK	26	10	16	Enduro A
Jean Audet	REN	GTC4	GT 09 GT3 CUP	10	3	7	Enduro B*
K Estep / P Argetsinger	CTV	GTB1	GT 11 CAYMAN	14	7	7	Enduro B*
Bryn Owen	CTV	GTB1	GT 12 CAYMAN R	15	8	7	Enduro B*
<b>Thunderhill Raceway Park</b>							
Steven Taty	MBY	GT4R	GT 73 911 TARGA	8	5	3	Race 1*
Chris Murray	GG	GT3R	GT 00 BOXSTER S	7	4	3	Race 1*
No advancement among eligible competitors				0	0	0	Race 2
No advancement among eligible competitors				0	0	0	Race 3

### Auto Club Speedway

Richard Yochum	RIV	GT4S	GT 98 BOXSTER	33	24	9	Blue Race 1
Richard Yochum	RIV	GT4S	GT 98 BOXSTER	33	26	7	Blue Race 2
Jeff Gamroth	OR	GT3R	P 97 993 RSR	16	9	7	Green Race 1
David Buhain	SDO	GT3R	GT 69 911 S	27	17	10	Green Race 2
Derek Kemper	SGB	SPB	P 98 BOXSTER	34	20	14	Blue/Green Race 3
David Bruder	SGB	GT4S	GT 74 911	17	12	5	Enduro*
Tim Meyer	LV	SP1	P 88 944	26	21	5	Enduro*

### NOLA Motorsports Park

David Block	NOO	GTB1	P 06 997	16	11	5	Blue Sprint 1
David Block	NOO	GTB1	P 06 997	14	9	5	Blue Sprint 2
Larry Mozdzyn	MAV	SP996	P 99 996 CARRERA	10	9	1	Blue Sprint 3
Max George	WHB	GT5S	P 89 944	26	12	14	Yellow Sprint 1
David Brumfield	MSO	D	S 79 911 SC	24	13	11	Yellow Sprint 2
Mark Murray	FLC	SPB	P 99 BOXSTER	18	12	6	Yellow Sprint 3

### Lime Rock Park

Attilio Albani	CTV	F	S 93 911 C2	23	15	8	Green CT Valley Sprint
Attilio Albani	CTV	F	S 93 911 C2	19	10	9	Green Lime Rock Sprint
Joe Cermin	HUR	GTC5	GT 12 GT3 CUP	13	6	7	Orange CT Valley Sprint
Charlie Boyer	NNJ	GTC3	GT 03 GT3 CUP	8	5	3	Orange Lime Rock Sprint*
Robert Scotto	HCP	GTC3	GT 04 996 CUP	9	6	3	Orange Lime Rock Sprint*
Sean Foster	CTV	D	S 82 911 SC	20	5	15	White CT Valley Sprint*
Kris Taylor	CTV	D	S 80 911 SC	23	8	15	White CT Valley Sprint*
Sean Foster	CTV	D	S 82 911 SC	21	6	15	White Lime Rock Sprint
Franklin Pray	CTV	I	P 06 CAYMANS	25	16	9	Yellow CT Valley Sprint*
Salvatore Strocchia	NNJ	GTB1	GT 03 996 C4 S	30	21	9	Yellow CT Valley Sprint*
Salvatore Strocchia	NNJ	GTB1	GT 03 996 C4 S	21	13	8	Yellow Lime Rock Sprint

### Spring Mountain Motorsports Ranch

Darrell Troester	INT	GTC3	GT 03 996 CUP	4	2	2	Sprint Race
Mary Riddel	LV	SP1	P 86 944	8	6	2	Enduro

### Circuit of the Americas

Joe Toussaint	LST	GTA1	GT 02 996 GT3 RS	36	17	19	Blue Sprint 1
Guy Danielson	MAV	GTA1	GT 03 GT3 CUP	56	41	15	Blue Sprint 2
Dan Burnham	SBA	GT2R	GT 04 GT3	38	22	16	Blue Enduro
Bret Bailey	NST	E	S 86 911	46	32	14	Red Sprint 1
Joe Gaucher	CHO	E	S 81 911 SC	45	32	13	Red Sprint 2
David Gross	HCT	D	S 76 CARRERA	54	34	20	Red Enduro
Philip Blackstone	AK	I	S 95 993 RS CS	57	38	19	White Sprint 1
Cory Jump	WB	F	S 92 964	56	39	17	White Sprint 2
Gary Knoblauch	CHO	GT4S	GT 76 911 RSR	31	19	12	White Enduro*
Cory Jump	WB	F	S 92 964	42	30	12	White Enduro*

\* Indicates a tie

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Jeff 713.822.7865

jeff@txtrojanfan.com

(13.3)

## 993 Twin Turbo

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Steve Keneally 617.838.4648

info@americanglobal.org

(13.4)



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MJC443@msn.com

(13.2)



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Chad Knoerr 941.545.9688

cknoerr@tampabay.rr.com

(13.3)

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## 2010 Cayman S Racecar

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Mark Schuster 614.937.3764  
Mark@breathingair.com

(13.2)



## 1986 944 Turbo

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Chris 262.257.0678 chris@csmotorsports.net  
Steve 847.272.7731 steve.rashbaum@comcast.net

(13.4)

## 944

### 1989 944S2 Racecar

PCA Stock E, well maintained with less than 10 hours on rebuilt engine, B&B exhaust, two sets of 3 piece wheels (BBS & Forgeline), Recaro seats, full cage, Bilstein coil overs, Fabcar A arms, adj swaybars, camber plates, quick release steering wheel, spare parts included. 39800 miles, asking \$21,000. Trailer available.

Craig Ackerman 616.866.1905  
pcaackerman@aol.com

(13.4)

### 1989 944 Turbo S

PCA F Class, Sapphire Blue, Turbo Cup suspension, Bilsteins, coil overs, front/rear sway bars, strut tower brace. Full roll cage, Recaros, Hans, Momo Quick Release. 8.5x18 BBS wheels, slotted Cryo rotors. Schroth 2013 6-point belts. Turbo rebuilt 2012. Fuel tank replaced 2010. Top deck rebuilt 22 race hours. Excellent condition. \$17,900

Bob Bullis 860.675.0234  
rbullis993@aol.com

(13.3)

### 620 hp Porsche 944/968.

Fresh Motor. PCA GT2 Class. Vintage Eligible. Race Ready. www.620hpporsche4sale.com for photos, info, and spares list.

Bob Howard 316.258.8420  
rph@rainbowconst.com

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Ed Blais 801.209.3159  
edblais@rocketmail.com

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## GT3 CUP

### 2004 996 GT3 Cup

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Ed Blais 801.209.3159  
edblais@rocketmail.com

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## 964

### 1992 964 US Cup

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Ed Blais 801.209.3159  
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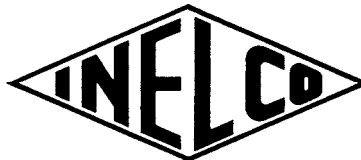
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