

VELOCITY

MAGAZINE



2015 PORSCHE 911 GT3 RS: EVERYDAY DRIVING IN A TRACK CAR

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VOLUME 60
NUMBER 1
03 — 2015



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EDITOR'S PICK

A colorful line of Porsches, captured from behind; Cup racing grid at WSIR, February 7, 2015. **Gabriel Alan Photography** is our Editor's Pick for issue 60-1.



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Peter Gregg and Hurley Haywood took this 914/6 GT to 14th overall and second in class GTU at the 1971 12 hours of Sebring. *Photography by Neil Rashba.*



ABOVE: Duane Selby took first place in all three GT3 class races, and FTD in Time Attack 3. *Photography by Max Sluiter.*



Driver of the Year Nathan Johnson. *Photo by Gabriel Alan Photography.*



Make plans today to attend Rennsport Reunion V at Laguna Seca, September 2015. *Photography courtesy of Porsche Cars North America.*

ON THE COVER: Mike Skinner enjoying his weekend at WSIR. *Photography by John Cherniack.*

Not a big name firm (thankfully)



*Auto Club Speedway, March 2007
(didn't win, again)*

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The 2015 Cayenne GTS

THE NEW GTS IS DESIGNED TO BE THE MOST NIMBLE OF ALL THE CAYENNE VARIANTS

The V8 is gone...welcome the V6 twin-turbo 3.6-litre engine! It delivers improved performance while lowering consumption, and compared to the previous normally aspirated V8 model, power output rises to 440 hp at 6000 rpm and 442.5 ft.-lb. The Cayenne GTS accelerates from 0 to 60 in 4.9 seconds or 4.8 seconds with the Sport Chrono package option, with a top speed of 163 mph. A sports exhaust system is standard and provides the familiar, meaty GTS sound.

The Porsche Active Suspension Management (PASM) damping system now has a sport mode. With this improvement, the GTS rides about an inch lower than the standard model. Other features include brakes from the Cayenne Turbo with 15 inch discs up front and 10 inch at the rear, with red brake callipers in typical turbo fashion.



Alcantara trim for the seats is just one of the upgrades you get with the GTS.

Photography courtesy Porsche Cars North America

SPECIFICATIONS

ENGINE

Engine layout: Front engine
 Engine type: V6 turbo
 Construction: Aluminum block and heads
 Fuel injection: Direct fuel injection
 Displacement: 3.6 liters
 Bore/Stroke: 96 mm/83 mm
 Maximum horsepower: 440 hp
 Maximum torque: 442 f t-lb
 Maximum rpm: 6700 rpm
 Compression ratio: 10.5:1
 Management: Conti EMS SDI 10
 Drivetrain: Active all wheel drive

CHASSIS & SUSPENSION

Body: Monocoque lightweight body
 Front Axle: Aluminum double wishbone
 Rear Axle: Aluminum multi-link
 Steering System: Variable ratio power steering
 Steering Ratio: 15.9:1
 Turning Circle: 39.0 ft.

BRAKES & WHEELS

Calliper type: Aluminum monobloc fixed-caliper
 Rotor material: Steel, internally vented
 Red caliper: 6 pistons front - 4 pistons rear
 Rotor diameter: 390 mm / 358 mm
 Wheel size: 20" RS Spyder Design wheels
 Wheels: 9.5 x 20"
 Tires: 275/45 R 20

PERFORMANCE

Top speed: 163 mph
 0 to 60 mph: 4.9 sec - 4.8 sec with Sport Chrono

Some new physical attributes let you know the Cayenne GTS is a sporting vehicle. Standard features include the turbo nose with its large air intakes. The optional Sport Design package has more contoured side sills and wheel arch extensions. The roof spoiler and lower rear of the vehicle match the car's paint scheme. The color black provides some striking contrasts: all lettering is black, as are the 20-inch wheels with RS Spyder design, the exhaust tailpipes, the bi-xenon head-

lights' inner apertures and the fittings of the darkened LED rear lights.

Other standard features include: a new eight-speed Tiptronic S that has Auto Stop, Start, and coasting functions; bi-xenon main headlights with four-point LED daytime driving lights, a multi-function sports steering wheel with paddle switches, and an automatic trunk lid. ●

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Photography courtesy Porsche Cars North America



The Cayman GT4

THE PORSCHE CAYMAN GT4 IS THE MOST ANTICIPATED NEW PERFORMANCE CAR OF 2015...THE CAR THAT WILL SHOW THE WORLD HOW BRILLIANT THE CAYMAN MID-ENGINE CHASSIS REALLY IS.

Introducing the newest member of the Porsche GT family - the Cayman GT4.

This is the first time Porsche has developed a GT sports car based on the Cayman. A lap time of 7 minutes 40 seconds on the north loop of the Nürburgring positions the Cayman GT4 as the new benchmark for its market segment. It is also proof that Porsche will continue to develop some more radical two-door sports cars in the future.

The engine, chassis, brakes and aerodynamic design of the Cayman GT4 are configured for maximum driving dynamics; yet the top model still retains the versatility and everyday utility that are typical of the two-seat Porsche coupe. It is powered by a 3.8-litre flat-six engine that develops 380 bhp at 7400 and 310 lb ft from 4750-6000 rpm, comparable to the 911 Carrera S engine. Weighing in at 2950 lbs with a 6-speed manual gearbox (PDK may be offered in future), GT3 front suspension components, and GT3-spec brakes, it has a much improved aero that delivers similar downforce to the GT3. The

Cayman GT4 accelerates from 0 to 60 mph in 4.2 seconds with a top speed of 183 mph.

Three distinctive inlet openings at the front and a large fixed rear wing are part of an aerodynamic package designed for downforce. Other options include the PCCB ceramic brake system, full shell seats made of carbon fibre reinforced plastic (CFRP), a custom Sport Chrono Package with the unique Track Precision app and a Club Sport Package.

The interior of the Cayman GT4 is designed for driving enjoyment. Driver and passenger sport seats are upholstered in a combination of leather and Alcantara, with excellent lateral support. With its compact dimensions, the new GT4 sport steering wheel gives the driver direct steering feedback.

Technical aspects of the new GT sports car are based on the 911 GT3. As a mid-engine, it follows the conceptual tradition of such cars as the 904 GTS, 911 GT1, Carrera GT and 918 Spyder. ●



SPECIFICATIONS

Mid-engine layout
6 cylinders - 3.8 liters
385 hp @ 7400 rpm
309 Ft-lb
Compression ratio: 12.5/1
Top Speed: 183 mph
0-60 Mph: 4.2 Secs
Manual gearbox
6-speed dual-mass flywheel
Self-adjusting clutch
Porsche Doppelkupplung (PDK)
MSRP: \$ 84,600

VELOCITY

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Photo by John Cherniak

POC PRESIDENT

ANDREW D. WEYMAN

This is our 60th year as an officially sanctioned Porsche Club. It was July of 1955 when Porsche approved the club's application and the Porsche Owners Club became the world's ninth official Porsche Club.

We've come a long way since then. Beginning with approximately fifty enthusiasts in and around the San Fernando Valley talking about their Porsches, we have grown significantly in both membership and activities. This year, we are planning six Performance Driving Series events, twenty Time Attack Events, a Tribute to Le Mans endurance race, twenty-two Cup Races, numerous barbeques, dinners and then, in January 2016, our Annual Banquet. It's going to be an exciting year.

Since the last issue of VELOCITY, we've had our Board of Directors election, our Season Finale at Willow Springs, the Town Hall Meeting, Annual Banquet, our first competitive Performance Driving Series/Time Attack event at The Streets of Willow, Time Attack and Cup Racing at Willow Springs and as soon as I finish writing this, I'll be preparing to hit the road for Spring Mountain. And it's only March.

Please have a look at the annual financial report that is included in this issue. I had hopes of ending the year on a better note but when I think about the losses we sustained in previous years, we've made an amazing turnaround. The first three months of 2015 have been profitable for us. I expect 2015 to end on a better fiscal note than last year. Your Board of Directors is working hard to make sure it happens.

The Porsche Owners Club has been, and I hope always will be, a place to have fun with your Porsche friends. Here's to the next sixty years! ●

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Velocity offers a unique opportunity to reach a core group of enthusiasts who own, maintain, and continually upgrade their automobiles with performance in mind. Our readership ranges from single car owners to multi-car racing teams. Members race at tracks both nationally and internationally, at every level of amateur and professional competition.

alainjamar@yahoocom

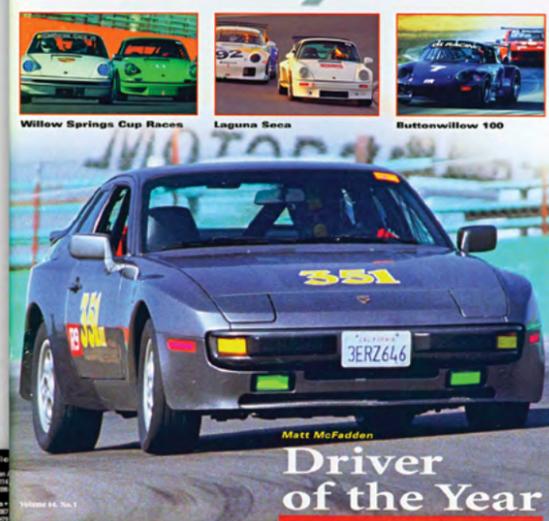
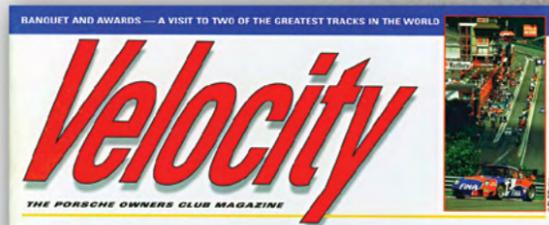
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REARVIEW MIRROR

SIXTEEN YEARS AGO

The Porsche Owners Club Magazine gets a name



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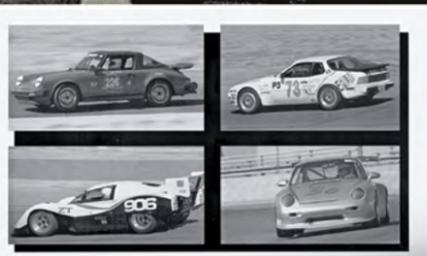


Willow Springs INTERNATIONAL RACEWAY

By Dino Bruno — Photos by Rick Heam

Whether I'm sitting at the track or my favorite sofa, I have the same passion, focus and desire for a challenge. For me, this means a hot car on a custom build, a race track or a big race, a first place finish or a title and all of course, perfect weather. My goal is to become better than my previous best, at everything I do. Ultimately, I am only competing against myself.

However, it just so happens that I don't compete against anybody at Willow Springs. Instead of spending my time for Willow Springs, I headed south of the border to my favorite race track. Willow Springs, the name says it all, but a well earned name taking place and speed on the track. Willow Springs had and still has the best track in the state. It's a well earned name and it's a well earned track. It's a well earned name and it's a well earned track. It's a well earned name and it's a well earned track.



Clockwise from top left: Leonard Schickel, Number 11, Gil Ross and Dick Smith in action.



A Word From Dean Amaru

Dean Amaru came away with a Cup Race and Time Trial win and 17th, a perfect weekend.

In the past year we have completed some major projects, always with the goal of improving our product, which is your entertainment. Our timing system has passed its first year of use and has made timing a much smoother process, with most Time Trial Events being timed in an hour or less. During the 2008 season, we have added a new feature to our website and on the event flyers being mailed out to the membership, which will allow you to schedule in advance time for a fun filled year.

The 2008 series will continue to be the first competitive step for new members. The Time Trial Series has a new Chairperson who will help fine tune the events and allow you more track time. Eventmasters are needed for both Diablos and Time Trial Events! Please call the appropriate chairperson and sign up. The Cup Series has passed its first year and will continue to be modified and improved as we move forward.

Many thanks to all of you who were eventmasters in 2008. Your efforts are very important to the staging of our events, we couldn't do it without you. Additionally, the articles you write as eventmasters provide an overview with a unique insight of all of the varied events and experiences in each of the series. Those of you who are eventmasters for the coming year are reminded that it is a very important part of your responsibility to capture that magic of the weekend and share it with the rest of our membership.

The Board's job is to empower, manage, set goals, and allocate assets to bring you a high quality, safe, competitive and fun experience. To that end we again commit ourselves for the Year Ahead. On behalf of the Board, thanks to all of you that have given your time, energy and commitment to making 2009 a banner year.

Your 2009 Board of Directors worked in a harmonious manner throughout the year. My thanks to each of them for their dedication, and many long hours. Your Board has operated on a philosophy of "manage by objectives" with the overriding idea that we are in the entertainment business—yours! The Board's job is to empower, manage, set goals, and allocate assets to bring you a high quality, safe, competitive and fun experience. To that end we again commit ourselves for the Year Ahead. On behalf of the Board, thanks to all of you that have given your time, energy and commitment to making 2009 a banner year.



Above The Rest

By Jeffrey Bette

Bill was the consummate racer and a friend to all who met him. I find it hard to write about Bill because of my wish to convey my friendship with him and yet I am trying not to leave anything out.

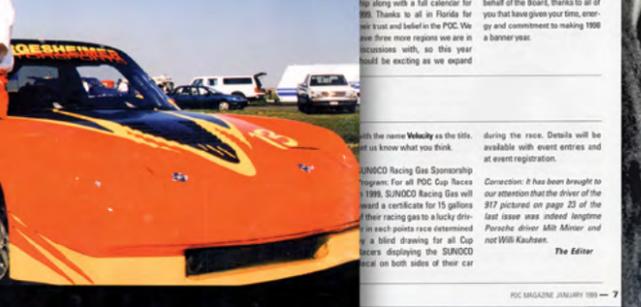
As an inspirational influence on those who met him and a man who was always ready to give a hand when asked, Bill Barter exemplified what I believe a person should be giving, supportive, helpful, good natured and good humored. Bill was not only a good family man, but a good role model to everybody. Always willing to help, he taught me more than how to race on a track, he taught me how to apply these principles to my everyday life.

His active participation and understanding ways have made many a new student more comfortable and confident through those first hours of racing when they experience that surge of driver terror.

Bill was a man who enjoyed life to the max. With his wonderful and loving family along side him, it seemed no one could ask for more.

My favorite story of Bill was one I have told many people. In 1997 at P.I.E. in Phoenix, I had just joined the POCC, and was on my way home when I thought it would be nice to run with my friends and see what my car could do. When I got there, I found myself signing up and getting ready for the next day. Getting out on the track I found that I needed some things I didn't have: a fire suit, shoes and gloves. (I had the helmet). Bill found a place for me to get the equipment I needed in order to have a fun weekend. From that time on, he would always say to me in his gentle tone, "Your friend left", and I would always reply with a smile and reply "Thanks Bill, do head over". That's just one of my favorite memories of Bill Barter. I can't express in words how much this man meant to me, and how much I know he will be missed.

May you rest in peace, for all our thoughts are with you and your family.



POCC racing is approximately 1,000 miles of each magazine to members. Porsche and other information and membership projects & support.

POCC members approximately 1,000 miles of each magazine to members. Porsche and other information and membership projects & support.

POCC members approximately 1,000 miles of each magazine to members. Porsche and other information and membership projects & support.

As you may have noticed the magazine now has a name, *Velocity*. *Velocity* is still the Porsche Owners Club magazine, one that we hope will always be dynamic and interesting; one that will inform and entertain you, the club members and fellow Porsche enthusiasts. In order to become an even better magazine, we need constant input and assistance from the members. It may be something as simple as making sure your car's number is properly displayed so that you may be identified in photo captions. It could be writing an article when you are event master or just when you feel you have an interesting story to share. We need your support to make your magazine better.

VELOCITY

EDITOR'S NOTE

As *Velocity* turns the page on another year, it is always a great time for the club. The annual banquet gives club members an opportunity to reflect on the accomplishments of the past year, heap well deserved praise on those who have excelled and clawed their way up the ranks and standings, and reward those who have served the club in so many ways. As this first quarter of the year speeds past, we are already poised and readying for the club's signature event, the Tribute to Le Mans, in May.

We've settled in a bit here, too, and will be assuming more of the duties we provided for the magazine previously, most notably advertising sales and management. We'd like to thank Dave Bruder for his service to the club in this capacity, and also for his help in the transition of this post.

We'd also like to thank our advertisers, many of whom have supported the magazine and club for years, and we encourage members to use their services and products. We'll spend the next several months seeking out new advertisers and products to our advertising family that will be meaningful to our membership.

This issue illustrates the depth and breadth of our membership, from the coverage of the annual banquet and the members it celebrated, to our new driver and rookie of the year; it also covers an interesting relationship—on and off track—that draws parallels between the trust required for racing and falconry. Lastly, some great event coverage from the people who were on the scene and in the seat. Read on! ●

NANCY JAMAR



COMING HOME TO THE STREETS OF WILLOW

The sign on the garage welcoming me read 'The Streets' of Willow. Ahhh, HOME.

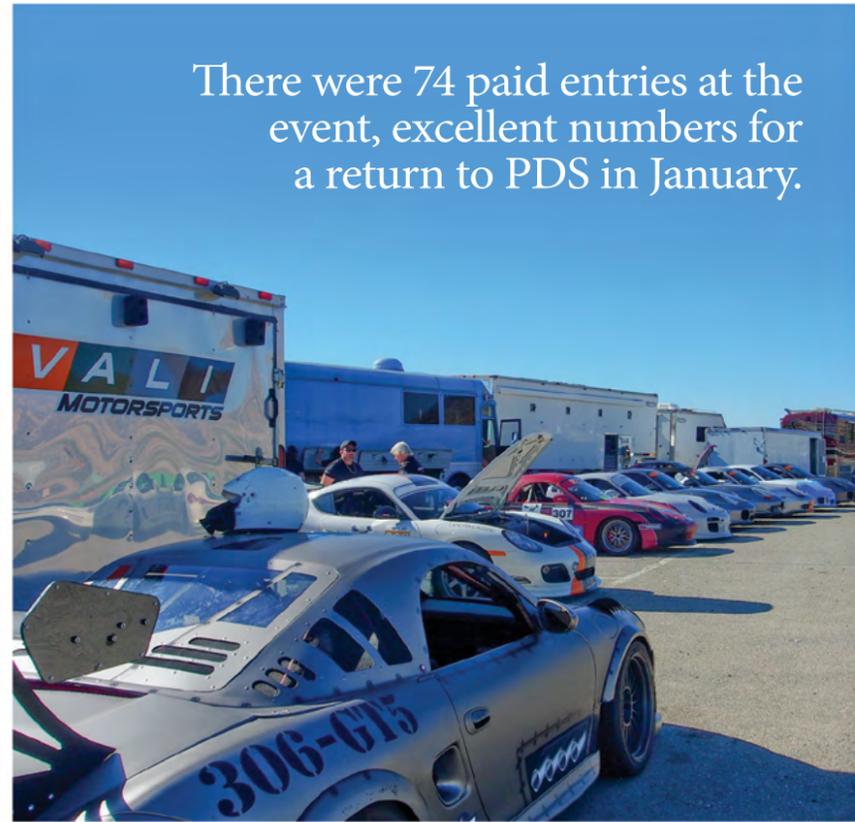
BY TERRY DAVIS | PHOTOGRAPHY BY MIKE SKINNER

CLOCKWISE TOP LEFT: Members Brett Gaviglio and Michael Monsalve chatting over lunch. Dave Jansen and Jerry Hoffman: who said POC people are no fun? Out in the cold California winter morning, Rowin Jacobs, Mike Rozenblatt, and Bill Vogel. POC welcoming party: Carolyn Pappas, Laurie Taylor and Terry Davis. The corner workers meeting: Charlie Wolk and Chris Campbell chatting in the cold morning.





There were 74 paid entries at the event, excellent numbers for a return to PDS in January.



It was a dark and stormy night. Okay, it wasn't, but it was a dark and bone chilling, cold, high desert January morning. The normal nerves that usually grab me in the pit of my stomach as I make my way that first day to the track for a weekend event were doubled. I made my way up the long driveway and entered the very familiar Willow Springs gate. Making that right hand turn for the first time in over a year, I drove through the Big Track paddock and snaked my way around to the back, to the place where my driving journey began. The sign on the garage welcoming me read, "The Streets of Willow." Ahhhh, home.

As the sun came up and slowly warmed the pits with their spots filled with beautiful cars and excited faces— old and new—the energy was palpable. Everyone was glad to be back, and I, for the first time in over seven years of driving, would be instructing. That accounted for the case of double nerves.

This, the first track event of 2015, would be an event dedicated to PDS (Performance Driving Series) and Time Attack. There were 74 paid entries at the event, excellent numbers for a return PDS in January. It was a smart decision to combine TA with PDS.

A lot of PDS drivers ran in the TA groups as students. Since TA has never run at the Streets before, it was a first for setting Time Attack track records there. We had 42 registered for Time Attack and 32 for PDS.

Two of the newbies were a married couple, Randy and Vivian Perkins, who arrived in their brand new 911 Turbo. Randy, a burly 6'4," and Vivian, a very petite 5'2," both admitted that they like "driving fast!" They would be sharing the car, driving in back to back groups, and Vivian was to be my first student!

CLOCKWISE TOP LEFT: Terry Davis and her student Vivian Lee. A paddock full of great cars. POC VIP meeting: Marty Mehterian, Andrew Weyman, Alex Bermudez and Steve Parker. Chris MacDuff patiently waiting his turn.





Prior to instructing, I needed to get back on the track and reacquaint myself with all its intricacies. We were starting out on Saturday going counter clockwise. My Boxster Spec class, BSX, is quite under represented; actually, it's often just Bart Hale and myself (I like to call him my nemesis). But in reality, Bart makes me work harder and become a better driver. But please, don't tell him I said so.

The track was perfect! The temperature and the weather (although rain had been a threat) could not have been more ideal. It all came back. Smooth. Sweet. Swift. And Vivian was a good driver and a good student. Our focus was not on speed but learning the track. Good thing, too, because I don't think I have ever been in a car with more power. Vivian, like myself, did not find "driving the line" an instinctual concept but rather

a learned skill that required repetition. I get that! That allowed me to communicate with her in a language we both understood. She took instruction well and progressed steadily during the day. For me, instructing was a very valuable validation of my own skill, knowledge and experience. It made me a more confident driver.

Dwain Dement of Vision Motorsports sponsored a

delicious and plentiful lunch enjoyed by all as they sat around sharing the morning's feats and defeats. I had forgotten how pleasantly relaxing it was not to have the high energy and loud exhausts of the cup cars. Not dissin' the races but just enjoying the chill.

And let's not forget the daily trophies! I walked away with one! Yup, second place. Darn that Bart. All in all, it was a great weekend. Welcome home. ●

TOP: Matt Bernath leading Chris MacDuff, Jan Weir, and Chris Campbell. BOTTOM: Alex Bermudez at speed.



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Charlie Persico

BY ANDREW WEYMAN

Occupation

Senior VP of Engineering at Qualcomm. I have been with Qualcomm over 20 years and have built several billion dollar product lines from the ground up and continue to enjoy the technical challenges and working with my colleagues. I like to view myself as a technologist first, but have enjoyed the business aspects equally and view business as a competitive pursuit.

Residence

I have lived in the Rancho Santa Fe community of north San Diego County for the past 15 years.

Cars

1997 Porsche Boxster GT4 built by Vision Motorsports. I also have a 2012 997, 2010 Mercedes ML350 and a 1968 Pro-touring Camaro with a built LS3 with over 500 rwhp. I have been a



Our profile subject, at Auto Club Speedway Roval 2014 event. *Photography by Karen McCarter.*

long time motorcyclist from the age of 12. I have raced motocross, hare scrambles and road raced. Currently I own six bikes and am waiting for delivery of a Kawasaki H2 super charged limited edition bike. You can say I like anything with wheels – including road bicycles and mountain bikes.

Length of POC membership

I joined the POC in October of 2012 after doing my first PDS event at Auto Club Speedway driving my 997 in the MS class. I bought my 997 from Walter's Porsche in Riverside. A short time after my purchase, Walter's mailed me a certificate for a POC

PDS event. I put it my drawer and didn't think much about it. Several months passed, and I saw the certificate in the drawer and noticed it was going to expire. I then checked out the information on the POC website and decided to give it a go.

Level of participation

In 2013, I did four PDS days and finished the PDS clinic to complete my training and enable me to drive in the TA events. In late 2013, I decided to get a dedicated track car with the possibility of converting it to a full race car depending on how my driving and overall enjoyment progressed. I located a 2010 Cayman S on-line at a Porsche dealer in Texas and had it shipped to CA. I had HRG prep the car for the MP class and added the safety equipment (roll bar, Recaro seats with six point harness and fire extinguisher) for

peace of mind. I did my first TA events in December of 2013 on a cold weekend at WSIR. I was hooked.

In 2014, I did 10 TA events in the Cayman in the MP class. I completed my first racers clinic in September and was using that event as a decision point to either convert my Cayman to a full racecar or just stick with TA events. I was looking into getting the work done to convert my car when I learned that Dwain Dement was selling his blue #19 Boxster. I gave Dwain a call and learned a bit more about the history and details of the car. I committed to buying Dwain's car and sold my Cayman to another club member. My first weekend in the car was at the Buttonwillow event, followed by the season finale at WSIR. And here we are in 2015 having just completed my second Racers Clinic (at Spring Mountain) to complete my provisional license.

Number of events attended
I have completed five PDS days, 16 TA days, and four Racers

Clinic days for a total of 25 track days with POC, plus two days with PCA and one open track day at WSIR.

What tracks have you driven?

I have driven ACS infield, Streets of Willow, WSIR, ACS roval, Chuckwalla, Buttonwillow, and the Spring Mountain Motorsport Ranch course.

What is your favorite track, and why?

My favorite is the Auto Club Speedway Roval. It has everything. I love the excitement of the banking and the infield. It's a great facility.

How has your occupation figured into your racing?

In my job, I am always thinking about strategy and problem solving. I use the same analytical approach to help improve my driving and learn about car set up.

What do you enjoy most about driving with the POC?

The main thing that made me keep coming back to the POC was the great group of people

I would suggest we keep the Saturday night BBQs going, they're great, and add a lot to the overall social experience.

that attend events. Everyone is helpful and I have met some great individuals. It's simple. We all get together because we like to drive cars fast, and for friendly competition and rivalry.

Any suggestions for improving the POC experience?

Having participated with several other organizations over the years racing motorcycles, I am impressed with the organization and quality of the people that dedicate their time to making the POC happen. I would suggest we keep the Saturday night BBQs going, they're great, and add a lot to the overall social experience.

What's the greatest lesson you've learned while on the track?

Smooth is fast and fast is smooth. It's good to be aggressive but being overly aggressive unbalances the car. It's all about controlled weight distribution and thinking about the tire contact patch.

What are your driving goals?

Someday I would love to be competitive in the GT4 class during Cup Races. There are some great drivers in POC and I want to keep this fun so I can enjoy driving for many years to come.

What tips can you offer to new drivers?

Find people to buddy up with, ask questions, find books to read to help expose you to good driving techniques, and drive within your limits. There is always the next POC weekend to attend. ●

Charlie at the WSIR racer's clinic back in December 2014. *Photography by Alain Jamar.*



NUMBER 460
CLASS: GT-4
55 YEARS YOUNG
LIVING IN NORTH SAN DIEGO
CARS OWNED:
1997 BOXSTER GT4 CLASS
2012 MERCEDES ML350
1968 CHEVY CAMARO
WITH BUILT LS3 — 500HP
6 MOTORCYCLES
ROAD BICYCLES
MOUNTAIN BIKES

A man with grey hair, wearing a red and white patterned short-sleeved shirt, is looking down at a hawk perched on his gloved hand. The hawk is a female red-tail hawk with brown and white mottled feathers. The man is holding a yellow string in his other hand. The background is a blurred green field.

A Racer's Latest Challenge Takes Flight

BY JIM COPP | PHOTOGRAPHY BY JEFF AT BLITZ GARAGE

It usually happens Tuesday or Wednesday night before a race weekend. Scrolling through Facebook, seeing the friends who are going to be at the track that weekend, some who might be talking a little smack, others lamenting the price of tires (especially if there are other members of the house racing), and still others with the pulse of the weekend weather. Even though

I read their posts, it's not the same as being there. You see, my wings have been clipped; the gauntlet has been cast aside. I'm now at that point in my life where college tuition is the overriding concern in our household. No longer does birthday money mean a new set of front tires...nope, it means getting a jump on next semester's books.

During this down time from racing, I was green-lighted to scratch a near forty year itch...I became a falconer. "Peppermint," my female red-tail hawk was going to have a meet and greet with my good friends!

Jim Copp during a training session with his hawk, Pepper.

The POC's 2015 race season was starting in a couple days and the weather looked cool and breezy, just what I needed. I made the decision I was going to make the 350 mile loop to get some face time with my racing brethren... but I wouldn't be going alone.

During my downtime from racing, I was green-lighted to scratch a near forty year itch; I became a falconer. "Peppermint" my female red-tail hawk, was going along to have a meet and greet with my track friends!

California has the most falconers of any state, and at that the number is just under 500; there are more POC members here than falconers. Within that number is a very strong club, the California Hawking Club. They are to falconry what the POC is to Porsche racing. There was a lot to be done before I could trap a bird, and they provided reference materials and guidance to get started with this ancient sport.

A prospective falconer must first pass a state exam; once that is done, then suitable housing for the bird must be built. The CHC also helps apprentices find their "sponsor," a falconer that will commit to helping the apprentice for a full two years. They paired me up with Mark, another car guy who lives nearby. It took nearly three months from taking the test to having my housing inspected until I was allowed to find a bird.

Apprentices are limited to any kestrel (sparrow hawk) or passage (bird born that nesting season) Red-tail hawk. The reason is that red-tails are plentiful and very hearty, though you wouldn't know it by their first year mortality rates. As little as 20 percent live to see their first birthday. Many are lost to the environment (other birds, weather or disease), or interactions with man (electric lines, cars, windmills). After that first year, only 20 percent of those survivors will make it to five; breeding age is usually from three onward. The birds do *much* better as a falconry bird. Mark's oldest bird is

27 years old, and his youngster is four; both birds hunt regularly.

After a month of driving back roads looking at hundreds of hawks, it took a call from another friend who knew I was struggling. Charles had spotted a good candidate, and after an anxious 20 minutes I had my first falconry bird! Naming her was rather easy, because when we removed her from the trap, her white breast feathers were spattered with blood from a recent kill...hence the name Peppermint. Even now, when she takes a rabbit and eats her fill, she's back to red and white!



Jim and Pepper at WSIR. *Photography by Max Sluiter.*

Training goes quickly, about 30 days. And just like driving with the POC, it's all based on trust. The bird will learn to trust the falconer while her weight is slowly dropped. At some point, she will overcome her fear because the desire to eat is stronger. Once that occurs, it's just a matter of increasing the distance between the bird and her food...at some point she has to fly to the falconer. She is weighed every day and a decision is made whether she will be sharp enough to fly and work with the falconer. It only took about six days of free flying and following until she bagged a rabbit I had broken from cover. After a couple more times, she had it pretty well figured out, learning that cooperation is the key to success...again, just like wheel to wheel. When she's eaten her fill, she is "traded off" the rabbit by giving her a nice

tidbit so she steps off the kill to get to the treat. The remainder of the rabbit is brought home, cleaned and used to supplement her "whole animal" diet.

Pepper is also a bit of a celebrity. Besides making the local vet's calendar for November, researchers at Harvard University will be setting us up with some gizmos that record what she does when she's out there hunting! Hopefully I can share that as it comes available.

One fact to be made clear: raptors used for falconry *are not* pets. These birds have no loyalty

to the falconer and can choose to fly off at any time. With strict weight management, the falconer has a good idea whether the bird will return, barring unforeseen circumstances. Pepper has already had a night out on her own when she got a rabbit inside a junkyard I couldn't access and ate her fill. When full, she made her way to a palm tree and wouldn't come down as night fell. Because she wears telemetry (a small beeper attached to her leg), I was able to locate her with a directional antennae in the dark, put her to bed and return at first light to coax her down. Let's just say it wasn't quite that easy, but I got her back. She also has a propensity to fight other hawks. Raptors are dimorphic, meaning the female is larger than the male and Pepper is big even for a female. She seems to get into scrapes quite often.

We hunt near the Mexican border in San Diego county, and she's been sent high-tailing into Mexico by a pair of wild red-tails who didn't like her hunting their territory. By luck or treachery, she made it back across the border and again I was able to bring her to the glove. Another heart attack averted, which brings us back to opening weekend.

Pepper and I met a local Pelican Parts forum member and his family who were interested in seeing Pepper hunt. Cool temps and breezy conditions made it optimum for her, but the local ravens were not cooperating. She was harassed as she sat on a telephone pole while we tried to flush rabbits for a good half hour. She'd had enough. Launching from the pole, she came back for a small treat. The wind had gotten stronger. She took a hop off my glove and was blown back 20 yards. Quickly she figured out how to tack into the wind and make it back. Then for the next 30 minutes, she started soaring, going higher, farther downwind and casting larger arcs side to side. We all commented she looked like she was really enjoying herself. We got some pictures and video of her and called her back in. It took a few minutes but she came back into the building headwind. A huge success for her, but lunchtime was quickly approaching and we had to get to the track.

Needless to say, everyone was very curious to see her at the track. She put on her manners and did her best to stay on my glove in the wind. She endured the stares, a few caresses and being paraded from one end of the pit to the other. In between a few of the questions, I told people, "Don't forget about me, I'll be back."

One of the very first lessons I remember from the Racer's Clinic was that we were 'making our reputation.' Up until that weekend I had meticulously groomed my "Bad Copp" reputation, but now I feel that's lost, and from now on I'll be pointed at and asked if I'm the "Hawk Guy." ●

Naming her was rather easy, because when we removed her from the trap, her white breast feathers were spattered with blood from a recent kill...hence the name Peppermint.



The 911 GT3 RS

PHOTOGRAPHY COURTESY OF PORSCHE CARS NORTH AMERICA

A MASTERPIECE OF SMART, LIGHTWEIGHT DESIGN

The new 911 GT3 RS is breaking down the barrier between sports cars and race cars. It is equipped with the maximum degree of motorsport technology that is currently possible in a street-legal 911 that is suitable for everyday driving. Extensive modifications to its drive system, aerodynamics and lightweight design enhance performance even more than in the 911 GT3. With a lap time of seven minutes and 20 seconds, the new 911 GT3 RS even beats the historic record value of the Carrera GT super sports car of just under seven minutes and 29 seconds on the North Loop of the Nürburgring.



SPECIFICATIONS

POWERTRAIN

4.0 LITER H-6, 500 HP

354 Ft.-lb. - RWD

SEVEN-SPEED PDK

DUAL CLUTCH

TRANSMISSION

WHEELS:

9.5 x 20" FRONT

12.5 x 21" REAR

TOP SPEED 198 MPH

PRICE: \$130,400.00

The 911 GT3 RS is powered by a four-liter six-cylinder engine with 500 HP and 354 Ft-lb of torque, combined with a specially developed PDK transmission. The engine, which has the largest displacement and most power of any naturally aspirated, direct fuel injected engine, accelerates the high-performance sports car from zero to 60 in 3.3 seconds. Functions such as declutching by “paddle neutral”—which is comparable to pressing the clutch with a conventional manual gearbox—and speed limiting by the Pit Speed button have been customized for motorsport use. They give drivers more freedom in terms of driving dynamics, while also providing them with more assistance when driving on the track.

The roof is made of magnesium; carbon fiber is used for the engine and luggage compartment lids, and other lightweight components are made of alternative materials. This makes the RS model around 22 pounds lighter than the 911 GT3. In addition, the lightweight roof lowers the sports car’s centre of gravity, which improves its already superb lateral dynamics. The body comes from the 911 Turbo, and it marks its status as a virtual race car with its RS-specific aerodynamic add-on



parts. The front spoiler lip, which extends nearly to the road, and the large rear wing reinforce its dominant look.

The chassis has been tuned for maximum driving dynamics and precision. Rear-axle steering and Porsche Torque Vectoring Plus with fully variable rear axle differential lock increase agility and dynamics, and the wider front and rear track widths enable even better roll stability than in the 911 GT3. In addition, the 911 GT3 RS comes with the widest tyres of any 911 model as standard. The results: even more agile

turn-in characteristics and even higher cornering speeds.

The interior design of the 911 GT3 RS with Alcantara elements is based on the current 911 GT3. One key new feature is the full bucket seats, which are based on the carbon bucket seats of the 918 Spyder. Other standard features are the Club Sport Package with a bolt-on roll cage behind the front seats, preparation for a battery master switch, and optional driver’s six-point safety harness, and fire extinguisher with mounting bracket. ●

MARCH 13-14-15, 2015

THE AMELIA ISLAND CONCOURS D’ELEGANCE

It’s time the Porsche 914 had its day in the sun



PORSCHE 914/6 GT | ILLUSTRATION BY ALAIN JAMAR

The 20th Annual Amelia Island Concours d’Elégance was honoring this past March the first mid-engine production Porsche, the 914 in all its variants.

At first some Porsche purists lamented the Porsche 914’s seemingly humble origins. They whispered the “V-Word”... Volkswagen. The reality was that the 914 is a blood descendant of the seminal Gmund Porsche, the first car to wear the family name and the crest, a pure sports car designed around a Volkswagen- sourced air-cooled flat-four and a mid-engine configuration.

Porsche had no illusions about the technological and commercial realities of their new sports car. The 914 project began life as a joint venture between Volkswagen and Porsche, who needed an entry level replacement for the four-cylinder 912. With the economies of scale brought by a production liaison with Volkswagen, the 914 could be commercially viable.

The prototype 914 appeared early in 1968,

just as Porsche was poised to shed its reputation as a giant killer on the world’s race tracks. The man heading the 914 project was Porsche R&D chief Ferdinand Piëch, Ferdinand Porsche’s grandson who created, almost simultaneously with the 914 project, the all-conquering Porsche 917 Le Mans endurance racer.

The lower price of the 914 brought a new clientele to Porsche showrooms. The 914 quickly outsold its pricier 911 stablemate while staying true to Porsche’s technological heritage with friendly Porsche dynamics, solid handling and, in the case of the 914/6, traditionally ferocious Porsche brakes.

“It was fashionable with some self-proclaimed Porsche purists to consider the 914 an ‘ugly duckling,’” said Bill Warner, Founder and Chairman of the Amelia Island Concours d’Elégance. “That changed very quickly. Here in north Florida the Porsche 914 found a home and willing customers through the racing exploits of Peter Gregg, Hurley Haywood and Brumos

Porsche who took the 914/6 GT to victory in the first IMSA GT race in history on the way to winning the first IMSA GT Championship title in 1971.”

The 914/6 fell quickly and easily into the traditional Porsche role of “giant killer” winning half the races on IMSA’s 1971 IMSA GT championship calendar against much larger and more powerful Corvettes, Camaros and Mustangs.

“The 914/6 GT was my first real race car,” said Hurley Haywood, five-time winner of the 24 Hours of Daytona. “Peter Gregg and I shared the Championship in 1971 in my first year of professional racing. The 914 was really fun to drive and we would kill the big block Chevys and Fords in IMSA. We still have that car in our collection and use it often to give rides to our Porsche driving school customers.”

At Le Mans the two-liter 914/6 GT not only won the 24 Hour classic’s GT class in its

Porsche R&D chief Ferdinand Piëch was the man heading the 914 project...



PORSCHE

THE PORSCHE OWNERS CLUB THANKS PORSCHE CARS NORTH AMERICA FOR THEIR SUPPORT



To the quiet dismay of the self-appointed purists, the class-winning 914/6 GT finished three laps ahead of the top placed 911.

1970 debut, it finished sixth overall; the first GT car behind the pure prototypes that had more than twice the 914's engine displacement and power. To the quiet dismay of the self-appointed purists the class-winning 914/6 GT finished three laps ahead of the top placed 911.

The 914 in all its iterations enjoyed a long and productive life as a club racer in the

United States. When Porsche built the 916 in 1972, the six-cylinder version of the 914 packed a 190 hp 2.3 liter six and wore big fenders and more aggressive Porsche styling details. But the 916 was deemed too expensive for serial production. Just eleven had been built when production of the 914 ceased in 1976.

The ultimate 914 was the 914/8 powered

by a three-liter flat-eight Porsche racing engine. Just two were created for the Porsche family.

“The 914 is a true Porsche with pure Porsche DNA,” said Warner. “The 914 was raced and rallied successfully all around the world and, like the 911, a cult has grown up around it. It’s time the 914 had its day in the sun.” ●



Porsche only built two 914/8s. The first was a development mule that Ferdinand Piëch used to prove its feasibility. The second was built for Ferry Porsche as a birthday present. Both are very unique cars and are still owned by Porsche and shown at the Porsche museum.

TOP LEFT CLOCKWISE: Porsche's 914/6 GT finished 1-2-3 at the 1970 Marathon de la Route. Jacques Duval, Bob Bailey, and George Nichols drove this Porsche 914/6 GT to seventh overall and first in class in the 1971 24 Hours of Daytona. Ferry Porsche showing off his birthday present, a 914/8. An array of Porsche 914s on the grounds of the 2015 Amelia Island Concours d'Élégance. **2015 Amelia Island Concours d'Élégance Photography by Neil Rashba.**

TIME ATTACK & CUP RACING

IS IT SATURDAY YET?



BY MIKE SKINNER

PHOTOGRAPHY BY MAX SLUITER | JOHN CHERNIACK | GABRIEL ALAN PHOTOGRAPHY

The Porsche Owner's Club started off the new year at Willow Springs International Raceway (WSIR) with a safe and solid weekend of Cup Racing February 7th and 8th. I called Eric Oviatt earlier that week on Tuesday and said, “I can't wait—I'm leaving for the track today.” He talked me off the ledge.

Jerry Hoffman followed by James Cullen, and Steve Radenbaugh.
Photography by Max Sluiter.

Another reason that Cup Racers came out was to instruct in PDS and TA. The POC emphasizes the “pay it forward” concept and most club members take it pretty seriously.



TOP: Ira Ramin at work in the Tarett Engineering lab.
TOP RIGHT: William Sander's 2012 Porsche Cayman R. Steve Alarcon dominating the SCR class. David Elsner's 2011 Porsche GT3RS. Regan Steedman's GT5 Boxster.
Photography by John Cherniack.

The POC kicked off the 2015 season a month earlier at Streets of Willow with its Performance Driving Series (PDS) and Time Attack (TA) event, one day clockwise and the other day counter-clockwise. Wow, talk about a “complete” weekend. The PDS came back to the Streets this year, a strategy that was applauded by many drivers that wanted to fine-tune their short-track technical skills. The Cup Racers that have their sights set on a championship also came out, in part to support the Club and its return to the Streets and in part to shake out changes from the off-season. Another

reason that Cup Racers came out was to instruct in PDS and TA. The POC emphasizes the “pay it forward” concept, and most club members take it pretty seriously. It's easy for any driver in any series or class to contribute to the club; just grab a POC board member or other official after the driver's meeting and let them know you want to be of service. In my case, I spent the weekend instructing with Mike Rozenblatt and Jim Wolcott, two fine gentlemen that successfully completed another day with an instructor. I also shot lots of pictures. And, I finished figuring out the bells

and whistles on our new motorhome. But what I didn't get to do was drive my car, because I didn't bring it with me. I thought, “Well, I'll just instruct and goof off with my camera, hang out, and ride the bike around – WSIR will come around soon enough.” The first time Chris Macduff, Matt Bernath, Chris Campbell and almost everyone I know came flying down the front straight, I thought I might cry.

It's tough to say just what the weather might bring at WSIR this time of year. We might have sunshine with deceptively cold

day-time temperatures, high winds, rain, snow, sleet, or a sand storm in T9. In December 2013 we had all the above on the same day! For this event we couldn't have asked for better. We had warm, partly cloudy days, cold nights and limited wind. These factors made conditions just about perfect the whole weekend. But one thing that we didn't see much of was jack rabbits! This was due to the falcon hunting under way near the track. Jim Copp brought his red tail hawk, Pepper with him, and showed a few people a different kind of speed (see more in this issue).



Budgets being what they are I spent more than a little time trying to figure out my tire strategy for the weekend; pretty easy since it's practically impossible to find tires this time of year! At least that has been the case for me as well as some other owners that run 17s and 18s in the D.O.T. 245 to 285 range. Read on to find out how that worked out for me.

As far as this writer is concerned, the new event schedule format worked brilliantly. The later start time for the driver's meeting was awesome. Together with the other adjustments (as seemingly minor as they may have appeared to be), including the flip-flopping of the Orange Cup sessions to allow for instructing in TA White, made for a smoother race weekend at all levels.

Um, hello?? How about this BBQ thing!!? Folks, this club-wide BBQ is the bomb!

We did it at Buttonwillow last fall and I guess it was such a hit that we are carrying it forward to 2015. WSIR was definitely no different. My SWAG said there were a couple of hundred folks in the newly re-decorated WSIR diner. Good food and good times for \$15 bucks, and no dishes to wash or trips into town. You can't beat that! I won't report much on the finishing order of the weekend's races except to say that Alex Bermudez and the entire field of Orange Cup Race BSRs gave a great show the entire weekend. On Saturday, Alex qualified on pole and in doing so broke the POC BSR Track Record with a 1:32.9 and won Saturday's race after a spirited battle with Anders Hainer. Altogether, Alex had two first place finishes and one first place finish in the class of, "OMG, What a Crazy T9 Spin That is Never Ending," after a fierce last lap battle with Nigel Maidment. Congrats to Nigel who ran a good race (those are Alex's words, not mine).

Oh yeah, about those tires. By Sunday I realized that I couldn't save the set of new tires I had in the trailer for my Orange Group GT5 #698 HRG Blurple-colored car. Bryan Shackleford of Track Fast Motorsports (who supports POC by bringing products and services to the track for us) mounted them up for me and I was excited to give the Gokbudak Brothers a run for their money. Here's a lesson in asking for help: there were about, oh, two dozen folks within 30 feet of my car that could have double-checked my tire clearances but I didn't ask anyone to check. Even though I bought exact sizes, I bought a different brand, which turned out to be 1 or 2mm taller. After two laps I was invited to come to the black flag station where I was promptly excused to impound for excessive tire rub. Live it, learn it. ●



TOP: Brent Gokbudak captured this shot of a full rainbow stretching from turn 1 to turn 9 after some minor rain following the POC's cup race on Saturday. **BOTTOM LEFT TO RIGHT:** 2015 John Deere Weed Harvesting Award contestant John Momeyer. Andrew Enz ran his best lap of 01:27.431 in the TA event, driving a Porsche 996 GT3. *Photography by Gabriel Alan Photography.*



COMING SOON...



SEPTEMBER 25-26-27, 2015 - MAZDA RACEWAY LAGUNA SECA



PHOTOGRAPHY COURTESY PORSCHE CARS NORTH AMERICA

Rennsport Reunion is the world's largest gathering of Porsche racecars, renowned drivers, and Porsche collector cars. This September, the event returns to the historic and picturesque Mazda Raceway Laguna Seca for an encore.

Hosted by Porsche Cars North America, Rennsport Reunion V once again brings together an extraordinary gathering of significant Porsche vintage and contemporary racecars, as well as the motorsports figures who have designed, engineered, and driven them to victory in the world's most famous sports car races.

After staging the first three events on the east coast, at Connecticut's Lime Rock Park and the Daytona International Speedway,

Rennsport Reunion IV moved west in 2011 to Laguna Seca, offering a vast array of west coast car aficionados and Porsche enthusiasts the opportunity to drive and/or trailer their Porsche vehicles to the event.



The three day program of on-track competition will evoke history, giving attendees the opportunity to see and hear classic Porsche competition cars in full song, at near-racing speeds on a fabled race course. Visitors will also be able to examine these legendary race cars up close and personal, mingle with drivers and other enthusiasts, and drink in the atmosphere of Porsche enthusiasm.

The racecars at speed will be complemented by a full European-style Porsche Concours d'Elégance (Contest of Elegance) event, open to invited race participants, as well as special activities celebrating each of the six decades of legendary Porsche racecars. Hundreds of Porsche owners will also display their own significant Porsche vehicles, drawn from all eras of Porsche production.



The same 911s that Dennis Aase ran at the 1977 Monterey Triple Crown Laguna Seca race. Some of the most significant porsches in the world in one place. Dick Barbour's 935 spitting flames in the early morning Laguna Seca fog. All photos taken at Rennsport Reunion IV, October 14-16 2011.

HISTORY

Rennsport Reunion was born in 2001, conceived by racing great Brian Redman and Porsche Cars North America's longstanding press spokesperson Bob Carlson, both of whom noted that at every vintage racecar gathering, Porsche's racing and collector cars instantly became the prime focus of attention. The men envisioned an event at which both racing enthusiasts and Porsche lovers could celebrate their automotive passions. The title Rennsport was drawn, quite simply, from the German term for "motorsport."

The first Rennsport Reunion at Lime Rock, Connecticut defined the recipe that has been followed ever since: bring historic Porsche racecars and their renowned drivers to a storied racetrack, then invite enthusiasts to experience the golden age of motorsport, trackside and in its full visceral sound and fury. Mix an equal measure of opportunity for collectors of every vintage of Porsche to drive the same track as the greats, as well as to exhibit and talk about their vehicles. Stir thoroughly, adding a dash of modern

technology in the form of contemporary Porsche racing and road cars. Result: a perfectly prepared feast for Porsche-philies and motorsport buffs alike.

Rennsport Reunion quickly outgrew the facilities available in Lime Rock's bucolic setting, and so in 2004 and 2007 the event took place at the even more historically resonant Daytona Motor Speedway, site of some of Porsche's greatest endurance racing victories. Indeed, in 2007 Porsche recreated a dramatic midnight 1970 pitstop involving one of its fabled 917 endurance racers with typical German thoroughness, placing a Porsche vehicle in precisely the same location in the pits.

In 2011, Redman, vintage racecar collector Bruce Canepa and Porsche Cars North America staged Rennsport Reunion IV at California's sweeping Laguna Seca track near Monterey, giving West Coast Porsche enthusiasts a more attainable location. This year, Rennsport returns to Laguna Seca, with the largest collection of racing and roadgoing Porsche vehicles yet expected to thrill the crowds. ●



The 1982 factory-run Rothmans-sponsored 956 of Jochen Mass and Stefan Bellof. Dr. Porsche and Hans Herrmann in a 550 RS Spyder, 1954 Carrera Panamericana winner.

EVENT SCHEDULE

FRIDAY, September 25, 2015

7:00am	Gates open
7:00am - 5:00pm	Registration: Embassy Suites, Seaside
7:15am	Mandatory Driver Meeting
	Porsche Park in the Paddock
8:00am - 8:25am	Practice Group 1: PCA Sholar-Friedman Cup
8:35am - 9:00am	Practice Group 2: Gmund Cup
9:10am - 9:35am	Practice Group 3: Eifel Trophy
9:45am - 10:10am	Practice Group 4: Weissach Cup
10:20am - 10:45am	Practice Group 5: Carrera Trophy
10:55am - 11:20am	Practice Group 6: Stuttgart Cup
11:30am - 12:00pm	Practice Group 7: Rennsport Reunion Cup
	Porsche GT3 Cup Challenge
12:00pm - 1:20pm	Lunch
12:00pm - 12:10pm	Corner workers off track
12:30pm	2nd mandatory driver meeting
12:10pm - 12:30pm	Porsche VIP laps and exhibition laps
12:30pm - 12:50pm	Parade lap
12:50pm - 1:10pm	VIP hot laps
1:10pm - 1:20pm	Corner workers back on track
1:20pm - 1:45pm	Practice Group 1: PCA Sholar-Friedman Cup
	Practice Group 2: Gmund Cup
1:55pm - 2:20pm	Practice Group 3: Eifel Trophy
2:30pm - 2:55pm	Practice Group 4: Weissach Cup
3:05pm - 3:30pm	Practice Group 5: Carrera Trophy
3:40pm - 4:05pm	Practice Group 6: Stuttgart Cup
4:15pm - 4:40pm	Practice Group 7: Rennsport Reunion Cup
4:50pm - 5:20pm	Porsche GT3 Cup Challenge

SATURDAY, September 26, 2015

7:00am	Gates Open
7:00am - 5:00pm	Registration: Embassy Suites, Seaside
8:00am - 8:25am	Qualifying Group 1: PCA Sholar-Friedman Cup
8:35am - 9:00am	Qualifying Group 2: Gmund Cup
9:45am - 10:10am	Qualifying Group 4: Weissach Cup
10:20am - 10:45am	Qualifying Group 5: Carrera Trophy
10:55am - 11:20am	Qualifying Group 6: Stuttgart Cup
11:30am - 11:50am	Qualifying Group 7: Rennsport Reunion Cup
	Porsche GT3 Cup Challenge
11:50am - 1:10pm	LUNCH
11:50am - 12:00pm	Deliver corner worker lunches
12:00pm - 12:20pm	Porsche VIP Laps and Exhibition Laps
12:20pm - 12:40pm	Parade Laps
12:40pm - 1:00pm	VIP Hot Laps
1:00pm - 1:05pm	Pre-race Activities
1:05pm - 1:35pm	Race Group 2: Gmund Cup
1:45pm - 2:15pm	Race Group 3: Eifel Trophy
2:25pm - 3:10pm	Race Group 7: Rennsport Reunion Cup
	Porsche GT3 Cup Challenge
	Porsche Racing History Parade
3:20pm - 3:50pm	Concours on Pit Lane
4:00pm - 6:00pm	

SUNDAY, September 27, 2015

7:00am	Gates Open
7:00am - 12:00pm	Registration: Embassy Suites, Seaside
8:00am - 8:25am	Warm-up Group 1: PCA Sholar-Friedman Cup
8:35am - 9:00am	Warm-up Group 4: Weissach Cup
9:10am - 9:35am	Warm-up Group 5: Carrera Trophy
9:45am - 10:10am	Warm-up Group 6: Stuttgart Cup
10:10am - 10:40am	Porsche VIP Laps/Exhibition Laps
10:40am - 10:45am	Pre-race Activities
10:45am - 11:15am	Race Group 1: PCA Sholar-Friedman Cup
11:30am - 12:15pm	Race #2 Group 7: Rennsport Reunion Cup
	Porsche GT3 Cup Challenge
12:15pm - 2:00pm	Lunch
12:15pm - 12:25pm	Corner workers off track
12:25pm - 1:00pm	Porsche VIP Laps and Exhibition Laps
1:05pm - 1:25pm	Parade Laps
1:25pm - 1:50pm	VIP Hot Laps
1:50pm - 2:00pm	Corner workers back on track
2:00pm - 2:30pm	Race Group 4 - Weissach Cup
2:45pm - 3:15pm	Race Group 5 - Carrera Trophy
3:25pm - 3:55pm	Porsche VIP Laps/Exhibition Laps
4:05pm - 4:35pm	Race Group 6 - Stuttgart Cup

Nathan Johnson DRIVER OF THE YEAR

PHOTOGRAPHY BY GABRIEL ALAN PHOTOGRAPHY

In early 2009, a friend invited me to a Speed Ventures event at Buttonwillow, and I took my daily driver, a BMW 6-series. I'd always been a bit of a car nut, but up until then, I wasn't aware you could actually take your street car out on a racetrack.

After a few day events with Speed Ventures, I stepped up and in late 2009 bought a coworker's 996 turbo. I met Dan Aspesi of Speed Gallery, who had already heavily modified the car for its original owner. Dan installed a Techquipment rollbar, GT3 seats and Schroth harnesses, while I bought some CCW wheels and started track-ing the car on Hoosier tires.

Dan convinced me to start running with the Porsche Owners Club, and I spent the early part of 2010 working toward a PDS license. Magnus Walker was my instructor on my first PDS day event with the POC.

The racing bug bit hard, and given the impract-ibility of tracking a 640-hp 3500-lb. turbo, I bought my friend Roger Rodas' BSR.

I campaigned in the old style Time Trial 2011 season, culminating in a second place in BSR Time Trial Championship behind the reigning champion Eric Oviatt.

By March 2011, I was eligible to enter the Racer's Clinic, but my best friend decided to get married that weekend (I was his best man), forcing me to wait until the next one at WSIR. I finally got my license at Spring Mountain Country Ranch.

I officially started running at WSIR in May 2012. I found myself to be a bit cautious in the first few races and ran mid-pack, but then started getting comfortable running door-to-door with my fellow competitors. I finally started hitting my stride, resulting in my first win, September 2012 at Auto Club Speedway.

My first really satisfying win occurred in October, 2012, when the POC ran with PRC up at Infineon Raceway, Sonoma. I'd out-qualified Mark Foley, a seasoned veteran BSR driver, by 2/100 of a second, placing me P2 behind known contender Dave Potter. He had been 1-2 seconds a lap quicker than everyone all weekend.



Nathan and the car that he drove to so many wins. Photograph taken at Spring Mountain Country Ranch, April 2015.



TOP: Nathan leading a pack of Boxsters at Auto Club Speedway.
BOTTOM: Photo session at Spring Mountain Country Ranch with Gabriel Alan Photography.

I went into the race thinking Potter would drive away, and my race would entail attempting to battle Foley and defend my P2 position. After the green flag waived to start the 15 lap race, I settled into P2 behind Potter and ahead of Foley. After a couple of laps, Potter and I pulled away from the field, and I spent 13 laps glued to Potter's bumper trying to find a way to get by him. On the start of lap 14, I was able to execute an over-under move out of the hairpin and onto the front straightaway, and finally get ahead of Potter. Half a lap later, Potter spun behind me as we came down and out of the Carousel, and I cruised to an incredibly satisfying win. I'll never forget that race—it gave me so much confidence as a racer going forward, and I had a smile from ear to ear throughout the long drive back home.

At one Buttonwillow race on a Sunday in May 2013, my fuel pump suddenly quit on me while I was waiting on the grid to qualify. Dan dropped everything and spent the next hour installing a fuel pump, and I got to grid just in time to hustle around on the out-lap and catch the back of the pack, forced to start DFL after missing qualification. I ended up charging from last to first in class in three laps, and I had so much fun working through the field, that I began purposely starting many races DFL for fun, giving me an invaluable opportunity to work my way through the field and improve my racecraft.

Off the track, I'm a race video junkie, love watching pro video on-boards, and at one point have had up to five of my own GoPro's on the car to film the races. I love both watching and editing the videos (it feeds my racing addiction between

events), and used the videos as an indispensable tool to study and critique my own driving.

Going forward, I've commissioned Dan Aspesi to finish building a GT4 car for me, with the idea that it will be my next challenge, with the next largest (if not the largest) field, and many great drivers to compete against. I'll be pitted against the likes of Michael Monsalve, Blair Boyce, Bob Mueller, and Drew Waterhouse. Dan has been working on this 'top-secret' GT4 project for more than a year, although it's really no longer a secret. It's going to be a center-seat Boxster with a Cayman roof, 3.2L motor, weighing in at only 2200 lbs with fluids and without driver. As of today, the car is 95% complete, and will make its debut at Tribute to Le Mans this May. I'm incredibly excited, to say the least... ●



Nathan sold his BSR racer in December 2014, looking to open a new chapter, embrace new challenges, and of course...go faster.

2012

- Rookie of the Year
- BSR Time Trial Champion
- Second Place BSR Cup Race Champion
- Second Place Overall: JE Pistons Endurance Racing Series Championship Handicapped Division
- Second Place Overall: JE Pistons Tribute to Le Mans Handicapped Division Teammate: Drake Kemper

2013

- BSR Cup Race Champion
- BSR Time Trial Champion
- Third Place Overall: JE Pistons Endurance Racing Series Championship Handicapped Division Teammates: Dave and Chad Elliott
- First Place Overall: Tribute to Le Mans Handicapped Division Teammates: Dave and Chad Elliott

2014

- Driver of the Year
- BSR Cup Race Champion
- Numerous BSR Track and Race-Lap Records
- Started in 24 of 27 POC Cup Races
- Of the 24 starts: Started DFL 15 times
17 First Place finishes
4 Second Place finishes
2 Retirements (mechanical)
1 DQ

I would like to thank the following people for their considerable contributions to any and all success I've had as a driver: my girlfriend, who has patiently and diligently put up with my racing obsession; Speed Gallery Owner Dan Aspesi, for his friendship and support while campaigning my BSR for the last three years; Always Evolving Racing and RePlay XD Action Cameras for their sponsorship and support; the entire class of BSR Drivers who've become close friends and respectful competitors. I will miss driving with them and sharing spicy margaritas together after a long day of battle!

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The **59th**
 PORSCHE OWNERS CLUB
ANNUAL BANQUET
 AND AWARDS CEREMONY
 BY MIKE SKINNER
 PHOTOS BY GABRIEL ALAN PHOTOGRAPHY



I know at least a few people attended the 60th Annual Banquet and Awards Ceremony just to see what Skinner (aka, the Princess) looks like out of his fire suit, not running from his car to a student's car like a maniac, and without his hair sticking straight up.

My wife Wendy and I were excited to be part of the banquet this year, and I promised to be on improved behavior (not to be confused with "best behavior"). I think the scheduled start time was 6pm.

I was so excited that I wanted to leave the house in Woodland Hills at 1pm. But my wife reminded me what happened last year: that we arrived about two hours early and stood around like a couple of dorks. So this year we rolled in fashionably late at about 6:15pm. We fell immediately into conversation and laughter with our friends and fellow competitors. If you've been around the POC for more than five minutes you know the club has a family and companion spirit. You also know the companions are fiercely competitive, and at the same time hold safety of person and property in the highest regard. For the Skinners, the last few months with the POC has been more of a family affair. It helped that we picked up an RV that has plenty of room for the two of us along with our two chihuahuas. (The smaller white chihuahua is named Princess, which inspired the Princess patch on my fire suit. Wendy said, "OMG, you CANNOT go to the race track with a Princess patch on your fire suit!" I told her she was crazy; that probably no one would even notice (be careful what patches you put on your fire suit. If you have a chance, stop by our RV so our chihuahuas can bark like crazy and pretend they are guard dogs. I just love that mind numbing barking...not). But I digress. The banquet really is a culmination of a year's worth of dreaming, saving, planning, building, re-building, analysis, adjusting and, best of all, racing. I can't list all of the club members that organized and executed the banquet so elegantly, but wow, what an awesome job

they did! The room was put together just perfect from the decorations, the stage, the table settings and the slide shows.

One of the things I look forward to most is the slide show. There are lots and lots of folks that take photos throughout the year, and it's great to see some of your own photos in the slide show. On a side note, if you take photos during the year, I'm sure the editors of *Velocity* would be more than happy to receive those photos for possible publication.

One of the greatest motivations for me—and I think most of us—is the desire to improve, get faster, stay safer, fine-tune our race craft and situational awareness, and enjoy the acknowledgement that in rarer moments we grant ourselves as well as our friends and competitors. So, the awards part of the banquet serves as both motivation and acknowledgement for me, and I suspect for most of us.

What makes this club what it is, is—everyone. New drivers, veteran drivers, instructors, board members, volunteers, track officials, our very fine team of course marshals, emergency officials, tire services and officials, and of course, family. An awesome representation of everyone made the extra effort to get down to Long Beach for the festivities well worth it. If you are new to the POC, relatively new, or you've been around a long time, please consider joining us in January 2016.

And before I get away, let me congratulate my friend and teammate Alex Bermudez on winning Rookie of the Year. Alex is a real friend to me and a lot of POC members. He's also a hard-working, humble guy at the racetrack. I don't follow him around just to kid him about his accent; I follow him around to see exactly what it takes to be a better, safer driver. Congrats, Alex. ●

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2014 Event Championship Awards

SPECIAL AWARDS

John Deere
Weed Harvesting
Award
Mike Takaki

Joel Ratliff
Memorial
Spirit of the POC
Dwain Dement

Rookie of the Year
Alex Bermudez

Most Improved
Driver
John Momeyer

Service Points
Champion
Brad Keegan

Topper Chassé
Memorial
Competition Points
Champion
Paul Young

Member
of the Year
Dwain Dement

Rookie
of the Year
Steve Vandecar

Bill Bartee
Memorial
Driver of the Year
Nathan Johnson

Most Improved
Time Attack
David Tung



Meet your Porsche Owners Club 2015 Board of Directors

FROM LEFT

Eric Oviatt Don Matz Ron Palmer Alex Bermudez Kurt Gokbudak Andrew Weyman Nathan Johnson

2014 Event Champions

TIME ATTACK SERIES

BSR	First	Andrew Weyman
	Second	Will Marcy
	Third	Nathan Johnson
BSX	First	Barton Hale
	Second	Terry Davis
	Third	Justin Daily
C32	First	Dave Elliott
GT3	First	Eric Olberz
GT4	First	Brad Keegan
	Second	Steve Radenbaugh
	Third	Steve Vandecar
GT5	First	Paul Young
	Second	Mike Skinner
GT6	First	David Tung
	Second	Sandi Isaac
JP	First	Patrick Brass
	Second	Mike Carlson
	Third	Don Neville
KI	First	Matt Bernath
	Second	William Sander
NI	First	George Puckhaber
OI	First	Jim Walker
OP	First	Alan Smith

CUP RACE SERIES

GT1	First	Kevin Wilson
GT2	First	Chris Thompson
	Second	Terry Davis
GT3	First	Eric Olberz
	Second	Gunter Enz
GT4	First	Blair Boyce
	Second	Brad Keegan
	Third	Steve Vandecar
GT5	First	Paul Young
	Second	Martin Schacht
GT6	First	Mark Low
BSR	First	Nathan Johnson
	Second	Alexander Bermudez
	Third	Nigel Maidment
C32	First	Michael Monsalve
	Second	Michael Takaki
R6	First	Kurt Gokbudak
	Second	Don Neville
R8	First	Walter Airth
R9S	First	John Momeyer



**LEFT PAGE:
LEFT TO RIGHT,
TOP TO BOTTOM:**

- Steve Vandecar
- Steve Radenbaugh
- Brad Keegan
- Kurt Gokbudak
- Walter Airth
- John Momeyer
- Alex Bermudez
- Nathan Johnson
- Paul Young
- Mike Skinner
- Mike Carlson
- Patrick Brass
- Barton Hale
- Terry Davis
- Michael Monsalve
- Michael Takaki
- Mark Low
- Paul Young
- Martin Schacht
- Eric Olberz
- David Tung
- Jim Walker
- Matt Bernath
- Chris Thompson
- Will Marcy
- Andrew Weyman
- Nathan Johnson

Alexander Bermudez ROOKIE OF THE YEAR

PHOTOGRAPHY BY YOAV GILAD



After photographing the 2009 Patron GT3 Challenge and 2010 ALMS seasons for Werks II Motorsport, Alexander Bermudez retired his trusty camera, jumped in the seat of BSR #909 and started attacking every POC event he could find.

In his first season, Alexander placed third in the Performance Driving Series Championship. 2012 proved to be even more rewarding, with Alexander competing in both the PDS and TT Championships, winning second and third places

consecutively. Marty Mehterian's coaching was paying big dividends and Alexander was awarded the 2012 Most Improved Driver of the Year Award.

The following year Alexander teamed up with Hergesheimer Motorsports and finally won the PDS Championship, that had been eluding him for the previous two years. In the end, it came down to the very last weekend, where Alexander edged out Brian Green, the previous year's champion for the number one spot on the podium.

With a freshly minted POC race license in hand, Alexander focused solely on Cup Racing in 2014. His efforts won him second place behind Nathan Johnson in the BSR Championship and the coveted Rookie of the Year Award.

2015 started out with a bang. Not only did Alexander secure sponsorship from House Automotive, but he also broke the POC BSR track record at Willow Springs International Raceway. As of this writing he is leading the BSR Cup Championship. ●

NEW PRODUCT REVIEW

Porsche's New Navigation Radio for Classic Sports Cars



Classic on the outside yet ultra-modern on the inside: with its newly developed navigation radio, Porsche is responding to the growing demand for a built-in device for classic sports cars. The purpose-built unit combines the style of yesteryear with the benefits of modern technology. It fits perfectly into the DIN-1 slot that has been used in the sports cars for decades and is operated by means of two knobs, six discreetly integrated buttons and a touch-sensitive 3.5-inch display.

Thanks to the appearance of the black surface and the shape of the knobs, which

are supplied in two authentically styled versions as standard, the navigation radio blends harmoniously into the dashboard of classic Porsche models. It is suitable for models ranging from the first 911 to the last of the 993 series

The navigation radio comes with all the key features of today's systems. In addition to low-interference radio reception and precise navigation, it has interfaces for a variety of external music sources that can be controlled from the display. A smartphone can be connected via Bluetooth. The integrated amplifier delivers 4x45 watts and can be

connected either directly to the loud-speakers or to the original sound system using an optional adapter cable. Radio reception has been optimized for the built-in aerial supplied ex-works, which is generally only a single telescope.

Drivers have a choice of arrows and two or three-dimensional maps to display the route. The maps are stored on a microSD card with eight gigabytes of memory and are updated regularly. ●

Rear Seat Entertainment for Cayenne, Macan and Panamera

The Porsche Rear Seat Entertainment system saw its world premiere in the luxuriously equipped Panamera Turbo S Exclusive Series, a series limited to just 100 units. Now this system, which was fitted as standard in this limited edition, is available for all Panamera models as well as all Cayenne and Macan models. The main components of the new Rear Seat Entertainment system are two high-resolution 10.1-inch colour touchscreen displays with a resolution of 1280 x 800 pixels integrated in the front seat backrests.

It has an extensive range of equipment, including an integrated DVD player, two USB ports, an SD card slot and an HDMI port to allow connection of an external video game console, for example. Both of the displays also boast a camera to permit video telephony. The system supports several audio and video formats. The WiFi Crosslink Streaming function allows videos to be displayed on both screens via a direct WiFi connection.



The sound is delivered via Bluetooth using the two wireless headphones, included as standard. The Porsche Rear Seat Entertainment package is also available as a Plus version which offers an internal 32 GB Flash drive for saving multimedia files.

An Internet browser allows mobile Internet access and a special app lets you send and receive emails on the road. Additional apps,

such as games or video telephony apps, can be downloaded from an online store. The Internet connection can either be established using the optional wireless Internet connection or using the customer's own smartphone or tablet as a WiFi hotspot. A smartphone or tablet is also used, with the corresponding app, as a remote control for the Porsche Rear Seat Entertainment system. ●

postscript...

2015 EVENT CALENDAR

January 17-18 Streets of Willow Springs	TA 1 - 2 PDS 1 - 2	July 11-12 Buttonwillow Raceway Park	TA 11 - 12 CR 9 - 10 - 11
January 24 Seal Beach Country Club Banquet	Annual Banquet & Awards Ceremony	September 12-13 Auto Club Speedway Road Course With Lotus Club USA	TA 13 - 14 CR 12 - 13
February 7-8 Willow Springs International Raceway	TA 3 - 4 CR 1 - 2 - 3	October 3-4 Chuckwalla Valley Raceway	TA 15 - 16 CR 14 - 15 - 16 Racer's Clinic
March 14-15 Springs Mountain Motorsports Ranch With Lotus Club USA	TA 5 - 6 CR 4 - 5 - 6 Racer's Clinic	October 31 - November 1 Auto Club Speedway Infield	PDS 5 - 6
May 15-16-17 Willow Springs International Raceway Tribute to Le Mans	TA 7 - 8 CR 7 - 8	November 7-8 Buttonwillow Raceway Park	TA 17 - 18 CR 17 - 18 - 19
June 27-28 Streets of Willow Springs	TA 9 - 10 PDS 3 - 4	December 5-6 Willow Springs International Raceway	TA 19 - 20 CR 20 - 21 - 22

PORSCHE OWNERS CLUB, INC.

STATEMENT OF REVENUES, EXPENDITURES, AND CASH BALANCE FOR THE 12 MONTH ENDED DECEMBER 31, 2014

REVENUE		EXPENSES		CASH BALANCE			
Registration Fees	456,610	Advertising	2,679	Office Expense & Supplies	3,335	Beginning Balance	90,970
Advertising	12,115	Auto & Gasoline		Photography	100	Ending Balance	51,284
Banquet	6,580	Awards	16,728	Postage: Admin	2,424	Change in Cash Balance	-36,686
Membership Dues	56,485	Bank Charges		Postage & Mailing: Events	4,457		
License Fees	4,175	Banquet Food	10,106	Printing	17,088		
Sponsorship Fees	9,800	Banquet Supplies	224	Professional Fees	8,000		
Merchandise Sales	470	Administrative Fees	36,400	Promotions	2,235		
Miscellaneous income	340	Corner Workers	56,290	Purchases - Merchandise	391		
Other Income	12	Credit Card Service Charges	1,535	Refreshments	7,067		
Refunds	(61,885)	Fire Services	3,500	Registration Fees	24,610		
Total Revenue	484,702	Fuel Charges		Rental - Emergency Vehicles	49,422		
		Insurance	23,996	Rental - Equipment	5,795		
		License & Permits	151	Rental - Track	161,284		
		Lodging	13,496	Rental - Miscellaneous	1,000		
		Magazine Production	16,395	Repairs & Maintenance	2,655		
		Marketing	1,100	Security	800		
		Meetings	3,595	Storage	1,054		
		Mileage	2,234	Taxes - Other	852		
		Merchand Fees	15,692	Telephone	4,303		
		Miscellaneous Expenses	27	Timing Services	884		
		Miscellaneous Services	394	Website	1,498		
					503,793		
				Net Income	-19,091		

SUBMITTED BY KURT GOKBUDAK, POC TREASURER

WILLOW SPRINGS INTERNATIONAL RACEWAY

TRIBUTE TO LE MANS

MAY 16



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