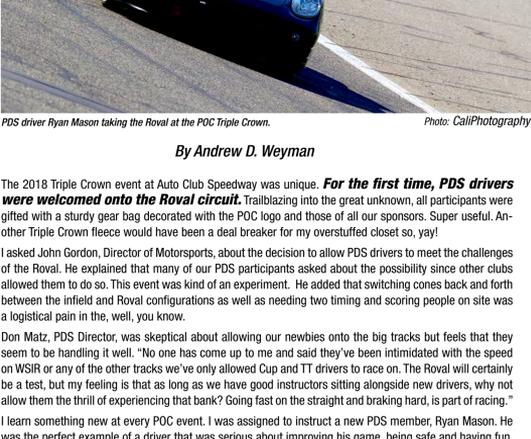




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Learning Curves



PDS driver Ryan Mason taking the Roval at the POC Triple Crown.

Photo: CaliPhotography

By Andrew D. Weyman

The 2018 Triple Crown event at Auto Club Speedway was unique. For the first time, PDS drivers were welcomed onto the Roval circuit. Trailblazing into the great unknown, all participants were gifted with a sturdy gear bag decorated with the POC logo and those of all our sponsors. Super useful. Another Triple Crown fleece would have been a deal breaker for my overstuffed closet so, yay!

I asked John Gordon, Director of Motorsports, about the decision to allow PDS drivers to meet the challenges of the Roval. He explained that many of our PDS participants asked about the possibility since other clubs allowed them to do so. This event was kind of an experiment. He added that switching cones back and forth between the infield and Roval configurations as well as needing two timing and scoring people on site was a logistical pain in the, well, you know.

Don Matz, PDS Director, was skeptical about allowing our newbies onto the big tracks but feels that they seem to be handling it well. "No one has come up to me and said they've been intimidated with the speed on WSIR or any of the other tracks we've ever allowed Cup and TT drivers to race on. The Roval will certainly be a test, but my feeling is that as long as we have good instructors sitting alongside new drivers, why not allow them the thrill of experiencing that bank? Going fast on the straight and braking hard, is part of racing." I learn something new at every POC event. I was assigned to instruct a new PDS member, Ryan Mason. He was the perfect example of a driver that was serious about improving his game, being safe and having fun. Oh, did I forget to mention that he's fourteen years old? That's right. Fourteen. When I was fourteen, I had a hard time pushing my bicycle uphill. Ryan was confidently pushing his Cayman through the Roval at a buck thirty.

Ryan is a student at San Juan Hills High School. His favorite subjects are history and math. Pretty normal, right? Oh, did I forget to mention that he started drag racing when he was eight years old? With his dad's support, he focused on Junior Dragsters and he got his Cayman this past April. He's been doing track days in his 987.1 with various groups. This was his first outing with the POC. He's already experienced Weather Tech Raceway Laguna Seca, Buttonwillow, Auto Club Speedway and Chuckwalla. Ryan especially loves the "roller coaster" elevation changes and high-speed corners at Laguna. He's looking forward to getting behind the wheel of a Spec Baxter as soon as possible. I have no doubt that he will be a fierce competitor.

Ryan displayed great maturity, instincts and an eagerness to learn. He joined the POC in order to learn how to drive more competitively and "like the other Porsche nerds." I didn't let up on him with my feedback. As good as he is, some of the skills we worked on were a smoother release of the clutch pedal, braking later into turns, getting to the throttle and unwinding the wheel sooner on turn exits, using weight transfer to advantage and looking farther ahead. Ryan told me "I've learned that I can go faster than I thought I can. It's a cool feeling when you do it for the first time, you get used to it and it's not so scary anymore." After shredding his front tires on Saturday, he showed up with brand new rubber on Sunday. Personally, I had a great time instructing Ryan and discovered how much I enjoy working with younger drivers.

Don Matz introduced me to another POC first-liner, Matt Riedy. Matt is quite a bit older than Ryan. Sorry, Matt. It's true. Matt drove his 2015 Carrera S with us for the first time. His pre-POC experience includes driving at the Porsche Experience Center and some time behind the wheels of a Stock Car. Instructed by both Don Matz and John Moneyer, Matt found their feedback to be very helpful. He loved the combination of the front straight and infield. He learned a lot about how to better take turns, or as Don put it, "you have to go slow to go fast." Matt also enjoyed spending time with Don and his family and talking about cars with his garage mates.

Mike Weish drove with us for the second time as a POC participant. His first POC experience was at the Streets of Willow event last June. Mike drives a 2008 Corvette Z06 and never felt out of place amongst the P-Cars. He's driven Auto Club Speedway, Willow Springs, and Buttonwillow with Open Track Racing, Speed Ventures, Speed District and Hooked on Driving. Mike finds that the POC is much more structured and organized than other groups. He has a special appreciation for our emphasis on safety and instruction. With Larry Haas in the passenger seat Mike worked on his line, throttle input and braking points. Even though he had experience on the Roval, he learned a lot about the finer points of the racing line. Mike plans on attending more POC events. Be sure to say "hi" at the next event. He's a great addition to our club.

So, all three of the drivers I spoke with had some experience on a track. Driving the Roval with instructors by their side was the next step in refining their driving skills. The Board's decision to allow PDS drivers to join in on the Triple Crown was the right one. Thanks go to John Gordon, Dwayne Dement, Don Matz and all our Board members for continuing to explore ways for our club to evolve. Learning curves.

P.S. I learned that when I help Marlene and Terry set-up registration, serve on the BSR Committee stamping competition tires, interview drivers, instruct, and race, it makes for a very busy weekend. But I wouldn't trade it for anything.

P.P.S. I also learned that Saturday's first Orange Race felt like an obstacle course Enduro with cones and car parts in constant motion on the track surface. Each lap was an adventure when it came to figuring out what line to take around the newly repositioned debris. You know what? It was fun!

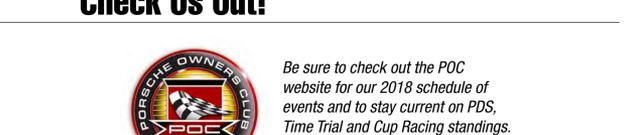
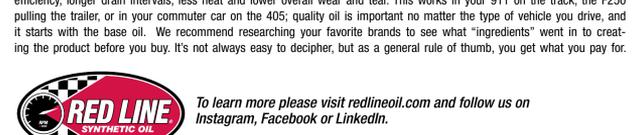
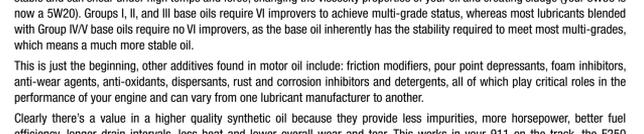
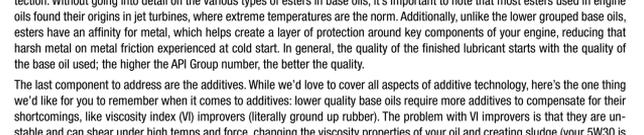
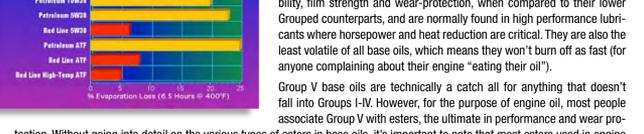
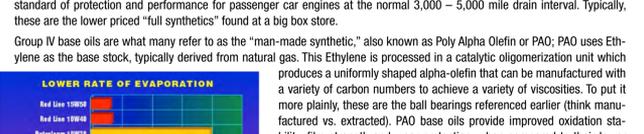
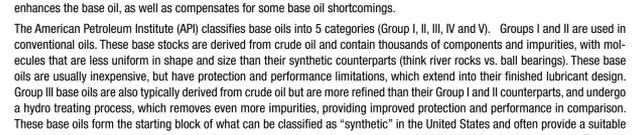
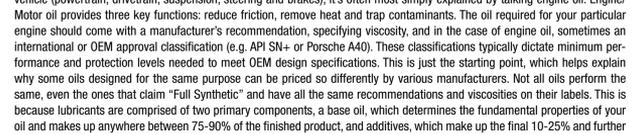
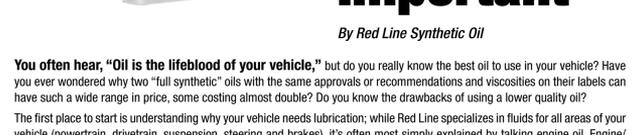
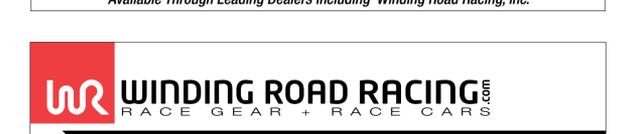
P.P.P.S. My wife just stopped into my office. She told me that she didn't need to go into comprehensive coverage of the Races or Time Trial results and that my focusing on newbie PDS drivers on the Roval was the real story. She's holding a glass of wine in each hand. One's for me. That's my checkered flag.



Wow, is that a Mustang trying to get into grid?

More TRIPLE CROWN Action

Photos by: Frank Spasaro

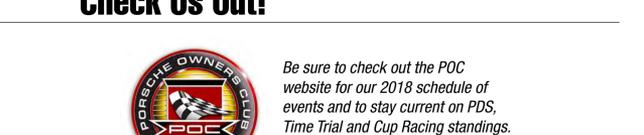
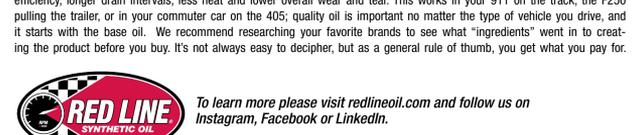
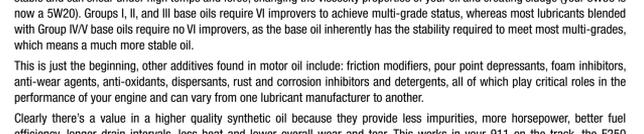
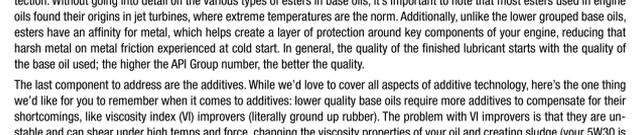
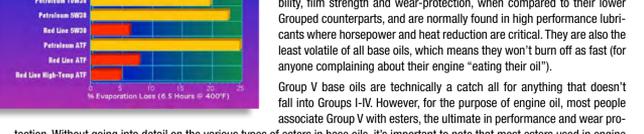
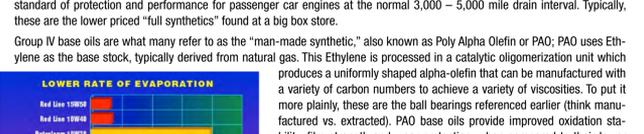
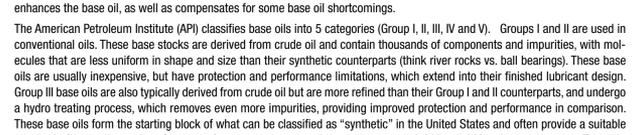
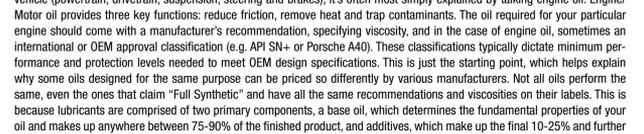
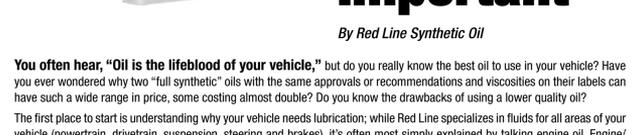


the Mustang Boys

Photos by: Frank Spasaro



Mark Williams and Dave Bruder in their non-P Muscle Cars



The Science Behind Synthetic Oil, And Why It's Important

By Red Line Synthetic Oil

You often hear, "Oil is the lifeblood of your vehicle," but do you really know the best oil to use in your vehicle? Have you ever wondered why two "full synthetic" oils with the same approvals or recommendations and viscosities on their labels can have such a wide range in price, some costing almost double? Do you know the drawbacks of using a lower quality oil?

The first place to start is understanding why your vehicle needs lubrication; while Red Line specializes in fluids for all areas of your vehicle (powertrain, drivetrain, suspension, steering and brakes), it's often most simply explained by talking engine oil. Engine/Motor oil provides three key functions: reduce friction, remove heat and trap contaminants. The oil required for your particular engine should come with a manufacturer's recommendation, specifying viscosity, and in the case of engine oil, sometimes an international or OEM approval classification (e.g. API SN- or Porsche A40). These classifications typically dictate minimum protection and protection levels needed to meet OEM design specifications. This is just the starting point, which helps explain why some oils designed for the same purpose can be priced so differently by various manufacturers. Not all oils perform the same, even the ones that claim "Full Synthetic" and have all the same recommendations and viscosities on their labels. This is because lubricants are comprised of two primary components, a base oil, which determines the fundamental properties of your oil and makes up anywhere between 75-90% of the finished product, and additives, which make up the final 10-25% and further enhances the base oil, as well as compensates for some base oil shortcomings.

The American Petroleum Institute (API) classifies base oils into 5 categories (Group I, II, III, IV and V). Groups I and II are used in conventional oils. These base stocks are derived from crude oil and contain thousands of components and impurities, with molecules that are less uniform in shape and size than their synthetic counterparts (think river rocks vs. ball bearings). These base oils are usually inexpensive, but have protection and performance limitations, which extend into their finished lubricant design. Group III base oils are also typically derived from crude oil but are more refined than their Group I and II counterparts, and undergo a hydro treating process, which removes even more impurities, providing improved protection and performance in comparison. These base oils form the starting block of what can be classified as "synthetic" in the United States and often provide a suitable standard of protection and performance for passenger car engines at the normal 3,000 - 5,000 mile drain interval. Typically, these are the lower priced "full synthetics" found at a big box store.

Group IV base oils are what many refer to as the "man-made synthetic," also known as Poly Alpha Olefin or PAO; PAO uses Ethylene as the base stock, typically derived from natural gas. This Ethylene is processed in a catalytic oligomerization unit which produces a uniformly shaped alpha-olefin that can be manufactured with a variety of carbon numbers to achieve a variety of viscosities. To put it more plainly, these are the ball bearings replaced earlier (think manufactured vs. extracted). PAO base oils provide improved oxidation stability, film strength and wear-protection, when compared to their lower Group counterparts, and are normally found in high performance lubricants where horsepower and heat reduction are critical. They are also the least volatile of all base oils, which means they won't burn off as fast (for anyone complaining about their engine "eating their oil").

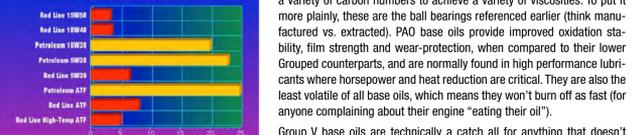
Group V base oils are technically a catch all for anything that doesn't fall into Groups I-IV. However, for the purpose of engine oil, most people associate Group V with esters, the ultimate in performance and wear protection. Group V esters, for the purpose of engine oil, most people associate Group V with esters, the ultimate in performance and wear protection. Group V esters, for the purpose of engine oil, most people associate Group V with esters, the ultimate in performance and wear protection.

Without going into detail on the various types of esters in base oils, it's important to note that most esters used in engine oils found their origins in jet turbines, where extreme temperatures are the norm. Additionally, unlike the lower grouped base oils, esters have an affinity for metal, which helps create a layer of protection around key components of your engine, reducing that harsh metal on metal friction experienced at cold start. In general, the quality of the finished lubricant starts with the quality of the base oil used; the higher the API Group number, the better the quality.

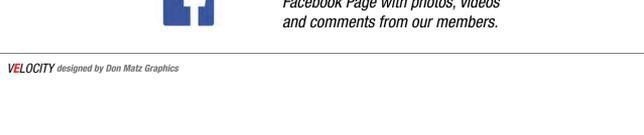
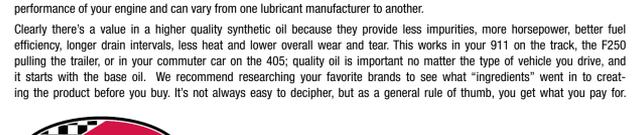
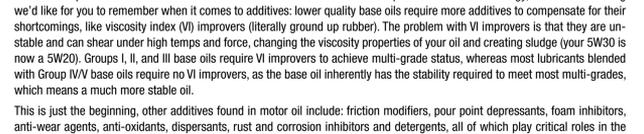
The last component to address are the additives. While we'd love to cover all aspects of additive technology, here's the one thing we'd like for you to remember when it comes to additives: lower quality base oils require more additives to compensate for their shortcomings, like viscosity index (VI) improvers (literally ground up rubber). The problem with VI improvers is that they are stable and can shear under high temps and force, changing the viscosity properties of your oil and creating sludge (your 5W30 is now a 5W20). Groups I, II, and III base oils require VI improvers to achieve multi-grade status, whereas most lubricants blended with Group IV/V base oils require no VI improvers, as the base oil inherently has the stability required to meet most multi-grade, which is means a much more stable oil.

This is just the beginning, other additives found in motor oil include: friction modifiers, pour point depressants, foam inhibitors, anti-wear agents, anti-oxidants, dispersants, rust and corrosion inhibitors and detergents, all of which play critical roles in the performance of your engine and can vary from one lubricant manufacturer to another.

Clearly there's a value in a higher quality synthetic oil because they provide less impurities, more horsepower, better fuel efficiency, longer drain intervals, less heat and lower overall wear and tear. This works in your 911 on the track, the F250 pulling the trailer, or in your commuter car on the 405; quality oil is important no matter the type of vehicle you drive, and it starts with the base oil. We recommend researching your favorite brands to see what "ingredients" went into creating the product before you buy. It's not always easy to decipher, but as a general rule of thumb, you get what you pay for.



To learn more please visit redlineoil.com and follow us on Instagram, Facebook or LinkedIn.



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Check Us Out!

Be sure to check out the POC website for our 2018 schedule of events and to stay current on PDS, Time Trial and Cup Racing standings.

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