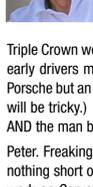


Join us in thinking and supporting all of our sponsors for the 2017 season!



# BIG

Sandy Isaac Photos: Sandy Isaac & Brett Gaviglio

Triple Crown weekend. Auto Club Speedway. Saturday morning. I'm walking from my garage to the cruelly early drivers meeting with a sizeable cup of coffee and see a work of art on wheels. It's not a classic Porsche but an Aerovault car hauler. It's beyond bitchin'. I want one. (But I also want to stay married. This will be tricky.) Then I find out during the drivers meeting that Aerovault is yet another new POC sponsor AND the man behind Aerovault is Peter Brock.

Peter. Freaking. Brock. A true motorsports legend. "At our drivers meeting, John Payne (who has been nothing short of amazing bringing in so many new POC sponsors) reminded us about Mr. Brock's design work on Corvette Stingray and his involvement with the Shelby Cobra Dayton Coupe at Le Mans". But John buried the headline. Because Brock and a driver named John Morton flipped the sports car world upside-down by taking a Datsun race team from Chumps to Champs, beating Alfa Romeo and Porsche (Sorry). Their revolution woke up US consumers to the idea of purchasing Japanese sports cars and sedans. In musical terms -- Brock & Morton are the Lennon & McCartney of the Japanese Sports Car World. So later Saturday morning when Mr. Brock walked into the garage to chat with me about my Datsun 240Z, I'm sure everyone heard my jaw hit the floor. The man who transformed Datsuns into world-beaters was giving me advice on how to get more out of mine! I was not worthy. Then later that day unbelieved he returned with a hand-written "TO DO" list summarizing the changes he had suggested! Nicest. Guy. Ever. Seconds after he left, I texted a pic of the list to my Nissan mechanic who fired back 2 questions:

- 1.) U didn't have him sign it?
- 2.) R U framing it?

This was a **BIG POC MOMENT** for me. And I'm lucky enough to have enjoyed many big moments with our club over the years. Then I started thinking (insert joke here about me thinking) that every POC driver must have their own BIG POC moment. So I ventured out to record some for Velocity...

Ex-POC president **MIKE TAKAKI** had no hesitation thinking of his BIG POC moment, which was the first time he scored a pole position at Mazda Raceway Laguna Seca.

**DAVE GARDNER** told me his BIG POC moment was racing against Steve Vandecar at Willow Springs in 2011. While battling for the lead, they changed positions 5 times during the race. Then in the final lap, they raced side by side through turns 1,2,3,4 and 5! Dave won the race by about 100 feet.

Current POC President **RON PALMER** experienced his BIG POC moment walking into Saturday's Triple Crown drivers meeting to address over 140 POC members excited and ready to get on the track. Talk about a BIG turnout!

**ANA PREDESCU** informed me that her BIG moment was, "attending my first PDS event at Streets of Willow. I had wanted for that moment ever since I was 8 years old and saw my dad attend his first event. It was finally my turn, and being able to be there with my dad as my instructor was a surreal experience and one I will never forget."

**BART HALE'S** BIG POC moment occurred on the Saturday of the recent Triple Crown weekend while driving his 996 GT3 on the banked oval when his right rear tire blew out. Holy s\*\*\*! Fortunately, before this happened, he had asked Brad Keegan about what he should do if he got into trouble on the big banking. Brad's advice was simple -- "Steer hard to the left and keep your foot on the throttle." Thankfully, that's exactly what Bart did after the blowout, sending his GT3 spinning down into the Speedway's grass infield versus spinning up into the big blue wall. There was a small amount of body damage to Bart's car but Bart's body was safe and sound. Remember Boys and Girls -- Knowledge = Safety.

**CHET COLLEY** said his BIG POC moment was his first time driving at a big track, which happened to be at Auto Club Speedway. He's returned many times.

**DON MATZ** told me about 2005, when he crashed his 911 into the Mazda Raceway Laguna Seca Turn 4 wall. After getting towed in, Don stared at his mangled car, figuring his racing days were over. Which is when a POC driver named Herman stroled over with another man Matz had never met before, Don Kravig. Kravig owned the Precision Motion Porsche shop where Herman had become Kravig's best customer after Matz had instructed Herman and infected Herman with the POC track bug. To pay Matz back for a favor Matz didn't know he had performed, Kravig gave Matz a 911 tub for free! Don accepted the offer and was able to piece his car back together. It was that car that Matz then took to Willow Springs to get his racers license!

**PAUL BARNES** felt like one of his BIG POC moments was during the first orange cup race of the Triple Crown weekend when he witnessed Steve Alarcon looping it in the hairpin turn 9. Paul said Steve never goes around. So that was big. Meanwhile...

POC Legend **STEVE ALARCON** told me his BIG POC moment was at a Tribute to Le Mans weekend driving the endurance with Robert Darymple and Tommy Kendall in Robert's RSR. He said Kendall was amazing and that he learned a lot from him. This is quite a compliment considering how many times Steve's been on the top step of a POC podium after a race.

**WEYLAND MORSE** claimed his BIG POC moment occurred while dicing it up with your author, sometimes side by side, at Auto Club Speedway at the end of the April 2017 event when he and I were basically the last two cars left on the track in our run group. Total transparency on this one -- I didn't pay him that much to say that.

**CHAS WIRKEN** described his Big POC moment simply -- A podium finish.

**GLENN ORTON** said his BIG POC moment happened during a PDS event at the Fairplex when his car caught on fire! "Interesting" moment for sure. He said things went from, "Gosh I can't steer anymore" to "OH MY GOD!! Got to get out of my car!" Yikes.

**DON NEVILLE** told me about two BIG moments. The first time he drove Mazda Raceway Laguna Seca. And the time he finished 3rd overall in the 2010 Tribute to Le Mans with teammates Rick Mills and Keith Hulley. Don told me that Walter Airth was their Pit Marshall. Near the end of the race, Don asked Walter where they were. Walter told him, "Third. Third from last." So Don took his car back to the garage. Went to the hotel. Took a shower. Then when he got to the restaurant later, he found out they had finished 3rd overall.

While I didn't have a chance to get an official BIG moment from Ex-POC President **ANDREW WEYMAN**, I will confirm that Andrew's CUTEST moment occurred over the Triple Crown weekend when he added his inquisitive grandson, Tate Koa, to his pit crew. Man. That kid had a question for everything! It was awesome.

To drive your first POC event is BIG. To stand on the podium after a race is BIG. To be rewarded out of the blue for volunteering and instructing a newbie is BIG. To hand down your own POC adventure to the next generation is HUGE. (To drive next to me is NOT big. Weyland -- Call or text me if that check bounces.) And the great thing about these future Porsche Owners Club events we're all planning to attend is that there's a chance each of us will experience an even bigger moment. Except for Bart and Glenn. Dudes. I hope neither of you ever top yours.

See you all at the track.

-S-



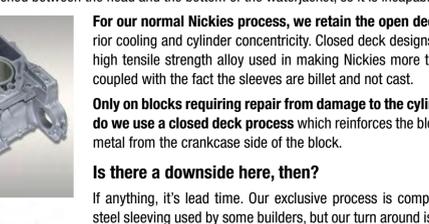
## To add one more Big moment...

**JOHN PAYNE** said his BIG moment was being able to introduce four new Sponsors at the Drivers meeting. These Sponsors showed their dedication to POC by driving and in one case, flying a very long distance to make our AAA event AND the 7:15 a.m. Drivers Meeting. So congrats and thanks to Mindy Hinkle and Phil Tapia from Tangerine Travel in Seattle and Stephanie Cowan, also from Tangerine, who flew in from Denver. Thanks to Jorge Martinez and Satoru Yamaki from HRE Wheels who set up a nice display of HRE wheels for us to admire. Thanks to Peter Brock and his workaholic wife, Gayle, who brought the beautiful Aerovault to display. And, last but not least, Steve Brockmeyer, CEO of Bolton and Company, our Insurance Broker Sponsor who has already saved our members thousands of dollars in premium expense just since the event!!!



The following article was submitted to us from LN Engineering, one of our more recent sponsors:

## Most people know LN Engineering and Nickies are synonymous with one another.



LN has been offering Nickies for over 15 years and Nickies for the M96 engine for most of that time as well. Although we may have not been the first, our unique solution which requires us to machine out the original cast in sleeve allow us to install a billet aluminum, NSC plated sleeve in its place.

Our sleeves are located in the block by the remaining parent metal in the crankcase side of the block. All cylinder material in the water jacket area is replaced with the installation of our stepped aluminum sleeve, which is bonded to the block, rather than press fit. The sleeve is sandwiched between the head and the bottom of the waterjacket, so it is incapable of moving.



For our normal Nickies process, we retain the open deck design as it provides superior cooling and cylinder concentricity. Closed deck designs are typically stronger, but the high tensile strength alloy used in making Nickies more than overcomes this weakness coupled with the fact the sleeves are billet and not cast.

Only on blocks requiring repair from damage to the cylinders below the water jacket do we use a closed deck process which reinforces the block after we remove the parent metal from the crankcase side of the block.

### Is there a downside here, then?

If anything, it's lead time. Our exclusive process is competitive price-wise with inferior steel sleeving used by some builders, but our turn around isn't as good. It's just the nature of the process. Block has to be first machined, then sleeves made and fitted to the block. Those sleeves need to then be plated, installed, and finish honed. The very last step is the deck is surface ground to the correct finish for the supplied MLS head gaskets. This process takes on average 4-6 weeks.

### So what are my options?

Those looking for a stock displacement engine can get an engine from RND Engines on exchange through their preferred independent shop from SSF Auto Parts. These engines come fitted with Nickies, and IMS Retrofit, and other upgrades, all with a one year/12k mile warranty. Visit <http://rmdengines.com> for more information.

Alternatively, those willing to wait for a shop to rebuild their engine can for no extra cost over a stock sized engine get a boost in displacement which increases horsepower and torque, all while addressing all the major weaknesses of the M96 engine.

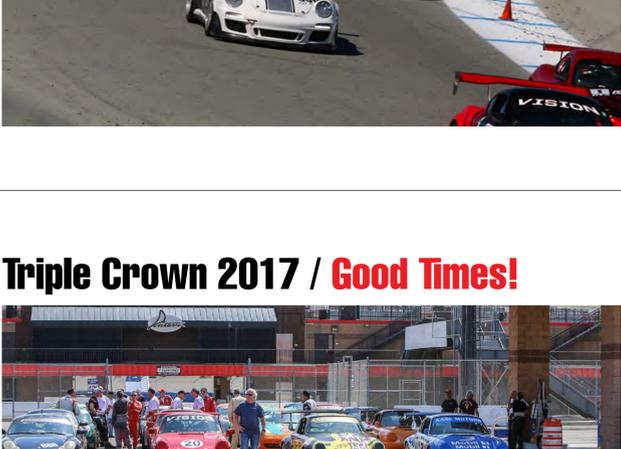
Lastly, do-it-yourselfers can attend classes at The Knowledge Gruppe and learn how to rebuild their own engine. We have had many customers with little M96-related experience successfully rebuild their own engines, but realize that there is a high learning curve and where you may save on not having to pay labor, you will have easily 80 hours in doing your first rebuild and will have tools that will need to be purchased to be able to assemble the engine. Ultimately you probably won't save any money, but you will have the satisfaction of being able to say you rebuilt your own engine and that's something even some professionals can't lay claim to.

Visit <http://theknowledgegruppe.com>

Charles Navarro, LN Engineering | [LNEngineering.com](http://LNEngineering.com) | (815) 472-2939 | [support@lnengineering.com](mailto:support@lnengineering.com)

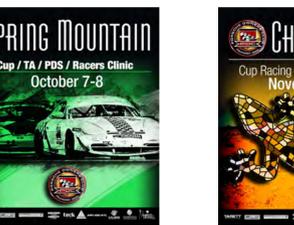
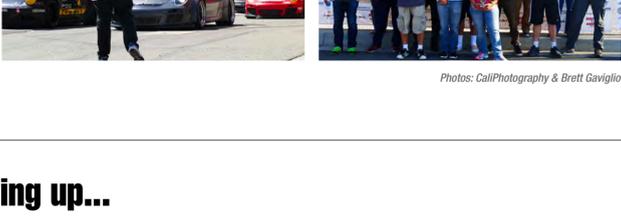
## Don't miss this article & video which recently appeared in Speed Journal

### Climbing the Performance Driving Ladder with the Porsche Owners Club at Laguna Seca



Photos: CallPhotography & Brett Gaviglio

## Triple Crown 2017 / Good Times!



## Coming up...



**Spring Mountain**  
October 7-8  
Now open to PDS drivers as well as TA and Cup!  
Also, our final Racers Clinic.  
Don't miss your chance to run this awesome track!  
Last chance to register!



**Chuckwalla**  
November 4-5  
Great desert track open to all comers. Now with new comfortable overnight facilities.  
Registration open soon!



**Willow Springs**  
December 2-3  
Our season Finale!  
A great way to wind up 2017...last chance to get those championship points!  
Registration open soon!



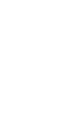
## Porsche 911 GT3 with Touring Package celebrates its world premiere in Frankfurt

The 911 GT3 with Touring Package sprints from 0 to 60 miles per hour in 3.8 seconds and reaches a top track speed of 196 miles per hour. The Touring Package will be available exclusively in combination with the six-speed manual transmission.

## Check Us Out!



Be sure to check out the new POC website for our 2017 schedule of events and to stay current on PDS, Time Attack and Cup Racing standings.



And, don't miss the Official POC Facebook Page with photos, videos and comments from our members.