

PCA Club Racing

NEWS

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ORPHAN FINDS A GOOD HOME

A 1992 CARRERA CUP STORY

STORY AND PHOTOS PROVIDED BY ROGER JOHNSON, FRED SENN & TOM MCGLYNN

This is the story about a near famous 911 that found a good life being a PCA Club Racing workhorse that stayed in the Nord Stern Region family for almost three decades – and is still racing.

The story of the 1992 US Carrera Cup 964 is a tangled one. It starts in 1991 when Porsche endeavored with IMSA to bring their successful European Carrera Cup series to North America. All racers would use the same model of race spec Carrera RS “Cup” cars. Things got complicated when, no doubt due to Porsche’s challenges importing the 959, the decision was made to import them as street cars and then have Andial put them back into Cup configuration. 45 Cup cars were built with

street accoutrement and shipped to Andial in California. Andial converted 25 cars back to Cup race trim and readied for sale to potential series participants. This is car number 22 of the 25.

The series, however, failed to come together for a variety of reasons, but primarily the lack of a title sponsor. The decision then was made to reconvert the 25 now orphaned cars back into street cars to be sold. A variety of the Cup features were retained, such as the aluminum hood, deleted undercoat and sound deadening, sport flywheel and clutch, steel syncros, light wiring and battery, a 3.6 liter engine rated at 256 hp (247 was normal), and a variety of other items.

Like so many of the great collectible special Porsches, these cars were a bit difficult to sell. More costly than a regular C2, no warranty, and no place to race. An orphan, indeed.

Fred Senn was the first owner of #22. Fred’s Ad agency, Fallon, won the Porsche advertising account in 1987. Once they landed the business, Fred joined the Nord Stern Region to learn more about the market, and to meet the members and learn what all this Porsche lore was about. He was quickly hooked and into Driver’s Education and auto-crossing when news of the Carrera Cup cars hit the market. PCA Club Racing had just started and Fred decided to get one of these pedigreed 911s and go racing – sharing the car with fel-

low Nord Stern racing rookie, Tim McGlynn. Club Racing was the perfect series for them. One driver could run in class and one could run out of class and the bullet-proof Cup was just the right car for this kind of punishment.

As an aside, Fred and Fallon (his agency) created many of the classic Porsche ads in the '80s that we all love today. (Remember "Kills Bugs Fast"?) He wrote an article for Panorama in 1989 about his experience filming Professor Porsche in his home for a series of TV spots that ran in the US.

Having had very little experience with Porsche's and no racing experience, Senn and McGlynn really didn't know how good they had it. The Carrera Cup running in stock classes began life lighter and stronger than its showroom cousins. Basically, because it was engineered for a professional race series, Porsche had delivered a very well thought out car meant to be driven hard and long with little fuss. In fact, Senn and McGlynn once drove the car from Minneapolis 330 miles to Road America. They entered in two different classes, raced all weekend and drove it back to Minnesota. Bob Johnson, Johnson Autosports (no relation to the author) took care of a #22 and a number of Nord Stern race cars. He tuned cars, provided transport to the races and acted as the "grizzled wagon-master" for a growing group of PCA racers from Minnesota. Bob was an experienced racer who knew every track in the country, and a good teacher if you could take a bit of growling. With the help of many calls to Andial, Johnson Autosport converted the car yet again to the race spec where it remains today.

Above right: Club Racing at Mid-Ohio.

Bottom right: Fred Senn and Tim McGlynn at the Road America Club Race in 1993.





For the rest of the decade, #22 made PCA events at great road racing venues; Road America, Sebring, Mid-Ohio, Watkins Glen, Road Atlanta, and of course, Brainerd. The car was still streetable and racked up street miles as well as track miles. By this time Senn was a Nord Stern instructor and Tim's younger brother Tom was getting interested. After the 2002 season, Fred made good on a promise to his wife to give up racing when he turned 60 and sold the car to Tom.

Senn summarizes his experience with #22 and Nord Stern. "I'm not mechanically gifted. This rock solid 911, and Bob Johnson's support and coaching made my PCA racing experience an uncomplicated joy. It was like a team sport; the Nord Stern racers and their families made every event memorable. I was delighted that Tom wanted to write the next chapter with #22."

Tom took over as the second McGlynn to campaign the car. He took the car to many PCA races but a combination of rule changes made it less favorable to compete. Coupled with a young family and further demands on his time, the car sat at Johnson Autosport from about 2004



to 2018 while Tom raced a variety of other Porsches. He finally got around to having the 901 Shop in Stuart FL restore it. In fact, the 901 Shop has restored two other US Cup cars prior to this one, making them the world's leading expert on the rarest of Cup Cars. It may be the most raced and highest mileage, at roughly 25,000, of all the US Cups.

Tom plans to continue to race the car sparingly alongside his son Jimmy and hopefully soon at BIR.

The orphan found a loving family. ❑

Top: Tom McGlynn at the wheel of the freshly restored USA Carrera Cup #22.

Bottom: Driving in Wisconsin with Minnesota plates.