

# velocity

PORSCHE OWNERS CLUB MAGAZINE



VOLUME 52-2 JUNE 2007

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## Velocity

PORSCHE OWNERS CLUB MAGAZINE

The Velocity logo, freshened for the magazine, debuting this issue.



The Club's freshened identity, shown above as a decal to be released soon.

### FROM THE EDITOR NANCY JAMAR

This issue of Velocity brings plenty of new things; new advertisers, a refreshed logo for the club (shown at left), and a freshening for the Velocity logo as well (shown top left). We also introduce a new feature from Marnye Summers, brief but well-crafted interviews with drivers and other members of the club, which will be a regular feature of the magazine. We are happy to include in this issue another fine feature from Kelly Konzelman, a cover story on the Tribute to Le Mans, and some in-depth perspective and research on lap speeds, timing and results over the course of an endurance race such as the Tribute with accompanying charts.

Turn the page for a concise update of the state of the POC from President Bill Bodine, who reports in on everything from publicity to our purse strings in his letter to the membership.

Bob Read once again graces the pages of the magazine, regaling us with the ongoing trials and tribulations of moving up through the ranks and the machine that is the POC. Once again, we are gifted with wonderful photography and images: we count Dave Johnson, Kelly Konzelman, Steve Ruckmick, Alain Jamar, Craig Swetland, and Bob Wilt among those who captured the events of the past few months for our readers.

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FROM THE  
**PRESIDENT** BILL BODINE

**We are 120 days into our 2007 stint, and there are already quite a few new things to report...**

**New Places.** The STS series had a first-ever event on the infield course at Cal Speedway. This incredible facility proved to be a smile-producing environment for our drivers, who proved themselves very capable of adapting to the new course. We all look forward to this venue being a regular part of the schedule from this point forward.

**New Formats.** This year the Fourteenth Annual Tribute to Le Mans returned to Willow Springs Raceway with a new format that provided a system for handi capping the field, and brought the competition closer than ever before.

The format change allowed more members to be competitive in a wider variety of cars, which, of course, resulted in some wonderful Cinderella stories as you'll read elsewhere in this issue! Feedback from participants was extremely positive!

**New Logo.** The venerable POC logo has been updated. The new POC logo is a tasteful simplification of our older logo. This facelift, performed by Alain Jamar, projects a more focused vision appropriate to our increasingly focused club and its activities.

**Stronger Bonds.** I had the pleasure of meeting with Porsche AG's Paul Gregor at the Long Beach Grand Prix. Porsche AG is well aware of the POC's presence here on the West Coast, and we will be working more closely with them to increase the value of your POC membership via the club's direct association with Porsche AG in Germany and PCNA stateside.

**New Sponsors and Advertisers.** The outstanding efforts of Chris Wiles, our Director of Marketing, has led to some new sponsors whose ads appear in this issue. To keep these great new sponsors with us, let's do our part and include them in our shopping.

**More Time Trialers.** Time Trial attendance is on the upswing thanks to Martin Schacht. Martin has personally shepherded many of this new generation of Time Trialer, and continues to make changes that will allow for a smoother transition from STS to TT. Martin attributes much to the assistance of Keith Meggs and the Melniks.

**Smoother Events.** Events are running smoother than ever thanks to Jeff Melnik and Jim Marks. Jim Marks volunteered to understudy for Melnik and has proven to have his own good ideas on how to make the POC events run even better. All of you who run with other

organizations can appreciate the pro quality that the POC has achieved. Please thank these guys when you get a chance. (No point by...just thanks.)

**More Publicity.** POC activities are gaining more and more publicity thanks to Director of Media Jackie Ginsburg. You may be surprised where you see the POC referenced these days.

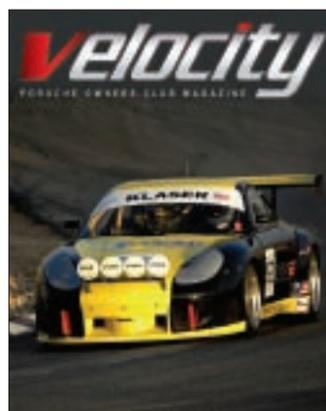
Jackie is working on several interesting possibilities that would put our club in front of more people than ever, so wish her luck!

**Better Website.** The website looks and works better than ever thanks to our Webmaster and Club Secretary Dylan Scott. Look for a continual upgrade of the look and functionality of the site thanks to Dylan.

**More Gold.** Our financial ship is being skippered to security by Treasurer Leonardo Schenkel. Plugging leaks and careful oversight keeps us stable and planning for the next fifty years.

A Town Hall Meeting and barbecue at Willow Springs is coming up in June. These THMs always prove to be interesting forums for new ideas, so I always look forward to them.

Yes, there *is* a lot going on. I may need a nap.



ON THE COVER: **KEN KLASER**  
Photography by Dave Johnson

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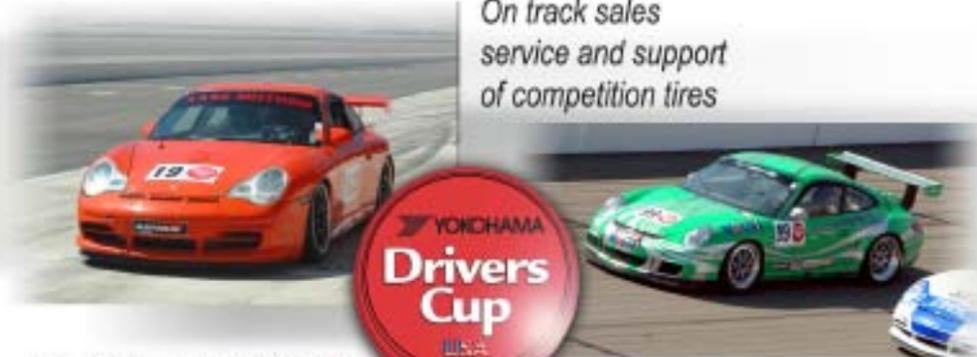
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# SPECTACLES AT THE SPEEDFEST

Story by **Ted White** Photography by **Dave Johnson - Kelly Konzelman - Doug Dodge**



David R. Johnson-DRU Motorsports Photo

## THE DRIVER'S CUP RACE

by **John Gordon Senior**

For any of you that missed the "Driver's Cup" race on Sunday you missed a thriller. POC regular Drew Waterhouse, driving his 04' 996 Cup, chased down 2 veteran IMSA drivers in their new 997 Cups and finished second by just a few feet.

Drew qualified third out of the 24 car field and chased Wesley Hoaglund for most of the race while Steve Valentinetti ran up front a few lengths away. Again and again Drew would chase down the faster 997-Cups on the infield and twice forced Hoaglund to miss turn 10 at the end of the back straight by pressuring him with late breaking and talking the inside line. Then finally on the next lap Hoaglund made the turn-in at 10 but couldn't hold the speed for the immediate left hander (11) and spun off to the left giving Drew second position with a sizable lead. But instead of backing off and protecting his lead, he kept on pushing slowly closing in on IMSA veteran Steve Valentinetti out front in his 997 Cup. Drew kept whittling away at the leader until the white flag came out signaling the final lap. Drew was a second behind Steve as they went through the banking with the 997-Cup pulling away with it's superior suspension and more powerful motor. But Drew kept the pressure on Valentinetti out-breaking him into the turns and incredibly pulling up behind him as they went through 14 and 15 on their way out to the banking. Drew took the lower line and pulled up to Valentinetti's door as they hit the finish line earning an incredibly exciting second place finish.

Everyone around us in the stands, and I didn't know but a handful, were on their feet cheering him on as he relentlessly chased down the 7-Cups. It was a spectacular driving exhibition by Drew. I've watched him drive like that for the past year (from behind of course), and I'm happy that he got to show off his game in the inaugural Driver's Cup weekend. Congratulation Drew, that was a hell of a race to watch. Too bad you don't ever run a tape, I'd love to see that!



Steve Ruckmick

## MANAGEMENT ORGANIZATION 101



Doug Dodge

Spring is a time of renewal and resurrection. For club members, this means a reunion with our brethren in the PCA during their annual SpeedFest at the California Speedway. The event was first run in 2002 as the PCA-SDR California Festival of Speed and was last year retitled as the PCA Zone 8 SpeedFest. More than the title has changed.

I had most of my early driving experiences with PCA-SDR. While I live in Orange County, many driving event opportunities were in San Diego with the SDR, and I found

myself commuting often to the Qualcomm Stadium parking lot and sometimes to the Streets of Willow to participate in their events. One thing led to another and I joined the POC. Sadly, most readers of this publication know me only from that point forward. I was worse before...

But the PCA-SDR earned my respect for their track event management skills. Its initial handling of the Festival of Speed was quite efficient, and the Festival became a very large, successful enterprise. So much so that a whole zone of the PCA wanted a piece of the action.

## WE RACE

The Orange Group saw a frenzied fight among Aronis, Monsalve, Puddester and Alarcon. Monsalve took it Saturday. The year is shaping up as a battle by Alarcon for a return to supremacy, and Monsalve must be uncomfortable on his '06 throne. Once upon a time, Alarcon had his way with V3. Suddenly Roush jumped him (before moving on to IMSA GT Cup), then Monsalve has been on a run for annual honors in the class. It's always been a dogfight, but V3 seems to have more true contenders than ever. In any given race, Athan, Mike, Steve, Kip, Dennis and Parker all dice for the podium. Moreover, Carl Tofflemire rebuilt his motor to great effect, Andrew Bloch has stepped up his

game, John Heldman went widebody to press his case, and Jim Steedman is lurking with a monster 914-6.

On Sunday though, the V3 field got a refresher course from Kevin Roush when he jumped into Steve Parker's car on Sunday for a little exercise and proceeded to school them. Lil' Kev has still got it.

Meanwhile, the Boxster Spec classes have begun to emerge from their winter garage builds. Dylan, Neil, Mary Anne and Michael all showed off their new toys and there was some envy in the eyes of the 944 Spec crowd. But Michael Weitze still reigns in R9S. He and Pete Yousko showed



Kelly Korzeinman



Kelly Korzeinman



Kelly Korzeinman

no mercy Saturday by beating former 944 brother Dylan Scott's BSR. Dylan got 'em back on Sunday. This rivalry is going to be fun to watch, particularly at tracks like Willow Springs and Laguna Seca.

The Red Group has shuffled itself this year. The renewed enforcement of the GCRs led several members to jump into GT2 from the "V" classes and avoid costly rebuilds. So the action has swum upstream.

The GTC ranks have grown significantly, most notably with Mark Anderson joining the fray and making Drew Waterhouse earn it (which he does). Meanwhile, John Gordon, Kevin Reynolds and Bob Read are coming. Damn Cup Cars are everywhere.

GT2 added Jim Copp on a regular basis after he and Jay Lee spent last year sorting out his car acquisition, John Payne moved up into GT2, and Steven Frankel ducked me by getting a 993 Cup car over the winter to spoil my fun in R3.

Gee Steven, I wouldn't hit *you*... Keith Meggs and I miss you. We're hoping Rick Barrett can step it up and fill the void. But Keith is gonna give me all I can handle this year.

The Red Group can be a hit parade as high horsepower meets high anxiety. Furthermore, the mix of cars creates dramatic closure rates and demands driver attentiveness. We managed to run a whole race without incident Saturday but spoiled the party the very next day when Les Long got into John Ball at turn three with an adult-onset brain fade of heroic proportions. Okay, there, I said it, and my buddy Les is not gonna be happy with me. But at least everyone else in the race managed to miss the carnage left in the middle of turn three. That's no mean feat given the nature of the turn, and a testament to POC driving awareness.

With the consequent Black Flag of the race, I got fifth place overall with my puny R3 3.2 liter. I really like beating Cup Cars. But I also know that tweaking their noses isn't gonna help me out in the paddock. What the hey—the sun is shining right now, and I'm the one writing this story.

The Cup classes also took on a new format, engineered by fabled former POC President Greg Franz. The Driver's Cup Series by Competent Motorsport ran their inaugural event and saw 25 entrants. The participants



Doug Dodge

included all the POC players plus others, and continued their spirited competition from POC runs sans interlopers. It made a great spectacle of 996 vs 997 Cup Cars and young versus not-so-much-anymore drivers. So it was great to watch Drew Waterhouse in his POC 996 Cup nearly topple Steve Valentinetti's PCA 997. Had there been just one more lap...it was a great fight Drew!

#### THE CIRCUS COMES TO TOWN

Can anything hold down Bill Bodine? After going through a V3 class 911, a JP class 911 and a Boxster Spec Racer, he resurrects himself as a trackside announcer par excellence. Chris Economackie must have given him instruction. Either that or Bill's been watching too much "Back in the Day" on the Speed Channel. It could also be that Bill and Chris share an upbringing in Ohio.

I remember reading in *Sports Illustrated* about Economackie's early days as a County Fair

barker in Ohio, and his embellishments that spoke to the lurid in us all— "quick, someone get that race car fire out!" sort of stuff to generate attendance. Bill's mold is more Robin Williams but the result is the same. Ya giggle, but ya gotta watch...

#### SUMMARY

So there you have it. More club racing to nowhere, but a finer bunch of junkies cannot be found. To paraphrase the owner in "Road House" after Dillon's first night as the new "cooler": "Nothing but cars died, and everyone had a good time." (*Road House*, 1989, Kevin Tighe and Patrick Swayze, an oldie but goodie guy movie).

I apologize to those I have slighted but submit this for the entertainment of all.

The needs of the many outweigh the needs of the few! •



Kelly Korzeinman

**RED CUP RACE 4  
CALIFORNIA SPEEDWAY  
MARCH THIRTY FIRST**

Pos	Class	Driver Name	Best Lap
1	GT1	Eric Olberz	1:38.230
2	GT1	Bill Dawson	1:43.587
3	GT1	Jeff Melnik	1:44.053
4	GTC-3	Drew Waterhouse	1:43.847
5	GTA	Jeff Lewis	1:45.142
6	GTC-4	Wesley Hoaglund	1:45.099
7	GTC-3	Mark Anderson	1:46.384
8	GTC-3	John Gordon	1:45.918
9	GT2	Jim Copp	1:46.607
10	GTA	John Ball	1:46.618
11	GTC-3	Kevin Reynolds	1:46.750
12	GT2	Steven Frankel	1:46.817
13	GTC-4	Robert Dalrymple	1:47.578
14	GTC-3	Bob Read	1:47.478
15	R3	Ted White	1:47.767
16	R3	Keith Meggs	1:48.393
17	EX	Carl Lagoni	1:48.326
18	GTC-3	John Keane	1:49.267
19	GT2	Ted Barrett	1:51.412
20	R2	Charles Wyse	1:50.927
21	R3	Rick Barrett	1:55.154
22	GT2	John H. Payne	1:46.939
23	R2	Robert Balsamo	1:53.032
24	R2	Don Kravig	1:52.942

**RED CUP RACE 4  
CALIFORNIA SPEEDWAY  
MARCH THIRTY FIRST**

Pos	Class	Name	Best Lap
1	GT1	Robert Rodriguez	1:43.785
2	GTC-3	Drew Waterhouse	1:43.728
3	GTC-3	Mark Anderson	1:45.670
4	GTC-3	Kevin Reynolds	1:46.981
5	R3	Ted White	1:48.395
6	GTC-3	Bob Read	1:47.881
7	R3	Keith Meggs	1:48.832
8	GT2	Ted Barrett	1:52.358
9	R2	Charles Wyse	1:50.871
10	R2	Robert Balsamo	1:52.536
11	GT2	Jim Copp	1:50.632
12	GTC-4	Robert Dalrymple	1:46.167
13	R3	Rick Barrett	1:54.526
14	GTC-3	John Keane	1:47.750
15	GTC-4	Wesley Hoaglund	1:43.988
16	GTA	John Ball	1:46.177
17	EX	Carl Lagoni	1:48.005

**ORANGE CUP RACE 4  
CALIFORNIA SPEEDWAY  
MARCH THIRTY FIRST**

Pos	Class	Name	Best Lap
1	R5	Mike Monsalve	1:50.873
2	R5	Dennis Puddester	1:50.613
3	R5	Steve Alarcon	1:50.801
4	R5	Athan Aronis	1:51.280
5	R5	Carl Tofflemire	1:51.518
6	R5	Steve Parker	1:51.020
7	R5	Kip Waterhouse	1:51.922
8	R5	Andrew Bloch	1:52.965
9	R5	John Heldman	1:54.523
10	R6	Christopher Wiles	1:55.879
11	R6	Bruce Wells	1:57.542
12	R5	Carl Buckland	1:56.964
13	EX	Brad Otoupalik	1:57.157
14	R5	Jim Steedman	1:54.127
15	R6	Renan Pulecio	1:59.330
16	EX	Geoff Escalette	1:59.703
17	R7	Leonard Schenkel	2:00.225
18	R7	Guenter Lennarz	2:01.021
19	R9S	Mikael Weitze	2:01.717
20	R7	Jerry Blazek	2:01.708
21	R9S	Pete Yousko	2:01.696
22	BSR	Dylan Scott	1:59.917
23	R6	Jim Planet	2:02.046
DQ	R9S	Jim Richmond	2:01.883
24	R9S	John Momeyer	2:05.237
25	BSR	Neil Alexander	2:04.039
26	R6	Albert Upsher	2:09.236
27	R8	Jackie Ginsburg	2:05.641
28	R8	Walter Airth	2:10.385
DQ	R9S	Mark Foley	2:01.100
29	BSR	Mary Anne Melnik	2:01.233
30	BSR	Michael Essa	2:03.686

**ORANGE CUP RACE 5  
CALIFORNIA SPEEDWAY  
APRIL SECOND**

Pos	Class	Name	Best Lap
1	R5	Kevin Roush	1:49.905
2	R5	Steve Alarcon	1:50.490
3	R5	Mike Monsalve	1:50.389
4	R5	Carl Tofflemire	1:51.362
5	R5	Athan Aronis	1:51.309
6	R5	Andrew Bloch	1:52.713
7	R5	Kip Waterhouse	1:51.206
8	R5	Jim Steedman	1:53.638
9	R5	John Heldman	1:54.390
10	R6	Christopher Wiles	1:55.057
11	EX	Brad Otoupalik	1:57.005
12	R5	Carl Buckland	1:55.760
13	R6	Renan Pulecio	1:58.930
14	R7	Leonard Schenkel	1:59.796
15	BSR	Dylan Scott	1:59.504
16	R5	Dennis Puddester	1:50.437
17	EX	Geoff Escalette	2:01.077
18	R7	Guenter Lennarz	2:01.284
19	R9S	Mikael Weitze	2:01.095
20	R7	Jerry Blazek	2:02.718
21	BSR	Neil Alexander	2:02.297
22	R9S	John Momeyer	2:04.282
23	BSR	Mary Ann Melnik	2:00.853
24	R6	Albert Upsher	2:09.063
25	R6	Bruce Wells	1:56.827
26	R6	Jim Planet	1:59.302
27	R8	Jacqueline G	2:04.971
28	R8	Walter Airth	2:03.469

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# MUSINGS of a MOTORHEAD

Story by **Bob Read** Photography by **Dave Johnson**

## FELLOW DRIVERS...

It's that time again. Another completely biased account of my driving (and a bit of yours) at our POC California Speedway race weekend. April Fools is certainly appropriate in my case!

## BACK TO SCHOOL!

My past two columns documented my brief TT history with the POC last season—the December Racer's Clinic, and my first race weekend at the outside Vegas road course end January. Having worked hard to achieve mediocrity, and being a hypercritical type A, y'all know what I did next.

February 8th, it was back to school. I hired Craig Stanton, hero and teacher extraordinaire, to help me get this crate around the track. Death Defying corner exits! Lurid TV Power Slides! Quelle Surprise...Drama Driver of the Year! Sadly, no prizes are given for this behavior, so we worked hard on the fundamentals of driving a race car. Proper car placement, slow in, fast out, eyes ahead. All of the good stuff!

Well, here comes the fun, kids! (insert drum roll here). After working with Craig for four hours on absolute fundamentals, I dropped five seconds in one session—instantly. No more drama! Fun to drive! Proper technique really works!

A small aside: Carroll Smith, in his brilliant and curmudgeonly tome, *Drive to Win*, notes that while Tiger and Serena go everywhere with their coach, we drivers do not. Spending beaucoup bucks on upgrades, with unfailing belief in the sticky tire gods, we don't do much in the way of learning. Chew on that one, brethren! I am living proof that coaching *does* work.

## RACE WEEKEND ARRIVES

Weeks of Nascar nightmares, Al Preble bump drafting me through the chicane (we miss you, Al), ten cars wide in the banking. How did I get here? I park my trailer with the Utah contingent, shake hands with friends, and strangely, I sleep well.



David R. Johnson/DR Motorsports Photo

Carroll Smith, in his brilliant and curmudgeonly tome, *Drive to Win*, notes that while Tiger Woods and Serena Williams go everywhere with their coach, we drivers do not.

## WHY DO THEY CALL IT FRIDAY PRACTICE?

Friday, 7:06 a.m., driver's meeting in front of Jeff Melnik's garage. (Huh? Is there a trick schedule for Red Dots that I missed? A secret handshake signal?) A whopping six drivers field Jeff's standing rant: "You're late, meeting's over." Say what? "You want a meeting? OK, here's your meeting. Play nice, red and orange run together. Super turbos get the high line, and I will run you over if you get in my way. Track exit is at the infield buttonhook. There will be an impound." Uh, where? "No idea."

## OKAY! GOOD TO KNOW. MY CONFIDENCE SOARS.

While many of you have a zillion laps under your belt at Fontucky, I do not. 1:55 as I crawl through the first two mercifully short sessions. At one point, John Gordon passes me so quickly I believe he has found a wormhole, the fast way through the galaxy to T3. Only quantum physics can explain our speed differential. My foot is shaking on the gas pedal so badly it causes the throttle steering effect mid-banking. Next session I move the seat forward so that the shake keeps the pedal on the floor. Lap times improve.

Fourth session, a tire blows out in the fastest infield braking zone. (Splinter and other dung flying off the car ahead of me, apparently). Driving ends early, real work begins.

It may have been practice for you, my friends, but it was hard work for me. Air jacks down, pull wheels, load pickup, head to the Yokohama tire van. The flat one was really flat (lots of holes in the sidewall), the others quite thin. I put on four new tires and thank Blake for his 3mm wrench. Back at the trailer, I refill the tires with nitrogen, only to notice that the rear wheel centers are fatally cracked. Good catch, Bob!

Continued on page 18

# REAR VIEW MIRROR



### FRONT PAGE NEWS

This creative and edgy illustration graced the October/November 1970 cover of the POC newsletter. Touting the ninth time trial at Riverside, the focus of the illustration was the 914/6, and the cover noted the price of the publication as sixty-five cents (27p in U.K.)!



### TREASURER'S REPORT

November 24, 1969

Bank balance .....	\$2950.40
Cash on hand .....	510.50
Prepaid assets .....	150.00
Accounts receivable .....	91.75
<b>Sub-total .....</b>	<b>3702.65</b>
Accounts payable .....	728.38
<b>Total .....</b>	<b>2974.27</b>

### Working Capital

Bank balance .....	\$2950.40
Cash on hand .....	510.50
Sub-total .....	3460.90
Less accounts payable .....	728.38
<b>Total working capital .....</b>	<b>2732.52</b>

Dick Chase, Treasurer

**MONEY MATTERS** Leonard, I hope you're getting a giggle out of this. Back in the day (November, 1969), the club's bank balance was reported at a whopping \$2,950.40, with cash on hand at \$510.50! How many events would that finance for the club today, I wonder...



**RALLYING THE TROOPS** The May 1970 issue of the club's newsletter covered the rally pictured here, with the support team and their Volkswagen van (I owned one of these, we're talking 1300CCs, and some brave souls on a grade here). I'm really loving the madras shirt and bermuda shorts, though.

**THE BEST FOR LAST** Some gorgeous photos snapped by club members who attended Le Mans in 1968, and chronicled the experience for the club in their article and photos.

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## MUSINGS OF A MOTORHEAD

Continued from page 15

Plan B... Put on used up Yoko wheels for the rest of the weekend. Lest you wonder about my new slicks, my mechanic (wait, that would be me) simply had no time to remount them. Lucky for the driver (right, me again), PCA kept our sessions really short, so my scruffies lived to tell the following tale. How's that for prosaic justice!

Ladies and gentlemen, Friday was a tough day. Having played at being mechanic (poor at best), moral supporter (I get tired of me after a while), and, oh yes, driver (bone tired), I leave the track at 7:30 for a dinner that I don't want to eat. Confidence shaken, not stirred.

### SATURDAY...LET'S GO RACING!

Remember my little chat about coaching? I hired the GrandAm 2006 Rookie of the Year, VJ Mirzayan, to work with me Saturday and Sunday. Great things! I still can't process all of the information and experience he passed on. Thanks VJ! You are brilliant! And good grief, it was fun!

### PRACTICE, QUALIFY, GO!

Now I know why they call it practice. Coach VJ came up with a plan for each session of the day. We discussed it and visualized it. I reflected on Craig's teachings in my REI rocking chair, then got it done! Seven seconds off my lap times, enjoying some pleasant 1:48 in the early morning. I am now competitive in my class. Word, Grasshopper!

Qualifying was a whole new experience, with the entire Red/Orange field packed together for the *slowest* out lap of my short POC life. Ostensibly for what seemed like a good reason, we agreed upon this bunch up at the AM meeting. Hmm...in retrospect, that little approach didn't work all that well, did it boys and girls?

The supercars at the front get a clean lap, I think, while the rest of us crush our way through the banking four wide, R5s attacking from behind, a pileup of what looks like GTC bug shapes just ahead. I pass at least three fast cars braking onto the infield, and land exactly where I do not want to be...in front of Kevin Reynolds! This isn't qualifying, it's madness!

Three laps later, rear end really loose, I call it good. 1:47.47, smack in the middle of my class! I am happy, and dent free.

### FROM GREEN FLAG TO CHECKER!

In some sense, Saturday's race was uneventful for me, in other ways it was an incredible learning experience. I qualified 13th, finished 14th, had another great battle with Ted White (see the Placebo Effect for our previous bumper to bumper skirmish in Las Vegas). I stayed out of trouble, and learned a bit about starts and crowds in a 60 car field. A fine first effort, if I do say so myself!

Continued on page 41

# TIME TRIAL, CUP RACING AND 4 HOUR ENDURO AT WILLOW SPRINGS

Story by **Martin Schacht**, **Bill Bodine** and **Keith Meggs**  
 Photography by **Dave Johnson**, **Kelly Konzelman**,  
**Steve Ruckmick** and **Alain Jamar**



Martin Schacht under pressure from Jim Robinson



If you made it to this event, I am certain you loved it, in spite of the few showers. If you missed it...well, there's always next year.

The Tribute to Le Mans portion of this weekend will get a separate write up found elsewhere in this issue. This gem will be about the heart and soul of the POC...our Time Trialers!

As always, at Willow Springs International Raceway we have to contend with the

from Laurie Taylor. As you can imagine, Laurie did her usual incredible job, assisted by Carolyn Pappas and Suzie Holgate. Why even that irascible John Payne was helping with Thursday night registration at Coaches. Thanks to all of you POC members that participated in the event. And special thanks to the dozens of volunteers for giving up your time.

Volunteerism was rampant at the event. Your 2007 Time Trial Chairman, Keith Meggs, has taken his position to a new



Steve Ruckmick

Sunset on Willow

Urs Gretener leading the field with Galen Steker, Robert Radkawa and Eric Oberz in hot pursuit



weather...this weekend was no exception. Friday's forecast was poor; gloomy with a high probability of rain. In spite of pleas to the weather deities by John Payne (expressed in the POC Forum), the gods would not be placated...they delivered rain. However, it was light; so light we saw few puddles and the practice sessions continued. Saturday and Sunday were mostly dry, but with winds from hell arriving in the afternoon. Going through turns eight and nine was a scary proposition for most. Saturday and Sunday saw minimal rain with the winds kicking up in the afternoon. Surprised? I think not.

Now, let's look who attended the event: 125 total drivers for the Tribute to Le Mans weekend event and in that group, 80 people signing up to run the Time Trial and 18 Time Trial students. These numbers speak well for the future health of your Club. All Board members were in attendance at the event (Our premier event, miss it for what?). All had difficulty prying the grins off our respective faces after seeing the final attendance numbers we received

level. He actually lines up volunteers weeks prior to the event and obtains commitment to help out, great job Keith! Note that Keith had severe transmission grief...knocked him out of the Tribute and the Red Cup Race, two events he had extensively prepared for. Regardless, he remained at the track to see to it that the Time Trial went off smoothly.

Keith's cast of thousands included Kip and Drew Waterhouse, Reggie Colby, John Payne, Mike Takaki, Bradley Actis, Craig Swetland...I know there were others. We also had Jeff Melnik out on the grid driving the process, assisted by Mary Anne. She really knows where the cars have to be for maximum efficiency.

Aaron Roth, our official POC timer had the Time Trial and Cup Race results by Sunday evening, early. Great job, as always Aaron!

Now to the actual weekend: Practice sessions were plentiful. I heard no complaints about inadequate track time, or any other aspect of the event for that matter...

## THE RAIN DANCE

we did have one wee delay when a local dog decided to take a few laps. He was a sprinter, not into Enduros, so he was soon off to another adventure and the track went hot again.

As mentioned above, 80 folks signed up for the Time Trials. For various reasons, not all 80 were able to show up for the Time Trial. Some were just worn out from having driven the four hour Enduro the night before and a few had broken their cars in the course of the weekend. This left a field of over 60 cars running for time.

The Time Trial/Cup Race Practices were organized a little differently this time to accommodate the four hour Enduro on Saturday evening. We had the usual practice session all day Friday, more practice sessions

on Saturday concluding the day with a no points combined Orange and Red fun race. Some of the quickest drivers voluntarily started at the rear of the pack to get passing practice, a self imposed Australian pursuit so to speak.

Sunday consisted of practice sessions in the a.m., the Time Trial just after lunch, followed by a Red Cup race and then an incredibly exciting Orange Cup Race. Following the races, there was more open track time available...but most people were too thrashed to take advantage of this.

We had family teams, Leonard Schenkel and his trusty pit assistant Maia, who saw to it that Leonard's every need was anticipated.

He lacked for nothing, always had a clean windshield and healthy snacks. Well almost... there was that stash of cookies that Maia would break out from time to time. I managed to chip off one.

Steve and Lisa Eguina were there with their trusty Porsche GT2 car, running in GT1 TT Class. They both fast with Steve nearly breaking the 1:30 barrier. Lisa, who is already lapping in the low 1:37s, is so committed to becoming the fastest driver in her class that in between sessions, she is known to engage in step aerobics.

The father and son Jannone Team was there, Marc and his dad Richard. They share a Boxster Spec car, very nicely prepared. I have

dueled with Marc in the past, namely Las Vegas earlier this year. He is fast and getting faster. But you never know, "dark horse" dad Richard may just surprise his son one of these days.

Representing Orange and Red Cup Racing, we had the father and son team of Kip and Drew Waterhouse, with their V3 and GT3 Cup cars respectively, now both painted a striking color of orange. Also note that Kip and Drew were right there to help out with the Time Trial grid work.

Another father and son team of note, Team Airth, consisting of Walter and David. Walter spent the weekend dueling with POC legend Mike Hammond. David spent the weekend with me in his rear view mirror....tough guy to get past. He let me have one sympathy pass, but took it back shortly thereafter...rats!

He brought his friend Garrett Guess up from San Diego... Garret has a very strange obsession with four wheel drive 964 cars....and if you need to know

a thing or two about the GCRs as they apply to 964 four wheel drive cars, go see Garrett.

Jim Steedman and his lovely daughter were there. She helped with tires, kept his windshield all nice and clean and caught up on her reading while working on her tan a bit.

The Ying Yang Racing Team with Scott Sookwongse and Mike Takaki made their presence known. These two guys are hungry. If you're in their class, they're looking for you; check your mirrors: That means you, "Sugar" Schenkel.

If Scott could just get Bruce Wells to slow down a bit...then JP will be his! Have a heart, Bruce! Cut Scott some slack. After all, he is the new guy in the class. If you let him win, he promises to rent an in-car camera set up from you, honest!

P. Dilly's former ride was there in the hands of up and coming driver Brad Actis. Brad is another of the Time Trial volunteers, showing up to help stage the event. And of course

P. Dilly was there as well, driving in nearly every event over the weekend. You do know that he is coached by professional skate boarder and upcoming UFC fighter Jason Ellis, one of his mates from Melbourne, Victoria, Australia.

John Williamson protégé John Cherniack was there with some of his hoodlum friends, cleaning up the MI class. Mr. Williamson from Otto's in Venice, CA, is his co-pilot, driving coach. Cherniack is only going to get better, so you 996 guys need to step up to MI and give him a run for the money.

Francesco Tedeschi came to us by way of Milan to drive his Carrera 2 with us. His other rig will beat any and all of us down the front straight, and that means you sub 1:30 Time Trial guys such as the likes of John Payne, Kevin Reynolds, Alex Felton, Ted White, John Illes, Andrew Bloch...I'll give you a hint, it has two engines and it runs on jet fuel...he'll give you a running start if you'd like.

Kevin Reynolds' Going to the



Kelly Korzeinman

- Jim Richmond
- Steve Alarcon
- Andrew Bloch
- Marty Mehterian
- Kip Waterhouse
- Steve Parker
- Andrew Bloch
- Jim Steedman



Alan Jamar



Kelly Korzeinman



Kelly Korzeinman



David R. Johnson-DRJ Motorsports Photo



Jim Copp

Kelly Korenman

Dogs Racing Team joined us, with John Gordon and Kevin joined at the hip, as usual. Marnye came out, sad to say, she couldn't stay long; she has a bad wheel (foot surgery), an injury brought about by years of wearing those six inch spike heels.

Here is what we didn't have over the three day event, incidents of any kind. Everyone drove safe and "coexisted" with their fellow drivers. If you would like

coexistence defined, chat with Jeff Melnik for a moment.

In the Red and Orange Cup Races we saw "co-existence" in action, big time. Sunday's Red Race saw a battle continuing from the night before for first place in GT1 between Urs Gretener and Galen Bieker... Urs sewed it up with a fastest lap time of 1:22.829. That is an average speed of 108.658 mph. Third

place went to Bob Rodriguez and fourth to a Ghost Car with very faded polka dots (Steve Bernheim's former ride), now piloted by San Diego's Bill Dawson

GTA: No surprise with Eric Olberz taking the prize in his Loren Beggs prepared car.

GTC-3: Drew Waterhouse comes out on top with Kevin Reynolds right on his heels. Drew had

better watch this "old dog"; he is plenty crafty! John Gordon placed third with Jeff Farmer finishing out the class.

GT-2 was the largest class in Red, and the Killer Bee, piloted by San Diego's John Payne, prevailed. In second place, Alex Felton who may well have won had he not had an early race spin in turn three. Strange as it may seem, less than a year ago, Alex Felton was still driving Time Trials...he

has made a stellar leap up the POC Cup Racing ladder. Jim Copp, a San Diegan too, continues to knock on the door with his latest new car: He, too, is relatively new to club racing...in fact, all the three top finishers in GT-2 are somewhat new to POC Cup Racing. The class was fleshed out by Roger Sheridan, Richard Plotkin, and San Diego's own, Roland Schmidt in a Mirage International prepared car formerly owned by Chris Burns.

R3: Iain Stobie took 1st place, with Ted White coming in second...but Iain, don't let "Get Ted" be your mantra...Ted is hungry.

R2: One entrant, one winner, Robert Balsamo. Maybe I should enter R2, maybe get second? And that concludes the Red Cup Race.

The Orange Cup Race, near and dear to my heart since I was in it (Well, sort of in it as an exhibition entry. It's a long story).

R5 (which includes TT classes KP, LI, MI, V3, with eight entrants, the largest class, and some say, one of the most competitive classes in the Club). The win went to Steve Alarcon who, after hounding race leader Athan "Atlas" Aronis for the entire 19 laps, finally got an

opening for a clean pass at turn three. Third went to the senior Waterhouse, Kip, close behind. Andrew Bloch, all the way down from San Francisco came in fourth, with fifth place going to Jim Steedman in his immaculate 914-6 which he has owned since new...it started out as a 914-4 and has had many upgrades along the way. Sixth through eighth were picked up by John Heldman, Andy Ritter and "Sheriff" Steve Parker.

BSR: This is an up and coming and hotly contested class, won by Dylan Scott aka P. Dilly, with Mike Essa in second place. Mike volunteered to do Technical Inspection at the track, a herculean task, considering all he had on his plate for the weekend—the Tribute, his customers' cars, etc. Third place went to Jim Marks...he was easy on Dylan and Mike...so I have been told Real world, Jim must have been drained with all the work he put into running critical phases of the Tribute Enduro such as the lights, and so on.

GSR: In GSR, Mike Weitze took first, followed by Mark Foley, from Mind Over Motorsports in San Diego, with third going to another San Diego boy Pete Yousko, and fourth place going to Jim Richmond.

R6 was another decisive win for Bruce Wells over Garret Guess in his 964 Carrera 4 "sleeper" car. I was behind Garrett for about 18 laps; that beast is no "sleeper," it's a *keeper*. In third place was David Airth, the pride and joy of Walter, with fourth place going to Scott Sookwongse. This was Scott's third race...well on his way to a 100% certified POC Cup driver.

Direct from his mani and pedi treatment at the Rosamond spa ordered up by Maia, we had the inimitable Leonard "Sugar" Schenkel taking first place in R7. In second place was the Spunky Steer himself, Guenter Lennarz, with Todd Richmond taking third place.

R8 was won by Walter Airth, driving a Cali-licensed Historical Vehicle. History on the hoof goes for both car and driver in this case. In second place we have Matthew Bickell.

The Exhibition class was won by yours truly, driving in a covey of one...and that's the way I like it. In conclusion, this event goes into the Epic category. Other than what I have reported above, it is beyond description, you had to be there. Don't miss it in '08! Look for the article with all the details you'll want to know on the Tribute Enduro. •

Keith Meggs



David R. Johnson-DRJ Motorsports Photo

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# TRIBUTE TO LE MANS

Story by **Kelly Konzelman**

# ENDURO

Photography by **Dave Johnson, Kelly Konzelman, Steve Ruckmick** and **Alain Jamar**  
Illustration by **Alain Jamar**

*"the show must go on"*

*Our Tribute weekend has always been considered a highlight of the POC racing season. Over the past 14 years, this event has slowly evolved from a strictly amateur club event to one of the West's premier Porsche races. In addition to many POC regulars, we have been privileged to watch and race against some of the finest professional sports car drivers of our generation. Drivers like Cort Wagner, Bill Auberlen, Craig Stanton, Kevin Buckler and Anders Hainer raced head-to-head with club hot shoes like Blake Rosser, Doug Baron, Loren Beggs, Galen Bieker and Dwain Dement. Yes, the Tribute to Le Mans had evolved to a level almost unheard of for an "amateur" club race, especially considering that it is a race with no purse. Yet with the ever-escalating costs of tires, fuel, crew, engines and preparations, we wondered aloud if this was sustainable. Would the Tribute continue to evolve? Would it change? Would it become a victim of its own success?*

Heavy rain was forecast for Friday, and by the time the drivers meeting began the paddock and track were wet and cold. Temperatures hovered in the mid 40s for most of the day, and we saw a few light rain showers but fortunately, the 1-2" of precipitation forecast for the day decided to stay over Malibu, and Rosamond, the white-trash jewel of the high desert, was spared again.

In addition to the Tribute, this weekend would also host a time trial event and two Cup races on Sunday. Very encouraging was the fact that we had 16 students moving up to the Time Trial series, even though this weekend was not considered a student event. Kudos to all of the students who arranged for their own instructors, got their tech inspections in advance and volunteered as pit marshals, runners and more. You helped make this a great weekend!

Friday practice saw many teams endeavoring to set up their cars for Saturday's race. Even with the cold temperatures and wet track, times were falling. Watching the timing and scoring, it became apparent that the V3s were awfully fast. Would we, in fact, see an overall victory by a V3/R4 car on Saturday? Also interesting was the three-way fight for the new BSR (Boxster Spec) class between the identically prepared cars of Mary Anne Melnik, Michael Essa and Dylan Scott. Kevin Roush drew first blood in this battle, and astounded everyone with a two-lap qualifying run in Mary Anne's black Boxster. His qualifying time of 1:32.06 was a full three seconds faster than his closest competitor, and faster than many V4 cars sporting 100+ HP more!

By Friday night, a large number of cars, trailers, transporters and pit equipment were staged in the paddock. The sky was beginning to clear. Music, carne asada and tequila seemed plentiful. These were good signs. It was obvious that the Tribute weekend would be a great success (and a lot of fun)!

Saturday's drivers meeting began with a roll call of all drivers and the obligatory speeches by Bill Bodine and Jeff Melnik. Again, a huge "thank you" to these two guys (and of course Laurie Taylor) who spent so much time and effort pulling this event off. With such a full day ahead, everyone was reminded that the day's schedule would stay on time and the Tribute would begin at 6:00 PM sharp.



Dave R. Johnson-DRJ Motorsports Photo

Jerry Roche and Kenny Rumbaugh came very close to being the dark horses of the race



Steve Parker Kevin Roush Jose Alvarez



Gunter Lennarz Jose Alvarez Rick Yap



Doug Baron Loren Beggs



Mark Anderson Blake Rosser

At the drivers meeting it was decided that a combined Red/Orange fun race would be held on Saturday afternoon. 41 cars entered, and it proved to be a great race for those who were watching. With such a variety of cars, drivers and skill levels, it was going to be an interesting race. Jeff Melnik got a huge jump on Bieker and Olberz and led the pack into turn one. Unfortunately, Melnik couldn't sustain the pace and was forced to retire after lap four. Bieker and Olberz kept the show going up front with Bieker maintaining a two-second lead, but the real race was just behind in GTC with Kevin Reynolds, Drew Waterhouse, Marcel Bont and John Gordon all finishing within seconds on the same lap. The track was cold and dusty and lap times reflected the struggle for grip. Galen Bieker set the fast lap with a 1:26.2, just 1.7 seconds ahead of Waterhouse's best time in GTC. Everyone seemed to have a great time mixing it up, and the combined race group made for a great show.

Attention now turned to the Tribute, and drivers started to stage their cars in the cold pits. In this instance "cold pits" is not just an expression, but represented the 50-degree temperature and 15 MPH sustained wind chill that made Rosamond resemble Siberia. The snow level had dropped to 4,500 feet, giving the Tehachapis and mountains around Palmdale a nice dusting of white. It was definitely one of the coldest events I remember.

"Billionaire Bob" Rodriquez and his teammate Galen Bieker were on pole followed by the new, immaculately-prepared 911 Turbo of Kent Klaser and Urs Gretener. Talk about close qualifying: only 33 thousandths of a second separated the first row. On row two were the GT3 Cup cars of Baron/Beggs and Anderson/Rosser. Both cars looked incredibly strong, and were at the top of my list for an overall podium win. Row three saw the powerhouse V3 car of Waterhouse/Alarcon/Tofflemire qualifying just 2/10ths of a second ahead of the black and gold Parker/Alvarez/Roush machine sitting in row four. Back from a long sabbatical and starting in eighth place was the number seven car of Rick Ollila, whose insane cartwheeling crash during 2004's Tribute made us all think twice every time we strap ourselves in.

Two parade laps and then the green flag. Bieker got the drop on Klaser into turn one, and came out leading but the best move of the start belonged to Ollila, who got the power down early and rocketed up the inside from eighth position to third before getting to turn one. For the next 90 minutes, Bieker and Klaser were never more than a few seconds apart. GTC belonged to Doug Baron and co-driver Loren Beggs (who substituted for ailing Neil Alexander) when the Anderson/Rosser car broke a gearbox and retired on lap 22.

Further back in the pack, a furious race was developing in BSR with Kevin Roush leading Dylan Scott and Michael Essa by over a half a lap. No one ever told Kevin his car only had 140 HP, and he drove it like a 500 HP monster...I don't think he used the brakes once. Behind him, Scott and Essa were within a second of

each other for most of the first hour. Both were laying down consistent laps of 1:34-1:35, but neither could keep up with Roush's pace. The BSR race alone was worth the drive from LA. This is going to prove to be one phenomenal class as the field fills and these cars and drivers mature.

1.5 hours into the race and we began seeing our leaders pitting for the first of their several stops. New to this year's Tribute was the elimination of the minimum two mandatory stops, and a rule change allowing the car to be fueled while the driver is still in the car. This opened up the race to pit strategies never available under the old system. The race's "handicapping" would occur in the pits and came in the form of imposed minimum total times each car class had to spend waiting. The GT1s had to spend a total of 21 minutes minimum in pit lane. This could be done in one, two, three or more stops, but all mandatory pit time had to be served no later than 3.5 hours into the race. Walking the hot pits, you could see the agony on the drivers and crew's faces as they were forced to sit and watch their competition go by,

The 2007 Tribute to Le Mans winning entry driven by Kent Klaser and Urs Gretener — Illustration by Alain Jamar



lap after lap while their cars sat idly in pit lane. It was painful to watch, and I imagine, more painful to experience.

And there were the penalties. Penalties would serve to change the face of the race and certainly the outcome of some finishes. The Baron/Beggs Cup Car was assessed a four minute penalty for the last-minute driver change, and then another three minutes for a fuel spill. That's seven minutes to make up in addition to their 21 minute handicap. The BSR of Scott/Howard was delivered a fatal three minute fuel spill penalty as well, one that in the end proved insurmountable.

2.5 hours into the race saw us with a new race leader: the immaculate ruby-red 911 turbo of Jerry Roche/Kevin Rumbaugh! Who?! Yes, while we were busy focusing on the GT1 front runners, the stealthy V1 sleeper continued to lay down fast laps. Folks, get your camera! For the first time ever, an R3 car was leading the Tribute to Le Mans. For the next hour, Rumbaugh kept turning up the



Dylan Scott Shawn Howard



Mary Anne Melnik Kevin Roush Steve Cross



Rick Ollila Mark Anderson Richard Plotkin Kip Waterhouse Steve Parker Mary Anne Melnik



2005 Tribute Enduro winners Robert Rodriguez and Galen Bieker came close to repeating that victory

wick. Gretener, Bieker and Baron knew what they had to do. With 40 minutes left, Gretener had to make up time fast. He was a minute behind the R3 car and closing at two seconds a lap. Roche, now back in the car, got the call and pushed hard, setting his fastest race lap with a 1:27.7. Gretener, Beggs and Baron all responded with fast laps of their own. We were watching in disbelief as lap times kept dropping: 1:26, 1:25, and then a scorching 1:24. Every driver was

reaching in and delivering everything that their car could give. The crowds in the pit were getting rowdy, and everyone crowded around the big screen 10 deep, watching the live timing and scoring. Bill Bodine, who had been calling the race like an AM disc-jockey on a speedball, left the safety of the timing tower and started interviewing drivers, crews and fans in the pits. Despite the -100 degree wind chill, everyone was having a great time. This place was LIVE!

30 minutes left. In V3, the battle between the Parker and Waterhouse cars was in full-tilt mode. Kevin Roush exited the Melnik BSR to drive the third stint for Parker. Carl Tofflemire took the reigns from Steve Alarcon and closed to within one lap of Parker's car. Roush felt the pressure but kept on the throttle, matching Alarcon's fast lap of 1:28.1 set on lap 102. Keep in mind that's a V3 car doing 1:28s at night...three hours into a four hour race. Amazing!

In R9, the 944 GSR car of Richmond/Weitze continued to battle with the 944 R9S car of Mark Foley. Rule changes and incredibly consistent driving gave the edge to the Foley team. With a slightly larger fuel tank, Foley only had to make one stop compared to Weitze's two. Foley passed Weitze—who led the entire race—while he was in the pits, and Foley never looked back.



Ted Barrett Rick Barrett Dean Chesnut

Back in BSR, the three-minute penalty against Dylan Scott and Shawn Howard set them back two laps. Despite great drives by Mary Anne Melnik and Steve Cross, the Melnik car couldn't maintain the pace originally set by Roush, and they were passed by the Essa/Rosser car with 20 minutes to go. Rosser turned consistent fast laps and built a lead that was insurmountable. Rosser eventually took the class win.

to smell good after the race and decided to shower early, but this incident left him two laps down, out of time and out of luck.

Four hours and 148 laps completed. The white flag was now shown to our GT1 and overall leaders Klasser and Gretener. One lap later they took the checkered flag followed by the V1/R3 car of Roche and Rumbaugh who

inspiring and remarkable. VP Motorsports Jeff Melnik did an outstanding job handicapping these cars. Yes, a GT1 car did take the checkered again, but if you examine the final results, had Doug Baron and Loren Beggs not been saddled by their penalties, this would have been the team to beat. Doug and Loren finished just three laps down: four minutes, twelve seconds behind the first place car. Add



Mark Foley and Peter Yousko shared this R9 winning entry

Three hours and forty-five minutes into the race. Fifteen minutes to go. Gretener finally had his sights on Roche, and after three laps on his tail passed the V1 car right at start/finish on the front straight. The crowd cheered. Bieker, too, was flat out in pursuit of both Roche and Gretener. The gap between Roche and Bieker was almost closed when disaster struck. Approaching the Omega at turn four, Bieker set off the onboard fire suppression system, covering himself and the inside of his car with soapy white foam. Unable to see, he was forced to limp back to the pits where the crew got to work cleaning his windshield, glasses and visor. From where I sat, it looked like he was covered in whipped cream. Later on, Bieker would confess that he just wanted

miraculously finished on the same lap. Third place overall went to "Banana Split" Bieker and Bob Rodriguez, also in GT1. Orange group first overall was the Parker/Alvarez/Roush team with second place going to the Waterhouse/Waterhouse/Alarcon and Tofflemire car. Third place and most notable of all our finishers was the R9S 944 of Mark Foley and Pete Yousko.

This was an amazing race, and one of the best shows we have put on in a long time. The Board's gamble was a great success. The racing was close, fast and competitive. To see a V1/R3 car take second overall and maintain the overall lead for 1.5 hours while a 944 R9S took third place overall in Orange is

back those two penalties and the results would have put them in first place. Maybe next year...

So in the end, the system worked. Yes, the teams and drivers came. Yes, the fast guys did win, and yes, the Tribute to Le Mans has evolved again. Regardless of how we may feel personally about a handicapped race, what was most encouraging to hear was so many new drivers talking about coming back next year. With a real shot at the podium, a level playing field, and a new group of cup licensed drivers, we may see an unprecedented interest in the 2008 Tribute. Perhaps even the pros will play next time! •

# The True Life Adventures of a Tribute Enduro **PIT MARSHALL**

Story by **Andrew D. Weyman** Photography by **Dave Johnson**

When I received the email calling for volunteers, I thought, "Why not?" I had recently earned my Short Track license but had not put in any volunteer hours. Here was an opportunity to visit the big track at Willow Springs (having only driven the Streets) and see the Enduro. I'd happily serve in whatever way was needed. Little did I know, for the first time I was about to embark on an adventure as an orange-vested, clipboard-carrying, stopwatch-wielding Pit Marshall.

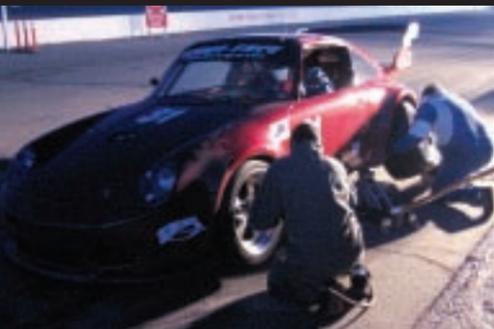
I decided to sit in on the 11:15 Enduro drivers meeting led by Jeff Melnik. He did a great job utilizing his leadership skills to set the tone for a safe, challenging and fun-filled event. I looked around the room and thought to myself that, one day, I too, will drive in an Enduro. I still have a lot to learn...

At the noon meeting, Steve Killian checked in the Pit Marshall volunteers and offered a review

discussed their plans as far as mandatory pit stops and how they were going to split their seat time. I reviewed some of the rules with them, such as the pit lane speed limit (30 mph), safety measures while fueling, and no use of reverse gear in the pit lane. The race began and I found myself rooting for them. They were having radio communication problems and I wanted to help somehow, but I was just there to enforce the rules.

Photos courtesy of:

David R. Johnson-DRJ Motorsports Photo (3)  
 Kelly Konzelman (1)  
 Steve Ruckmick (2)  
 Alain Jamar (7)



David R. Johnson-DRJ Motorsports Photo

Prior to the event, I was contacted by Steve Killian who sent me lots of rules to study. I took out my highlighter and read, and then re-read the rules. Some rules were very clear and simple. Others were a bit more complicated and involved exceptions for certain circumstances. I tried my best to memorize all that I could before the event. I also planned to keep a highlighted copy with me at the track.

On Saturday morning, I attended the 7:00 am drivers meeting. The energy in the room was amazing. Club members were itchy to get on the track, but still took time to ask important questions and review safe driving etiquette. The Pit Marshall meeting would be held at noon, so I had five hours to enjoy the company of other club members and observe some impressive driving skills on the track.

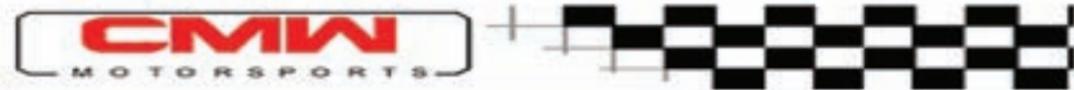
and clarification of the rules. Vests, clipboards, stopwatches, and flashlights were distributed. He emphasized safety, fairness and fun. His approach set the tone for a great experience.

There was yet another meeting with Steve at 4:45 p.m. for us to receive our pit assignments and ask any questions we might have. I was assigned to pit #21, car #441, driven by the father and son team of Ross and Craig Turner, both of whom I'd be meeting for the first time. Steve wished us good luck and I bundled up for the cold weather to come as the sun started to set.

The cars were getting ready in the pits and the anticipation of something really exciting was hanging in the air. I met Ross and Craig. What great guys! What an amazing father and son experience they were about to share! We

It was never necessary for me to issue a warning or penalty for any infractions. These guys had a great attitude and went by the book. My biggest challenges were staying warm and doing some quick math to determine how much more seat time Ross needed before the checkered flag.

The Enduro was a great event. My first experience helping out was totally exciting and rewarding, and I'm already looking forward to my next opportunity to volunteer. Not only did I learn a lot, I made new friends, witnessed the great leadership of the club in action, and earned some POC Bucks! It was a great adventure! ●



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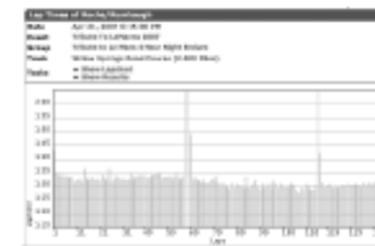
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# Slow and Steady? – NOT!

By **Kelly Konzelman**

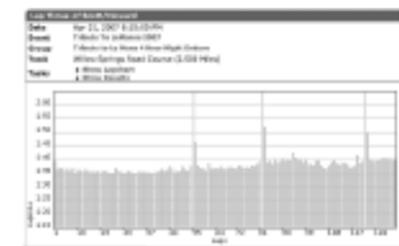
What does *really* take to win the Tribute to Le Mans? The old adage “slow and steady wins the race” was obviously not coined by a POC driver. Actually, I think it was Aesop, whose idea of a busy day was probably watching sheep ruminant. However, in reflection, one of his observations was quite correct. The word “STEADY” does come to mind.

The winners and top finishers of this year's Tribute were the drivers who had the most consistent lap times over the longest driving period. The charts below help us see not only who was fast, but who were the most *consistently* fast drivers. Considering that drivers have to deal with traffic, lapped cars, back-markers, darkness, heat-sink and the fatigue that accompanies a four-hour race, some of these results are truly remarkable and truly demonstrate the unsung talent among us.



STINT 1: ROCHE  
STINT 2: RUMBAUGH  
STINT 3: ROCHE

A remarkably consistent race by both Jerry Roche and Kevin Rumbaugh puts these drivers on the podium and delivers an astounding second overall from their V1-R3 911.



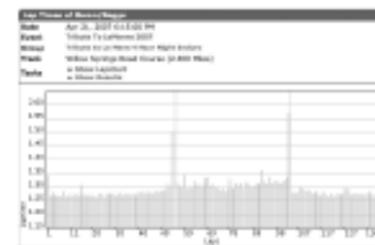
STINT 1: SCOTT  
STINT 2: HOWARD  
STINT 3: SCOTT  
STINT 4: HOWARD

Dylan Scott and Shawn Howard both show impressive consistency keeping their BSR within a second of their qualifying time for almost 80 laps.



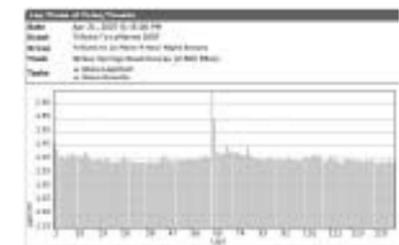
STINT 1: KLASSER  
STINT 2: GREENER  
STINT 3: KLASSER  
STINT 4: GREENER

Kent Klasser turned consistent 1:25s for 38 straight laps. Darkness and traffic obviously became factors later in the race.



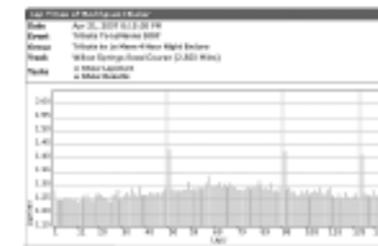
STINT 1: BARON  
STINT 2: BEGGS  
STINT 3: BARON

Doug Baron cannot fail to impress as he delivers consistent 1:26s over 90 laps.



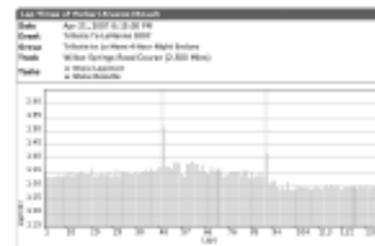
STINT 1: FOLEY  
STINT 2: YOUSKO

Mark Foley and Pete Yousko show remarkable consistency over 136 laps. A great example of how great drivers can turn lower powered cars into overall winners!



STINT 1: BIEKER  
STINT 2: RODRIQUEZ  
STINT 3: BIEKER

Galen Bieker shows consistent lap times of 1:25–1:26 during both the first and third stints; note especially his final 28 laps.



STINT 1: PARKER  
STINT 2: ALVAREZ  
STINT 3: ROUSH

Steve Parker's performance was impressive, but Kevin Roush delivers almost 50 laps of consecutive 1:29s.

Data courtesy **MyLaps.com**

**TIME TRIAL  
WILLOW SPRINGS RACEWAY  
APRIL TWENTY SECOND**

BSR	Jim Marks	01:36.362
BSR	Vali Predescu	01:37.408
BSR	Jeff Shulem	01:41.347
BSX	Marc Jannone	01:40.297
BSX	Richard Jannone	01:52.133
CI	Steve Killian	01:47.840
GP	Carolyn Pappas	01:47.690
GSR	Mikael Weitze	01:35.892
GSR	Bradley Actis	01:40.525
GSR	Cory Muscat	01:42.745
GSR	Dennis Bennett	01:47.889
GT1	Steven Eguina	01:30.411
GT1	Lisa Eguina	01:37.610
GT2	Alex Felton	01:27.317
GT2	John Illes	01:29.750
GT2	Richard Plotkin	01:31.135
GT2	John H. Payne	01:25.879
GTC-3	Kevin Reynolds	01:26.507
GTC-3	Mike Boardman	01:30.287
GTC-3	Garrett Russell	01:36.311
HP	Michael Hammond	01:38.360
HP	Walter Airth	01:42.624
II	Jacqueline G	01:43.828
II	Rick Mills	01:52.473
IP	Joe Gemsch	01:40.302
IP	Greg Morrell	01:46.295
JI	Leonard Schenkel	01:38.583
JI	Michael Takaki	01:41.608
JP	Bob Thacker	01:37.480
JS	Craig Swetland	01:49.704
KI	Charley Wolk	01:47.002
KP	Peter Kaufman	01:43.056
KS	Francesco Tedeschi	01:49.079
LP	Martin Schacht	01:37.806
LP	Steve Ruckmick	01:44.923
LP	Stephen Jones	01:45.657
LS	Quinn Thompson	01:43.653
MI	John Cherniack	01:40.715
MP	Reginald Colby	01:37.592
MS	Guido Rietdijk	01:39.480
NI	Jon Wierks	01:40.830
NI	Ken Agena	01:43.096
NI	Dave Miller	01:46.512
NP	Todd Holzman	01:35.427
NP	Randolf Cherewick	01:40.283
VO	Marty Mehterian	01:40.010
V1	Ted White	01:28.715
V1	Aubrey Eyer	01:33.706
V2	Ed Muscat	01:35.475
V2	Sandy Isaac	01:41.618
V2	Roy Stone	01:47.936
V3	Steve Alarcon	01:27.823
V3	Andrew Bloch	01:29.822
V3	Andy Ritter	01:37.864
V4	Greg Fullmer	01:40.483
V4	Keith Hulley	01:43.565
V4	Jeff Hollander	01:44.347

**ORANGE CUP RACE 5  
WILLOW SPRINGS RACEWAY  
APRIL TWENTY SECOND**

Pos	Class	Name	Best Lap
1	R5	Steve Alarcon	01:29.090
2	R5	Athan Aronis	01:28.909
3	R5	Kip Waterhouse	01:30.719
4	R5	Andrew Bloch	01:30.699
5	R5	Jim Steedman	01:34.408
6	BSR	Dylan Scott	01:35.810
7	R6	Bruce Wells	01:35.665
8	R9S	Mikael Weitze	01:36.178
9	BSR	Michael Essa	01:36.490
10	R5	John Heldman	01:37.066
11	R7	Leonard Schenkel	01:37.166
12	R5	Andy Ritter	01:37.209
13	R9S	Mark Foley	01:37.827
14	R6	Garrett Guess	01:39.763
15	R6	David Airth	01:38.976
16	EX	Martin Schacht	01:38.758
17	R7	Guenter Lennarz	01:39.909
18	R9S	Pete Yousko	01:39.953
19	R9S	Jim Richmond	01:40.575
20	R8	Walter Airth	01:42.311
21	R6	Scott Sookwongse	01:41.777
22	R8	Matthew Bickell	01:42.871
23	R7	Todd Richmond	01:43.236
24	BSR	Jim Marks	01:35.953
25	R5	Steve Parker	01:33.704

**TRIBUTE TO LE MANS  
WILLOW SPRINGS RACEWAY  
APRIL TWENTY FIRST**

Pos	#	Class	Driver Names	Laps	Diff.	Best Lap
1	93	GT1	Klaser/Gretener	148	-	01:24.013
2	31	R3	Roche/Rumbaugh	148	58.803	01:27.749
3	69	GT1	Rodriguez/Bieker	146	2 Laps	01:24.260
4	301	GTC-4	Baron/Beggs	145	3 Laps	01:26.293
5	365	R5	Parker/Alvarez/Roush	140	8 Laps	01:28.190
6	288	GT2	Barrett/Barrett/Chesnut	140	8.199	01:30.601
7	79	R5	Waterhouse/Waterhouse/Alarcon/Tofflemire	138	10 Laps	01:29.823
8	399	R9S	Foley/Youso	137	11 Laps	01:38.454
9	516	BSR	Rosser/Essa	137	46.95	01:35.144
10	35	R9S	Richmond/Weitze	136	12 Laps	01:37.115
11	146	BSR	M. Melnik/Roush/Cross	136	12.038	01:33.853
12	808	BSR	Scott/Howard	134	14 Laps	01:34.813
13	42	R6	Wells/Cross	132	16 Laps	01:36.894
14	453	GT2	Plotkin/Nardi	131	17 Laps	01:30.524
15	319	R7	Lennarz/Alvarez/Yap	130	18 Laps	01:36.291
16	441	R5	Turner/Turner	129	19 Laps	01:32.710
17	7	GT1	Ollila/Beck	108	40 Laps	01:24.080
18	510	R9S	Momeyer/Kravig	98	50 Laps	01:38.171
19	686	R2	Carstens/Kravig	86	62 Laps	01:31.262
20	2	GT1	J. Melnik	40	108 Laps	01:26.610
21	18	GTC-3	Anderson/Rosser	22	126 Laps	01:26.096

**RED CUP RACE 5  
CALIFORNIA SPEEDWAY  
APRIL TWENTYSECOND**

Pos	Class	Name	Best Lap
1	GT1	Urs Gretener	01:22.829
2	GTA	Galen Bieker	01:24.090
3	GTA	Eric Olberz	01:24.331
4	GT1	Robert Rodriguez	01:24.641
5	GTC-3	Drew Waterhouse	01:26.138
6	GTC-3	Kevin Reynolds	01:26.103
7	GT2	John H. Payne	01:26.518
8	GT2	Alex Felton	01:25.726
9	GT2	Jim Copp	01:26.615
10	GTC-3	John Gordon	01:28.611
11	GT1	Bill Dawson	01:26.793
12	R3	Iain Stobie	01:28.962
13	R3	Ted White	01:30.357
14	GT2	Roger Sheridan	01:30.577
15	R2	Robert Balsamo	01:32.921
16	GTC-3	Jeff Farmer	01:36.965
17	GT2	Richard Plotkin	01:30.823
18	GT2	Roland Schmidt	01:31.723

**STS PHOTO GALLERY**

Photography by **Steve Ruckmick, Craig Swetland, Bob Wilt and Kelly Konzelman**





Kelly Konzheim



Kelly Konzheim



Bob Wilt



Kelly Konzheim

### SHORT TRACK SERIES TWO MARCH TWENTY SEVEN CALIFORNIA SPEEDWAY INFIELD COURSE

BSR	Ted Butch	1:24.393	LI	Tawfik Benadeljalil	1:20.661
CI	Jeff Erickson	1:24.703	LP	Steve Ruckmick	1:20.028
CI	Shane Stabile	1:26.291	LP	Chad Carter	1:21.707
CI	Matthew Schnieder	1:27.018	LP	Stephen Jones	1:24.204
CI	Regan Steedman	1:28.374	LP	Bob Wilt	1:25.967
GS	Daniel Cliffe	1:32.222	MS	Ben Graboske	1:18.560
GI	Jackie Lu	1:29.703	MS	Guido Rietdijk	1:20.181
GI	Glenwood Gum	1:34.693	MS	Chuck Avis	1:23.188
GP	Carolyn Pappas	1:17.369	MS	Michael Wukitsch	1:25.166
GP	Peter Ching	1:25.681	MS	Randall James	1:25.225
GSR	Bradley Actis	1:18.669	MI	John Cherniack	1:19.349
GSR	Donald Neville	1:20.237	MI	Nandy Villongco	1:21.003
GSR	Cory Muscat	1:20.578	MP	Reginald Colby	1:19.304
GSR	Dennis Bennett	1:23.906	MP	Reginald Colby	1:19.686
GSR	Dean Winger	No Time	MP	Brian Vance	1:20.036
HI	James Bailey	1:23.384	NS	Jon Wierks	1:19.409
HP	John Dilger	1:21.673	NS	Garrett Russell	1:19.459
HP	Kent Lothringer	1:25.163	NP	Garrett Russell	1:18.688
HP	Tom Van Aken	1:27.682	NP	Randolf Cherewick	1:20.298
II	Marshall Williams	1:17.987	NP	Andrew Weyman	1:24.566
II	Jacqueline G	1:18.775	V4	Christopher Wiles	1:14.371
IP	Don Matz	1:20.765	V4	Keith Hulley	1:19.826
IP	Greg Morrell	1:23.772	V4	Jesus Gervacio	1:23.544
JS	Craig Swetland	1:23.369	V4	Mike Ditri	1:28.358
JS	Ted Pao	1:24.156	DQ	Dennis Puddester	1:11.214
JS	Derrick Shiba	1:24.434	V3	Steve Parker	1:12.165
JS	Matthew Herrill	1:25.540	DQ	Alan Deszcz	1:12.177
JS	Eric Gresser	1:26.946	V3	Carl Tofflemire	1:13.342
JS	Mike Parker	1:27.611	V3	Jim Steedman	1:13.483
JS	Juan Gonzales	1:36.003	V3	Mark Osterkamp	1:14.371
JL	Leonard Schenkel	1:18.335	V2	Ed Muscat	1:18.551
JL	Michael Takaki	1:20.876	V2	Shawn Patrick	1:19.833
JL	Randy Takaki	1:22.252	V2	Sandy Isaac	1:26.788
JP	Chet Fortney	1:17.006	V1	Steve Egunia	1:13.367
JP	Bob Thacker	1:17.496	V1	Iain Stobie	1:13.706
JP	Scott Sookwongse	1:18.475	V1	Willy Leon	1:18.367
JP	Steve Thompson	1:18.903	V0	Marty Mehterian	1:10.829
JP	Kurt Gokbudak	1:21.653	GT1	Steve Eguina	1:14.742
JP	Brent Gokbudak	1:22.536	GT2	Alex Felton	1:09.797
KI	Todd French	1:18.443	GT2	Mike Gagan	1:12.189
KI	Winston Muditajaya	1:20.729	GT2	John Illes	1:13.127
KI	Charley Wolk	1:24.101	GTC-3	Kevin Reynolds	1:10.271
KI	Jim Lo	1:26.501	GTC-3	John Gordon	1:10.415
KP	Gus Gomez	1:26.849	EX	Michael Holgate	1:18.253
LS	Attila Szilagyi	1:20.947	EX	Bill Beverly	1:18.747
LS	Duane Selby	1:23.251	EX	Sam Lin	1:24.563
LS	Leland McArthy	1:23.442	EX	Richard Shyu	1:25.303
LS	Quinn Thompson	1:25.004	EX	Brent Kirston	1:26.572
LS	John Kamus	1:27.433	EX	Gianelli Granados	1:27.348

### SHORT TRACK SERIES THREE MARCH TWENTY EIGHT CALIFORNIA SPEEDWAY INFIELD COURSE

BSR	Ted Butch	01:22.2	LS	Attila Szilagyi	01:20.2
CI	Jeff Erickson	01:25.1	LS	Duane Selby	01:22.4
CI	Shane Stabile	01:25.7	LS	Quinn Thompson	01:23.9
CI	Matthew Schneider	01:26.2	LS	Leland McArthy	01:24.3
CI	Regan Steedman	01:27.1	LS	John Kamus	01:29.6
GI	Jackie Lu	01:30.7	MI	John Cherniack	01:19.2
GP	Carolyn Pappas	01:21.7	MI	Ryan Hartsock	01:24.6
GP	Peter Ching	01:25.2	MP	Brian Vance	01:18.4
GS	Daniel Cliffe	01:29.9	MP	Reginald Colby	01:18.9
GSR	David Hirsch	01:20.0	MS	Ben Graboske	01:18.4
GSR	Cory Muscat	01:20.2	MS	Guido Rietdijk	01:19.9
GSR	Bradley Actis	01:20.7	MS	Todd Pavlik	01:21.1
GSR	Dennis Bennett	01:23.9	MS	Michael Wukitsch	01:24.5
GSR	Shawn Muscat	01:25.6	NI	Nandy Villongco	01:19.6
HI	Jim Bailey	01:24.7	NP	Garrett Russell	01:19.5
HP	John Dilger	01:19.1	NP	Andrew Weyman	01:24.2
HP	Kent Lothringer	01:25.2	NS	Jon Wierks	01:20.6
HP	Tom Van Aken	01:29.0	V4	Christopher Wiles	01:15.3
HP	Ira Ramin	01:32.9	V4	Keith Hulley	01:20.2
II	Marshall Williams	01:17.6	V4	Chuck Miller	01:20.6
II	Jacqueline Ginsburg	01:20.9	V4	Jesus Gervacio	01:22.6
IP	Don Matz	01:21.0	V4	Michael Ditri	01:28.8
IP	Greg Morrell	01:23.7	V3	Steve Parker	01:13.3
JL	Leonard Schenkel	01:18.7	V3	Carl Tofflemire	01:13.4
JL	Randy Takaki	01:19.3	V2	Ed Muscat	01:15.9
JL	Michael Takaki	01:19.5	V2	Sandy Isaac	01:25.5
JP	Brent Gokbudak	1.22.746	V1	Iain Stobie	01:12.8
JP	Chet Fortney	01:16.8	V1	Rick Barrett	01:15.6
JP	Bob Thacker	01:17.2	V1	Willy Leon	01:17.5
JP	Steve Thompson	01:18.0	V0	Marty Mehterian	01:31.0
JP	Scott Sookwongse	01:18.5	GT1	Steve Eguina	01:13.0
JP	David Airth	01:19.7	GT1	Lisa Eguina	01:18.3
JS	Craig Swetland	01:23.7	GT2	Alex Felton	01:10.4
JS	Derrick Shiba	01:23.9	GT2	John Illes	01:11.9
JS	Matthew Herrill	01:25.3	GT2	Mike Gagan	01:12.2
JS	Mike Parker	01:26.9	GTC-3	Kevin Reynolds	01:10.1
JS	Eric Gressler	01:27.0			
JS	Juan Gonzales	01:30.3			
KI	Todd French	01:18.1			
KI	Chris Tallon	01:20.1			
KI	Winston Muditajaya	01:20.9			
KI	Charley Wolk	01:22.8			
KI	Jim Lo	01:25.7			
KP	Gus Gomez	01:27.6			
LI	Tawfik Benadeljalil	01:19.5			
LP	Steve Ruckmick	01:19.8			
LP	Chad Carter	01:20.9			
LP	Stephen Jones	01:24.1			
LP	Bob Wilt	01:24.1			

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911/930 C2 3.6 993 Turbo Header System 48 Rear Wheel Horse Power 800 RPM Turbo Lag Decrease Porsche Performance. bick\_21@hotmail.com.

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### WANTED:

914 Porsche.

I need a good well kept 914. William Beavers, 770-964-3443, modeknot@aol.com

## BOB READ: MUSINGS OF A MOTORHEAD

*Continued from page 18*

### APRIL'S FOOL!

Jeff Melnick and Jim Marks did a great job of getting POC a bit more track time for Sunday. Unfortunately, the grid marshals put me last in the only morning practice, back to the fifth row fence with the dunce cap on my head for having the audacity to show up four minutes before the 8:00 out lap. Heavens to murgatroyd! Practice plan thrown out the window, I get in a few passes and three good laps before my miniscule session is over. No worries, I learned a few more things about the banking (and the grid).

### THE RIGHT STUFF

Sunday's qualifying felt fast, another 1:47 something. Nice! But I am concerned because my competitors have moved up a few places. I qualify 16th, with Kevin moving up to 11th. Strangely, Coach VJ is elated. (Could it be last night's poison blowfish sashimi, or does he know something I don't? Let's find out, shall we?)

I did not understand it at the time, what with numb lips and all, but this was where his race experience was invaluable. After Saturday's race, I wanted to drop a second or so for Sunday, knowing everyone else would pick up the pace a bit. My focus, chopsticks in hand, was on qualifying. His focus was on racing! "Bob, eight other cars are within one second of you. Awesome work buddy, you are going to have a great race!"

Liberating? You bet. He took the pressure off lap times, and gave me an entirely new learning objective for the upcoming day. "Look, your tires are done, and with zip ties and tape, your car is not going to get better. You're right in the thick of the crowd, so we're going to work on race craft. You are no longer a student of driving, you are a student of racing!"

"Yes, Master," I tell myself. "I am ready!" Great start, moving up at least six spots in the first half lap. Battled Les Long through

the dirt part of T4 and T5 (him, not me), then settled in for the long haul. Traffic was heavy but clean, and made for some great passing.

Take pause, gentle readers: if you are gracious enough to remember yesterday's breathtaking pass at T3 (Saturday's qualifying chaos), be advised that I tried to repeat this greedy maneuver in Sunday's race. With Les ahead and my evil blue nemesis just behind, I try to eliminate both in a single move. Late brake, leave evil blue to the traffic demons on my right, attach myself to Les, and pass him in T5. But wait...while basking in glory, my boat anchor fails me! Old tires, no grip, hot brakes, no experience.

Les recalls the moment for us: "Bob, I seem to remember your car going straight past my rear bumper as I turned off the banking. Just how far did you go before you finally got it stopped... ha ha!"

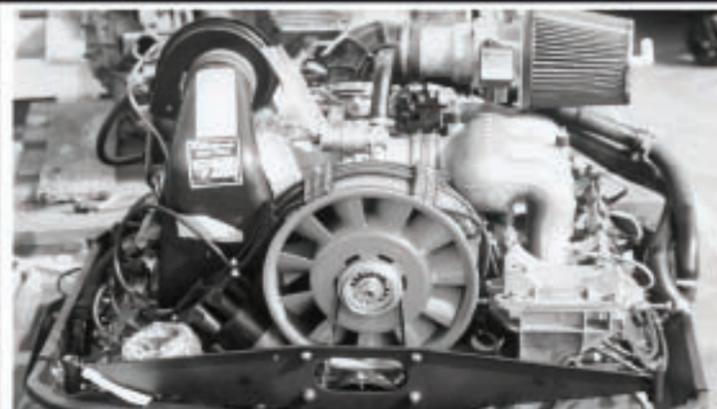
Ten seconds adrift with that bonehead mistake, I turn a quick 180 only to see a string of cars go by, (yes, those would be the ones I passed earlier) and my friend Jerry Blazek approach head on from the banking. I drive straight at him, turning in to the right as Jerry turns in to the left. Co-exist we did, and off I go, chasing like a madman. My now rather vintage bias ply tires hold like champs and I repass everyone except that evil blue car, (Ted, I was coming!), and finish an astonishing Sixth overall! For the first time, I was racing, not driving! How fun was that!

### HOMEWARD BOUND

Stunned, I load the car and head out. I survived the weekend, far surpassed my goals, and learned more than I can tell. Such are my reflections on a wild pair of races. I know that one solid race does not a racer make. But it boosts confidence, adds to the tool kit of experiences, and fills the writing tablet with lessons from which to move forward. How lucky I am to play the April Fool! ●

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- C Decambered Ball Joints
- D Weather Sealed Monoballs - for -
- E - Camber plates
- F Low Friction Control Arm Mounts
- G Hollow Torsion Bars (914-6)
- H Hollow Sway Bars

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- D - Control arm front
- E - Control arm rear
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INTERVIEW BY MARNYE SUMMERS



## GREG FULLMER

MEMBER SINCE 1978  
 CAR 1970 PORSCHE 914-6  
 NUMBER 575  
 CLASS HP/V4  
 RUN GROUP WHITE

Greg Fullmer is a quiet, unassuming man of few words. Don't let his quiet demeanor fool you; the saying, "Still waters run deep," was coined with Greg in mind.

Unique talents, occupations and friendships made over a lifetime have afforded Greg an array of unusual experiences. Even the car Greg drives has an interesting and touching history. He was generous enough to share some of his experiences with me recently. He drives a 1970 914-6GT Porsche in the V4 class, teal green wearing the number 575. Here is his story.

**VELOCITY:** What is your occupation, Greg?

**FULLMER:** I'm retired now, but was a mechanic and also a College and Special Education teacher for 23 years.

**V:** Tell me about some of your interests and hobbies.

**F:** I am divorced with a grown daughter and grandchildren. I love to travel and if

money was no object, would live in Europe on Lake Como and maybe open an Italian restaurant. That would be a fantasy come true.

I had an absolutely amazing trip when I toured France and the Alps in a Porsche, spent nights in castles with great wine cellars and a beautiful sommelier.

I worked on a French vineyard one summer and I have become even more of a wine enthusiast of late, since beginning my friendship with Jeff Hollander of Wild Jo's Vineyard, also a POC member.

I have also done photography for many years. I have shot weddings and funerals, Pro Rally cars in the night, beauty pageants, Painted Ladies at the Playboy Mansion and lately, website content for pretty girls. Playboy Magazine's parties started a trend, now popular around the world, where young ladies are used as canvas for painting pictures, hence the name "The Painted Ladies."

It has become the trend for each girl to

have their own website. It's boring to have the same pictures all the time, so I do 20 or 30 pictures or more, with professional lighting and a high resolution digital camera. They are then able to change the pictures on their website. They can change out fits and backgrounds for different looks. The resolution is high enough for them to enlarge the pictures for poster size prints if they wish. Lots of people want to look better than someone else's snap shots. Girls tend to be the most vain.

**V:** How did you become involved in the POC?

**F:** Reading the Sunday paper one day 1978, I saw an ad requesting anyone interested in starting a Porsche club to contact Barbara and Ron Webb. When I showed up to the eventual dinner meeting, parked out front was this wonderful teal green 914. I had pro rallied and auto crossed 911s for a while but had only seen cars similar to this on the track at Riverside or Laguna Seca and NONE of them had a front end like that.

While spending the next year getting the club going, Ron, Barbara and I kept ending up at the same Auto Crosses and developed a

friendship, which has lasted to this day.

They also introduced me to Time Trialing at Willow Springs. The weekends Ron and I spent together seemed endless, helping each other change tires or playing with carburetors, me wiping the oil off of my glasses, and him smoking those small brown cigarettes.

**V:** Tell me about the history of the 914-6 GT Porsche and how you came to own it.

**F:** Mahag Motors in Germany handled the sale of a number of GTs to race teams. Only 43 were produced. They kept a customized version for their Chairman to drive and race. I still have a copy of the original sales ad in the German auto magazine when the Chairman of Mahag sold his "toy." From there it ended up on the lot of a Porsche dealership in Monterey, CA. It was then sold to a doctor who was racing at Laguna Seca. In 1976 it showed up for sale on consignment in Los Angeles. Ron and Barbara Webb purchased it and raced it in POC and PCA events for many years.

Finally one weekend we went to run a TT on the Aerodrome in Las Vegas. I had just gone along as his mechanic and as an excuse to get to Vegas. The first day Ron introduced me to Carl Young, who held the track record. Ron handed me the keys to the "6" and had Carl teach me the track. I was so used to staying ahead of the back end of my 911, the stability of the 914 was an entirely new experience. I was spoiled! The problem was that it also spoiled me for driving other 914s. Nothing else drove like the GT. You had to be in a 911 to go as fast as the GT and in a 914 on race tires to corner as well.

Over the years Ron tried to get me into several 914s, even a six or two, but they paled by comparison. Many long weekends and sometimes weeks were spent towing to Vegas, Phoenix, Riverside, Laguna Seca, San Diego and an unknown number of Auto Cross events across the West, with Ron puffing along on his brown cigarettes mile after mile, event after event. I swear that he even timed his steaks on the BBQ by the length of his ashes.

Eventually all good things must change, and it came time for Ron and Barb to retire in 1992. Ron was from Utah and it was decided that



they would retire to Richfield in a beautiful valley in the mountains. The only problem was that they had too many vehicles. Thus was started our version of the great Utah trek. They with their motor home and me with mine, we started shuffling cars. We even spent New Year's Eve in a trailer park in Richfield while trying to find more storage room for cars until he could build a shop.

Over the next few years I would be at their house for New Years and after a while it was decided because they were nearly 200 miles from the nearest Auto Cross and now into riding quads in the mountains, they didn't need so many Porsches anymore.

That was when Ron made me a deal I couldn't refuse and loaned me a dolly to bring the 62B back to California. The next year I repeated the trip with a 73E Targa. Many trips back and forth, fishing—in a sport, appropriately named, Fish Lake—hopping up the fishing boat motor, and kicking back as time went by.

Then came the phone call from Barb's daughter. Ron had a stroke and only lasted a few months. Fast forward to 2002 and a call from Barb. She wanted to sell the GT rather than let it rot in the shop and she thought Ron would want me to have it.

The car is almost all original; even the eight track radio still works, and whenever I put in a Beach Boys tape I open the ashtray and see Ron's brown cigarette butts and know he is still there, telling me to go deeper and break a little later.

To this very day those butts attend every racing event with me. Ron was my friend...I miss him, and I miss those days a lot.



Illustration by Alain Jamar

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**V:** I know you are still very active in racing events, but how do you spend your time away from the track?

Like I said, I really love to travel every chance I get. Recently, I felt a need to get away from Bakersfield and ended up in Kansas City, MO, at the invite of old friends, Rodney Harrison and his wife. I met Rodney through PCA, where we swapped presidency of the local PCA region several times. Rodney is Chair of the Doctorate Program involved in bringing the Dead Sea Scrolls Tour to the United States. Rodney's wife is presently working on her third degree, this one in Dead Languages. Rodney took me on a tour of the scrolls and we did several informative dinner/lectures on the scrolls and learned how science is helping in their reconstruction. DNA is one of the methods used in piecing them back together. It seems that some of the scrolls were printed on goat skins. Not knowing or caring for the historical value, these skins were broken up by the local people when they heard the government would pay 25 cents for a one-inch square of the scrolls. Unfortunately these small pieces were used as money between the locals, knowing that the government would back the transaction if the owner decided to "cash them in."

DNA is used to track which goat skin the scroll was written on, thus, greatly decreasing the time spent in reassembling the thousands of pieces making up the scrolls. Another interesting technique being used to read the scrolls without unrolling them is being performed using Magnetic Resonance Imaging (MRI). Just as the MRI can read slices of a human body, it is reading slices of the scrolls without the damaging effects from unrolling the fragile materials they are written on.

**V:** How would you sum up your life's experiences?

**F:** Young or old, find something that you are enthusiastic about. It should make you smile and make you want to learn. It should also make you want to share it with someone because memories are the greatest treasures of life. I'm looking for my next memory. •

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INTERVIEW BY MARNYE SUMMERS



## JEFF HOLLANDER

MEMBER SINCE 2005  
 CAR 1974 PORSCHE 914-6  
 NUMBER 477  
 CLASS HP/V4  
 RUN GROUP WHITE

**VELOCITY:** How long have you been a member of the POC, and why did you join?

**HOLLANDER:** This is my second year with the club. I joined because of my interest to pursue driving events and the ability of the organization to provide a learning platform to achieve this. I have really enjoyed the opportunity to pursue driving on the track with the POC, benefiting greatly from the advice of other members as well as the instruction provided through Marty and his instructors. I started with the Short Track Series and now with the Time Trials (Solo Sprints). I started driving a four cylinder 914, which I upgraded last year to a 914-6.

**V:** What has been the most unexpected benefit of your membership in the POC?

**H:** One of the great benefits I have enjoyed from participating is my son Matthew's interest in all this. He has developed a keen awareness of the goings on, both in the people and the

vehicles. He accompanies me to most events, helping whenever he can. Most people get to know Matt and I am referred to as, "Matt's Dad."

**V:** What do you do for a living?

**H:** I own a mortgage company specializing in loans for seniors; that's my "real" job. My wife Joann and I have a vineyard on our property where we grow Zinfandel grapes. We both sell our grapes to local wineries and make our own wine under the name "Wild Jo's Vineyard." You might say we are living our fantasy occupation, as this is something we always wanted to do, and in moving to the Central Coast of California in 2000, we realized our dream.

**V:** How did you get started in the wine business?

**H:** My family and I were living in L.A. and Palm Springs. We hated the family life style in L.A. and made an effort to spend more time in Palm Springs. The

problem with that was the summers in the desert; for a weekend the heat is bearable, but day in and day out living with the heat can get real old REAL fast. The kids had to spend all their time indoors or in the pool. I had spent time in the San Luis Obispo area for my business and really liked the climate during the summer. In 1995 we rented a house at the beach for the summer, and I flew back and forth in my plane to take care of my business in L.A. and the desert. This went on until 1999, with us leaving the desert each summer and renting in the Central Coast. The kids loved it: the beach, the outdoors and the local lakes with very comfortable temperatures.

One day my youngest son, Matthew, and I were fishing on one of the lakes and he looked at me with a big smile on his face and said, "Daddy this is the most fun I've ever had; can't we do this all the time?" You might say an epiphany was experienced on my part; out of the mouths of babes comes the stark reality

of...sure we can, why not? I had just finished reading a little book called "Who moved my Cheese?" It dealt primarily with the concept of change, that we will always experience change in our lives, that change is good and should not be resisted. I hired a realtor the next day to begin my quest.

We had little success in finding our "dream home" on the Central Coast; at the same time we were trying to decide if it was in fact the right move for us.

We were driving around Templeton with our realtor and, low and behold, in a development called the Peterson Ranch, we spotted the perfect house with a vineyard and a big oak tree on the front lawn. Unfortunately it wasn't for sale. I asked the realtor to inquire if the owners would be interested in selling.

The next day we got a call back stating they would be interested in talking, but the house would not be available for another year, as they were building a new one

on their larger acreage vineyards. If we were willing to wait that long, they might be willing to talk.

We scheduled a meeting to look at the house. It was perfect, just what we were looking for. We made the deal, which included everything, even a John Deere tractor to work the vineyards. Interesting how a boy and a book can change one's life.

We decided to move after the school year ended in 2000, which worked best for both families. The vineyard had a contract with Kendall Jackson, which, unfortunately, didn't continue with us. One of the first things we needed to do was learn how to operate a vineyard and how to sell the grapes.

**V:** So you were really flying by the seat of your pants. How did you learn to run a vineyard?

**H:** Many local wineries and growers were very helpful in giving us advice. To learn a little of the lingo, varietals and growing practices, I took a part time job at Wild Horse (one of our local wineries) in their tasting room. I also enrolled at Cal Poly in some of their growing and Oenology programs. As luck would have it, my wife Joann was raised on a farm in Tulsa, Oklahoma, so she felt right at home. We were able to secure a contract with one of the local wineries, Harmony Cellars, to buy our Zinfandel grapes. They have continued to purchase our grape production from us every year since we moved in. It has worked out well for both of us as they have attained Gold and Double Gold Medals each year with our grapes and their winemaker Chuck Mulligan's techniques. We also started to make our own wine we call "Wild Jo's," which is both fun and satisfying, especially when

friends tell us how much they enjoy it!

**V:** Have there been any regrets or setbacks since this huge life change?

**H:** Last year I suffered a minor setback, which I call my "wake up call." I learned that I had developed a rare form of cancer in my head. The love and positive feelings that my family and friends shared with me not only got me through it mentally, but also gave me the strength and drive to beat it. Looking forward to getting back on the racetrack was also a great motivator, especially when I was going through some of the treatments. A friend in the POC gave me Lance Armstrong's book, "It's Not About the Bike: My Journey Back to Life." To those who haven't read it, I highly recommend it, as he really has the ability to put things in perspective for us all.

**V:** What do you see for the future?

**H:** I look forward to participating in the Racer's Clinics in June and December this year and maybe getting into competition next year with POC Club Racing. If I do it Matt's way (he's got it all planned out), I'll buy a 911 GT3 Cup Car and give him the 914 so when he turns 16 he can begin the Short Track Series. Time will tell how this all plays out, but looking at Matt's track record, he is usually right.

The future? Maybe some Cup Racing with POC and bottling "Wild Jo's" and an upscale private label as well, for public consumption and sales. Only time will tell. I can best sum it up with a toast that a good friend shared: May your grapes grow slow and your cars run fast and YOU be around to enjoy them both for as long as they last! ●



Illustration by Alain Jamar

INTERVIEW BY MARNYE SUMMERS



## CHAD METTEN

MEMBER SINCE 2004  
 CAR 1977 PORSCHE 911S  
 NUMBER 267  
 CLASS V3/R5  
 RUN GROUP ORANGE

Chad Metten is definitely a “meat and potatoes” kind of guy who’s been known to pull no punches if something irritates him. His blue collar language may have created some friction now and then, but at no time are you ever confused as to where you stand with Chad. If you are unsure, just ask him—he’ll tell you.

I sat down with Chad at the Festival of Speed at California Speedway and found a diamond in the rough. He drives a black 911S V3/R5, number 267, and has been a member of the POC since 2004. He recently won the 2006 V3 STS championship.

Chad is newly engaged to long time friend Star Walker, a former Victoria’s Secret model and Miss Hawaiian Tropic winner three years in a row. Star’s striking blue eyes and tanned skin leave a lasting impression with all who meet her. Together, the couple has built a new house, and are now in the process of settling in.

Under Chad’s sometimes gruff exterior is a real family-oriented and hardworking

guy involved in the family business as an industrial paint contractor. When Chad was just three or four years of age, his father sold the family home and started the business, E.B. Aker Painting. His father still runs the business, and when asked whom he most admires, Chad answered without hesitation, “My father. He built this company from nothing.”

Chad regrets not studying harder as a youngster and continuing his education for a business degree. If he had, he feels it would have made the transition from manual laborer to managing large work crews and bidding jobs an easier process. He admits readily to loving what he does, but thinks more education would have afforded him a faster climb up the ladder to his present position.

Chad admits his fantasy occupation would be to own a racing team and business similar to 911 Design. His drug of choice being adrenaline, the racetrack gives him a mainline infusion. Away from the track he enjoys a lifelong passion for baseball cards, and has amassed a collection that is valued at over a half million dollars.

Being a baseball player was one of his childhood dreams; he also dreamed of being Speed Racer, and wishes he had practiced karting as a youngster. His love for cars started early in life, and he also collects die cast Porsche cars. He just finished restoring a 914 Porsche and is looking for a 1969 Camaro to restore. When he’s not taking risks at the track, Chad plays high stakes blackjack in Las Vegas. He tells of winning over \$100,000 in a marathon 12 hour gambling stint; sheepishly, he also admits to losing \$20,000 in one sitting.

Talking to Chad, you can’t help but get a sense of the great love and patriotism he has for this country. His most prized possessions are his Air Force medals; one highlight of a distinguished career in the military was winning Outstanding Airmen of the Year, a multifaceted award given to the single person with the highest scores in nine categories ranging from fitness to community service.

Chad’s patriotism is also expressed in his belief that everyone should spend at least one year in service to the military or government, giving back just a little to the country that gives us so much in return.

Chad’s favorite fantasy vacation is rooted in his love for this country. It would be to travel the United States, visiting the Smithsonian Institutes, the war memorials, battlegrounds, and seeing other natural wonders.

It is clear that Chad Metten loves both family and country, neither of which he takes for granted. His sometimes gruff attitude (which he says he is working on) is just the hard shell exterior of a guy who values freedom and family to the very core of his being.

You will see Chad competing in STS, Time Trials, and Cup Races this year. His dad still comes to every STS event, where he watches his son become his childhood hero—Speed Racer. ●



Illustration by Alain Jamar

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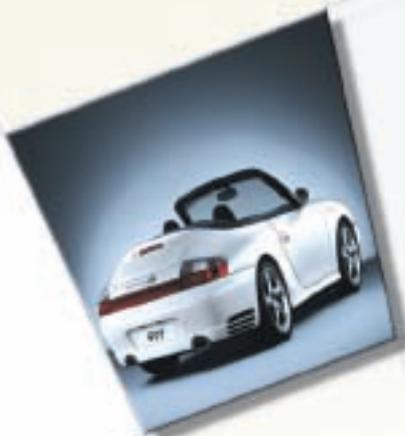
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