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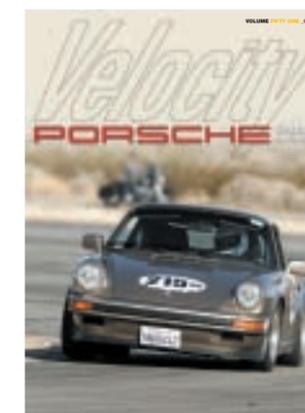
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ON THE COVER:  
Keith Hulley at the Streets of Willow.  
Photograph by Backdraft Photography.

**FAREWELL, JACK. WE  
"BAIR-LY" KNEW YE...**

We were sad to see Jack Bair's position eliminated as Porsche Clubs Liaison, but we are hopeful that we may see him out on this coast soon. Jack was instrumental in obtaining much support for the POC and its events and will be sorely missed in his official capacity.

On a happier note, events are attracting more and more attention, participation, and new members! The short track series continues to build, and the end of the season saw as many as 100 new members sign on to the POC roster.

Velocity hopes to continue with the technical, historical, and perspective content that swelled the size of the magazine during the latter part of our 50th year. Look for coverage of the awards banquet in this issue, as well as more images from new contributing photographer, Richard Hurtado.

Thanks go out again to Rich Mitsuda, who was honored in his absence at the awards banquet for his considerable contribution to both the magazine and our historic 50th year with his well researched and written chronicle of club history.

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## FROM THE PRESIDENT

GREGORY FRANZ

It is hard to believe that we are already into the 2006 driving schedule, filled with Driving Clinics, Short Track events, Time Trials, and Cup Racing. These events would not happen—nor be possible—without the ongoing volunteer efforts of the many members that make our *hobby* (that's for all the wives and girlfriends that read this publication) and events as enjoyable as they are to all of us.

Enough said about stepping up to volunteer; please do it, for you are needed in many areas.

And not only at the track, but behind the scenes, from writing articles from your perspective for *Velocity*, to meeting with potential sponsors, and working in the many ways we are trying to make all of our events the best that they can be; all of which results in you being on the track in a safe and fun environment.

We are upgrading in all areas of event production the equipment and personnel that it takes to run an event. We have upgraded our timing and scoring software,

replaced our radio communications at the track to new equipment that has not been done in over eight years, and are working this year with USARM as our corner workers at our big track events (they do the Laguna Seca event) to bring a new level of professionalism that translates to more effective work on the track.

Many of you asked for another Instructor's Clinic, in order to become more knowledgeable and willing to help new driver/members who wish to join us on the track, affording them the best instruction possible. We can be proud of the quality of instruction we provide, knowing that if we do not feel comfortable with the progress being made or someone not getting the basics, that we are not obliged to move them forward. We are need to feel comfortable with our fellow club members driving at any of the events.

As we enter the second quarter of the year, remember to bring your family out to see the "Tribute to LeMans" event at California Speedway this year. We have a lot of activities that you will be hearing about

shortly regarding this West Coast premier driving event. Attendees will have an opportunity to see many cars running that they may normally not see, competitors from other series and some from out of the area. So, come out and see one of your past instructors or friends participating in this 13th running of our tribute to the classic 24 hours of Le Mans, the real challenge of men, women and machines.

Please do not hesitate to contact me at the track, via e-mail, or phone with your suggestions that can make our club better. I always say this at the drivers' meetings, and I look forward to new ideas or programs brought up by you. We will continue our Town Hall meetings at the track; check the FYI schedule of events for our events and make time to participate.

Let's continue with a great and safe 2006, and I look forward to seeing you at the track!

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# IMSA—Porsche GT3 Cup Challenge

## ROUSH ROLLS TO SEASON-OPENING IMSA GT3 CUP WIN IN PORSCHE 911 GT3 CUP RACER AT SEBRING.

SEBRING, Florida.—Picking up where he left off last season, Kevin Roush won his third consecutive race Friday in the IMSA GT3 Cup Challenge presented by Michelin with an impressive victory at Sebring International Raceway in the 2006 season opener. Roush piloted his No. 12 Wheel Enhancement/G.A.S. Motorsports Porsche 911 GT3 Cup Type 997 to an impressive victory.

Roush began from the pole after posting a qualifying time of 2:10.301 on Thursday. He never trailed in the 45-minute race, which saw the 40-car field run under green-flag conditions for the entire 21 laps.

“I couldn’t be more proud of the guys on this team,” Roush said. “We didn’t get the car until three weeks ago, and we did just one break-in test. But the team worked so hard for this.



“I don’t ever expect to get the pole. I just try to be on the first two rows to stay out of trouble,” he added. “You really feel comfortable up there. There’s no way I’m going to win the pole every race. We just want to win the championship, and we’re going to work hard for every race.”

Roush and the rest of drivers were a little in awe of the crowds at Sebring on Friday. The infield

already was packed, awaiting Saturday’s Mobil 1 Twelve Hours of Sebring. That just meant the field had a bigger audience to impress, including TV star Patrick Dempsey, who presented trophies following the race and served as the Grand Marshal in the 12 Hours on Saturday.

Roush’s teammate Nathan Swartzbaugh finished second overall and in the Type 997 class. His No. 17 Porsche began in fourth place, and he slowly and steadily worked his way up through the field. He took the second position from Tom Pank on the 16th lap and ran a smooth race the rest of the way.

“To run an entire session clean, no one could have imagined that,” he said. “I was glad we did as well as we did. With all the cars, all the new guys in the series and this track, you thought it would have been a bloodbath. But everyone did a great job.

“Anytime you have Patrick Dempsey awarding you a trophy, it’s a good day. The crowd was great. I’ve never seen anything like that before. I’m really looking forward to Mid-Ohio and for the crowds there.”

The second round of the IMSA GT3 Cup Challenge presented by Michelin is scheduled for May 20 at Mid-Ohio Sports Car Course in Lexington, Ohio. Live timing and scoring will be available at [www.imsaracing.net](http://www.imsaracing.net).

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### PORSCHE OWNERS CLUB AND HOPE FOR A CURE GUILD Team Up at California Speedway.

#### ACCELERATE FOR A CAUSE: Juvenile Diabetes Research Foundation and Care Force One.

A three-day weekend of Porsche racing and family-oriented charitable attractions are the ticket at the California Speedway in Fontana starting Friday, May 19 through Sunday, May 21, 2006. Saturday, May 20th is the headline event, and the day to see the area's fastest sports car drivers compete in the Porsche Owners Club 13th Annual Tribute to Le Mans. This is a four-hour day-into-night endurance race from 5:00 pm - 9:00 pm as frequently seen on Speed Channel. All styles of Porsche cars, including both all-out race prepared and nearly stock models will run wheel-to-wheel, attacking the oval and infield sections of the Speedway. Multiple classes of cars will insure a constant stream of battles within the race as the POC drivers and their professional counterparts vie for class honors as well as an overall race victory. Open garage areas allow a close-up look at race preparations. Come walk the paddock and pits with your family and friends. Guaranteed to thrill all ages!

We are proud to announce this as our first annual POC fundraising event for the Juvenile Diabetes Research Foundation through the efforts of the Hope for a Cure Guild. Raising over \$98 million in 2005, JDRF is focused on accelerating research progress to cure diabetes and its complications. In their seventh year of JDRF fundraising, the Hope for a Cure Guild was recently recognized as a JDRF local plat-

inum sponsor. Also partnering in this effort will be Presbyterian Intercommunity Hospital, the operator of Care Force One, a mobile medical unit which provides first line prevention, detection and treatment to those lacking access to care.

Your \$15 general admission ticket is good for all three days of action at this world-class venue! Experience for yourself what it is like to drive the Speedway in your own car. All three days will feature the POC's internationally acclaimed noontime "Lead & Follow" Parade Laps for a nominal \$25 fee. For an additional donation, parade laps in racecars may also be offered. A professional photographer will be available to take pictures of you and your car on the racetrack. Some of the other attractions include: face painting by clowns, moonbounce, a "Spit & Shine" casual concours (with prizes)—show off your own sports car or vehicle of interest, free diabetes, cholesterol and blood pressure screening for adults and kids in Care Force One, a Saturday BBQ, music, silent auction, really terrific raffle items and much more—all benefiting JDRF and Care Force One!

This is a great family event benefiting a wonderful organization with something for everyone. Bring a hat, sunscreen, family and friends...leave with a big smile!

Watch for updates on the web at:  
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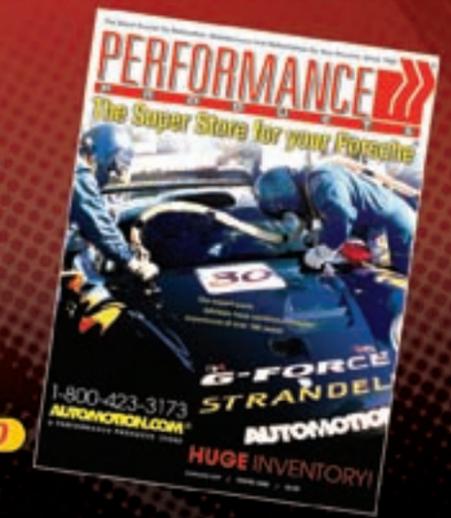
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Story by **Christopher Wiles**  
Photography by **Ron Wolfson**

Johanna Mayer, Bobby Rahal with POC President Greg Franz.

# POC SETS SAILS ON 50TH YEAR CELEBRATION



The Queen's Salon on The Queen Mary ship was a splendid setting for the Porsche Owners Club 50th birthday celebration.

## at the Queen Mary

Once a year the members of The Porsche Owners Club gather together and celebrate their year of racing. Traditionally, this is done by throwing a great party, telling lots of stories and, of course, awarding trophies. However, this was no ordinary year; this year the Porsche Owners Club celebrated its 50th year. To help commemorate this wonderful occasion we selected the famed Queen Mary to host our party.

What an evening! Our members were all dressed up, finger nails scrubbed, hairs combed, lipstick applied (even the wives) and a nice scent of perfume filled the air. The Queens Salon—named after Victoria, not our drivers—was decorated in grand fashion, with plenty of cocktails being served and the appetizers were

delicious. With all our members present, Jeff Erickson once again entertained us by showing a video marking our 50 years. Through the years the cars may have changed (and the drivers as well), but the offs, spins, and crashes stayed the same! We will refer to this video again later in this story.

Our master of ceremonies Bill Bodine called us to our tables and dinner was served. Not your normal buffet style, but a true sit down dinner with waiters, table clothes, and a selection of fine wines. To start the evening's activities, past POC president, Mike Hammond came on stage to recount stories of the early days and to pay tribute to our fallen comrades.



Next up, our beloved President Greg Franz held the annual meeting and introduced our 2006 Board of Directors. This year the Board has one new addition, Miss Jackie Ginsburg. Jackie is our new VP Marketing, Bill Bodine is VP Short Track Series and web site, Jeff Melnik is VP Motorsports, Ross Clardy is our Secretary, Glen Uslan is VP Time Trials, "Sugar Lips" Leonard Schenkel is our Treasurer, and Greg Franz once again serves as our President. After the introductions, Leonard Schenkel came up on stage to give the Treasurer's report and stated happily that the club is solvent for another year.

With all the business out of the way and the pleasant sounds of food being devoured, Porsche Cars North America President and long time POC supporter Jack Bair was introduced. Jack filled us in on all the goings on at Porsche, from the race track to the newest street cars. Now from what I understand, Porsche will soon be the only car on the planet. Ok with me! Jack next introduced our guest speaker for the evening, Bobby Rahal.

This man has accomplished so much in the field of racing, it was a real pleasure to listen him. As the son of a club racer, Michael Rahal, Bobby spent his youth following his father around race tracks of the Mid West. Bobby began racing SCCA in the early 1970's driving his father's Lotus. Bobby's early racing career was spent in Formula 3, Formula 2, Formula 1, Can-Am, Atlantic and sports car racing. Bobby was the 1982 CART Rookie of the Year. In 1986 and 1992, Bobby was named Driver of the Year. He retired from competitive driving in 1998, after 17 seasons with 24 career victories, 18 pole positions, ranking first in career starts,

second in career earnings, third in laps led, fourth in wins, and fifth in pole positions. He earned 88 podium finishes, 119 top five finishes and 177 top ten finishes in 265 starts, and let's not forget, Bobby has won the Indianapolis 500 and the 24 Hours of Daytona! With all in attendance straining to hear every word, Bobby gave some sound advice to the drivers featured in the Jeff Erickson racing video, "If you are going to miss every apex on the race track don't put your name on the dashboard." It took ten minutes for the laughter to subside. There were many racing stories recounted for all to enjoy and Bobby's attendance helped to make our evening a special one. In honor of our guest

speaker the centerpieces that decorated our tables were signed copies of Bobby Rahal's autobiography. At the end of the evening these were raffled away at each table.

Speaking of raffles, Lisa and Christopher Wiles were then called to center stage to start the grand raffle. Again, a great big thanks to all of our vendors that supplied these fantastic prizes: Mike Hammond, for our 50 year commemorative caps, Peter and Nicole Stacy of Kinesis Motorsport with a \$500 gift certificate, Ryan McCallen of Speed Secrets with a track assistance certificate, Robert Perryman of Hoosier Tire West with a set of Hoosiers and Troy

Simmons of Yokohama tires & Trackside Performance, for a set of racing slicks. On a personal note, I was hoping to sneak away with the Hoosier tires, but Lisa stomped on that and Athan Aronis was the gleeful recipient.

Now for the much anticipated part of the evening—the trophies.

First and foremost, a new recipient for the John Deere Award was named. This award goes to the driver with the biggest off of the year. This year's winner was Galen Bieker. Galen was still covered in track dust as he tearfully thanked the academy.



Uwe Brettel of Porsche Motorsports attended with his lovely wife Else.

Armando O'Campo and Judy Marisco.

Dean and Teri Amaru with Leonard and Maia Schenkel.



Mary Anne and Jeff Melnik.  
Christopher and Lisa Wiles.  
Magnus Walker and Karen Caid.



Alwin and Yolande Springer.  
Nita and Ira Kreindel.  
Mark Osterkamp and spouse.  
Carolyn Pappas and Bob Whyte.  
Dennis Puddester and Lori Darcy.  
Erika and Tom Bosley.



TOP: Bill Bodine, Steve Vandecar, Jackie Kinsburg, Alain and Nancy Jamar, Martin Schacht, Tom Van Aken, Mary Anne Melnik, Steve Alarcon, Dylan Scott, and Marty Mehterian.



RIGHT: Michael Hammond.  
Jeff Erickson and Christopher Wiles.



BOTTOM: Greg Franz, Jeff Melnik, Ross Clardy, Jackie Ginsburg, Leonard Schenkel, Bill Bodine, and Glen Uslan.



The coveted John Deere Award went to Galen Bieker.



Competition Points Champion Dwain Dement.



A well-deserved Driver of the Year went to Kevin Roush.

Glen Uslan came up next to hand out the Short Track Series awards. Here are the names of our 2005 STS winners:

CS 1st Steve Ziesing  
NP 1st John Gordon

GI 1st John Ordowich  
NS 1st Richard Miller

GSR 1st Mikael Weitze  
VO 1st Marty Mehterian

HI 1st James Bailey  
V1 1st Jeff Hickey

II 1st Todd Richmond  
V2 1st Robert Rodriguez

IP 1st Joe Gemsch  
V3 1st James Steadman

IS 1st Michael Mills  
V4 1st Rick Ditri

JI 1st Robert Torrez  
V5 1st Robert Taylor

JP 1st Perry Bradshaw  
GSR 2nd Dylan Scott

JS 1st Matthew Herrill  
IS 2nd Kevin Foust

KI 1st Robert Baird  
LP 2nd Scott Sookwongse

KP 1st Bruce Wells, IV  
MS 2nd Brian Vance

KS 1st Todd French  
NI 2nd Henrik Andersen

LP 1st Martin Schacht  
V1 2nd Kelly Konzelman

LS 1st Michael Takaki  
V3 2nd Steve Parker

MS 1st John Heldman  
GSR 3rd Jim Marks

NI 1st Kevin Reynolds

GSR 1st Dwain Dement  
V4 1st Carolyn Pappas

HP 1st Michael Hammond  
V5 1st John Tunnicliffe

IP 1st Guenter Lennarz  
Z0 1st Dwain Dement

JI 1st Leonard Schenkel  
Z1 1st Doug Baron

JP 1st Christopher Wiles  
GSR 2nd Dylan Scott

IP 1st Guenter Lennarz  
Z0 1st Dwain Dement

JI 1st Leonard Schenkel  
Z1 1st Doug Baron

JP 1st Christopher Wiles  
GSR 2nd Dylan Scott

KP 1st Bruce Wells, IV  
HP 2nd Walter Airth

LP 1st Scott Sookwongse  
JP 2nd Robert Taylor

VO 1st Mary Anne Melnik  
V3 2nd Mike Monsalve

V1 1st Ted White  
Z1 2nd Robert Rodriguez

V3 1st Kevin Roush  
GSR 3rd John Momeyer

V3 3rd Drew Waterhouse

POC VP Motorsports Jeff Melnik did the honors for the Cup Racing Series. Here are the names of the 2005 Cup Racing winners:

GT1 1st Jeff Melnik  
R9S 1st Dwain Dement

GT2 1st Mark Anderson  
GT1 2nd Steve Bernheim

GTA 1st Dwain Dement  
R5 2nd Mike Monsalve

R2 1st Mary Anne Melnik  
R6 2nd Christopher Wiles

R3 1st Ted White  
R9S 2nd Dylan Scott

R5 1st Kevin Roush  
GT1 3rd Robert Rodriguez

R6 1st Bill Bodine  
R5 3rd Drew Waterhouse

R7 1st Guenter Lennarz  
R6 3rd Robert Taylor

R8 1st Walter Airth  
R9S 3rd Pete Yousko



Drew Waterhouse, Robert Rodriguez, Mike Monsalve, Robert Taylor, Walter Airth, and Dylan Scott.



Bruce Wells receiving his award from President Greg Franz.



Doug Baron, Dwain Dement, Carolyn Pappas, Kevin Roush, Ted White, Mary Anne Melnik, Bruce Wells, Scott Sookwongse, Chris Wiles, Leonard Schenkel, Guenter Lennarz, and Michael Hammond.



Jeff Melnik, Ted White, Kevin Roush, Bill Bodine, Guenter Lennarz, Walter Airth, Dwain Dement, and Mary Anne Melnik.



Steve Vandecar, Kevin Roush, Marty Mehterian, Jeff Erickson, Lisa Wiles, Doug Baron, and Shawn Howard.

The Joel Ratliff Spirit Award was presented to Kevin Reynolds and Marnye Summers by Joel's Dad Ira Ratliff and Silvana Fotheringham who joined us this year.

The Bill Bartee Driver Of The Year Award was given to a driver that may be small in stature, but is very large in talent, Mr. Kevin Roush. Kevin is also responsible for most of Steve Vandecars ulcers, headaches and rule changes.

The Most Improved Driver of the Year was presented to Mary Anne Melnik. All that hard work and effort has paid off, Mary Anne!

Dwain Dement was awarded Competition Points Champion; Dwain won the Time Trials in two different cars, and also won in the Cup Racing series.

Rookie of the year was presented to Bruce Wells, a driver new to our ranks, but a seasoned racer nonetheless.

And finally, the coveted Topper Chassé Member of the Year Award was presented to Jeff Melnik.

One of the benefits of having a room on board



Karla Conejo and Jeff Melnik.

ship was the opportunity to finish the evening at the bar. In typical POC fashion, many demonstrated the "never say die" spirit of the club and under the cover of alcohol and dim lights, many of our members danced the rest of the evening away. It took the Porsche Owners Club 50 years to get to where we are today, a well-respected racing club rich in tradition, fast cars and great friends. Just think what we'll see in another 50 years! I plan on being there and I hope you will too. Until then, this has been an honor to report on such a grand evening and I look forward to seeing you at the track. ●



Mike Monsalve, Drew Waterhouse, Chris Wiles, Robert Taylor, Ted White, Kevin Roush, Steve Bernheim, Bill Bodine, Dylan Scott, Robert Rodriguez, Walter Airth, Mary Anne and Jeff Melnik, Dwain Dement.

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Robert Rodriguez workin' it hard.



Ted Barrett



Behrouz Salehi.

**AS A LONG TIME PORSCHE ENTHUSIAST BUT NEW POC MEMBER, I WANTED TO SHARE SOME OF MY FIRST EXPERIENCES WITH THE CLUB. THEY ILLUSTRATE WHY I AM EXCITED TO BE PART THIS BRETHERN OF PORSCHE FANATICS. THIS ARTICLE IS A SNAPSHOT OF HOW A NEWBIE BECAME INVOLVED WITH THE POC, AND MY FIRST IMPRESSIONS OF THE CLUB.**

I initially became interested in motor sports when I attended a few SCCA races with my dad in the early 70s at Laguna Seca to watch my uncle race his Speedster. This was my first “up close and personal” exposure to real performance sports car competition, and it made a real impression.

My first car was a used 1978 Datsun 280Z. Then in my early twenties, I considered this a real sports and performance car. It was reasonably fast, cornered well, and I enjoyed driving it for years. After the 280Z, I purchased my first Porsche, a 1976 911S. After enduring a few hot summers without functional A/C and wanting more power, I moved up to a 1986 Carrera cabriolet with a few more creature comforts. In March 2005 I stepped up to

my current daily driver, a '96 993 C4S. Driving these revered German road machines on city streets had made me appreciate their incredibly high performance potentials.

In my younger days in the 911S looking over my shoulder for John Law, I had tested its top speed on the way to Palm Springs. With the 993 I thought I'd really have to scour the desert to find a road I'd feel even remotely comfortable with trying that again. Also, I began to realize that the city streets were probably not the best place to explore the boundaries of their performance. I began looking at safer alternatives, since the thought of my beloved Porsche wrapped around a light pole (or me sitting in jail) was not something I wanted to experience.



Instructors Robert Taylor and Robert Rodriguez.

Initially, auto-cross appeared to be one of the most prevalent and easy ways to get started. It was an opportunity to explore the car's traction limits in a controlled, safe environment and learn from experienced instructors. As I became more serious about participating however, I surfed motorsport internet discussion boards and discovered that autocross provided just a little time driving and a lot of waiting around, since consecutive lapping is not allowed. Also, the idea of driving around orange cones in a parking lot did not really get me fired up.

Enter Martin Schacht into the internet discussion thread. He explained that the Porsche Owners Club had something called a Short Track Series that allowed one to drive on a short race track with no special equipment

other than a Snell SA helmet. YES, this was what I was after! With Martin's help, I became a POC member, and signed up for the November 2005 STS 7 and 8. Martin provided all kinds of helpful information and suggestions on how to prepare for it and what to bring to the track.

**MY FIRST EVENT.** I left work at noon the Friday before to avoid the LA rush hour and familiarize myself with the track location and distance from The Inn at Lancaster hotel. I wanted to get my bearings and didn't want to be late for the drivers meeting on Saturday morning. Once at SOW, I watched the cars roaring around the track during a practice session, took pictures, and eventually recognized Martin Schacht in the pits from his picture I had seen on the POC website. As he emerged from under



Evan Beal



his white 993, I introduced myself as the POC newbie he'd been mentoring via email. He introduced himself, noticed my C4S, gave me a few secret tips on making 4-wheel drive cars go fast, and invited me out to dinner that night.

After that Friday practice session, I drove back to the hotel thinking, I am a new member at my first event, I know virtually nobody, and I've been invited out to dinner! That dinner turned out to be with a great group of other drivers and instructors where I picked up some good driving tips from some very experienced POC Cup racers and Time Trialers. They were all fun, enthusiastic drivers with very divergent backgrounds and careers. I went back to my hotel room, studied my POC driver's handbook in preparation for my first track experience the next day and thought, this seems like a great club.

The next morning I arrived at the track at 7:15am, got my car emptied and lights taped, and then attended the drivers meeting where Marty Mehterian assigned me an instructor. After the meeting I attended the "first timers" meeting for newbies where Marty went over all the rules. When Yellow run group was up, my first impressions of my car's capabilities when I got on the track were—wow, this is really what this car is designed for! Hitting the corners fast was something it just naturally took in stride. What a fun way to spend a weekend. Ripping around the track as fast as you dare. I think I *like* this! I felt safe with the Streets' large runoff areas combined with the controlled conditions, good instruction, and corner workers. A well run operation, I thought to myself.

Due to a variety of events that weekend, I ended up having four different instructors, which I really liked. Each one had their own different analysis of my driving which lead to their own unique suggestions for me to work on. At the conclusion of the weekend, with two events under my belt, I would be eligible to apply for my STS competition license after attending another weekend of a Driver's Training day and another STS. I was excited to be on my



way to achieving the first step in the POC graduated drivers training program.

**DRIVER'S TRAINING CLASS.**

My Driver's Training class at the Streets began on a 45°F morning in January with a drivers meeting at 8am. Marty Mehterian segregating the students into "A," "B," and "C" groups which would rotate through three driver training exercises: skid pad, track drive/walk around, and classroom. I began with group B and the track drive/walk, the students and two instructors piling in three SUVs owned by POC instructors. We stopped at four or five places on the track and dissected each corner braking

and turn in points. Instructors Bob Taylor and Robert Rodriguez had some great advice including use of visual objects in the track terrain like the water tower above turn two to brake toward just before turn in. It was a great opportunity to learn the track and really study the corners you would later be negotiating at speed.

Next rotation for us in Group B was the skid pad. We lined up in our cars, were assigned instructors, and went about four cars at a time in a circle as fast as we could, each for about eight minutes before taking a break while the instructors jumped in the next group of student

cars. The instructor's necks were pretty stained at the end of the morning! The skid pad began to teach me about how my car felt just before it lost traction and how the car responded when you lost it. I also learned that peripheral vision was important when a student on the opposite side of the circle began to spin out. I was going pretty fast, but I'd noticed the car losing control, and had plenty of time to brake and avoid the sideways car as it skidded to a halt in front of me. A really good exercise and a lot of fun! We finished the morning in the class room learning about driving safety, rules, cornering technique around the track, and how important

**Brent Harnish** on track.

A classroom full of attentive students that just can't wait to take it to the track.

Instructor **Mark Anderson** tutoring a potential race addict.

Entertainer **Bill Bodine** at work.

**Say it Loud:** He's Black and he's proud.

**Violet Blunt** warming to the course.



corner workers were to the event with the different flags used for communication.

A nice surprise at lunch was that it was provided for us! The students and instructors all attacked a huge sub sandwich and drinks. As the temperature climbed and the wind died, we got to know each other better over lunch while trading a few Porsche stories. The afternoon of the driver clinic was for the track. We started with a quick class room session, and then got in our cars. Marty Mehterian instructed the students that the first session was to slowly drive the track at "5-6 tenths" and learn the line from the instructors. I think we drove three sessions that afternoon about 15 minutes each which got progressively faster. Good seat time! It was great to learn from experienced POC instructors some of the better ways to get around the track. The end of the day included another surprise: free beer, drinks, and time to provide student feedback as well as to talk Porsches and driving technique. That cold beer really hit the spot! Overall it was a worthwhile instructional event which really taught me a lot.

**MY THIRD EVENT.** Since I had driven in two previous STS events, I was really ready to apply what I had learned over the previous day during the Student Driver training class. For this event, I had somehow convinced

my POC mentor Martin Schacht to forego a relaxing Sunday morning to get up in the middle of the night and drive up from Solana Beach to be my instructor. What a guy! After the drivers' meeting, it was time for the white run group. Martin drove my car the first two laps to show me his preferred lines through the corners before turning the wheel over to me. With his suggestions and coaching, I progressed with decreasing lap times and began to feel pretty comfortable keeping the car on the edge of its traction limits as I tried to apex the corners to maximize my exit speed.

By the end of the day, I had shaved five seconds off my best November STS times and felt a real sense of accomplishment. To top off this great weekend, I got the green light from Martin and Marty Mehterian that I could apply for my STS license! I had obtained the first level of the POC graduated driver training program.

The overall experience for me can be summed up like this: Great driving instruction, a lot of seat time, and a great learning venue at the Streets. The POC puts it all together to provide a top notch learning environment for the beginning driver to enhance his or her abilities in a fun and very supportive atmosphere of fellow Porsche enthusiasts. This is a great place! ●

Newbie No More: **Stephen Ruckmick** poses next to his weekend racer.

At left and below: **Cory Muscat, Kurt Gokbudak, Shawn Howard, and Carl Tofflemire** showin' how its done.



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# Time Trial Paradigm

## POC DRIVER DEVELOPMENT

STORY BY **MARTIN SCHACHT**  
PHOTOGRAPHY BY **HEAD-ON PHOTOS**

As we all know, a paradigm is a set of assumptions, concepts, values, and practices that constitutes a way of viewing a reality. They talk about a paradigm as a set of glasses through which you view your reality.

If you were to go back and look at posts on the POC Forum over the past year, you would find a few strings that suggested that POC

Time Trials are too expensive for the amount of track time provided. Like anything, if you see this enough, you may start to believe it, but don't! Were this true, one could then conclude that all the other groups offering Time Trials were packed to the gills, as the POC hung twisting in the wind. Neither of these conclusions is valid. We field a respectable amount of Time Trial entrants,

and other clubs do, too. Our TT participation will be growing in 2006. We have marketing focused to accomplish this goal, the first example of which was a recent Technical Session held at WERKS II in Burbank, CA, titled Introduction to Time Trialing. We had a full house for that event and many of these folks came to their first TT, the February 2006 event at Las Vegas Speedway.

Time Trial Chairman  
and POC veteran  
**Martin Schacht**  
at the Las Vegas  
Speedway.





Based on my recent observations at the last two POC Time Trials (December 2005 at WSIR, and LVIS in February of 2006), I heard no complaints from the TT drivers about lack of track time. In fact, most drivers only practicing for the TT in the Yellow and White groups were exhausted after two to three days at the track.

And then, there is the issue of random track time with another driving club versus POC track time. I maintain there *is* a difference, and it may well be summarized as quantity versus quality. First of all, POC drivers receive intense, structured instruction. Once you are past the STS and TT initial phases, you can assume that the person next to you on the track is probably a good solid driver. If your goal is to optimize your track time and you want it to be the most intense track time you have ever experienced, the POC can get you there once you graduate from The Racers Clinic. This will be discussed below.

Let's put aside track time for a moment and consider driver development: the POC is committed to this concept. Your club has ongoing processes and programs in place specifically directed toward driver development. Let's take the Short Track Series (STS) for starters. To earn a STS license, a STS participant must complete a one day POC driving school and drive three additional days under the supervision of a certified POC instructor. The difference between a first time STS driver and one who has gone through the program is dramatic. They understand the basics of car control and have practiced them at speed, they can "talk the talk" and understand basic driver physics such as early apex, late apex, and double apex. They know to anticipate and think ahead. If all has gone well with their three days of supervised driving and they have completed the class, they have earned their STS license and may drive solo. End result of this training? We now have a driver that understands and can practice car control on the track and on the street as well. STS licensees are free to continue with the STS, or migrate to our Time Trial series.

Driver development continues within the Time Trial Series. Once signed off in the STS series, the driver may attend their first Time Trial. But before the process can be initiated, the prospective TT driver soon becomes very aware of the Club's tradition of insisting on comprehensive safety measures for the driver. As TT drivers, they will now be experiencing much higher speeds, and safety equipment past a helmet can no longer be optional. The driver safety requirements for TT and Club Racing are very similar. Both sets of drivers must have approved helmets, roll bars, 5/6 point belts, a fire extinguisher, a driver's suit and gloves, Nomex socks and driving shoes. In fact, they need only two more items to be eligible to Club Race their cars: external electrical shut off and driver's window net, or arm restraints.



Bob Read

Is this excessive? I think not. As an example, with a good run out of the corner into the front straight at California Speedway, or Las Vegas International Speedway, terminal velocity before braking could be in excess of 135 mph, probably closer to 150 in a GT3 car, or twin turbo 993/996 Porsche. Our POC members are now bringing these types of cars to the track. If something *was* to happen and the car was involved in an incident, I am certain that all would want the latest and greatest safety equipment. To discuss relaxing these requirements is ludicrous; it won't happen at the POC. There are clubs providing access to high speed tracks with a minimum of safety gear required, stock lap belts, a helmet and long sleeve shirt and trousers. Others don't require roll bars. What are they thinking?

Now that we have the aspiring TT drivers at their first track event, what is to be expected? First, in the process



Mike Mills



Darwin Agena

of attaining their POC TT License, they must attend a minimum of two TT weekends taking a POC driving instructor out with them at all times on the track, other than timed runs. Assuming the student can demonstrate car control and situational awareness over the course of the two weekends and their instructor signs them off, the driver is then eligible for a POC TT License. The end result of the initial STS and subsequent TT training? We now have developed a driver familiar with car control across the speed continuum. Current TT drivers can expect TT graduates to be fairly predictable, to follow the POC rules of the road, and drive the racing line and pass with care. Your POC TT license will be accepted nearly everywhere, PCA, the Alfa Club, Pantera Club...you name it. However, take note: this protocol is not reciprocal. Drivers new to the POC must go through our programs. We want to know what a driver is made of...we've raised the bar and we holding it.

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Driver development does not end with the issuance of a TT License. Two times a year, the POC offers a Racers Clinic. It is a complete weekend, with extensive classroom discussion, track drills and more discussion. The grand finale is a 30 minute race (that's right, a race). Admission to the clinic is not automatic. Your application will probably be accepted if you have demonstrated proper car control and have established a good reputation amongst your fellow drivers and have met the minimum track time prerequisite of six time trial weekends. Once you have completed your second Racers Clinic, you can enter your first Cup Race as a novice.

If you are not an aspiring racer, why strive for this goal? Very simple...as a graduate of one Racers Clinic, the POC VP of Motorsports may—and I repeat, *may*—grant permission to run TT practice with the Cup Licensed drivers in the class to which you would belong if you were a Cup Racer, Orange or Red. The difference between a Yellow and or White TT Group and an Orange or Red Group Cup Racer's Group, passing is open, right side of left side with no signal required. It gets better...assuming you have been granted permission for TT practice with the Orange or Red Group, you may also run their qualifying session providing an additional 30 minutes of intense practice time both days, an addition hour of track time. You will be required to turn off your transponder since you are not yet qualified to race.

Driver support is incredible at a POC TT Cup Racing event. We have two tire vendors who really know DOT and full on racing tires: Troy Simmons from Trackside Performance, a Yokohama dealer out of Rancho Santa Margarita, CA, and the inimitable Lynn Heaps from Topless Performance out of the Phoenix area. Lynn specializes in Hoosier tires as well as Toyo, Hankook too. As usual, both rigs were at the Las Vegas event providing full support. You could order your tires in advance; or order them there. The tires would be mounted and balanced on the spot. In addition, Trackside brought their tire shaving lathe. You could watch your

new tires go from 8/32 of tread depth, to 4/32...right before your eyes. Topless Performance and Trackside: these guys know tires and practice excellent customer service.

What about competition...don't we all like to drive with the best? Over the years, POC has earned a reputation for producing some very competitive and successful drivers. As Rich Mitsuda reports in his recent article in the 2005 *Velocity* summary edition, "POC, The First Fifty Years," a short list of these drivers would include "the late Milt Mintner, Craig Stanton, Dennis Aase, Cort Wagner, Brent Martini, Kelly Collins, Bill Auberlin, Kevin Buckler, Johannes van Overbeek, Anthony Lazaro, Martin Snow, and even Tommy Kendall." The list could go on and on. If you want to run with the best, the POC is the place to be. The level of competition across the classes, STS, TT and Cup Racing is incredible.

POC members on the fence about coming over to Time Trial, take the leap! I have been Time Trialing on and off since 1989 to 1993 with a hiatus that lasted until 2001. Once back to POC the second time, the hook was set. First the STS Series for a year, then I was off to the Big Track, Willow Springs International Raceway, and other tracks for TT events. And finally, last December I was invited to participate in the Racers Clinic. This was the most intense and pleasurable driving experience ever. Make this one of your goals; you won't regret it. In addition you will understand the intense camaraderie that Cup Racers share.

I confess, my name is Martin; I am a trackaholic...please feel free to join me and 200+ active drivers in this TT track madness that provides for numerous intense experiences, pushing yourself to the limit (and over, now and again!), the fine tuning of intense personal focus, experiencing stiff competition and enjoying good sportsmanship. You will be making some new friends that are looking forward to meeting you and sharing their passion. ●



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# What are the **Cup Racers** up to in a weekend **at the track?**

Story by **Garrett Guess** Photography by **Peter Ching**

While it is not a mystery or a secret, it is quite interesting what goes on at the POC track events for the cup race participants. Most of the drivers seem to arrive the night before the action starts—showing up at the host hotel to check in and rest up before the morning's activities. Things start pretty early in the morning, especially when the cars need to be prepared; and preparation is important to run a safe and efficient event.



The way we were: Drive there to drive instead of “arrive and drive.” **Garrett Guess** drops his tire rack and rolls into action at Willow Spring International Raceway.

But preparation starts before the event weekend with the tech inspection process at an authorized inspection shop. It's a good process that helps ensure the cars are safe to run on the track, and that the driver has all the proper safety equipment as well. The process is the same for the time trial cars as it is for the cup racing cars: a 15 minute process in which the inspector goes over the safety equipment, checks out the tires, brakes, engine, and so on. Since some time in 1997, log books were distributed for the cars and drivers. Each car has a log book, as does each driver. The tech inspection shops will check out the cars by following the check-off list specified on the Tech Inspection worksheet, and then stamp the worksheet and the car's log-book. The worksheet and log book is then required to register at the track the day of the races.

Something that is interesting to see is the significant variation between the “materials and methods” the drivers use to get their track cars to the track. Some of the big time participants have their campers with multicar trailers, with tons of spares (even spare cars!). There are a lot of open trailered cars that are often towed behind the family car. Then there are creative guys like Walter Airth—he tows his vintage 911 with a tow hitch in place of the front bumper. This past Willow Springs event I tried something: I put four mounted tires on a roof rack on my 911. It worked well, although the terrible wind resistance really made a difference in how fast I could drive on the highway.

Once everyone is registered and the cars are ready to roll, it's time to hit the track! In most cases, a cup racing event consists of two practice sessions, one qualifying

session, and one race at the end of the day. The practice sessions are run at a pretty hefty pace, and passing is permitted wherever the driver thinks it's safe. There are times I wonder if guys have tire-warming blankets since some drivers are going all out, right off the grid! The first lap is usually under yellow, when passing is not supposed to happen. The session is about 20 minutes in length—the wave of the checker signals that we're all done. Next, the qualifying session is like a time trial of sorts, where the drivers try to make the best lap time possible. Each car has a transponder that automatically records every lap time to the club computer. The best time is then used to determine the race grid position for the actual race, which is the next run session. The race session, for me, is the best part of the whole weekend—20 minutes of unforgettable driving. Actually, it's the

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first couple minutes of the race that are truly the most exciting.

Based on the qualifying time obtained in the prior session, the cars are called to the pre-grid and lined up by the grid marshals. This is always an exciting time—sitting for about 10 minutes while everyone is lined up gives you a good time to feel your heart rate increase—and breathe the fumes from Walter's carbureted 911! Game time approaches! The grid marshals indicate a five minute board, then a three minute, then the one minute board. After waiting, everyone is rolled onto the course (with an occasional push start required!), and the final grid marshals point you either to the left or right side. In all of the excitement of entering the track, it's easy sometimes to forget which side to be on if you're not thinking about it! The Cup Races have a rolling start, with two rows of cars. So when you head onto the track, you are pointed to a specific side to start from. Usually there is one lap for warmup before the best part of the day commences.



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After going around the track warming up the tires and brake pads, the last corner is approached, and the pole sitter gathers the field at a low speed. The pole sitter gets the fun job of picking a pace speed that they think works best for their car, yet not for their competitors. That's one strategy I don't think I'll ever have to consider! As the field approaches, the pack awaits the green flag from the tower. Tracks like California Speedway are fun because the entire field can see the flag tower—even from the dead last position (yes, I know that from experience). On that track it's fun to get the jump on the guy ahead of you if he's sleeping, or maybe he just can't see that far! Also, CA Speedway is a wide track where 4-5 cars can go side by side on the straight and through turn one—lots of room to pass and weave

around. Willow Springs is tough because the track slopes down out of turn 9, so the back of the pack can't see the flag station. The recognition of the flag is entirely based on the sound of the front-running cars hitting the gas. Sometimes it's deceiving at the back of the pack since some cars are accelerating then slowing like they're in LA traffic. Maybe they're doing that on purpose...

When the flag drops, the first several corners are exhilarating. Actually, there is no good word to describe it—I admit, I live for the starts of the races. Entering turn one at Buttonwillow, or turn three at California Speedway, it can get

pretty tight with everyone squeezing through. Willow Springs is a nice track because sometimes there are three cars going through turns one and two! What a blast!

Following the checkered flag, the cars are all called in for the post-race impound. This is a time when the cars are spot checked for compliance with regards to safety devices (kill switches, belts, window nets). After the safety checks, some cars are sent to get weighed on the scales to ensure they are running at the proper off-track weight. It's also a time to go and find your buddies to share stories, and congratulate each other on a fun and exciting time. There is a

certain camaraderie amongst everyone involved—even the front runners that I see only when the approach for the lapping passes. What a great group. And the best part is, the same process is repeated on Sunday.

For most events, the outcome of the race on Saturday will determine the grid position for the race on Sunday. That means Sunday consists of usually three practice sessions to get the car and driver dialed in, then the final race for points in your respective class. Can you think of anything more fun and exciting? •

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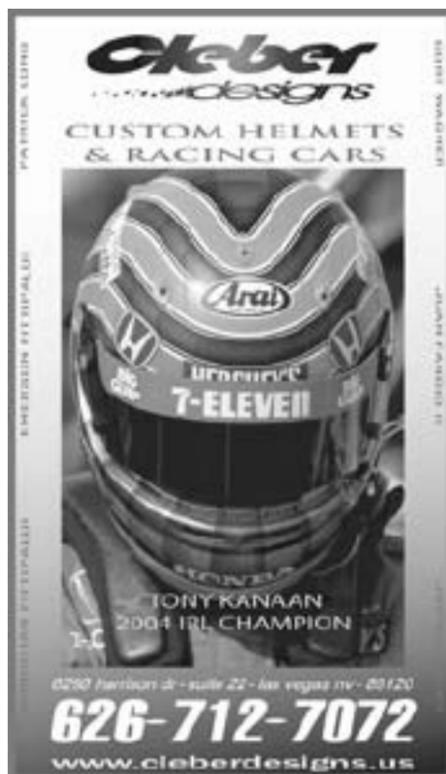
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**Porsche Owners Club, Inc.**  
**Statement of Revenues and Expenditures**  
**Cash Basis**  
**For the twelve months ended December 31, 2005**

<b>Revenues</b>	
Registration Fees	\$ 494,904
Transponder/Merchandise, Sales-Rental	21,704
Advertising	45,819
Membership	50,859
Sponsorship	43,459
Interest Income	132
<b>Total Revenues</b>	<b>\$ 656,876</b>
<b>Expenses</b>	
Advertising & Promotion	\$ 11,617
Awards	14,842
Bank, Credit Card Charges	12,046
Banquet	25,280
Commissions	5,075
Depreciation	173
Equipment	48,052
Insurance	27,634
Meeting Expense	9,554
Membership Expenses	38,311
Newletter Editing	40,617
Postage and Shipping	8,139
Printing and Publications	50,115
Professional Fees	6,035
Sales Taxes	1,180
Supplies	5,039
Telephone	570
Track Costs	277,322
Track Workers	48,517
Transponders and Merchandise	14,170
Travel	238
Website	11,833
<b>Total Expenses</b>	<b>\$ 656,359</b>
<b>Excess of Revenues over Expenses</b>	<b>\$ 517</b>
<b>Beginning Fund Balance</b>	<b>\$ 104,336</b>
<b>Ending Fund Balance</b>	<b>\$ 104,853</b>

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# Engine Building 101

Story by Eric Sorensen

For those of you who know I've had quite a few issues with my reliable Spec 944 engine. I blew a head gasket last year and in trying to save a little money had the head rebuilt and had a friend install it in my driveway. I saved some money but it cost me the weekend at Laguna with two broken alternator brackets and a broken fuel rail as one of the balance shafts was 180 degrees out of phase and my motor vibrated apart. I had this fixed and completed an STS event before heading

to the races at ButtonWillow. There the bottom end let go (rod through the block) right in front of Mike Monsalve as the V3 guys were lapping us. Okay, now it's time for a new bottom end. Thinking I just spent a bunch of money fixing the first problem, I could get the bottom end redone and swap the motor out. As you can guess, my new bottom end only lasted 13 laps at California Speedway before letting go. (And they were only slow warm up laps) So now what to do?

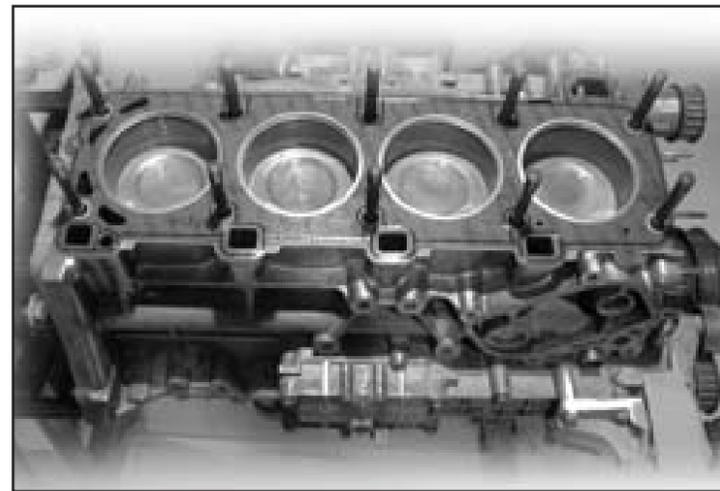
This is where my friend Dwain Dement at Vision Motorsports stepped in and took pity on me. He had a deal. I thought it was going to be a swap for some labor but his idea was even better. He would let me rebuild my own engine in his shop with Al overseeing my work. I would purchase the parts and provide all the labor. Thinking back to my high school auto shop days, I thought this would be fun and after all, it's only four cylinders; how long could it take?

I sourced a good donor motor from another 944 guy and brought it over to Vision to get the process started. My thinking was I'd disassemble the motor and put the new one back together using my rebuilt head and in a week I'd have it back in the car and be good to go. This is when Al stepped in and corrected me! After spending about two hours taking everything apart, it was time for a bath (both me and the engine). I loaded up all the parts into a hot bath and Al said, "See ya tomorrow." Cool, that was easy! This was going faster than I thought. The next day I arrived and Al told me to get cleaning! But the parts just took a bath, right? You have no idea how wrong I was! I spent the next 10 hours in a washbasin with a brush and 3M pad hand scrubbing all the carbon and left over grease off the parts. I had to clean the grooves in the pistons where the rings go and let me tell you, the stuff they use to clean parts does a number on your hands, especially if you have cuts! Being a computer geek, I'm not used to manual labor and this was starting to hurt! Not that I mind manual labor...I just usually pay someone else to do it for me.

The next step was to mount the block on the stand and...what? Clean some more? This was not as fun as I thought it was going to be. Al assured me this was normal and a clean motor is a happy motor. After all that, it was time to start reassembly. I cleaned and hand lapped the cylinders. I flipped the motor over to find out I needed to clean some more. The bottom end of a 944 motor has a girdle that holds the crankshaft in place and both of its sealing surfaces need to be perfect. So with a steel block and some ultra fine wet/dry sandpaper I proceeded to prep the bottom end. I also used this time to clean and check the crankshaft. Now the crank got new main bearings and the girdle went on with some special sealant. All torqued down to specs and ready for pistons. Brand new OEM rings went on and installed in the block with new rod bearings. Now I'm making some headway, and I'm in this for about 40 hours now! So much for having this installed in a week. Oh, did I mention I was fitting this in between my day job? I was into the process about four weeks, and my wife was starting to think I was having an affair.

Next was the oil pump. It needed to be taken apart and...you guessed it! Cleaned! It also needed the sandpaper deal to ensure a good mating surface. On with the oil pan. At least that was easy and straightforward. The head that was in good condition needed to be prepped the same as everything else. More cleaning and block sanding to ensure a good sealing surface. With a new head gasket and the proper torqueing sequence I was off and running. The balance shafts, water pump and front end were next all getting new gaskets, seals and sealant. The last thing to do timing and balance shaft belts and install the front covers.

This was just too great. I rebuilt my own motor all by myself! What do I have into it? About \$900 in parts (gaskets, seals, bearings, rings and a few other pieces that were worn out or damaged), all normal rebuild stuff. I have invested about 80 of my own hours, plus the donor motor. This was a learning process and I figure now I could do it in about 40-50 hours.



This time also does not include removing and reinstalling the motor either. Next time a shop quotes you to rebuild your baby, think twice before you run to the least expensive option. As in most things in life you get what you pay for and after all we are driving Porsches: even if some of them are water-cooled and have just four cylinders.

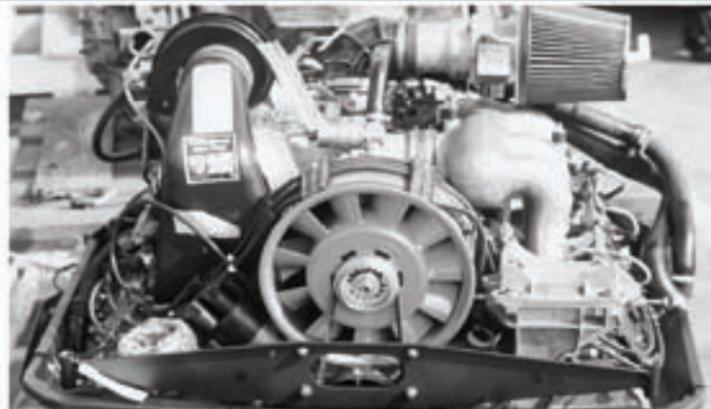
I have now put on a STS weekend taking it easy and two full race weekends at ButtonWillow and WS with no overheating, no leaks and absolutely no issues. It's nice to only have to check the oil and add gas again! I may not be the fastest driver around but at least I'm back and just having fun! So next time a shop quotes a price for a

rebuild remember what you get. Parts add up and the labor is enough to choke a horse. Would I do it again? You bet! There is great satisfaction knowing it was your own hands that built the motor. Or you can leave it to the experts and get what you paid for. After all, if I'd had my motor pulled and rebuilt the right way from day one, I'd be all the more happy and I'd have some points to show for it in the Orange Group instead of a bunch of no shows.

So a big thanks goes out to Dwain, Al, Victor and the Vision crew for all their help and to my wife, Debbie, for putting up with all the time I spent on my hobby. ●

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# DUEL IN THE DESERT

Story by **Jim and Mike Copp**  
Photography by **Head-On Photos**



THE PORSCHE OWNERS CLUB LAUNCHED ITS 2006 SEASON IN STYLE AT THE LAS VEGAS MOTOR SPEEDWAY. FOR SOME, IT WAS TIME TO GET BACK IN THE CAR AFTER A TWO-MONTH HIATUS. FOR SOME OF THE DECEMBER RACER'S CLINIC GRADUATES, IT WAS THEIR FIRST FULL RACE WEEKEND.

Mike Monsalve facing off with a very surprised Steve Cross.

Volunteer par excellence Mary Anne Melnik.

Cup Car racers Drew Waterhouse and Kevin Roush.

At the drivers meeting, our dictator of democracy, Jeff Melnik asked for a show of hands to utilize the "Legend's Oval." There was some grumbling about the tarmac being rough and hard on tires, but it was decided to try it and see how everyone felt. The consensus seemed to be that the oval was fine and would be used for the rest of the weekend.

Friday's practice was fun. There were no incidents, save for a time trial cup car that backed into a tire barrier in the infield. Mike and I were running our R3 car in both the Orange and Red cup races. Mike is one of December's Racers Clinic graduates. We had run this same configuration with PCA a couple years earlier. Mike had his inaugural race weekend then and garnered a rookie of the weekend award. That and a couple bucks will get you a latte at Starbucks.

Saturday the paddock filled noticeably. We were both grinding down our lap times, but so was the competition. The front runners were lapping me two times during the morning sessions. Was I really that slow, or were these sessions long? Suddenly, the afternoon was here and it was time to race.



Timo Duncan



Mark Anderson



Steve Goldman





Anders Hainer

Mike was running out of class in the Orange race. He had qualified well enough to grid mid-pack. With Kevin Roush not on grid to continue his world domination of Orange Group, this was Mike Monsalve's race to lose. He won the race, but his luck would change on Sunday. Steve Alarcon finished three tenths ahead of Carl Tofflemire for second. Kip Waterhouse and Dennis Puddester rounded out the top five. There was a fair amount of contact in the race and reviewing the tape in the hotel room that night, there were some heated battles. Mike pulled into impound and it was a mad scramble for us to change car numbers and transponders and get ready for the Red Cup race.

We could have asked for nicer weather, but that would have just been greedy. The mornings were cool, and the afternoons pleasant. It was a distinct change from last year's event. This is the best time of the year in the desert. The route to the track, well, that's another matter. A sink-hole on the I-15 route to the track had traffic bunched up on Friday. We had been given a heads up the night before from one of my brother Mike's college buddies, and took the *loooong* way out to the track. We thought we were going to miss the drivers meeting, but fortunately, many others were still straggling in.

Luckily, Jeff and Greg Franz had switched up the run sessions and put a time trial group between us. Martin Schacht, another December graduate, was not racing. Rather, as Time Trial Chairman, he was amongst his flock. To their credit, the time trialers did a great job of keeping the track clean and keeping us on schedule.

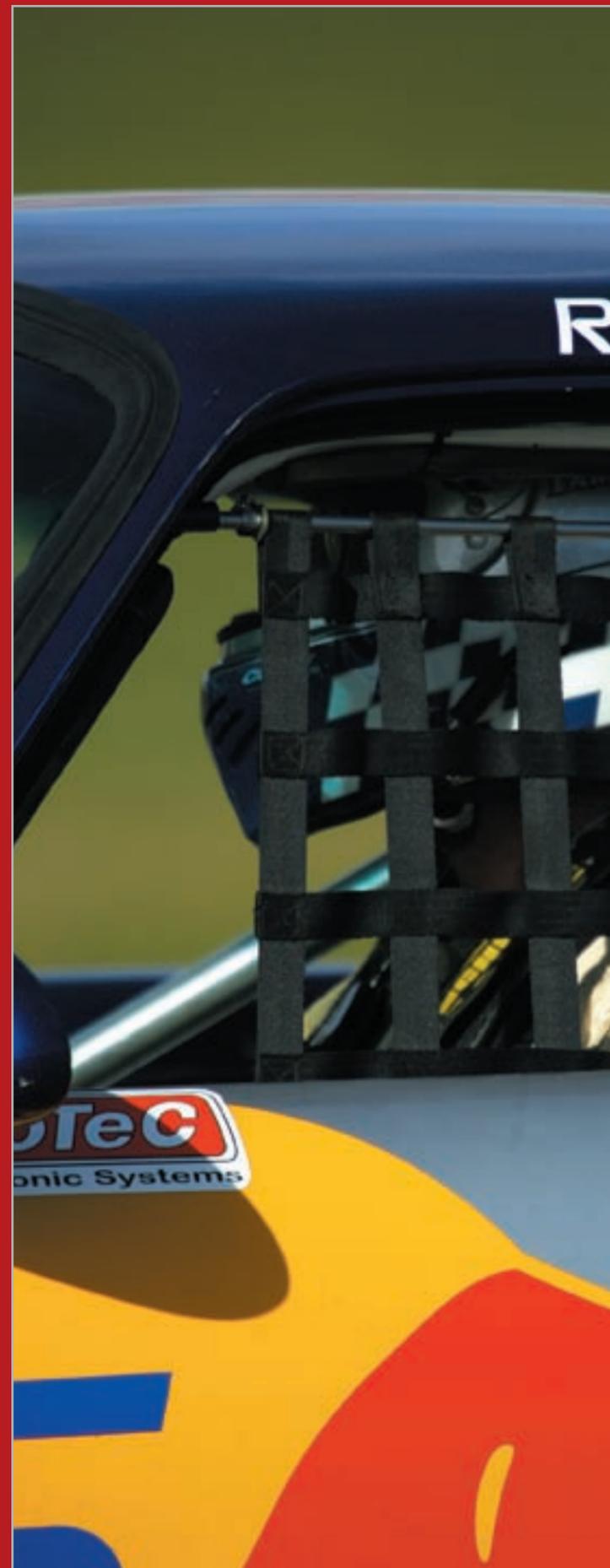


Gentlemen, start your engines!



The Orange Group mixing it up.

Robert Dalrymple



The first Red Race of the season went green and shortly bedlam ensued. I'm usually gridded in the back third and get a great view of the commotion. There always seems to be a few of the really fast guys stacked up behind me due to their qualifying times, or lack thereof.

Squeezing three wide through the first turn off the oval usually requires some dirt farming and there was plenty of it. I saw the undersides of two cars bouncing over the gaiters. We started to string out along the back straight and that's when the fast guys behind me made their



Northern Californian Jeff Stevenson.

charge. Mark Anderson and Robert Rodriguez deftly wove through traffic trying to catch the frontrunners. I'd settled in behind Behr Salehi and spent the better part of the race trying to pick up that position. The Evil Dr. Melnik joined the fray, and we had a nose to tail battle for a few laps. Three quarters through the race the frontrunners were buzzing past when a loud grinding noise came from the rear of the car. I pulled into the infield and watched the show wind up. Blake Rosser took the checkered, leaving the top four between 20 and 60 seconds behind. I thought I'd somehow cooked a wheel bearing, but it was only a bodywork bracket that had loosened and was rubbing on the tire. Great! That was a two-beer fix and we'd be ready for tomorrow...



A bunch of fast guys being lead by the Red race's eventual winner **Blake Rosser**.

At Sunday's racer meeting, the R5 crowd really showed their colors (I wonder if they'd eat their own children). First, Mike had qualified our car off-pole to Kevin Roush. He was stoked and so was I. He had gotten past some pretty good drivers. Granted, it's an R3 car, but this after his first POC club race. It turns out Mike Monsalve's transponder had died and he had no qualifying times. As Scooby Doo would say; "Rut Ro." Even so, that would have put our car third. No love for either

Mike. Jeff asked the R5 drivers in the spirit of competition if they would allow Monsalve's in-car times to be used for qualifying. Screw spirit, send him to the back was the consensus. Now the R5 hooligans had bloodlust. "What about the R3 car? Cars running out of class are to start at the back." We slunk back to our pit with Mike scheming how to get his hands on the qualifying sheet for posterity. The grid was set with Monsalve DFL and Mike DDFL. The race was won by

wait...let it build...Kevin Roush. The more compelling story here is second place. Driving like a man possessed, Monsalve drove all the way from the back, yet took second from Alarcon by four seconds.

More fireworks in the Red race. I got a terrible jump at the start...more like a hop. Behr flung himself outside and got a couple cars



Behrouz Salehi



Roger Lay

ahead coming off the oval. "Great," I thought, "another replay of yesterday." The tarmac was filled with cars wiggling to get through and avoid each other. To make it, Behr utilized the gaiter and some desert real estate, farming like it was harvest time. I was able to push past, looking to put some distance between us. Up ahead, a red dot in the window. That can only mean one thing: fresh meat.



Author Jim Coop.



Maritza Agena



Michael Essa

John Gordon is another December graduate. We raced together on the outside track last year with PCA. At that time, he was in his 993TT. Now ensconced in a GTC cup car, he made for a worthy opponent. Nibbling away, I got to his rear bumper. And that's where I stayed, until he took us out on the front straight and walked away. I cursed myself every time for not putting a 3.6 in the car. The only thing to do was try to make it back in the corners. I'd reel him in, smugly thinking I'd force an error. No such luck, he drove smart and clean, a testament to the Racer's Clinic, I'd venture. The front runners finally ran us down and put an insurmountable gap between us in our duel.



Steve Cross

I pulled into impound with smoke pouring from the brakes. Gordy and I high-fived each other as we relived our back marker battle. The car had been wrung out pretty good this weekend and so had I. After a couple of beers, it was time to box up the car and enjoy a beautiful desert sunset, with my thoughts already turning to the next race weekend. •

From right to left: Cup Car Series winner **Joe Kunz**; **Mark Weber**, second, and starting from last, **Drew Waterhouse**, third.



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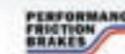
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911, 914 or 944 - Elephant Racing has the scratch

**911 suspension**

- A PolyBronze™ Control Arm Bearings
- A PolyBronze Spring Plate Bearings
- B Decambered Ball Joints
- Weather Sealed Monoballs - for -
- Trailing arms
- C - Camber plates
- D Low Friction Control Arm Mounts
- F Plated & Plugged Hollow Torsion Bars
- G Triangulated Strut Brace
- H Hollow Sway Bars

**914 suspension**

- A PolyBronze Control Arm Bearings
- B PolyBronze Trailing Arm Bearings
- C Decambered Ball Joints
- Weather Sealed Monoballs - for -
- Camber plates
- D Low Friction Control Arm Mounts
- E Hollow Torsion Bars (914-6)
- F Hollow Sway Bars

**944 suspension**

- A PolyBronze Spring Plate Bearings
- Weather Sealed Monoballs - for -
- Trailing arms
- J - Control arm front
- K - Control arm rear
- L Torsion tube mounts
- E Hollow Sway Bars

**oil cooling**

- M Finned Oil Lines for 911

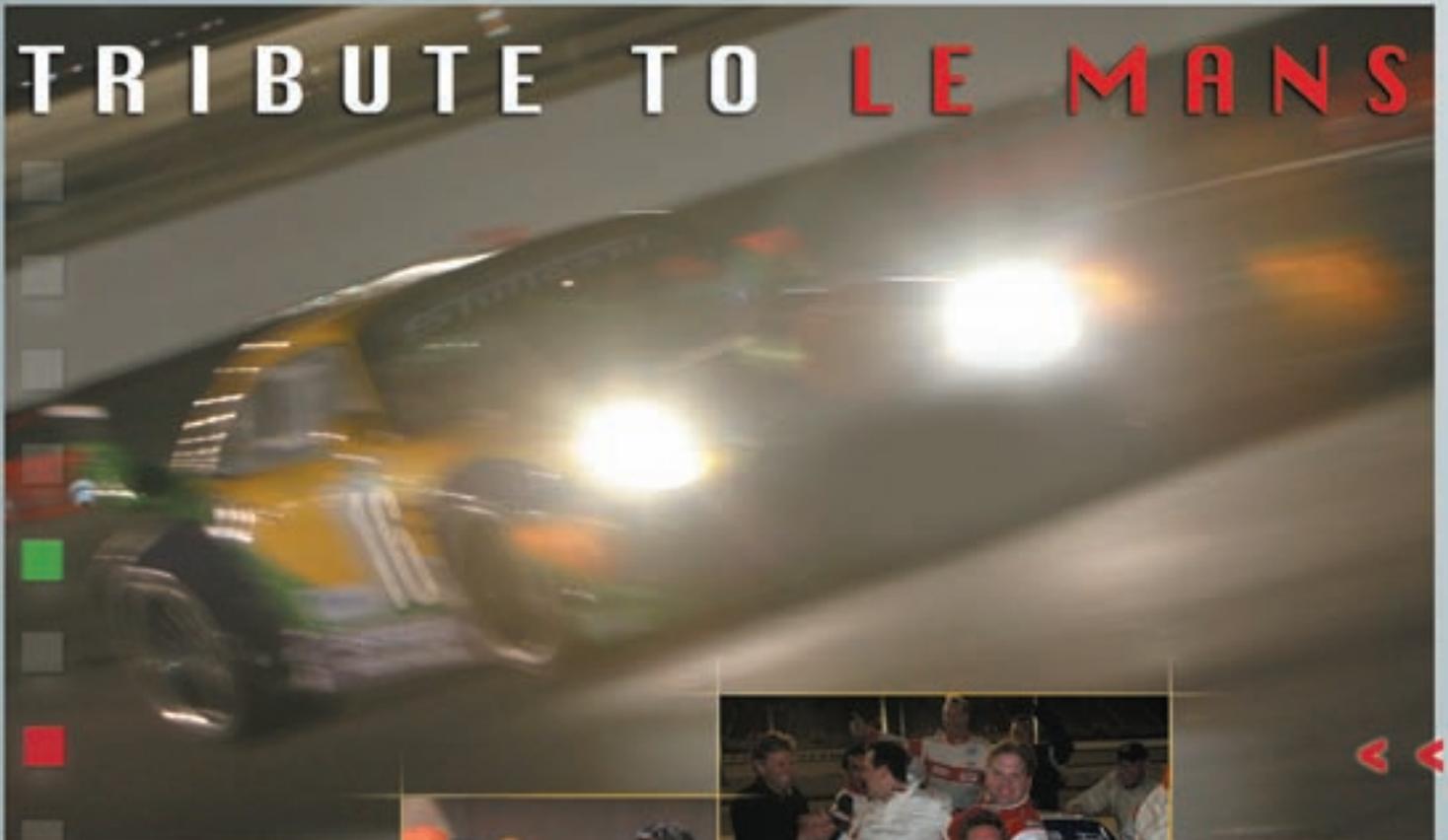
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**ELEPHANT RACING**

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# TRIBUTE TO LE MANS



A three-day weekend of Porsche racing and family-oriented charitable attractions are the ticket at the California Speedway in Fontana starting Friday, May 19 through Sunday, May 21, 2006. **SATURDAY, MAY 20TH IS THE HEADLINE EVENT**, and the day to see the area's fastest sports car drivers compete in the Porsche Owners Club 13th Annual Tribute to Le Mans. This is a four-hour day-into-night endurance race from 5:00 pm – 9:00 pm as frequently seen on Speed Channel.