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EDITORSNOTE GLEN USLAN

Several weeks ago, I received some disturbing news in my mailbox. It came in the form of an invitation. It seems that I am now eligible to become a member of an organization that has as its sole requirement, my age. Then, upon sharing this news with others, I was told by our very own POC President, that it gets worse. Mr. Bodine informed me that after about six months of membership, I will actually look forward to receiving the most relevant news in my life in their monthly publication! After pondering this notion and contemplating my potential arousal by the idea of "hey, Jamie Lee Curtis is looking pretty good for her age," I have decided to continue to live in denial. Then I remembered that I have some input on a different publication of an organization that holds much more excitement and interest to me. It is a club that I am actually proud to be a member of. The POC is different things to different people. Ten years ago, it was for me a chance to enjoy my own car in a way that I imagined it was designed and engineered to be enjoyed. Then, it became more about the events themselves. I found that I enjoyed managing the STS and spending my time with the new members almost as much as being on the track. Now, I have Velocity to work on. It feels good. It feels like the right fit for me in the club at this point in my life. I enjoy learning about a veteran racer through an interview by Marnye Summers. I enjoy seeing all of the photos of the cars on track and in the paddock. And, I enjoy the articles submitted by our members to gain their perspective on our club and what we do. While many of us are age appropriate to be members of that other organization, I hope that you too will prefer membership in the POC and what our publication has to offer. I challenge you to explore the various opportunities within the club. Find your niche and enjoy it. If you enjoy the new friendships and camaraderie of the STS, then get involved in making it grow. If you seek the challenge of wheel to wheel racing, then find a mentor to help you along the path. If you see yourself as a leader, then step up. You will never find a more interesting and diverse group of people to get involved with. But most of all... be proud of your membership in the POC and share your experiences with the rest of us.



On the Cover:
Blake Rosser and Mike Monsalve on route to
the Tribute Enduro win.
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FROM THE **PRESIDENT** BILL BODINE

The coming second half of the 2008 season looks great. Laguna Seca, Button Willow (BW 100), Vegas outside track, STS at Willow, STS at Cal Speedway...that's almost too much fun for one club! When I look back and realize we had our first Triple Crown event, Tribute, Vegas and an Instructor's Clinic already there is no wonder I need a nap.

I'm sure that you all realize the wisdom in taking the mid-summer off. Having our members spend some time with their families for 6 or 8 weeks straight insures that Mom and the kids will be more than happy to have Daddy go away more often. Hey, we're always thinkin'.

The POC is working hard to continue growing, even in this difficult economy, thanks to the outstanding efforts of our Board and Committee members. Martin Schacht (Director of Membership) has really brought our membership committee a new life as exemplified by committee member John Payne's delivering truck-full after truck-full of new San Diego-based members. Good work John! (Yes, we will be examining visas).

Chris Wiles (Director of Marketing) is bringing us a continuous stream of new advertising partners such as GMG, JIC Magic and Computronix. I want to thank Chris for educating us as to the importance of "good fit" partnerships. These sponsors represent products that we all need on an ongoing basis. I would once again ask that you show your understanding of their value to the club by giving them a shot at your business.

Fall is GCR revision time so our Competition Committee will be busy discussing the suggestions made by members and shaping our Rules for 2009. GCR revisions are both mind-numbing and time consuming so let's give our Competition Committee: Steve Parker, Jeff Erickson, Marty Mehterian, Loren Beggs, Michael Essa and Bruce Wells some love when you see them.

Our secretary and web guru, Dylan Scott has decided to step off of the Board. Dylan's contribution to our club has been monumental. We will miss him but he assures us he will still come out and terrorize the Boxster Spec Class. Thanks for all you've done for us Dylan, you are a gem.

To partially fill the huge hole left by Dylan's departure, we have tempted Leonard Schenkel out of retirement with promises of three seasons of Oprah reruns (on VHS...not DVD) and a case of Johnny Walker Black. Welcome back Sugar Ray Leonard Schenkel. I'll volunteer to drive you home from the meetings!

There has been some discussion about our need for future leaders. It has been proposed to the Board that we resurrect the policy of using volunteer Event Masters to work along with our appointed Event Steward. This would insure a continuation of consistency of management we all appreciate, while teaching others the "POC way". As Sergio Nardi points out, this is where our next generation of Board members is groomed. Knowing how to run a POC event efficiently is knowledge that needs to be widely held. It is this knowledge that has made us the leader of Porsche racing in the West for over a decade.

Finally, I want to thank you all for your support of our annual fund raising at the Laguna Seca event. This year we again proudly supported Hope For A Cure and the Juvenile Diabetes Research Foundation, two great organizations working together to help find the cure for Juvenile Diabetes.

POC has used the Laguna Seca event as a platform for fundraising since 2000 and has raised hundreds of thousands of dollars while having a great time.

I hope to see you this fall as we enjoy the second half of another memorable POC race year. BB

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PORSCHE

Fitness & Health for the Racer

By: Jeffrey Shulem

Pictures by Trevor Gee.

Does racing get you in shape or do you get in shape to race?

So it's a Saturday at Buttonwillow and you start getting pain under your right shoulder blade and your left butt cheek. Hmm, you wonder why? Well, let's think for a second. We shift usually about 15 times per lap, drive about 48 laps per day, so we are shifting over 700 times a day.

Is there anything you can do out at the track to alleviate this pain or is this a problem to deal with at home? Well, I was asking this question soon after I started Time Trialing about three years ago.

By the way, doing something repetitive, like shifting and braking, can put an abnormal amount of strain on your leg muscles. Hint: Try moving your seat forward and backward during the day, so that you are not in the same position doing the same repetitive motion. This can save you a trip to the Chiropractor on Monday.

Being a big believer of finding someone with expertise that I don't possess and tapping into their skill, I searched high and low for someone or something like books or videos to help me with my quest to be in better shape for racing. To my surprise, there wasn't much out there.

Instead, I found a personal trainer that knew how to listen. Listen to the physical frustrations I had after a weekend of racing. The both of us developed a very unique training program specific to racing cars and go-karting. (Frankly, I find go-karting 10 times more strenuous than driving our Porsches).

For six years, I was a club pro teaching racquetball to students. One thing I noticed was that 90% of racquetball injuries occurred after a point was scored and the opponent hit the ball out of frustration and the ball hits the other unsuspecting player.

Stretch 1



– Usually on the hotel bed, I lie face down with my arms extended to the side with a right angle at shoulders, palms down. Bending at my right knee while rotating my body, I try to touch my left palm with my right toe. (Worst case, try to touch the bed with your toe.) I hold for 5 seconds then release. I do the same for the other leg and repeat this 5 times. I feel this stretch in my quads.

Stretch 2



– I lie on my back with my arms extended to the side at shoulder level. I lift one leg as straight as possible towards the ceiling. Then, while keeping my shoulders touching the bed I drop my right leg to the left side trying to touch the bed with my foot. I do this about 5 times, then do the same to the other leg. I feel this stretch in my lower back.

Stretch 3



– Still lying on my back, I grab my right knee with my left hand and bring the knee to hip level. I use my left hand to then pull the knee towards the bed, feeling the stretch in my butt. This one is important for those of us using a clutch. :- (Especially for Boxster Bob who just got rid of his Tiptronic).

Stretch 4



– Standing with my feet shoulder width apart, I squat down as far as I can and grab my toes with my hands. I keep my head up. Then, I try to straighten my legs as much as possible without letting go of my toes. I hold in the straight leg position for 5 seconds and then squat back down. I repeat this 5 times feeling the stretch in my hamstring.

Stretch 5



– In a half kneeling position, with the left foot forward and the right hand on the ground, I lift the back right knee off the ground. I move the left arm toward the ground inside of the left knee and leg. I feel the stretch in the quad and hamstring. After reaching down towards the ground with my left arm, I rotate the entire torso away from the body placing the left arm toward the sky. I feel this in my hip flexor.

Stretch 6



– I sit so that there are right angles at both knees. I bend at the right knee and lift the right leg. I spell my first and last name with my foot, rotating at the ankle. This flexes my ankle and is great for help with heel and toe downshifts.

Similarly, it seems like most of the injuries that we experience are from getting in and out of the race craft, not from racing!

Given that, I thought it would be appropriate to start this series of articles with a few of the stretching exercises that my trainer and I thought were needed for racing.

I do these stretches every morning during a racing weekend and prior to a workout. I would be more than happy to demonstrate my routine or answer any questions you may have. Just come on over to Michael Essa's Tech Trix Motorsport camp, that's where you will usually find me.

My next article will incorporate some resistance training that I learned from Simon Hayes, a trainer to many F1 drivers. Simon sets up a training program that creates a balance between the muscle groups, which is crucial. An imbalance in the muscle groups, such as over-developed chest and shoulder muscles, combined with weak upper back muscles, can create injuries to the opposing muscle groups. This could also cause difficulties with your race driving techniques.

So, the bottom line is, you need to get in shape to race! Trust me, getting your heart maxed out from adrenaline during a 30 minute run session is not the same as spending 30 minutes on a treadmill.

To your health

Assistance from trainers Serj Khajadourian and Simon Hayes of Performance Physixx. Energy provided by www.BuyVemmaVerve.com

Stretch 7



– In a push up position, I place one foot on top of the other. Raise and lower hips in unison with the foot, placing the heel as close to the ground as the foot will allow. I feel this in my calves.

Stretch 8



– Standing up, I make big circles with my arms. This warms up and stretches the shoulder blade area.

Stretch 9



– I slowly make a big circle with my head, stretching the neck muscles. This is great for dealing with the G force strain.

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THE UPS AND DOWNS OF AN ENDURANCE RACE

By: Cory Muscat



While watching the 2007 Tribute to Lemans from pit lane I couldn't help but think about how much fun it would be to be out on track. There was such a great variety of cars. Everything from fire-breathing GT1 class turbos to Boxsters and 944 spec cars was represented in the field. Early on in the race there were some exciting battles, especially between the Boxsters, but as night fell the lights turned on and the teams got into rhythm and started laying down consistently fast laps. It was neat to see the different strategies and pit-stops. I was also impressed by the pace of some of the teams in the dark. Maybe I had been watching too many ALMS and GrandAM races on TV, or perhaps my brain was frozen from the icy temperatures and 100mph winds, but I decided then and there that I had to race in the Tribute.

I spoke to my father Ed, who races a 911 in the Orange group, about it and he was up for it. My brother Shawn was also in as our crew chief. Originally, I wanted to do the race in my 944 Spec+ car. The 944's have proven to be very reliable in these races and stops are minimized because of

the great fuel mileage. The 944 has the smallest pit time handicap and teams had successfully completed the race on one set of spec Toyo tires, which really helps reduce costs. Earlier this year at a track day at the Streets, Ed and I switched cars for a session to get a feel for each others cars. His recently acquired V3/R5 car was a blast to drive, the short gears allowed me to stay in the power band, the brakes felt great, and the Hoosiers gripped well. I'm used to being full-throttle just about everywhere in my 944 but in his car I had to ease off the gas to keep from spinning in a few spots. His experience in my 944 was a little bit different! He did about 2 laps before pulling back into the pits shaking his head, "How the hell do you drive this thing?" I suppose having a daily driver with 400 horsepower had spoiled him and he had a hard time making the most of my little four cylinder. In the end we decided that we still wanted to do the Tribute, but in his car instead of the 944.

As the Tribute drew nearer I wanted to get some practice days in so we could get a feel for the car at Willow Springs. However, with a new baby at

home and busy schedules we were finding it hard to make it out to the track. Every time I tried to plan an event something came up and we had to cancel. We managed to get a couple of open track days at Streets of Willow earlier in the year but the Tribute would only be the fourth time we ever drove this car and the first time we drove it on the big track. Hey, What could possibly go wrong?

Reading through the Tribute articles in last years Velocity I tried to plan out a good strategy. With our new-to-us car and lack of practice we knew we wouldn't realistically be able to keep the pace of the V3/R5 front runners (1.28's at night!!), so we decided to just concentrate on having fun and finishing the race. Shawn made a good point, "no matter what happens you're going to learn a lot about yourself and the car."

We arrived at the track late Thursday night and set up camp. Surprisingly there weren't many cars there for Friday practice so the decision was made to combine the Red, Orange, and Blue (co-driver) groups. This new schedule was great and provided us with ample track time. Ed and I took turns in his car trying to cram in as much last minute seat time as we could get. Qualifying was later in the day and the Tribute was scheduled for 6-10pm the following night. Both of us were having a hard time with the shifter, we had to shift slowly in turns 3 and 9 to avoid grinding synchros and missing gears. The car didn't feel great but we reasoned that we were both rusty and tried to focus on learning the car and relearning Willow.

As the afternoon came around we put on the headlight bar Shawn had built just to make sure everything was in good working order. I went out first and noticed that we had developed a high speed vibration. Ed went out next and felt the same thing. It was extremely windy and we hypothesized that the bar, which mounted the lights up over the hood, was causing an aero imbalance and upsetting the car. At about that time, Shawn, Paul Muscat (Ed's brother, my uncle),



and Ira Ramin showed up. The three of them and my fellow 944 driver Pete Latteier would be our pit crew in the race. We pulled off the lights for the Time Trial style qualifying and Shawn worked on modifying the bar to lower the lights. Ed had some trouble in qualifying turning a much slower time than he had in practice but we weren't too worried about it considering the race was four hours long.

Night practice was next so we put the newly modified lights back on and went out. Neither of us had raced in the dark before so this was a new experience and to be honest it was a little bit scary. The new radios American Race Day had installed in the car made communication with the pits a breeze and we made a couple of quick stops to align the headlights. The vibration was still there but we had a limited window of testing in the dark so had to keep going. Flood lights and reflectors helped display the apexes and track-out but in places it looked as if the outside edge of the track just fell into the abyss. Because of the reduced visibility everything seemed to be moving a lot faster. The bright lights of the other cars were a little distracting at first but I just tried to focus on the road in front of me. I discovered that night racing required a significantly increased level of concentration. The combined Red and Orange groups created some fast closing speeds but everyone I encountered passed safely and didn't take any unnecessary risks, I think everyone knew we had a

long race ahead of us. After Ed took his turn in the dark we packed up and tried to get a good night's sleep.

The next day as we were swapping wheels and inspecting the car Shawn noticed some grease inside the right rear wheel. Further investigation revealed a couple of broken bolts in the outboard CV joint. We were also informed that the tailpipe was moving around a lot the night before and a broken exhaust was suspected. We checked the headers and they looked fine, the motor-mounts looked okay too, then we noticed a couple of bolts missing from the rear engine support cross brace. I guess that vibration we had been feeling wasn't just the lights and wind! I grabbed some spare bolts from the trailer as Shawn dove in and started disassembling the CV. Dave Quesnel, who had pitted next to us, even put down his Jaegermeister and rolled up his sleeves. Next thing I knew wrenches and Porsche bits were flying left and right so I ducked and tried to stay the hell out of the way! After scrounging together a replacement CV joint and stealing a few bolts from Dave's own wounded car the beast awoke once more. Ed took it out for some practice and surprise, surprise- the vibration was gone and the shifter actually worked! He was instantly faster and reported back that the car felt much better.

We decided to forgo the Saturday fun race to focus on the Tribute; with the two of us sharing

the car for the four hour race we wanted to conserve our energy. Our strategy was finalized and pit duties were handed out. We hadn't had much time to practice our pit stops but our mandatory pit handicap was almost 28 minutes so we knew we wouldn't be doing any F1 or NASCAR style stops. All of our wheels, fuel cans, lights and tools were hauled over to the wall and we set-up our pit. Then we lined up for the excellent barbeque provided by Pacific Porsche. Ed tried to tell everyone on our crew that the barbeque was his treat but the display cars and banner gave him away.

Final preparations were completed and Ed was strapped into the car for the first stint. The cars lined up in formation and headed down the front straight. Here we go! The green flag fell and he immediately picked off a few cars. A couple of laps later, things began to spread out and Ed settled in behind some of the faster cars and started to put down consistent times. As his stint continued, slow and fast traffic began to play its part. The large variety of cars in the race meant that the fastest red group cars were constantly lapping slower traffic. A large clock stationed under the start/finish station displayed the time remaining in the race, I was surprised at how quickly it was going by. We talked to our neighbors to find out when they planned on pitting, so we could pit at separate times to minimize the chaos. Ed started the race with a full tank of gas and he was going to run it dry before coming in.

At lap 49, about an hour and 15 minutes into the race, he pulled into the pits. With Paul and Peter acting as fire monitors and Dave providing moral support from behind the pit wall, Shawn and Ira began the fueling. Doing my best ALMS impression I quickly pulled Ed out of the car and he proceeded to strap me in, I was ready to tear out of the pits when I looked up and realized only about two gallons of fuel had been poured in. I adjusted my belts and tested the radio, one more gallon poured in. I made sure the steering wheel was centered and the window net attached... one more gallon. I checked my mirrors and gauges as the fuel jug finally emptied into the tank. Only 3 more jugs to go! I guess I didn't need to be in such a hurry during the driver change! Oh well, hopefully a scout from Team Penske was on the pit wall and was so impressed that they'll give me a shot in their RS Spyder (I'm still waiting for that call). After fueling was complete the car was raised one side at a time and the tires were quickly changed. Go! Go! Go! I released the clutch and exited the pits. It's a good thing we were positioned at the end of pit lane or I would have probably earned us a speed violation. Everyone on the crew did an awesome job and the stop went smoothly. Not a drop of fuel was spilled and no penalties were assessed.

I took over driving just in time for the sunset. It was so blinding that I had to use the painted line on the inside edge of turn 2 to see where I was going. I hoped it would get dark soon as I tried to settle down and hit my marks. Having Shawn on the radio spotting for me was a big help. I'd get through some slower traffic and then hang on as a Cup Car or GT flew past me like I was hung to a fence post. It was dusk now and the laps were clicking away. About two hours into the race, I drove through turn 8 and saw debris spread all over the corner. There were large chunks of tire and red fiberglass everywhere and I noticed Neal Wright's 944 Turbo stopped next to the corner station. A few laps later I was behind a couple of cars on the front straight when the double yellows flew. We proceeded at about 8 tenths when suddenly, in the middle of turn two, the rear end of the car stepped out on me. The back end was all over the place and I was getting some feedback through the brake pedal. I didn't think I could make it back to pit lane so I pulled off track in a safe place before turn 3.

I radioed in and explained what had happened. Optimistically, I told Shawn to get some tires ready just in case, but I was sure it was more than just a flat. I tried to move the car and the



right rear spun in place, that's not really supposed to happen when you have an LSD. We were already on a full course yellow so I just assumed they would send a truck to get me while they cleaned up turn 8 but Shawn told me they might not. I was not thrilled about sitting in the car for the next two hours but at least I had a full water bottle and a nice view of turn 3. Finally the decision was made to come get me. They were still cleaning up the mess from Neal's delaminated tire when I was pulled down an access road and into the pits. I stayed in the car while it was jacked up and the rear wheel was inspected. There was a flurry of activity at the rear of the car but I could tell from the expressions of the people standing around that it was over. A failed left rear hub ended our race.

We pushed the car back to the trailer and tore down the pit. Then we grabbed a couple of cold ones and walked over to watch the end of the race. About an hour later I was surprised to see a wounded red 944 Turbo, complete with duct tape patches, rolling back onto the track. If there is an "Ironman" award, the Wright/Yousko team

deserves it! When the checkered flag flew, all of the surviving cars pulled into the hot pits, spectators and crew rushed in to congratulate the drivers. I was shocked that only 13 out of 19 cars completed the full race (I thought Porsche's were supposed to be reliable?!). Bruce Wells, who did a great job announcing the race, handed the mic over to Jeff Melnik. Prizes donated by Tribute sponsors were raffled off and handed out. The winners took to the podium and the champagne flew.

Overall, I have to say that our first Tribute to LeMans was a great experience. There were many lessons learned and I'm really glad we did it. It was fun planning the strategy and working out the logistics. Racing in the dark was definitely exciting and is yet another skill to be mastered. Pit-stops and driver changes also added another dimension. Sure, our car broke and we didn't finish the race but you wouldn't know it from the smiles on our faces. We are already talking about what we have to do to get ready for next years Tribute...

STS Returns to Streets

By: Matt Schneider

The desert oasis of Willow Springs was a nice change of pace from my senior finals at Palisades High. The weather was mild, considering it was May, the wind was cooperating and it was two perfect days at the Streets for STS events number three and four!

Returning here to my home track, after having run the last STS event on the big track during the March triple crown event, I found a new challenging surprise. There was new paving up at turn three and a new approach at turn four. Talk about a technical surprise, we were all now exploring and adjusting our learning curves to a revised driving line.

Once that was achieved on Saturday, we had to learn it all over again on Sunday as we ran the course in the opposite direction. I won't speak for all of the competitors, but I had some "Technical" fun!

Looking around the meeting room and pit areas, the spirit of the POC was in full swing with members, friends and family exchanging driving tips, tools and High Fives. Much thanks to STS Chairman Bruce Wells and Chief Driving instructor Marty Mahterian. Many more thanks to Laurie, Carolyn, and to all that made this a great POC outing.

Twenty-one POC members were also awarded their STS licenses at this event, making the weekend even better.





Thanks to Elephant Racing for providing "Social hour" beverages, and also to Werks 2 for providing some cool gift certificates. Props to Marty Mehterian for FTD in the low 1.20's ...both days!!

It was a fast and safe weekend at the streets, and every class winner is now a new record holder too.

See you at the Streets this September...



Photos by:
Dave R Johnson
DRJ Motorsports Photography

DRIVING WITH MIRRORS: REFLECTIONS ON THE RACER'S CLINIC

Story by Jeff Joy



April 26th, 2008 was my birthday. I turned 56. I celebrated by participating in the first Racer's Clinic of the 2008 season at Willow Springs.

My perspective on the Clinic may be a little different than most of the other participants. I first joined the POC in 1999 and worked my way up through the Short Track Series, Time Trials, two Racer's Clinics and on into the Red Run Group. After running for several years, I took a break so that my wife, Karen, and I could get our two daughters squared away in college. For those of you that still have that experience in front of you, the cost these days to put a child thru four years of college all in, is approximately equal to the cost of a new 2008 GT3 Cup Car! No Kidding.

Last year, when I started planning to get back into racing with the Club, I was lucky enough to be able to buy a new 2007 GT3 street car. As I said, I have

two Cup cars off in college now so I decided to take the street car to the track. I called Dwain Dement at Vision Motorsports in Irvine, took the car in and three weeks later the car was ready for the track.

After running two STS events last fall and a Time Trial in December at Willow, I spoke to Jeff Melnik and Marty Mehterian and let them know I wanted to get back to Cup racing. They suggested that a good way to start that process would be to go thru the Racer's Clinic this April.

There were a total of 19 drivers in the Clinic with a wide range of cars including 944s, Boxsters, a Cayman and a number of different models of 911s. The weather was perfect; not too hot and not too windy, so we were all looking forward to a great weekend of driving instruction. We definitely got that along with a lot of track time.

The Clinic was run by Jeff Melnik, the Club's Director of Motorsports and Marty Mehterian, the Chief Driving Instructor, along with Joe Kunz and Jim Marks, two of the Club's most experienced and successful drivers.

We began first thing Saturday morning in the classroom. Jeff and Marty explained the philosophy of racing in the POC and the importance of ATTITUDE on the track and that one of the most essential elements of racing with the club is TRUST—both developing it and demonstrating it so that your fellow racers can rely on you both on and off the track. Marty also explained the progression method of instruction utilized by the POC. Beginning drivers compete in the STS, then move up to Time Trials and eventually on to Cup Racing after satisfactorily completing two Racer's Clinics. He reminded us that it generally takes at least two seasons of driving with the



Club to meet all of the requirements to obtain a Cup Racing license.

After a thorough review of the personal and car equipment safety requirements and the track rules for racing, we took to the track for a series of practice sessions focusing on “running in a crowd”. We ran 2 wide drills, 3 wide drills (turn 1 was everyone’s favorite), running off line, passing on the right and driving with your mirrors (it’s amazing what you can learn when you look behind you).

Saturday afternoon, as everyone got more comfortable running in a group, we did a series of practice starts where we would take the green flag, race up to Turn 6, slow, reform the field and repeat the process. I think we did that six times, which is basically the same as getting a half a season’s starts in one afternoon! It was great experience for all of us.

Back in the classroom Saturday afternoon for one more session, Jim Marks gave us all a number of useful insights on our driving techniques from his vantage points around the track and Joe Kunz showed us on the chalk board the fast way around Willow for both lower horsepower “momentum” cars as well as higher horsepower cars. Everyone took notes. If I thought it wouldn’t blow away, I would have taped Joe’s suggestions to my dashboard.

Sunday morning things got interesting. The goal was for us to show our instructors what we had learned on Saturday and convince them that we could put it all together in race conditions. We ran several hot laps to loosen up, clock some decent laps times and set the field for the first practice race which was going to be an inverted start with the slowest cars upfront and the faster cars at the rear. As it turned out, practicing this inverted start

would come in handy in the Cup Races that afternoon. We then ran an Australian Pursuit Race, with each car being released off the grid from slowest to fastest with the faster cars receiving an appropriate time handicap over the slower cars in front of them. The purpose of the race was to get used to being passed from behind and learn to leave room for the faster cars. I think they also mentioned those rear view mirrors again. Instructors sure can be repetitive.

Finally, the last session was what we had been waiting for all weekend—a real green flag, get on your mark, get set, GO, a 15 lap race for all of us in the Racer’s Clinic! The race was a blast and went off without incident. All of the Clinic participants I spoke to Sunday afternoon agreed that they had learned a lot and had a great time in the process. I want to thank Jeff, Marty, Joe and Jim for all the time they spent with us and for helping to make us better and safer Cup racers.

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WILLOW SPRINGS

The Fastest Road in the West



A MAIN EVENT

By: Steven Cross

The Tribute to LeMans, the “main event” for the POC, has always been the premier race of the season. The fact that individual POC drivers team up with “the competition” to form one team with one car and compete with other multi driver teams, makes this race unique and truly in the spirit of the POC. The 2008 Tribute to Le Mans event has been our 11th to date. Not only have we competed in our own race cars in eight races, we have also had the pleasure of being part of other teams in different race cars than our own. The first year that my team partner, Anders Hainer, and my self where eligible to compete in the Tribute enduro, we decided that we did not have the experience or the expertise to safely run a 4 hour night race. Instead, I volunteered to crew for Trevor Colby's race team. That was the year (1997) that Trevor won first place overall. Well from that point forward of course, I was hooked big time. I mean, look how much fun this race is. We get to race our cars from day into night,

for four hours under the desert sky. How great is that?

During the past twelve years I have seen the Tribute to Le Mans race go through many changes. In my opinion, some changes have been good and some not so good. But never the less, this race has always been the top POC event of the year. In our 11 years of competing in this event we have found that race preparation is perhaps the single most important item. In race preparation, I mean car preparation, equipment preparation, and crew preparation. Unfortunately for us, but not for some of you, our team has had issues with total preparation and equipment interfacing. One of the inherent problems of having an all volunteer pit crew is just that, ‘volunteer’. Unless your buddies are all race geeks such as myself, and of course all of you, the all volunteer team will struggle in its ability to perform these skillful tasks without



error (even the top pro teams make mistakes). Not that it can't be done it is just much more challenging. Now some teams have overcome this obstacle by using race industry professionals, and I personally don't have a problem with that. I think it's great to see all the local Porsche performance shops with their team members all decked out in their respective team colors and flying their shop banners. But if you can do well with your all volunteer team, and beat the shop boys, how much more gratifying is that? I am sure we all have our opinions on that, so I will just leave it there and move on to the fun stuff.

This one event, I believe, does bring the people of the POC together more than any other event of the season. The friendships that have developed by being exposed to all the great people in different class cars that you would not normally have the opportunity to get to know, is unlike any other race in a season. Lets take the pre-race BBQ for instance, this has become a great place for everyone to get together and talk about "how ready we are", or the "car is perfect", or any such lie to try to intimidate your competition. As for me, the most enjoyable, most rewarding, and most memorable attribute to the "Trib" is the competition. I have per-



sonally had great battles with the likes of Joe Kunz, Carlos Granados, Blake Rosser, and Urs Gretner that have gone on for hours, swapping positions back and forth, and when the checkered flag drops and those battles are over, win or lose, you've just had the time of your life and have developed a great friendship as well.

This brings us to the podium. Aah yes, the podium. This is the place where we all want to be when the race is over. The top and center step where your team is the top dawg of the race. Unfortunately our team hasn't made it to that cov-



Photos by:
Dave R Johnson
DRJ Motorsports Photography





A MAIN EVENT

- Continued

eted overall first place spot yet. We sure try hard, but we haven't had all things go our way yet. We have pulled off class wins in four different class cars, with two of the cars actually capable of the overall win, but that volunteer team thing needs work, and sometimes the car "just breaks". But, if you do make it to the podium, man it's a blast, with all the back slapping, trash talking, cameras flashing, and Champagne showers, it is a celebration that you don't forget.

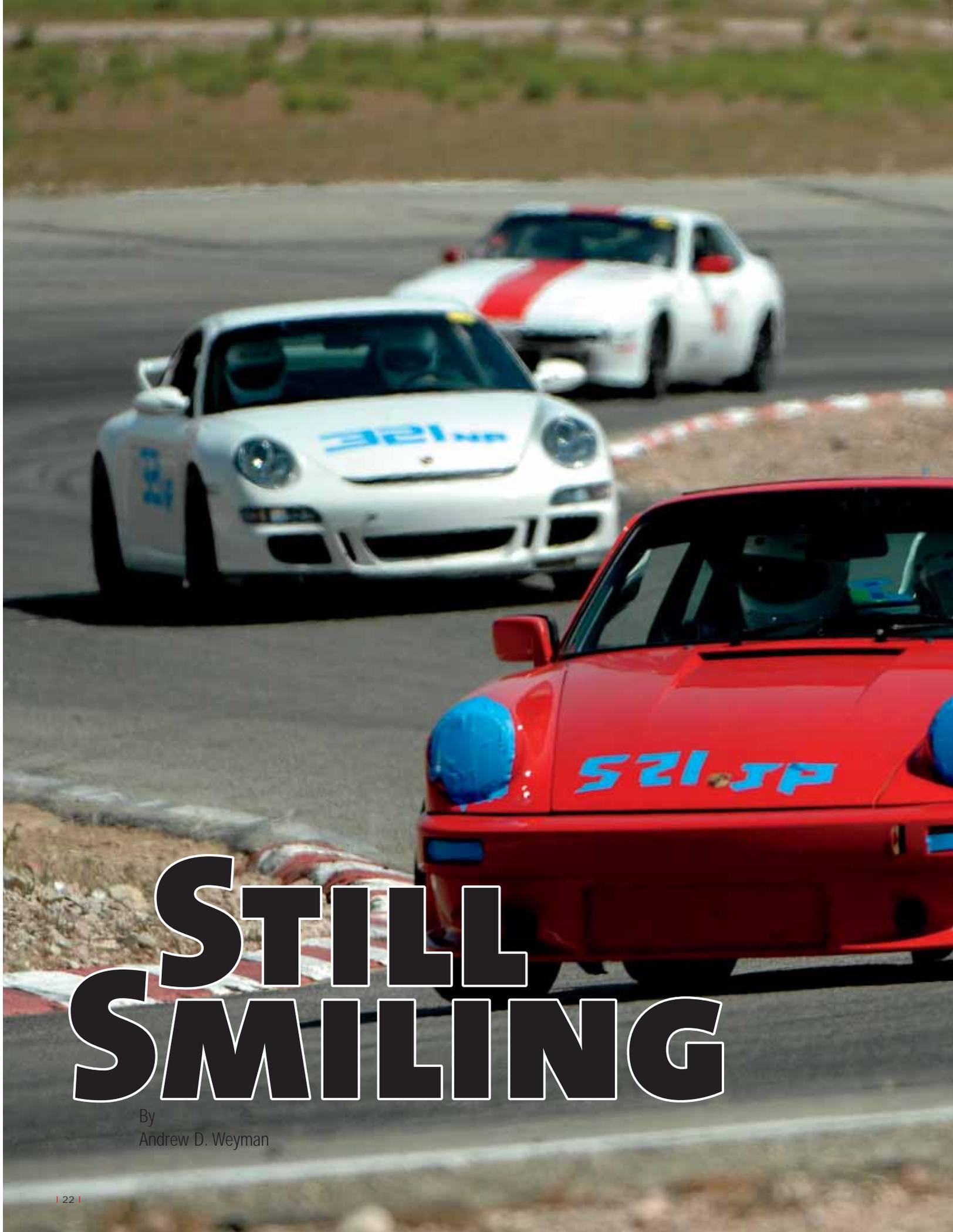
Now let us talk about the post race pit parties! This fine POC tradition has ushered in many memorable parties, such as the huge Argentinean style BBQ that

the Carlos Granados family hosted, man what a feast! (Thanks Carlos). Or how about the time that Marty Meherian and Jeff Sadinsky brought their guitars, amps, drums, and band mates to the track and threw a keg, and live music party. These are just some of the gatherings that I have had the pleasure to be part of. And, I am sure that there are a whole lot more, great post race stories that other POC veterans could tell you about.

The Tribute To Le Mans has changed considerably over the years from its humble club beginnings, to it's heights of; televised racing with pro drivers like, Cort



Wagner, Craig Stanton, Bill Auberlen, Kelly Collins, Johannes Von Overbeek, just to name a few. These are big name professional drivers that wanted to be part of our club event. That says a lot about the people who organize and sponsor this event. This was to me, the best of the Tribute races. It is amazing what a TV camera will do to bring out the best drivers, and great sponsors, that have been so generous with their support of this special event. What will the Tribute to Le Mans 2009 be like? I don't really know, but I do know that I sure don't want to miss it. And to all of you who have not entered your car in this great event, what are you waiting for? This is the most fun you can have in your car, or someone else's car for that matter. Racing your buddies, at night, under the dark desert sky? Man it just doesn't get much better!



STILL SMILING

By
Andrew D. Weyman



Photos by:
Dave R Johnson
DRJ Motorsports Photography

For those of you who have read it, you'll remember that my article in the last issue of Velocity was about my transition from being an STS licensed driver to a Time Trial student at the Triple Crown Event. That experience brought a huge smile to my face. If you've had a hard time containing yourself while waiting to learn what happened next, here it is. I'm still smiling!

After lucking out with the exceptional John Tunnicliffe as my first instructor, for TT#4&5 Marty Mehterian assigned me to the very talented, Mark Williams. It was great to pick-up where I left off with John and get Mark's excellent feedback on my driving.

On Saturday, we worked on being smoother and faster. I had this bad habit of braking too early and too hard going into turn One. Then I coasted, shifted and finally got on the throttle as I apexed. Mark taught me to be smoother and faster by simply braking later, turning in sooner and being more rhythmic about it. I practiced braking, shifting, turning and accelerating to Mark's rhythmic clapping and counting "One-two-three." I began to feel the music of it all. It felt great. After a few laps, I nailed it.

Mark had also suggested that I spend some time observing the Club Racers in turn One so we headed out to the bleachers between my sessions. I was able to see and hear exactly what these more advanced drivers were able to do and it helped me tremendously. For anyone looking to gain more insight into the dynamics of this turn, I highly recommend watching the Red and Orange group drivers maneuver through it.

Mark also helped me with my bad habit of braking too hard (or braking, period) going into turn Two. We practiced just a light tap of the brakes and then no tap at all. I was amazed that although my brain understood exactly what Mark was saying, I found it very difficult to keep my right foot off the brake. I settled for a light tap and clearly, he was right. I carried more speed both entering and in the turn. The few times I was able to keep my foot off the brake altogether I carried even more speed as I screamed, "I did it!"

My next big challenge was the transition from turn Eight to turn Nine. I can't imagine that at some point, all drivers haven't struggled with this. Again, Mark suggested a more rhythmic approach and more aggressive use of the throttle heading into the apex of Nine. He also suggested that I put the car a little more to the left on the track. It worked like a charm. I was able to be smoother and carry more speed into the front straight. The difference in momentum was amazing.

Saturday's Time Trial #4 went fairly well for me although I was slower than I had hoped at 1:42. I fell into a few of my bad habits and I knew it as soon as they happened. I made it a point to let go of whatever mistake I had just made and focused on the track ahead of me. It was a great day and once again, I learned a great deal with the help of Mark's excellent instruction. I headed back to the hotel with a huge smile on my face.

- Continued on page 26

CRASH PROTECTION REVISITED

By: Jack Greening



Recently, I attended the SCORE Safety Seminar, hosted by Eibach Springs in Corona, as a result of picking up a flyer at the WSIR POC event the 26th and 27th of April. SCORE, an international off-road racing organization, was represented by CEO and President Sal Fish, and they sponsored the event. Stand 21 was featured and was represented by the President and Founder, Yves Morizot, his son Romain, and Research and Development manager Gerald Bonnet, all the way from France. Also presenting was Dr. John Melvin, Professor-Wayne University's center for the study, research and consultation in crash safety and injury biomechanics. He is also an auto-crosser and licensed PCA Driving Instructor. After a short history of the thirty year old company, the presentations began.

Dr. John Melvin covered the biomechanics of a crash, and we saw lots of them from Indy cars and F1s, to sports cars and NASCAR(s). NASCAR, with their three classes and so many events seems to have the most experience with almost 3,000 crashes per season! Whew! The widespread use of in-car recorders and multi-point in-car videos has resulted in a large body of data for study. As a result, they have become the most progressive in responding to the risks.

The first surprise was that what a participant thinks is going on in a crash is generally only a small part of the event. Multiple impacts are the rule and the secondary impacts, even with energy dissipating, are equally violent. Most crashes with walls are lateral, around thirty degrees or so, and lateral crashes yield multiple impacts, the worst case for the driver. The good news is that although the car is moving at two hundred miles per hour, the impact with the wall is only at sixty to seventy miles per hour. Another surprise, the body moves much more than one imagines, even with very tight belts.

Dr. Melvin's graph of impact load on the car followed by the loading of the belts with the driver was an eye-opener. The tightest belts allow the body to move because the body compresses and gets smaller as a result of the loads and actually moves around the belts. This is not belt stretching, although minimal stretch is achieved with polyester belts. This is the result of high "g" force over a split second. With lateral crashes there are usually several impacts in different directions, predominantly from the side.

The goal in driver restraint is to load the belts as quickly as possible to pro-

2008 SCHEDULE OF EVENTS

DATE	EVENT LOCATION & DESCRIPTION	2008 Events
January 12	52nd Annual Award Banquet Jonathon Town Club Downtown LA	
January 26	Streets of Willow - Drivers Clinic #1	STS Drivers Clinic
January 27	Streets of Willow - STS (Short Track Series)	STS # 1
February 16-17	Las Vegas Motor Speedway (Oval and Inside Course)	TT # 1 & 2, CR # 1 & 2
March 29-30	Willow Springs Raceway BIG SPRING FLING THING All Series - All Members	TT # 3, CR # 3 & 4 STS # 2
April 26-27	Willow Springs Raceway (Racers' Clinic #1)	TT # 4 & 5, CR # 5 & 6
May 16-18	California Speedway	TT # 6 & 7, CR # 7 & 8
May 31-June 1	Streets of Willow - STS (Short Track Series)	STS #3 & 4
June 6-8	Willow Springs Raceway - Tribute to LeMans Enduro Weekend	TT #8, CR #9, 4hr Enduro
August 22-24	Laguna Seca Raceway	TT #9, CR #10 & 11
September 6	Streets of Willow - Drivers Clinic #2	STS Drivers Clinic
September 7	Streets of Willow - STS (Short Track Series)	STS #5 & 6
September 20-21	Buttonwillow Raceway - Buttonwillow 100	TT # 10 & 11, CR # 12 & 13, 1hr Enduro
October 24-26	Las Vegas Motor Speedway (Outside road course)	TT # 12 & 13, CR # 14 & 15
November 8-9	Streets of Willow - Drivers Clinic #2 & STS (Short Track Series)	STS Drivers Clinic & #7
November 15-16	STS at California Speedway (Interior road course)	STS # 8 & 9
December 6-7	Willow Springs - Racer's Clinic #2 - Season Finale - BBQ - Town Hall Meeting	TT # 14 & 15, CR # 16 & 17

tect the chest and head. According to Dr. Melvin, the key to quickly loading the shoulder belts is to restrain the hips with the lap belt first, and the six point harness does it best. Five point belts do not work. This is because the anchor point of the fifth belt is placed too far forward to load the lap belts. Gentlemen, we know why. That anchor location protects other software. The only purpose for a fifth belt, actually the seventh belt, is to secure the torso in a roll-over. It is critical that the anchor points for the double crotch straps are in the same plane as the lap belt anchors, that is, behind the seat and to the outside corners of the seat. This location loads the hips first, then the upper torso, and finally, the Hans loads and restrains the head.

As we know, most deaths are a result of basal skull fracture and the Hans is an effective restraint if used properly as a component of a complete restraint system. It accomplishes nothing by itself. The positioning of the belts is critical and the Hans must be covered by the shoulder straps from top to bottom. The harness bar should be on approximately the same plane as the shoulder and zip ties or other straps should be used to prevent the straps from spreading on the harness bar.

Finally, the seat is the foundation of it all. In-car videos of seat sides failing in the initial impact followed by scenes of an unrestrained flailing body were stunning. When the seat fails the rest of the restraints are pretty useless. Most crashes involve side impacts and side impact protection depends on the seat. The three areas of important side restraint are the hips, the shoulders, and the head and neck; they all must be restrained by the seat. In addition, Dr. Melvin strongly recommends the interior net, a tri-

angular piece attached to the harness bar, the roll bar, and the knee bar or combination of knee bar and top bar over the windshield as the cheapest effective restraint in the car. The object is to keep the head within that small area in front of the steering wheel. You thought the steering wheel was the problem, it's your friend. Side wings surrounding the head provide the first line of restraint, but they must be strong enough and Dr. Melvin has a low opinion of FIA testing of plastic seats. Seeing even metal side wings break with head impact made an impression on me. The seat can't be too strong, and in his opinion NASCAR has the best seats.

One of the videos showed a driver unable to quickly exit a wrecked car after removing her belts because a small piece of duct tape had been used to position wiring or tubing on her helmet. Fortunately, the car was not on fire. Don't add anything that impedes a quick exit.

The Stand 21 presentation covered the Hans and its proper positioning, belts and proper positioning for body and Hans, and helmets, the various testing labs and how stringent the testing is. They like Snell lab tests which heat condition the helmet to represent actual race conditions and then require multiple impact drop testing.

Driving suits and the factors of flame protection and heat transfer were explained. Nomex is good. Balaclavas, underwear, and socks of Nomex are good. Anything else under the suit is counterproductive. He used an example of cotton socks under Nomex burning due to heat transfer. It is better to wear nothing under the suit if not Nomex. Ladies, imagine a permanent nylon bra melted to your body due to heat transfer. Like Chanel, Nomex or nothing at all.

—Continued to page 32



STILL SMILING

- Continued



On Sunday, we continued to work on One, Two and Nine as well as making subtle changes in other areas of the track. I was shifting at higher RPMs on the back straight and getting more confident, faster and smoother. My tire pressures reflected my more aggressive, faster driving and in the middle of Practice Session 3, my tires felt like they were getting loose. I was carrying more speed than I ever had in turn Two and as I fed it more throttle on my exit, the car broke loose. We started to spin. I put in the clutch and followed Mark's instructions as I held onto the wheel and he tucked his arms in closer to his body. The car swung around and suddenly, we were going backwards on the track. The car reversed itself again and we skidded into the dirt. We were safe. The car was okay. Mark gave me a lesson on tire management. Lesson learned.

We approached the Starter and let her know what happened and that no damage was done. She appreciated the fact that we reported the results of the incident to her and then Mark and I independently spoke with Marty Meherian. Marty also appreciated being filled in. I checked over the car, giving special attention to the tires, and everything looked okay.

Next up, Time Trial #5. I did better than on Saturday, by about a second. It was good to see a faster lap but I had driven two seconds faster than that during practice sessions. Mark told me that I've got a good command of all the pieces, it's just a matter of being consistent and putting them all together. He was very positive about my potential and encouraged me to continue in Time Trials while looking ahead to Club Racing.

Mark signed off on my student card and I presented it to Marty. He looked it over, looked me in the eye and shook my hand as he said, "Congratulations." With a huge smile, I thanked him and reported to Laurie Taylor who presented me with an application for my Time Trial License. I filled it out and handed it to her and Laurie gave me a big "Congratulations!" as well. I can't wait for TT #6&7.

The process of moving up from STS to Time Trial has been amazing. I've learned a great deal from two excellent instructors and valuable seat-time on the big track. I hope that soon I'll be able to offer instruction to other POC members and help bring smiles to their faces!



Photos by:
Dave R Johnson
DRJ Motorsports Photography

POC INSTRUCTORS CLINIC

By Steve Ruckmick

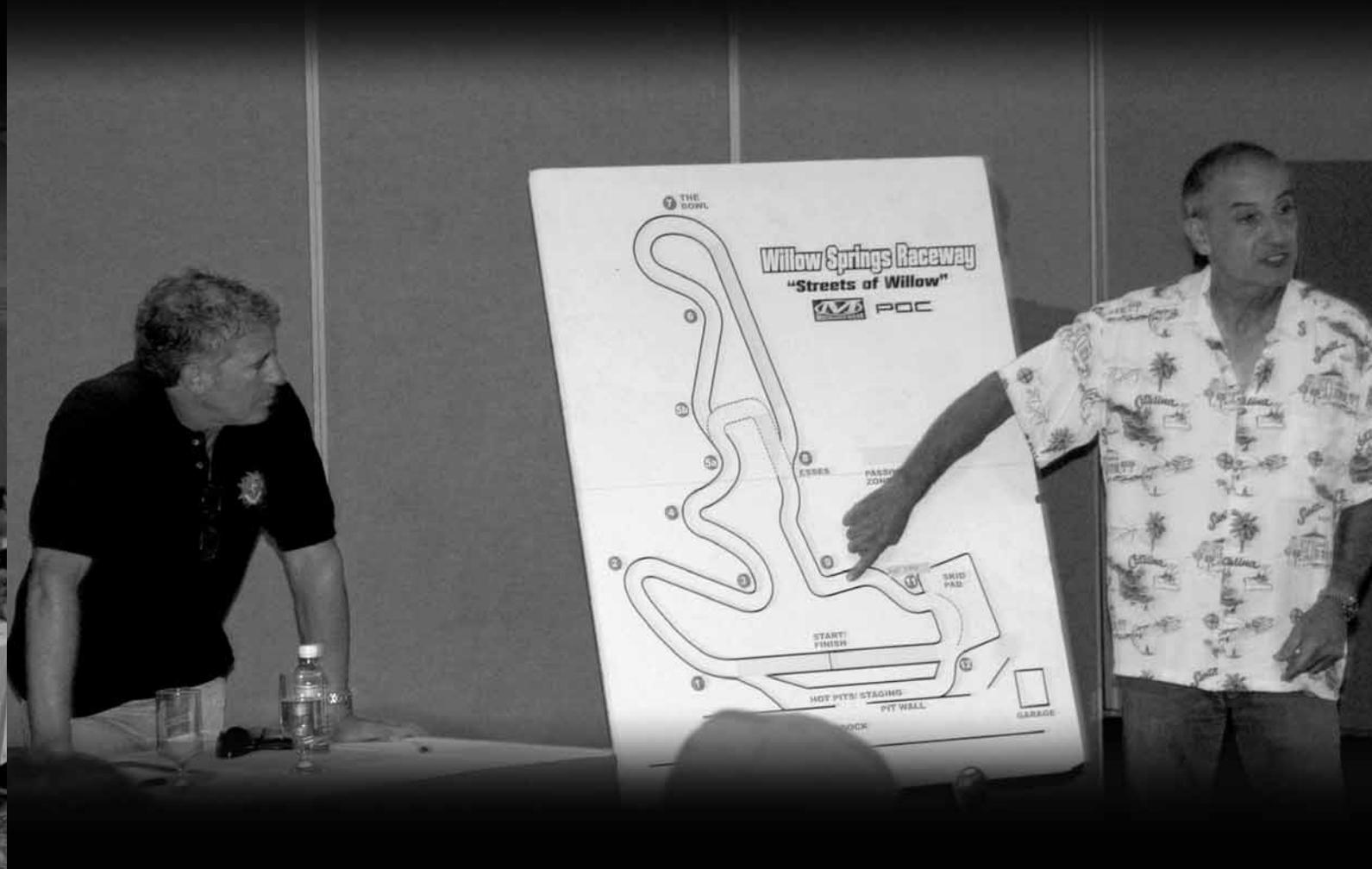


"The depth of knowledge in that room was a pleasure to behold and be a part of"

Marty Meherian and Doug Baron paired up to make a highly effective team to address the impressive 80 plus POC drivers who spent their Saturday in El Segundo to learn and understand the basic philosophies of the POC driving instructor. What a great turn out !

The clinic attracted drivers of all backgrounds. Lots of veteran instructors contributed their experiences and instructional strategies in addition to Marty and Doug's leading role. The depth of knowledge in that room was a pleasure to behold and be a part of. I think all the others felt the

same way and were as equally impressed by the various experiences shared. Some attendees traveled impressive instances, over 200 miles, to spend their Saturday learning about the key objectives of being a POC driving instructor.



Marty and Doug's leading role in the clinic was phenomenal. I can't think of many other drivers who have had as much seat time or experience as these vets. I'll always remember an opening story by Doug about how respected the POC instructional program is among major, international driving organizations. The story was that he was to participate in a major race and provided his POC cup racing license as part of his qualifications. He was immediately granted IMSA, FIA, and other major race licenses with no questions asked. Wow! That really does say a lot about our POC strengths and reputation.

Marty and Doug provided tips on good driving tech-

nique, and their illustrative true stories of hair raising track experiences provided a very clear message regarding what POC instruction is supposed to accomplish. It was a tag team of valuable information that was extremely well received.

The overall objective of the clinic was well communicated - to align the POC instructors so that beginning students get the same basic message: Practice and know the POC safety procedures and not be a hazard on the track. Another way to think about it is that we want our beginning drivers to drive so our other more experienced drivers feel comfortable running with them. Marty put things in perspective: "We are not a driving school. We are not trying to teach them to go fast. We are

teaching them to drive so that they are not a hazard on the track." If the student ends up going faster, then this is a fringe benefit. Besides communicating this basic mantra, specific driving techniques were discussed as well as various safe entry onto the track and lines through corners - emphasis was on the Streets of Willow.

Overall it was a great day which included lunch and a healthy dose of the usual POC driver camaraderie. I encourage all POC members, who are interested in giving back to the club, to consider instructing and especially attending the POC Instruction Clinic. It is a real treat.



PORSCHE
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EVENT: 2008 Tribute to LeMans 4 hr Enduro
June 7, 2008
Official Results

Pos	Car No.	Class	Name	Laps	Diff	Best Lap
1	204	GTA	Blake Rosser	160	-	01:22.332
2	86	GTC-4	Joe Kunz	156	4 Laps	01:24.931
3	283	GTC-4	Ted Barrett	148	12 Laps	01:28.427
4	97	GTA	Les Long	146	14 Laps	01:25.590
5	399	R9S	Mark Foley	137	23 Laps	01:37.365
6	7	GT1	Rick Ollila	136	24 Laps	01:27.546
7	79	R5E	Kip Waterhouse	135	25 Laps	01:30.374
8	510	R9S	John Momeyer	133	27 Laps	01:39.502
9	516	BSR	Vali Predescu	132	28 Laps	01:36.668
10	28	GT2	John Siefker	131	29 Laps	01:30.563
11	146	BSR	Mary Ann Melnik	130	30 Laps	01:35.449
12	372	R5	Neil Alexander	129	31 Laps	01:34.192
13	552	R6	Mark Brouse	126	34 Laps	01:34.314
14	31	GT3	Jerry Roche	77	83 Laps	01:28.743
15	365	R5E	Steve Parker	71	89 Laps	01:29.206
16	93	GT1	Kent Klaser	70	90 Laps	01:23.360
17	317	R5E	Ed Muscat	66	94 Laps	01:34.470
18	116	R3	Neal Wright	53	107 Laps	01:30.413
19	500	EX	Mikael Weitze	35	125 Laps	01:33.044



PORSCHE
OWNERS CLUB

EVENT: CR_8 Willow Springs
June 8, 2008
Red Race (Official Results)

Pos	Class	Name	Laps	Points	Best Tm
10	GT1	Loren Beggs	2	1	01:29.370
4	GT2	John H. Payne	10	20	01:26.359
6	GT2	Roland Schmidt	10	15	01:30.344
9	GT2	Richard Plotkin	3	1	01:31.770
2	GTC-3	Drew Waterhouse	10	20	01:25.870
3	GTC-3	John Keane	10	15	01:26.091
5	GTC-3	Kevin Reynolds	10	12	01:28.832
1	R2	Marty Meherian	10	20	01:25.493
7	R2	Chris Pedersen	10	15	01:31.606
8	R3	Rick Barrett	9	20	01:36.544

Corrections or Questions: david.hirsch@laspecialty.com

TRAC
RESULTS



PORSCHE
OWNERS CLUB

EVENT: CR_8 Willow Springs
June 8, 2008
Orange Race (Official Results)

Pos	Class	Name	Laps	Points	Best Tm
8	BSR	Blake Rosser	15	20	01:35.874
11	BSR	John Gordon	14	15	01:36.054
13	BSR	Mark Foley	14	12	01:36.289
14	BSR	Jeff Shulem	14	10	01:36.252
16	BSR	Vali Predescu	14	8	01:37.666
17	BSR	Mary Ann Melnik	14	6	01:38.115
1	R5E	Steve Parker	15	20	01:29.364
2	R5E	Steve Alarcon	15	15	01:29.482
3	R5E	Athan Aronis	15	12	01:29.446
4	R5E	Michael Monsalve	15	10	01:29.170
5	R5E	Carl Toffemire	15	8	01:31.765
6	R5E	Kip Waterhouse	15	6	01:32.283
7	R5E	John Heldman	15	5	01:32.330
24	R5E	Paul Barnes	9	4	01:32.968
9	R6	John Cherniack	15	20	01:34.538
10	R6	Bruce Wells	14	15	01:36.300
12	R6	Bob Thacker	14	12	01:36.057
15	R7	Craig Trask	14	20	01:35.586
23	R7	Michael Takaki	14	15	01:41.776
18	R9S	John Tunncliffe	14	20	01:37.923
19	R9S	John Momeyer	14	15	01:38.441
20	R9S	Ray Dicius	14	12	01:38.510
21	R9S	Charles Buzzetti	14	10	01:38.029
22	R9S	Jim Marks	14	8	01:37.628
25	R9S	Erik Kinninger	7	1	01:38.159

Corrections or Questions: david.hirsch@laspecialty.com



PORSCHE
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EVENT: TT No 8 Willow Springs
June 8, 2008
Official Results

Class	Pos	Name	BestTm	Points	Awards
BSR	1	John Gordon	01:34.268	20	1
BSR	2	Blake Rosser	01:34.891	15	
BSR	3	Mary Ann Melnik	01:37.827	12	
BSX	1	Robert Baird	01:40.479	20	1
CI	1	Steve Killian	01:45.001	20	1
GI	1	Glenwood Gum	01:54.155	20	1
GP	1	Peter Latteier	01:42.671	20	1
GSR	1	John Tunncliffe	01:37.721	20	1
GSR	2	Jim Marks	01:38.462	15	2
GSR	3	John Momeyer	01:38.578	12	
GSR	4	Dennis Bennett	01:42.981	10	
GSR	5	Todd von Mende	01:43.486	8	
GSR	6	Donald Neville	01:47.009	6	
GT2	1	John H. Payne	01:26.897	20	1
GTC-3	1	Kevin Reynolds	01:29.595	20	1
HP	1	Michael Hammond	01:37.807	20	1
IP	1	Craig Trask	01:35.382	20	1
IP	2	Joe Gemsch	01:43.129	15	
JI	1	Michael Takaki	01:42.476	20	1
JP	1	Bob Thacker	01:34.374	20	1
JP	2	Brent Gokbudak	01:40.098	15	
JP	3	Kurt Gokbudak	01:40.359	12	
KP	1	Tony Chang	01:41.354	20	1
LI	1	Duane Selby	01:35.715	20	1
LI	2	Leland McCarthy	01:37.058	15	
LP	1	Jeffrey Schmidt	01:38.626	20	1
MI	1	John Cherniack	01:34.515	20	1
NI	1	Ken Agena	01:35.928	20	1
NI	2	Bill Fox	01:37.514	15	
NP	1	Randolf Cherewick	01:38.272	20	1
NP	2	Andrew Weyman	01:42.748	15	
NS	1	Alex Marmureanu	01:51.220	20	1
V0	2	Marty Mehterian	01:25.602	20	1
V1	1	William Losee	01:39.597	20	1
V2	1	Roy Stone	01:51.613	20	1
V3	1	Steve Alarcon	01:28.240	20	1
V4	1	Bruce Wells	01:35.079	20	1
V4	2	Bryant Pulecio	01:37.332	15	

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CRASH PROTECTION REVISITED

Continued

A thick two layer driving suit is better than a three layer suit with lighter, thinner layers. There is a standard for comparing thickness, but my French, or FrenGLISH, was beginning to fail at that point.

Heat stress was discussed. Naturally, it occurs when the body temperature is elevated above 37 degrees (that's 98.6F for the Centigrade challenged). Drink, sweat, and evaporate. Evaporation is the key. Driving suit material that breathes is important, more important than any cooling device. Cooling devices fail and dehydration and heat stress can occur in twenty minutes with non-breathing suits. We heard stories of dehydrated drivers proceeding slowly around the track in the semi-consciousness of heat stroke. Think simple and reliable. Think of the next enduro in June in the desert.

Finally, testing information is available from the labs. Snell @ smf.org, SFI @ sfi foundation.com, and FIA @ fia.com. Dr Melvin's presentation is available from the SCCA.

Oh, and the unusual company name? Yves attended his first trade show before he had a product name. His only identification was his location on the trade show floor—Stand 21.



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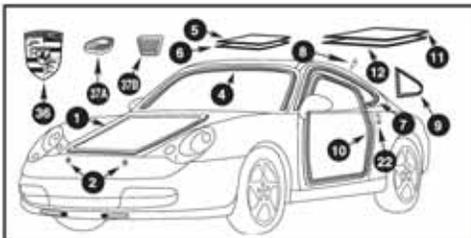
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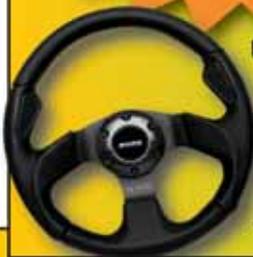
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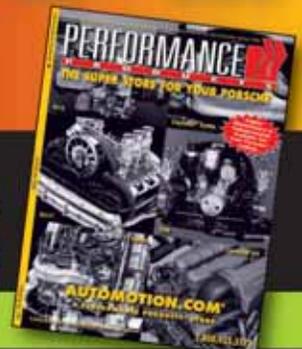
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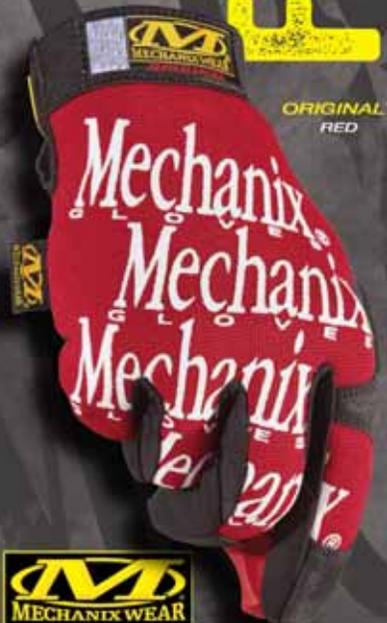
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