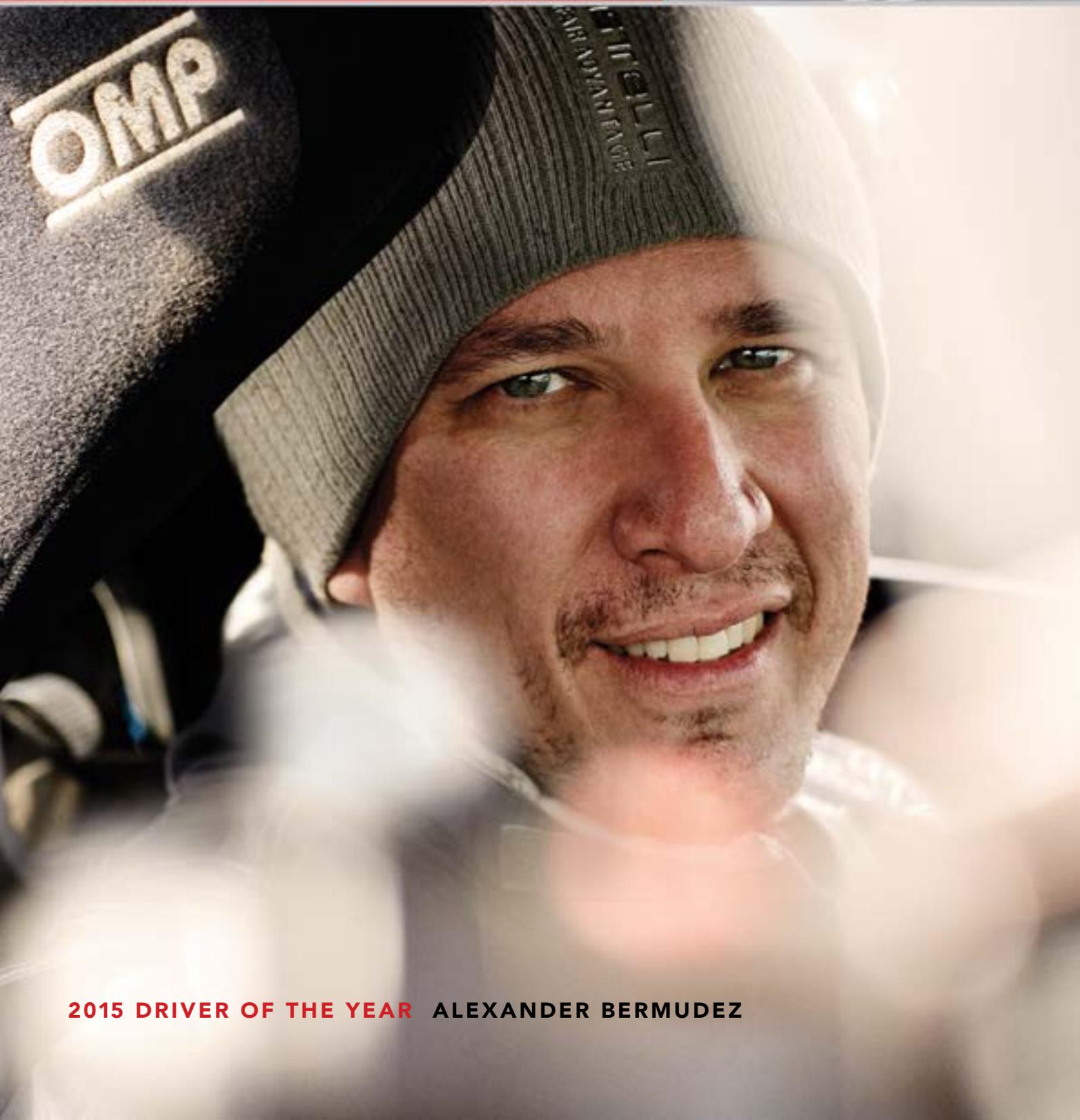


TOP AWARD WINNERS • BIRTH OF A CENTER STEERING BOXSTER • NEW MEETS OLD AT THE STREETS • TIME ATTACK AT BIG WILLOW

# VELOCITY

MAGAZINE



2015 DRIVER OF THE YEAR ALEXANDER BERMUDEZ

## PRESIDENT'S MESSAGE BY RON PALMER

For me, it all started in 2014 when I was asked to run for the Board. I'd been driving with the club since 2003, and many friends encouraged me to run. I figured, "No one will vote for me anyway," so I said okay. Little did I know that soon afterward I would be voted in as a POC Board member. I remember going to my first meeting, and it felt like I was trying to drink water through a fire hose. I left that meeting with my head spinning, thinking, "What did I get myself into?" A year has passed, and now I find myself being asked to take the role of President. I thought long and hard, because I knew by this time that the club was having all kinds of struggles, and I did not want to be the one in charge if the club became insolvent. Despite the challenges, I accepted this position with the board's unanimous support. We all agreed that change was needed, and we were willing to make the necessary changes because we were all committed to the club's success. So we started down the path of making positive changes. I would like everyone to realize that the board has spent many long hours in meetings and what seems like hundreds of emails to ensure our first event was a success.

I would also like to say that with much positive encouragement from many club members, we are moving forward and making strides to improve all aspects of our club. Each board director has taken on various tasks to help us move the POC into a new era and become more streamlined. As a result, we will be more competitive in the future. I am happy to report that membership has begun to grow again. We have grown our active membership to 600, a substantial increase from just 400 members a couple of years ago.

We should also be proud of what the POC stands for and what it has accomplished over the years. We have a stand alone entry level series coupled with schools designed for the beginning driver. In the PDS series, we have a cadre of older members (senior, not senile) that manage these events. They bring their mentoring and driving skills to help our new members receive the best POC driving experience.

We still have, after almost 60 years, a Time Attack segment of the club that runs the big tracks. In fact, we have practice and TA at every big track event along with instructors who mentor and pass on the necessary skills to up and coming race drivers.

Racing. You know that "R" word. I still believe we have one of the most exciting and fastest groups of Cup drivers anywhere. Cars keep getting faster as technology keeps evolving. Porsche continues to build faster cars. Tires have improved, and suspension components get upgraded. We live in a world of change. Yet, when we show up to the track, one thing remains unchanged. It still takes you, the member, to get involved and volunteer your time and energy. I am glad that some things never change.

Keep volunteering and together, we can all affect change for the good of the Club.

I would like to take a minute to acknowledge our sponsors for 2016. PCNA has once again stepped forward with their support. Also, special thanks go to our 2016 sponsors: Vision MotorSports, Tarett Engineering, Vali Motorsports, Pro-Motorsports, and Mirage Int. along with our Tribute to Le Mans sponsor, Guard Transmission, LLC.

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## VISIONS

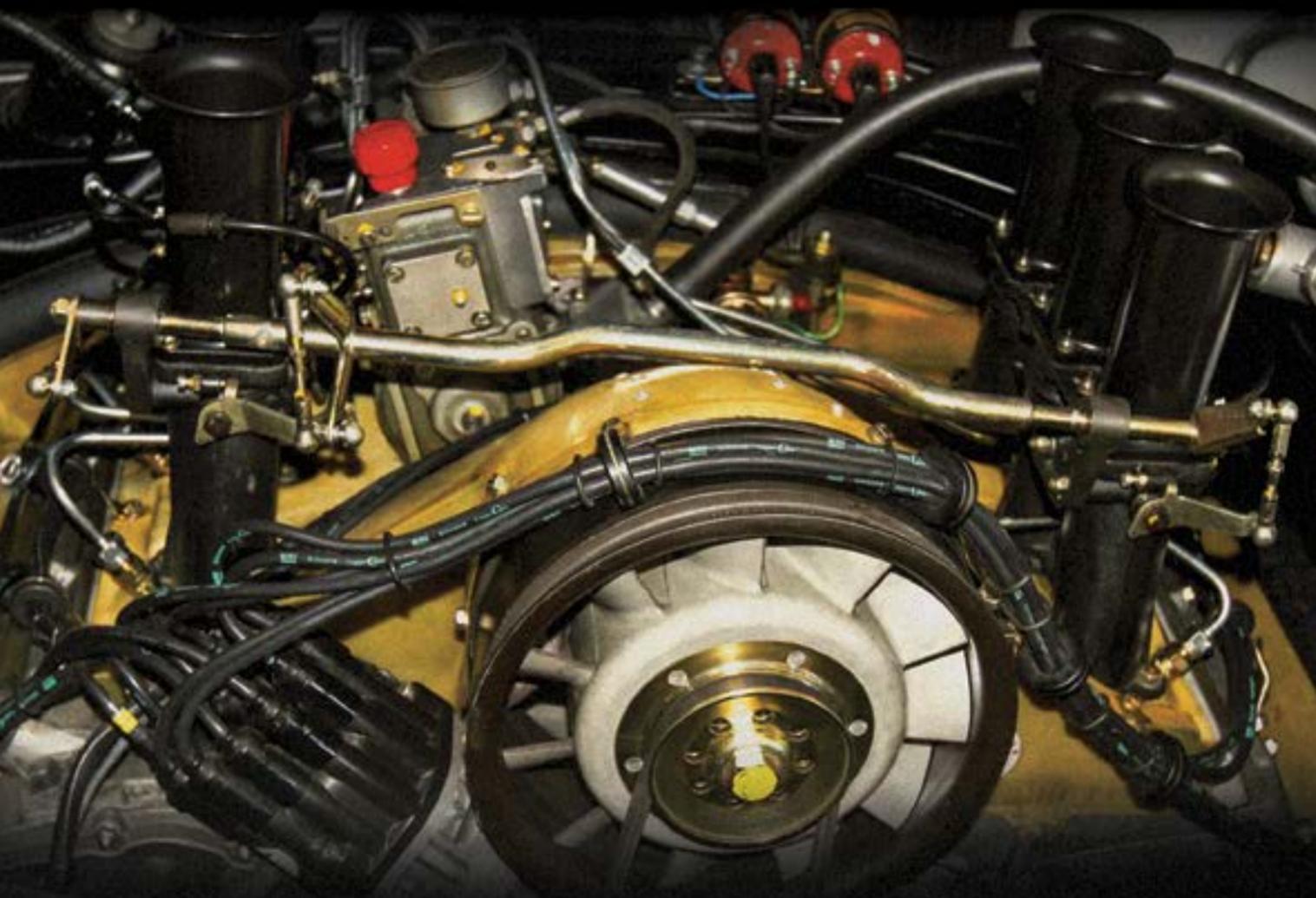
2016 Pirelli World Challenge Effort Racing Team was seen at POC the last Willow Springs event. It was a great practice opportunity before the Texas Grand Prix at Circuit of the Americas.

CALIPHOTOGRAPHY is our Photo Editor's Pick.



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EDITOR'S NOTE BY NANCY JAMAR

This issue celebrates the excellence we find among our membership, with profiles and perspectives on what it takes to get to the top of your game—and stay there, with the winners of Driver of the Year, Rookie of the Year and Most Improved Driver for the 2015 Racing Season. Recipients Alexander Bermudez, Mike Skinner and Brett Gaviglio are also serving the club's board of directors, proving that their commitment is off track as well as on.

For the first time, the magazine includes two covers and orientations, a novel way to feature our back to back 2014 and 2015 Drivers of the Year.

*Velocity* covers Dan Aspesi's center seat concept build for Nathan Johnson in "Center Perfection," and we are introduced to another publication, *P-Speed* magazine, the result of a collaboration between Toshi Akatsuka and Mike Satterfield, who have crafted a unique vehicle for the appreciation of the marque. *P-Speed* serves both an English speaking and Japanese readership, and focuses on the culture of Porsche across the world.

Michael Stone covers the season opener at Willow Springs with his editorial edbut, and Most Improved Driver of the Year Brett Gaviglio's overview of the 2015 racing season chronicles his year-long effort to change up his game in a way that became very meaningful.

Your magazine is once again graced with some outstanding imagery that accompanies our editorial content. We extend our thanks to all our contributors, who are such an integral part of this magazine. We hope you enjoy the read!

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# The New Porsche 718 Boxster and Boxster S

It's been 20 years since the first boxster made its debut, and now Porsche is turning a fresh eye to the design of its mid-engine roadsters. The new generation of cars will known as the 718 Boxster and 718 Boxster S. Changes make these two seater convertibles more powerful, lighter weight and more fuel efficient. With these models, Porsche reconnects with the four-cylinder flat engines in the 718 mid-engine sports cars that took numerous wins in the 1950s and 60s, including the legendary Targa Florio and Le Mans.

	718 Boxster	718 Boxster S
<b>Engine</b>	4-cylinder flat engine	
Displacement	2,000 cc	2,000 cc
Power	181 hp	200 hp
0-100	6.5 sec	5.5 sec
Top speed	155 mph	160 mph
Transmission	6-speed manual	7-speed PDK
Drivetrain	Rear-wheel drive	
Weight	3,100 lbs	3,100 lbs
Price	\$60,000	\$68,000

	718 Boxster	718 Boxster S
<b>Performance</b>	0-100 in 6.5 sec (manual), 5.5 sec (PDK)	
Top speed	155 mph	160 mph
Weight	3,100 lbs	3,100 lbs
Price	\$60,000	\$68,000

	718 Boxster	718 Boxster S
<b>Dimensions</b>	Overall length: 177.0 in	
Wheelbase	102.4 in	102.4 in
Weight	3,100 lbs	3,100 lbs
Price	\$60,000	\$68,000

	718 Boxster	718 Boxster S
<b>Capacity</b>	Fuel tank: 18.5 gal	
Weight	3,100 lbs	3,100 lbs
Price	\$60,000	\$68,000



Elephant Racing has launched a unique chassis brace system for Porsche 996, 997, 986 Boxster and 987 Cayman cars.

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Elephant Racing's QuickChange™ is an X-style brace that attaches to the four corners of the front trunk. Inspired by similar chassis braces used on 935 race cars, the X-style brace enhances chassis torsional stiffness through triangulation. Handling is improved. The system incorporates quick release pins to allow fast removal for service access or expanded stowage capacity. Each pin is held in place by a detent ball to lock it in place. The brace uses over sized aluminum tubing that has a beefy appearance yet remains lightweight and has a purposeful frosted anodize finish. CNC machined billet aluminum clevis ends are anodized charcoal gray to match any car. The strut brace system is available for immediate purchase at ElephantRacing.com and worldwide shipping is available.

# TAG Heuer CARRERA Heuer-02T

COSC-certified automatic chronograph with Tourbillon



Just six months after the release of the TAG Heuer Carrera Heuer-01, the backbone of a new collection of contemporary manufacture chronographs, comes the TAG Heuer Carrera Heuer-02T, a COSC-certified automatic chronograph combined with a titanium and carbon flying tourbillon.

At 4 Hz, and 28,800 vibrations/hour, the main technical challenge was to house a single barrel, the chronograph functions, the automatic winding mechanism and the flying tourbillon within a diameter of 32 mm, while ensuring the counters were well spaced to create a modern, balanced look.

Finally, the TAG Heuer Carrera Heuer-02T symbolizes the continued investment and creativity of the TAG Heuer brand, which has been, and continues to be, at the forefront the Swiss Avant-Garde since 1860. More than a slogan, the avant-garde is our spirit, our culture and our philosophy!



# P-Speed

## A New Kind of Porsche Magazine

TEXT BY TOSHI AKATSUKA | PHOTOGRAPHS BY MIKE SATTERFIELD

*Toshi Akatsuka and Mike Satterfield are the two masterminds behind P-SPEED Magazine. Both have completely different personalities, tastes and fields of expertise. Mike comes from a background in fashion photography and creative design, while Toshi hails from magazine editorial and publication. He also used to own an automotive business publication named Restoration and Paint. Nowadays, their talents are focused on photography and editorial content for their new magazine.*

A long time ago in the 1980's, when I was still living in Japan, my friend Mitsu Sakamoto owned a Porsche 356 specialty shop in Setagaya, Tokyo. That's how we met, and how we found out that we both loved cars, and Porsche cars in particular.

In his search for classic Porsche parts, Mitsu uncovered a place in Anaheim, California called AASE Brothers, and we took a trip there in 1984. When we saw the huge yard filled with Porsche parts, it blew my mind. They had every things there from very rare 356 to 906 parts. We had never seen anything like it.

We were already acquainted with Dennis, one of the three Aase brothers. Dennis was a professional race car driver who drove a Porsche in the Can Am series, and IMSA Toyota later on. Our visit there only confirmed that beautiful sunny southern California was where I wanted to live. In 1986, only two years after my first visit, I came to the United States and started living my



dream. I've been part of this great community ever since.

I met Mike Satterfield through LinkedIn, and responded to a convo from him via that site. We started chatting back and forth, and gradually found that we had some common ground in our frustration with automotive magazines in general, and concern that the magazine as an art form itself was dying out. Magazines that had been thick and glossy had been cut by half, and all the buzz was about print media dying off. I never believed it, and, and neither did Mike. We both knew that people still wanted to hold something, feel something, and have it to read. After all, digital is great, but what do you do when the electricity goes out?

Even taking all this into consideration, the task of creating a new publication was daunting. Our vision of a completely new magazine called P-Speed would not be an simple undertaking. We wanted to feature the top dogs in the Porsche field in our inaugural issue, and over time, as I fleshed out the concept of the magazine, I met a great many people who ended up on the pages

of that first issue: Magnus Walker, Jeff Erikson, Loren Beggs, and Alan Prifer, just to name of few. And of course, Dennis and Randy Aase of AASCO and AASCO Racing. I especially want to thank Jeff Erikson from Aase motors, who gave me some good advice and clear direction for P-Speed. He pointed to the four people he felt dominated Porsche racing and club racing in southern California: AASE Motors, 911 Design, Hergesheimer Motorsports, and Vision Motorsports. I went to every one of them, talked to them, and took hundreds of photos. This process made it clear to me how I would proceed with P-Speed and make it a reality.

Jeff Erickson has been around for a long time. His collaboration with engine builder Alan Faragallah has resulted in more than 1000 Porsche motors over time. It is really something to walk into their engine room and see more than 30 exotic RSR or RS 2.0L aluminum cased rarities lined up, a sight you won't find anywhere else.

This is what we want to show our readership. A man who has devoted his life to the Porsche marque, and Jeff fits that description well. But any Porsche is the sum of more than just mechanics. Porsche translates into inimitable style, and for that we visited Loren Beggs at 911 Design, who creates massive and beautiful machines that we also wanted to include as part of P-Speed's focus on Porsche cars.

As to putting four wheels solidly on the ground, who is the best after market wheel manufacturer?

We think that honor goes to HRE Performance Wheels. HRE crafts precision, 3-piece forged aluminum wheels for high-performance, and that's why we included them in the pages of P-Speed.

Between features, you'll see the work of our creative director, Michael Satterfield, focusing on Le Mans Classics to Porsche racing history. And you'll see really unique coverage, such as one Indonesian collector who has persevered in spite of extraordinarily restrictive import laws to craft a collection of Porsches that would rival some here in the states. Our goal will be to reach across borders, across cultures, and show how both Porsche - and P-Speed - maintain a international focus.

P-Speed will also be breaking ground as a bilingual magazine, which may be an industry first for the Porsche market. Michael and I share of love of each other's culture: as much as I love everything about the states, Michael loves just as much Japanese culture and specifically, Japanese logo design. I had the experience after nearly two decades in the publication field in Japan to make the editorial part of it happen, and we were both intrigued with the concept of the two cultures and languages playing off of each other, in more ways than one. Japanese magazines read from back to front, and right to left, while it is just the opposite for magazines here.

P-Speed's 911R cover is English language, as is the index. The back cover (or Japanese front

## BOOK REVIEW P-Speed

cover) features the 550 Spider and is in Japanese, followed by an index in that language as well.

Finishing touches are important, and it is our goal to make the magazine really exceptional. We carefully select our photos for their content and what they communicate, not simply for their beauty or technical excellence. You may find them to be bold, and sometimes touched with a bit of humanity. P-Speed, with its focus on the entire culture, could be called a lifestyle magazine. Quality paper, and quality printing stateside will guarantee a superior product, one we hope will be read the world over.

We hope you'll appreciate our advertisers. They took a risk with us, and getting advertisers on board with a brand new publication was no small task. But we've had great support from all the people we've met, and who believe in what we are doing.

Our thanks go out to Cindy from CP-Carrillo, and Bob from ARP. AASCO, thanks for your support, and Randy, for introducing me to Sakata Motorsports. A big thank you to Mark and Eric at Hergesheimer Motorsports, and Dwain from Vision Motorsports. All these folks have been a big part of making P-Speed a reality. I was happy to find that Porsche people—no matter what country you come from—are all very genuine. We want to say thank you for pushing us to the next level! We're making consistent updates to our site, [www.pspeedmag.com](http://www.pspeedmag.com), and welcome your visit soon! ●



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When he isn't racing with POC, reading Petrolicious, dotting over his latest air-cooled project named Jezebel, or blowing up my phone with texts, you will most likely find him at CalSpeed Karting in Fontana for a lesson with Mike Smith.



# WHAT IS A **CHAMPION?**

POC 2015 DRIVER OF THE YEAR

**ALEXANDER BERMUDEZ**

TEXT BY MIKE SKINNER | PHOTOGRAPH BY JOHN CHERNIACK



Just talk to Alexander Bermudez or any of his competitors, support crew, driving coach, friends or family. But I'm as qualified as just about anyone to tell you—maybe more—after all, I'm the one that tolerated Alex's Taylor Swift music late at night in the motorhome.

The bubbly sprayed on December 6th, 2016 at Willow Springs International Raceway when my friend and teammate Alexander Bermudez exited his House Automotive and Racers Edge Indoor Karting HRG-prepped Boxster as the 2015 Porsche Owners Club (POC) BSR Champion. What a year it was indeed in the Spec Boxster class! But champions don't just win championships; sometimes they're also Driver of the Year!

I met Alex in 2013. He was already a licensed cup racer when I was making my way through POC's racers clinic to earn my license. To say that I was having a tough weekend would be an understatement. I was struggling on track with technical skills and off track with self confidence. I knew Alex at the time, but not well. He pulled me aside and had a long talk with me, and told me about his own experiences. As a direct result of our talk, the next day was a good day. That was a selfless and compassionate thing to do for someone that, really, barely knew me and that would likely be a future

competitor. I have a friend that says his ego is not his amigo. Somewhere along the way Alex learned that lesson. I'm guessing that his compassion for others comes from his mom, with whom now I'm friends, as well as his wife and daughter. I'm a better racer and teammate for knowing him. I ascribe a great deal of respect to someone that runs a successful business, is part of a strong family unit, and maintains a healthy circle of competitive and motivating friends. Add to that winning a championship and Driver of the Year, and that inspires someone to sit down and pen a few lines about it.

Willingness and dedication goes far beyond just about anything. In racing, however, it's mandatory—at least if you want to win a championship. Alex takes willingness and dedication to the super-size-me level. Marty Mehterian, one of Alex's long time driving coaches, told me how Alex got into outdoor karting. Even though you could already find Alex at Racers Edge Indoor Karting on just about any day that ended with "y," Marty felt his work with Alex had somewhat plateaued and that something more was needed—a new sort of escalator—in order for Alex to move to the next level. Marty called Alex one day and said, "Okay, here's what's going to happen: you're going to call Craig Stanton and talk to him about an outdoor karting program." Alex said "You



don't want to coach me anymore?" Marty explained, "No, quite the contrary. Since you are ready and willing to learn more, it's time to develop new skills." And what a difference it made. Alex's race craft as well as his mental and physical endurance has improved dramatically. But, it almost never happened. Somehow, Alex took down Craig's number wrong. He left lots of messages for Craig, but never got a call returned. He'd just about given up, when a lady called Alex and said, "I don't know you, and I don't know anybody named Craig, but I know that you sure

do want to talk to him!" Even this lady knew that Alex invested in himself more than his equipment! So much so in fact that for the entire 2015 race season he drove his car to and from every event. I only know of two Boxster Spec racecars that are street legal, and the idea that one of them won the championship says a great deal about investing in the driver, but "race what you got."

When he isn't racing with POC, reading *Petrolicious*, doting over his latest air-cooled project named Jezebel, or blowing up my

phone with texts, you will most likely find him at CalSpeed Karting in Fontana for a lesson with Mike Smith. (Once I asked Alex what day he would be karting in Fontana and he just said, "Yes." There you have it folks.) His commitment (er, obsession as Eric commented) to his craft extends to, among other racing related activities, studying data and video, putting in the seat time, working with his coach, instructing, talking with his competitors, karting, and contributing as a very active club member on POC's Board of Directors.

It's also important to be likeable. At least it is if you need a water pump or a transmission at the last minute. Everyone I know likes and respects Alex as a competitor both on and off of the track. Maybe it doesn't always start off like that huh? One of Alex's toughest BSR competitors in 2015 came from Nigel Maidment in the #705 Boxster. I'm not sure Alex and Nigel exchanged more than ten words the first half of the season. Early in the season we had a scheduled POC event at Spring Mountain Raceway in Nevada. It's not like trekking all the way to

Miller, but still it's a journey. We thought we would be crafty and head up to Spring Mountain the weekend before and race with another club to learn the track and then make the round trip again two weekends later. That first weekend we rolled into town feeling pretty clever. Needless to say we were quite surprised and not so amused when Nigel turned up at the same event, walked right up to us and said, "Hello mates! Jolly nice weekend, isn't it?" That's seven of the ten words right there. That was an early sign that Alex's championship bid wouldn't come easy. On the way home Alex stopped suddenly, dead center in the middle of that sandy, lonely road from Nevada to Bake. Mind you, between his car and my motor-

home with the trailer we consumed about sixty feet of asphalt, and we were dead stopped on the highway. Of course, from the motorhome I couldn't see into the peephole of a rear "window" that is his daily driver (aka, BSR) but I assumed something terrible had happened like a heart attack or worse. Maybe he finally broke the motor in his daily driver. My heart was pounding when he finally lumbered out of his car and started walking toward me. With my window down, I frantically asked what the hell was wrong. From about ten feet from my window he calmly said, "Hey do you have a bottle of water?" The water bottle almost brought on an actual heart attack when it hit him squarely in the chest.

The truth is that Alex and HRG always brought a spare water pump and transmission (or seven) just in case Alex needed it. And if it wasn't on HRG's trailer, then Eric Oviatt, another of Alex's coaches and head cheerleader and radio spotter, probably had it in his motorhome. And, in fact, Alex often did need the very last thing you might think of. Sometimes it was a transmission and sometimes it was rice krispy treats, as Laura Hergesheimer well knows. Some of Alex's skill and success comes naturally, and some of it he developed through direction and experience, but the fact is that Alex prepares himself and his equipment in advance and then stands ready to adapt. When it comes to racing, Eric, Marty and others taught it

to him, and he taught it to me and others, and I teach it to still others—and so it goes: in the POC, we always pay it forward.

As the championship points started to be separated into the win columns and the racing grew fiercer, I started to notice that Alex and Nigel were sitting closer and closer at the driver's meetings. Then I started to see them chumming around in impound after the race. And then I saw Nigel in our Hergesheimer Motorsports paddock! The point is, camaraderie builds trust, and trust creates a willingness and confidence to race harder and closer—not to mention creating safer racing. And it helps that they both have a funny accent. Congratulations go out to Nigel for

second place in the championship. Both Alex and Nigel are fine and honest examples of 11/10ths racers.

A racing season runs the gamut of emotions doesn't it? Heck, it runs the gamut between turns one and three! Needless to say, winning a championship takes tremendous self discipline and perseverance to come through the peaks and valleys without getting stuck. Peaks and valleys are inevitable, and I saw it over and over during the season. I saw peaks like Alex's first ever hat trick in Nevada when he took first place in all three races, and again when he dominated at Chuckwalla, which is not his favorite track. I saw the valleys when he struggled with suspension at

**Some of Alex's skill and success comes naturally, and some of it he developed through direction and experience, but the fact is that Alex prepares himself and his equipment in advance and then stands ready to adapt.**

Willow Springs resulting from contact and a grueling spin at the exit of turn nine. Speaking of turn nine, I asked Marty about the most memorable moment he had with Alex. Marty said that he was riding passenger with Alex and when they came around turn nine, Marty started grabbing for everything he could find—the edge of his seat, his straps, and the roll bar—and that's when he knew that Alex had gone to the next level. By the end of 2015, Marty had seen Alex through a broad windshield, from the terror that Alex admitted he had in the beginning, to his win at Fontana early in 2015 when Marty and Alex celebrated in impound. It's true that a lot of emotion goes into racing, and a lot of emotion comes out of racing, too. Perhaps the highest peak (and one of Eric's happiest moments of the season) came at Willow Springs when Alex broke the track record in BSR. Maybe (and I emphasize maybe) one could win a championship or break a track record or be Driver of the Year—but when all three happen the same year, that takes away every "Yeah, but" explanation you can come up with, and brings irrefutable validation to each accomplishment. From my own perspective, fortitude is the best word that comes to mind when I try to describe Alex's character.

Even if a racer possesses all of these personality traits and more, there's no guarantee of winning a championship. But without these, a championship (or even finishing a race) can be very difficult, and reliance on the nebulous 'good luck' becomes paramount, which is a dubious proposition at best. And in the end, a win might feel less deserved, too. Needless to say, skill is imperative—but it's useless without the willingness, fortitude and focused execution to push forward to a win. I might have the skill of Lewis Hamilton, but sitting in my car in the garage won't get me a championship. ●



# Big Willow Time Attack

Performance Driving Series and Time Attack Season Opener

CALIPHOTOGRAPHY | TEXT BY MICHAEL STONE

Ever since I started participating in track events, Willow Springs Raceway had been a goal of mine. The Big Track was constantly looming in the distance as I drove around the Streets of Willow. Big, imposing, and fast. Scheduling conflicts kept me away for years. With school finished for now, it was finally possible to tackle Big Willow. And I was ready.





It was an arctic drive up to the track. My father, Tom Stone, drove up bundled in his Spec Boxster, heaterless and windowless. I'd have the privilege of sharing the car with him for the day. I felt a bit guilty as I followed him in the comfort of my 944 Turbo.

There is something unsettling about driving at a new track, and Big Willow was no exception. Regardless of how many times I watched track footage in preparation, I still couldn't shake a slight, but deeply rooted, sense of worry. Big Willow's reputation and mythos as a challenging course didn't help. The logical part of my brain considered flying into the dirt at 115 mph a real possibility.

My time trial instructor was Brad Keegan. Brad is a busy guy on track weekends, to say the least. Nevertheless, with a couple reminders he got in the passenger seat and focused his energy on making sure I got around the track safely. With Brad's guidance I gradually learned the line and grew comfortable navigating the course.

At its most basic level, Big Willow is incredibly fun and exhilarating. More importantly, I found Big Willow to have a personality. The speed, elevation changes, and the old, bumpy tarmac give this track a vivid life of its own. The track is constantly talking to you through the steering wheel, slowly giving up its cryptic secrets. I am glad that I was delayed in driving at Willow Springs Raceway. With less experience I would not have been able to as greatly appreciate this surreal road course. ●

