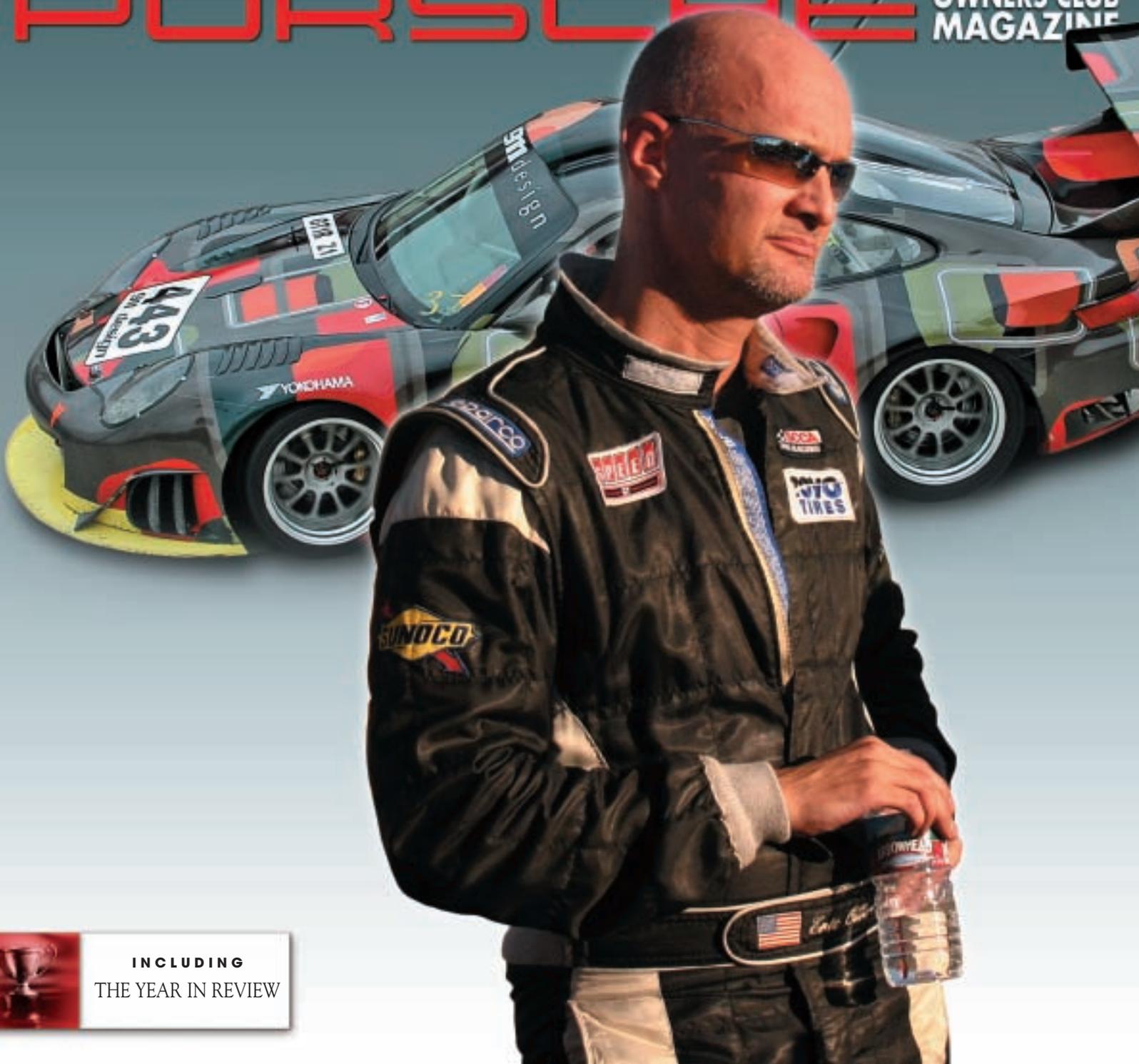


Velocity

PORSCHE OWNERS CLUB MAGAZINE



INCLUDING
THE YEAR IN REVIEW

DAYTONA INTERNATIONAL SPEEDWAY TO HOST **PORSCHE RENNSPORT**

Porsche Rennsport Reunion III set for November 2007

Porsche 917s from the Monterey Historic Races

Porsche 956/962 racers from Rennsport I at Lime Rock

Photos Courtesy of Porsche Cars North America



Additional details of the Porsche Rennsport Reunion will be published on Porsche's press web site www.press.porsche.com, Brian Redman's Intercontinental Events web site www.rennsport2007.com, and Daytona International Speedway's web site www.daytonainternationalspeedway.com, as they become available.

Ticket information is available by contacting Daytona International Speedway at 1-800-PITSHOP.

World's Largest Gathering of Porsche Race Cars and Drivers to Highlight Porsche 917 and Celebrate 25th Anniversary of Porsche 956/962

Porsche Cars North America and Daytona International Speedway announced Porsche Rennsport Reunion III will take place at the famed Florida racetrack the weekend of November 2-4, 2007. Sponsored by PCNA and organized by Brian Redman's Intercontinental Events, Inc., Porsche Rennsport Reunion III is open to the public and brings together an unprecedented gathering of significant Porsche vintage and current racecars and those who have driven them to victory in the world's most famous sports car races. It features a three-day program of on-track competition plus a concours d'elegance, which is open to the event's participants by invitation. In addition, special activities are planned honoring the series of awesome Porsche 917 racecars and commemorating the 25th Anniversary of the racing debut of the all-conquering Porsche 956/962 prototype racers.

Held at three-year intervals, the third edition of Porsche Rennsport Reunion returns to Daytona International Speedway following that track's highly successful staging of Porsche Rennsport Reunion II in 2004. On that occasion, more than 600 Porsche racecars and dozens of legendary Porsche race drivers participated in a truly memorable weekend dedicated to Porsche's motorsport heritage.

"Given the tremendous response to our last event there," said Peter Schwarzenbauer, president and chief executive officer of Porsche Cars North America, "Daytona International Speedway is the logical choice as the site for Porsche Rennsport Reunion III. It is filled with Porsche racing history and is one of the few tracks in America capable of conducting an event of this magnitude."

Porsche Rennsport Reunion III will honor two of Porsche's most historic racing models—the Porsche 917 and Porsche 956/962. In coupe form, the 12-cylinder 917/K was the first Porsche to score an overall win the 24 Hours of Le Mans, scoring back-to-back victories in the 1970 and 1971 editions of the French racing classic. Fitted with twin-turbochargers producing more than 1000 horsepower, the mighty open-cockpit 917/10 and 917/30 rocketed to Sports Car Club of America Can-Am championships in 1972 and 1973. These achievements by the 917 moved Porsche to the forefront of the sports car racing world.

Since making its Le Mans debut in 1982 with a stunning one-two-three overall finish, the Porsche 956 and its 962 stable mate have established themselves as the most successful models in the history of international sports car racing. Among their record number of overall victories spanning 14 seasons are seven in the 24 Hours of Le Mans, six in the Rolex 24 at Daytona, and four in the 12 Hours of Sebring.



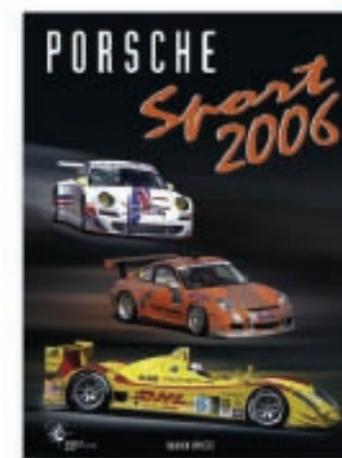
FROM THE EDITOR **EDITOR** NANCY JAMAR

REAR VIEW MIRROR

Velocity acts as the face of the POC, and reflects the efforts and excellence of its members and the drivers who compete throughout the year. We have been fortunate to have grace our pages this last year many excellent competitors who epitomize the spirit of this club. In the following pages, you'll see coverage of the last events of the season, and also see honored the award winning efforts of many drivers.

Looking back on 2006, we saw the inspiration of members and board members translated into creative new series and outlets for the club; 2007 will bring even more opportunities, as we explore new ways to express the competitive spirit of the club.

As *Velocity* closes another publishing year, we welcome some new advertisers to our ranks, and thank our existing advertisers for their continued support of the publication.



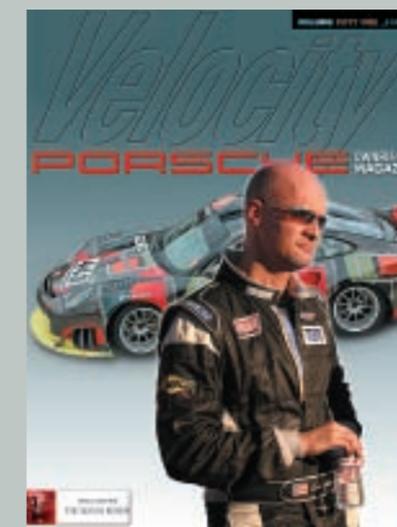
Porsche Sport 2006

By U. Upietz

A must for all Porsche racing enthusiasts! The 2006 edition of the Porsche GT3 race cars worldwide during the year, by ace Porsche photographer Ulrich Upietz. 550 color photos record the action on and off the track. Text in both English and German. Over 600 color photos. 208 pages, hardback, 9 x12". Due December 2006.



VELOCITY — CONTENTS



ON THE COVER: DRIVER OF THE YEAR ERIC OLBERZ
Photography by Kelly Konzelman

Porsche Rennsport Reunion III Porsche News	2
From the Editor By Nancy Jamar	3
From the President By Gregory Franz	5
STS 7&8 By Ted Barrett	6
WSIR Cup Races/Solo Sprint 16&17 By Jim Marks	10
Epic-Surf is Up By Al Preble	16
1976 Porsche 930 Turbo Carrera By Mark Palmer	21
THE YEAR IN REVIEW	
STS Championship By Bill Bodine	30
Solo Sprint Championship By Martin Schacht	34
Cup Race Championship By Jeff Melnik	38
The Racer's Clinic By Kary Clements	42
Membership Application Porsche Owners Club	50
IMSA Porsche Cup Challenge Porsche News	50
LMP2 RS Spyder Porsche News	51

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FROM THE **PRESIDENT** GREGORY FRANZ

HERE WE ARE!

I honestly don't know here the time goes. As each year draws to a close and I reflect upon the events that have filled it, I continue to be amazed at what we have accomplished both on and off track, as well as within the club and outside it.

It is definitely a time of celebration for your efforts and the results you have produced over the past year. The accomplishments we most want to celebrate are those of our 2006 champions!

We also would like to acknowledge the individuals who extend their reach beyond mere membership in this club; those who give through their participation at the track and behind the scenes to make each of our driving events the most professional and well run events that can be produced.

First and foremost, we are a driving club! We have chosen the Porsche marque as the vehicle that best fulfills our driving ambitions. Their motorsport heritage coupled with the ever increasing technology that has been produced by Porsche on track, has consistently delivered over half a century of driving thrills for our membership.

In 2006 the Short Track Series provided both novice and experienced drivers the opportunity to become better drivers, receiving quality instruction from our cadre of driving instructors who are always willing to share the knowledge they take away from the tutoring process.

Our Instructor's Clinic in July again reinforced the foundation of our driving instruction; learn car control and situational awareness of where you are with your car at all times. These fundamentals are woven into the very fabric of our events, and are carried forward by our members as they participate in the Solo Sprint and Cup Racing programs. Their inclusion allows us to guarantee a safe driving experience for members and guests.

When you challenge yourself by testing your car and your skills against the clock, every part of you rises to the challenge. The Solo Sprint Series has come to epitomize this challenge; the thrill of the run, the impatient wait for times to be announced, the inevitable post mortems on who did what best. It is all part of what we do together at the track.

The feedback I receive from friends and visitors who come to watch a POC Red or Orange group Cup Race, is that they feel they have seen great driving, and action on the level of what they see on television. They comment on the skills demonstrated by drivers when making a pass on another car, and the way drivers charge two or three wide into a turn. This is something we take for granted, but is appreciated by many who do not.

There are so many thoughts and images that come to mind as I look back on 2006; for each of us, they will be personal and definitive, and particular to our experience within the club. One thing that should be universal is our appreciation of each other. Relax, enjoy, and celebrate the people and events that made our year together so memorable, and another "year in review".

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STS

STORY BY TED BARRETT
PHOTOGRAPHY BY DRJMOTORSPORTPHOTO

Wow, the final STS of the year, and what a perfect weekend it was to end the series. Temperatures were in the mid 80s, a welcome relief from the 110+ heat we experienced just a couple of months ago at the last couple of races at the "Short Track." Minus the 30 degrees, everyone still had the same

fun racing; we just weren't wearing cool suits and sweating so bad.

This event was my first time volunteering to help, and I'm glad I did. I have a new appreciation for all the work and time that relatively few people devote to making these weekends even possible,

VOLUNTEERING TO HELP...



Tom Regal LEFT
TOP TO BOTTOM-LEFT TO RIGHT
Nicole Graebner
Don Matz
Steve Rea
Vintage Porsche
Chris Campbell
Marnye Summers
with Muscle Butt
Gianelli Granados
Kip Waterhouse and
Quanda Laughlin

which ultimately lead to more fun for all of us. A special thanks goes out to Greg Franz, our POC president who is not running for reelection this year. I can't remember being at an event where Greg was not there, lending his advice and support. Another thanks goes out to Marty Mehterian and his crew of instructors. They drive to the track to do nothing more than help others drive better. These instructors devote their Saturday and Sunday to helping all beginners that need it. I had the opportunity to

watch and listen as Phil Slate instructed one of the drivers in the white group. By the end of the day, she had dropped her time down to a 1:34.6, a full two seconds off her personal best, much of it due to his passionate teaching. This is typical of every instructor who often does not drive, but enjoys teaching others what they know. This first step is the life blood of the POC. This is where it all starts.

The usual variety of cars and people were on hand, and this is what makes the short track series so much fun. Being the last event of the year, you have your regulars looking to wrap up championships, or come from behind and look for that extra second to get them below the 1:30 mark. To find out just where the “traction” limit is and pushes themselves and their car to get their personal best times. But the real fun is the first timers. Seeing the variety of cars and people come out to drive is what makes our club great. VWs, Mustangs, BMWs, Lotus, even a Mini Cooper (oh yeah, and a Porsche or two) drive all the way out to Rosamond to tape numbers on their cars and learn how to safely drive in a competitive atmosphere.

Not many years ago there were very few women in automobile racing, and particularly in the POC. A lot has changed. On this weekend we were fortunate to have ten women competing in different race groups, and this didn’t count regulars like Mary Anne, Jackie, and Carolyn. There were wives, girlfriends, daughters, and daughters-in-law. I took this opportunity to talk to some of them to see just why they were

here. There were lots of common threads as to just why they were racing.

Marnye Summers “got the bug” from watching her husband race. She likes the camaraderie at the track, and has met some nice and interesting people. Going to the track with her husband brings them together as they drive to and from the track. They talk about taking the “right line” through the bowl, or braking points on the long straightaway.

Gianelli Granados also got the racing bug from her father Carlos at the age of 16. She plans to follow in her dad’s footsteps (Watch out, Carlos!), noting another common thread is the good relationships it fosters. Her goal is to run the Tribute with her Dad. I can certainly understand this, as I was fortunate enough to drive the Tribute with my son at Fontana this past year—one of the highlights of my racing life. In just ten minutes talking with Gianelli, it was easy to see she clearly loves racing.

First time driver Nicole Graebner drove her Mini Cooper. She got the bug from hanging out in the pits at Fontana during the Tribute. Like most of us, she enjoys coming out and simply getting challenged. Nicole told me her long term goal was to write a book on women in racing.

Quanda Laughlin got interested in racing through her husband. Like most of us, she loves the competition on the track, and spending the weekend having fun with her husband. She was very excited to see more women at the track; it makes her feel more



TOP LEFT TO RIGHT
Nicole Graebner
Gianelli Granados
A lovely lady
Marnye Summers
and Brillo, the
canine racer
Quanda Laughlin
Jackie Lu
Eunice Barrett
LEFT
Mervyn Rudgley
RIGHT
Dave Bouzaglou



at ease. You probably won’t see her next year as she is pregnant, but she promises, “I’ll be back!”

Eunice Barrett is a mother of three and works part time, but still finds time to practice and race at the short track. Her husband was with her cheering her on. Her daughter asked her at soccer practice last week in front of the other moms and kids, “Mom, can I go with you to the race track this weekend?” She says her friends can’t comprehend that she is driving a race car on the weekends and they want to know why she gets nervous before it. She tells me with a sick

little smile, “they just don’t get it.” No, they don’t!

I am glad I got to observe these ladies at the track. They were all clearly excited about all the good things that this brings to their lives. From making new and long lasting friendships, to bringing husband and wife, father and daughter together, or just a bunch of people hanging out at the track on a beautiful November afternoon, the payoffs seem to be many, any for all, simply enjoying competing against each other. Ladies, see you all next year at the Streets of Willow. 🏁



D.J. McGehee/Photo

class and an impressive showing by the tight knit R9S group that fielded an impressive 11-car field! There would also be a POC racers clinic held this weekend, with a full schedule classroom, drills, and testing. This group is the future of POC racing and the POC instructors would challenge them at every corner.

Friday was open practice at Willow Springs, and the paddock was jammed with POC racers regaining the feel for their cars while fine-tuning both motor and suspension to match this one of kind circuit appropriately named “the fastest road in the west.” Willow is very unique raceway and is home to the high speed turn nine deemed “one of the world’s worst” by John Morton, two time Trans-Am champion. Morton also describes turn nine by stating, “this turn is very hard to get right, but essential for good lap times.” I think each and every driver present at this event would have concurred.

“The fastest road in the West.”

While lacking in obscure pieces of roadside trivia, Rosamond has two things going for it: Edwards Air Force Base (landing place of the NASA Space Shuttle), and Willow Springs International Raceway.



Alain Jamar

WSIR HOME-SWEET HOME.

STORY BY JIM MARKS

PHOTOGRAPHY BY
DAVE JOHNSON
KELLY KONZELMAN
ALAIN JAMAR

As a locale, Rosamond, CA is sorely lacking in tourist amenities. It tends to be hot—too hot for most. It’s commonly considered to be one of those places you simply pass through on your way to the 395. Not unlike Baker on the way to Vegas (home of the world’s largest thermometer), and that shantytown with the street name no one can pronounce (Zzyzx).

While lacking in obscure pieces of roadside trivia, Rosamond has two things going for it—Edwards Air Force Base, landing place of the NASA Space Shuttle, and Willow Springs International Raceway. December 3rd and 4th, The Porsche Owners Club descended on the latter for the final round of the POC Championship Series. On the heels of an impressive round at Infineon Raceway, nestled

amongst the wineries of Sonoma, CA, this Los Angeles “centric” POC event attracted one of the largest turnouts of the year as P-car racers showed up in droves to get their last bit of “high-speed” therapy before the looming year-end break.

The field for this weekend was intense with all the Big Dogs of the Red Group in attendance, a packed V3



Alain Jamar

TOP
Veteran Chris Burns shows Rookie of the year Alex Felton how to win in GT2

LEFT
What are Robert Taylor and Dave Bouzaglou contemplating?

RIGHT
Markus Hausherr helping Urs Gretener fine tune his already dead fast GT1

As Saturday dawned with a crisp biting chill in the air, it was apparent that the gods of racing would offer up the perfect setting for the final event of 2007. Cold and dry make for fast lap times and this was certainly a weekend that could produce exciting racing and lap records. The Red Group qualified first with 911 design based Eric Olberz putting his stamp on the weekend by claiming the first pole and narrowly outperforming Loren Beggs, who came up second. Mark Anderson, Lane Stobie and Mary Anne Melnik also put up class winning qualifying performances. In Orange, the man of the moment was Steve (“The Colonel”) Parker

who qualified over a second faster than then anyone else in the Orange group. Dick Schmit earned pole in JP, and Mikael Weitze threw down a 1:36 dead for the best R9S time.

Tension grew as the Red Race approached and the match between Blake Rosser, (who won the previous shootout at Buttonwillow) and Eric Olberz highlighted the grid for the first race of this fast weekend. But, with the drop of the green it was Loren Beggs who got the jump and began holding a lapping clinic with Olberz and Rosser close behind. The top three remained processional in lock step. Fourth place starter Steve Goldman began to fade and Bob Rodriguez, Kent Klasser, Warren Chang and Drew Waterhouse filled in the gap for the top eight finishers. Chris Burns showed his dominance by claiming the top podium step in GT2, while Lane Stobie and



Kelly Konzelman (3)

Mary Anne Melnik both claimed the top prize for their respective classes.

In the Orange Race, the Vision Motorsports V3 Boxster piloted by Dennis Puddester lit it up at the green and entered turn one in the lead, with Steve Parker, Jason Wilberding and Kip Waterhouse close behind. Parker stalked Puddester patiently until lap three when he made his move and flew by. Wilberding got loose in lap seven and let Kip Waterhouse through. Meanwhile, a determined Mike Monsalve, the perennial V3 favorite, charged through the field from 27th where he had been dispatched by the competition committee. Monsalve caught Wilberding, running in fourth, on lap eight and the melee ensued. Monsalve passed Wilberding, and both Monsalve and Wilberding then snuck by Waterhouse when he bobbed on the subsequent lap. Up front, Parker put a move

on Puddester in lap 14 for the lead. Puddester would have the last say on this day, however, as he throttled Parker on the final lap of the race to claim his first V3 victory. Many other class battles were waging with the competitive 944Spec group being led by Mikael Weitze until his day was cut short by contact with fish-tailing 911 in turn three. Weitzes' early retirement gave the victory to Jim Marks, who held off a hard-charging Mark Foley with a final turn pass attempt on the outside of turn nine. Marks' victory all but sewed up a class championship that was not to be decided until the last race of the POC season.

With all racers safely in the paddock, the festivities began. 911 Design hosted a happy hour get together in their impressive tent with great conversation of the day, good food and plenty of cocktails. Next, Greg Franz and the POC BoD



Kelly Konzelman (2)

Willow Springs International Motor sports Park...

...is a 600-acre complex of six racetracks embracing nearly every conceivable motor sports discipline. The park is located about an hour north of Los Angeles, California near Lancaster.

The original track at the facility, Willow Springs International Raceway, celebrates its 50th birthday this year, and is steeped in historical significance. Construction of the track began in 1952, with the inaugural event held on November 23, 1953. The fact that it has been running continuously since then has caused the state of California to recognize Willow Springs International Raceway as an Official California Point of Historical Interest. This world-famous track hosted the first two NASCAR events west of the Mississippi, the first F.I.M. 500 Grand Prix motorcycle race in America, the first AMA events, the first 24-hour motorcycle endurance race, the first kart road racing in America, and the first California Sports Car Club racing on a purpose-built road course. Over the years, track records have been set and broken many times by internationally famous drivers and riders.



DR/WillowSpringsPhoto

TOP
Jose Alvarez and Dennis Puddester fighting for turn three

RIGHT
Dwain Dement and Dennis Puddester

BOTTOM
Michael Essa testing the new Spec Boxster

TOP RIGHT
Jeff and Mary Anne Melnik





Kelly Konzelman

The Orange race Group in action

hosted a town hall meeting with heartfelt discussion and some great ideas being bantered about by POC racers. Then it was time for the POC hosted barbecue where members ate, drank and told lies about days present and past...a great time was had by all.

As the sun crept up over the flat lands of the high desert and warmed the POC paddock, the temperature, which had fallen below freezing in the night, began to warm the ground and the racecars of the Porsche Owners Club. It was time to go racing!

In Red Group Qualifying, Grand AM veteran Blake Rosser shook things up by laying down a blistering 1:18.6, followed by Saturday's pole sitter Loren Beggs and Eric Olberz rounding out the top three. In GT2, Alex Felton took the pole and in V1, Ted White claimed the fastest lap. As the green flag dropped on the Sunday race, both 911 Design cars jumped Rosser and led him into turn one. Beggs led the race for first eight laps, until he had an apparent mechanical and dropped back; Olberz inherited the lead and never relinquished it. Meanwhile, Dan Davis passed Kent Klasser on lap three and gained the last step on the podium when Beggs retired. John Gordon won the GTC battle and Ted White ran pole to pole in V1.

The Orange Group also put on an impressive show. In qualifying, Athan Aronis and Jose (Hose-B) Alvarez were the class of the field, with stunning performances displayed by the Tech Trix-built Boxster Spec handled by Michael Essa and the 944 Spec of Mikeal Weitz, which ran 1:34.9 and 1:35.5 respectively, each well below the current track record. The Green Flag for the Orange group proved fickle on this day,

Kelly Konzelman

with the group having to make three separate passes by the starter stand before finally seeing green signaling a clean fast start to the exciting race now underway. Alvarez claimed the lead by turn one and held on for 12 laps before succumbing to the pressure of Aronis in lap 13. A battle raged in the R9S group as Weitze and Marks traded the lead position three times in the first five laps, until Marks lost a clutch on lap eight and was forced to drive the last seven laps in fifth gear, rendering him a sitting duck for the R9S "hunters" Dylan (P-Dilly) Scott, making his triumphant return to POC racing, proved he was still the man to beat, claiming second, while Foley and Yousko rounded out the top four. Meanwhile, Mike Monsalve was charging through the field from his 19th starting position picking off cars with timed precision. Monsalve would reach the leaders by lap 12 and take over second place by lap 13 with a pass on Waterhouse and a retirement from the race leader Jose Alvarez. In other notable performances, Robert Taylor put his stamp on the JP championship with a win, and Ed Moorlach claimed the victory in HP.

What an amazing weekend of safe, sane and exciting racing under the Mojave Sun at the infamous Willow Springs International Raceway, a favorite track for POC racers. The weekend produced great weather, fantastic racing and batch of new POC racers, courtesy of the racer's clinic and the talented instruction of Jeff Melnik, Marty Mehterian, and Joe Kunz. As we have come to expect, race days went without a hitch thanks to the professionalism of Jeff Melnik, Laurie Taylor, Eventmasters Howard Lewis and Keith Meggs, and our POC crew of instructors and staff, We all look forward to our next POC meeting in LAS VEGAS, in February 2007. 🚩

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Willow Springs International Raceway is a super fast 2.5-mile/nine-turn road racing circuit, patterned after the great courses and road racing traditions of Europe, and remains unchanged from its original 1953 configuration. With its substantial elevation changes and high average speeds, Willow Springs is one of the fastest and most challenging tracks in the country. Also known as the "Fastest Road in the West," this track is one of the safest road courses in the world, despite its high velocities. Cornering speeds on this track range from about 70 mph to over 170 mph, with straightaway speeds nearing 200 mph possible with fastest cars and motorcycles.

With its long and short straightaways, tight corners, and long sweeping turns, there aren't many road courses in the world with spectator viewing like Willow Springs. Guests can see almost the entire course from just about anywhere, including the many trackside camping areas. Spectator amenities include two full service diners with full bars, a well-stocked gift shop, plenty of spectator seating and parking, modern rest rooms, and outstanding viewing areas. Large viewing areas are available for RV parking and camping, including several full hookups for trailers and motor homes. Racer amenities include several enclosed garages available for use by competitors and testers, with racing fuel and tire services available at the track daily.

Willow Springs International Motor Sports Park also includes the following facilities: The Streets of Willow Springs (a 1.8-mile road course); Walt James Stadium (clay oval and paved oval); Willow Springs Speedway (a lighted 1/4-mile paved oval), Willow Springs Kart Track (a .625-mile, nine turn paved sprint track); The Playpen (a 1/4-mile paved training track); and approximately 160 acres of off-road, mountainous terrain. Another one mile road course and a 1.2-mile road course are now under construction as well.



DR Motorsports Photo

EPIC

STORY BY **AL PREBLE**

SURF IS UP!

That is the word of choice you wanna hear living on the North Shore of Oahu. It means the surf is firing all the way from Sunset Beach, through Waimea Bay and down to Laniakea. It's big, it's fun and it's scary. I spent 25 years in the water—7 or 8 on the North Shore; the best surf in the world. Then I had to grow up, get serious, and stop the nonsense. As the years clicked by living in Utah, I did plenty of stupid snowboarding in the trees and chutes, but nothing really fun like surfing. After all, you can't really drown or get taken by a shark in the snow. That really takes the fun out of it.

I had started a firm some years before that, and everyone told me it would be a tough slog, but it ended up going pretty well. Good enough to get my dream car, a 993 turbo. I loved that car, but after one Autocross, I hated it, parked it, and decided a GT3 would be a better choice. What an idiot. I had no idea how to drive the damn thing, but

took some lessons, and improved. Then Kent Moore at Premier Sportscar (who had helped me a lot), recommended POC as his best pick as the next step toward getting more serious. He was the Head Tech for White Lightning Racing and had won Le Mans and most major races around the world and had been a good friend to me, so naturally, I followed his advice. I signed up, was guided by Chief Driving Instructor Marty Mehterian, and I had a blast at STS. I didn't really know much about the club, but it didn't take long to want to move into time trials. Time Trialing was awesome, and I was having a the time of my life and even felt totally satisfied—then I saw my first POC Cup Race and freaked. I just couldn't believe how epic it was, and that I was part of a club that would really help me move toward that dream!

So I end up at the Racers Clinic in December with an approved car and all seemed well. We were in class on the first morning,

headed up by VP Motorsports Jeff Melnik, Chief Driving Instructor Marty Mehterian, and Race Clinic leader Joe Kunz. They were awesome throughout the whole clinic. There was a very strong emphasis on safety, rules and being a good member of the group. I was actually relaxed. On the board in all capitals was the phrase "Show Us." I thought to myself, "No problem."

I had, after all, received a well deserved searing from Marty over an illegal pass I made earlier in the year. And of all the luck, it happened to be him in the car I blew by as he coached a new student. Not a good move on my part. Not one of my finer moments. But if you know Marty, he is a guy who will go all out for you. He just kept hooking me up with amazing instructors like Joe Kunz and Carl Tofflemire. He is the best. I earned some wrath with that pass, and damn it hurt, but he was so right. And I needed that. He kept me safe, improving and showed me how

to be a good member of the club. He helped me a lot and I hoped that I had shown him I could change for the better.

Back to "Show Us." I'm thinkin' I will be mellow, safe, cautious, docile—you name it. I might even slap on an estrogen patch (or three) if I need it, but damnit, I will show them my gentle side, even if it kills me. I was mentally in a place of peace, Zen and love. Ready to go racing.

The first exercise of day one was running in pods of four. It was really cool that the club actually wants you to be so close. I was in luck with Bob Read and John Keene as part of my pod. Guys I knew and I felt really comfortable with. It's harder than it looks to keep that damn thing tight, but not as nerve-wracking as I thought it might be (John went on to win the race and exercised his reward of executive delegation powers by assigning me to write this article. It pays to be an excellent driver!). From there, we did three cars across to get used to driving offline.

I already had lots of experience driving offline, so that came naturally. It was freaky, however, to do it on purpose, and the marbles are a strange place to spend time behind the wheel.

The exercises went great, and I couldn't believe how well everyone did. It's reassuring to know you are in good hands with Jeff, Joe, Marty and all the club drivers. So, I headed into the next classroom session feeling relaxed and happy. The experience was very much what I had imagined it would be.

All is well, and we start digging into our

next set of racing exercises. Then out of nowhere things changed.

I could feel the stress hit me in the stomach-hard. My beloved "Show Us" was now being expounded upon by a maniac. I really don't remember who did it, but it was being defined essentially as follows: "This is a racing clinic, for people who want to race. Racing in this club will be safe, but you better "Show Us"

you want it. You better be aggressive and push. We are watching you, and you ain't getting a license if you don't act like you really want to race. And by the way, if you touch anyone, go off too many times or screw up—you will be sent home for a long six month hiatus until the next Clinic."

I have no idea if what I just wrote is totally accurate, in fact I doubt it. But make no mistake, it is exactly what I heard. Gone was the estrogen patch. Gone was me mollycoddling the car. Gone was me feeling happy. In was a racing mentality. I was slightly disoriented, to say the least. This was not what I expected, and yet it was so logical that all I could think was "yes this is what makes POC such an invaluable experience."

So, with the honeymoon over, we all headed back to the race cars to start acting like racers. The next set of exercises were geared to teach passing. I remember being put in the back of the pack, a green flag dropping, and trying to pass 30 other maniacs in front of me, aggressively, but safely. What the hell! Where was Marty when I needed him, telling me to wait for a point by. That was over! Cars, fumes, smoke. I barely got around a few cars and we were gridded to go do it again. I remember thinking that passing is a hell of a lot harder than I thought it would be. Then Bob "Speed" Read in his Cup Car just hammers it and is in the front of the pack—and I'm out in the marbles struggling like a jackass—barely progressing. The term epic now starts to bang its way into my consciousness. This is bitchin. Insane, but bitchin. I can't believe they actually want me to do this, expect me to do this, and will reward me for doing this. Yes, this is livin' baby!

Finally, a real replacement for the intensity and fun of big wave surfing! Only this was different. This was a kind of competitiveness I had never experienced. The goal in surfing is to maneuver your way into the takeoff zone so you are in position to "own" the wave. You don't want guys in front or behind you. It's just you and the wave. There is pressure because if you blow it and fall a few times too many, the guys will take advantage of your weakness and just push you out to the fringes of the pack. On the fringe, all you get are leftover waves that are smaller. You know, the rejects that no one wants—wimpy waves for losers.

Racing is very different from surfing in this regard. With racing, the cars in front and behind you are part of the experience and they activate some insane evolutionary biological mechanism that just makes you want to push harder. Your friends are now only your friends if they are in your rearview mirror. When they are in front of you, they just gnaw at you, irritate you. I remember when Joe Kunz was my instructor in the TT series and he said, "when the gloves go on, it's war." I finally knew what he meant. And this is from as nice a guy as you are going to meet—but in the car, he is aggressive. In fact, I recall when I hit my brakes in the same turn two different times after he told me not to. On the third time, he said he would break my freakin foot if I didn't stay on the power. I love that guy, but you gotta be on it and aggressive, or you better buy crutches.

Back to the Clinic. We did some more exercises, and I got ready for my first ever race. Lots of thoughts blowing through my head, but we were now clearly in the epic zone. The lecture prepping us for the race was great. Lots of Q and A. The energy was awesome. The stress still alive and well. All I could think is that we were all doing so, so great. But I had no idea if that would be enough to pass the Clinic. Marty, Jeff and Joe stressed again to us, in their reassuring way, that they would really be watching the race so they could make their final decisions. As much as I felt the pressure from wanting that license so badly, I also appreciated their governance of the club. They were watching out for all of us in the Clinic as well as the guys we would be racing with in the future. They were there to make sure we were ready to take that next step safely and responsibly. I felt a sense of relief that I did not have to make a judgment about my own abilities or of those of my classmates. Whatever they decided was going to be in our—and the POC's—best interest. With that sense of calm, I headed out for fuel, checked the car and got ready.

Once on the grid, I was calm. I strapped in. Joe was there there with a word of encouragement, and we headed out to our first race. Damn, I was really going racing and some of these guys were fast. It was going to be a challenge to keep the pace. I couldn't wait.

The green flag dropped and again I just couldn't believe how exciting it was. Cars and

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smoke everywhere, and a full race was ahead of us. I was caught in a war between the pit of my stomach telling me to play it cool, and that damn right foot pushing the gas trying to act like a racer. I needed both or I was done. Thank God for the exercises over the last two days! Being conscious of all the cars, the track, and trying to be as quick as possible is just not as easy as the POC racing guys made it look.

The four or five cars in front of me didn't really bother me much. I knew I couldn't keep up with a couple of them, they were just too much better than me. What surprised the hell of out me were those damn mirrors full of sharks wanting me out of their way! That pressure amazed me. Just a few short months ago, I would have given them the good old POC point by and all would be well. Not today, my friend! Screw that! My job in life was to stay ahead and open the gap as much as I could.



After a few laps, I was sandwiched right about where I belonged—behind a Cup Car—and with some relentless bugger breathing hard on me from behind. He wouldn't leave me alone. I would get a turn right and he would fall back. Then, a slight mistake, and bam!, right back on me. In my infinite wisdom I knew I couldn't let him pass and still get that license, no way. And I really felt that a positive sign of a healthy, Zen like aggressiveness would be to pass that Cup Car in front of me. They were watching after all.

These were clearly crazed thoughts, and the sandwich hell just kept going on and on. No matter how hard I tried, I couldn't change it, and I was running out of time. Into the last few laps, I knew I had to start pushing harder, and it seemed to be working. I noticed the

Cup Car in front was closer to me and the other car was not in my mirrors. Here was my chance to honor the good old "Show Us" motto.

"I'm going to pass this guy. I am, I really am." I tried everything I could to pass this rotten foe, who is, in fact, my very good friend, Bob "Speed" Read. And I know he was hating me right about then, but I couldn't help it. I kept pushing, and finally I was around him. What a relief—or not. Now he is pissed and he is right on my ass. I'm wondering if it was really worth the pass. Think of the humiliation of being re-passed by Speed-Read. Think of his satisfaction in doing so. What have I done? This can't happen, but he won't go away. Is this race ever going to end?

Finally, the biggest relief of the two days—the white flag. Only one more Godforsaken lap. All I have to do is keep my position and I'm good. Then,

my entire sense of accomplishment evaporated and sweat poured down my face. My brain would not stop sending me thoughts of "don't blow it now, jackass. You blow it now and you're done." Shut up brain, but it won't stop.

Finally, a source of bliss. I see the checker. Normally, I hate the checker. It means mom is pulling you off the track for some lame dinner at Grandma's house and the fun is over. Not today baby, the checker is my amigo. I hammer the gas and watch in slow motion as it comes toward me. Then its gone and I was done. I mean done! The excitement and intensity of the two days hit me hard. I was soaked, deranged and blown away that this was someone's idea of a Racers Clinic—you gotta love the POC. It was epic...just epic! 🚩



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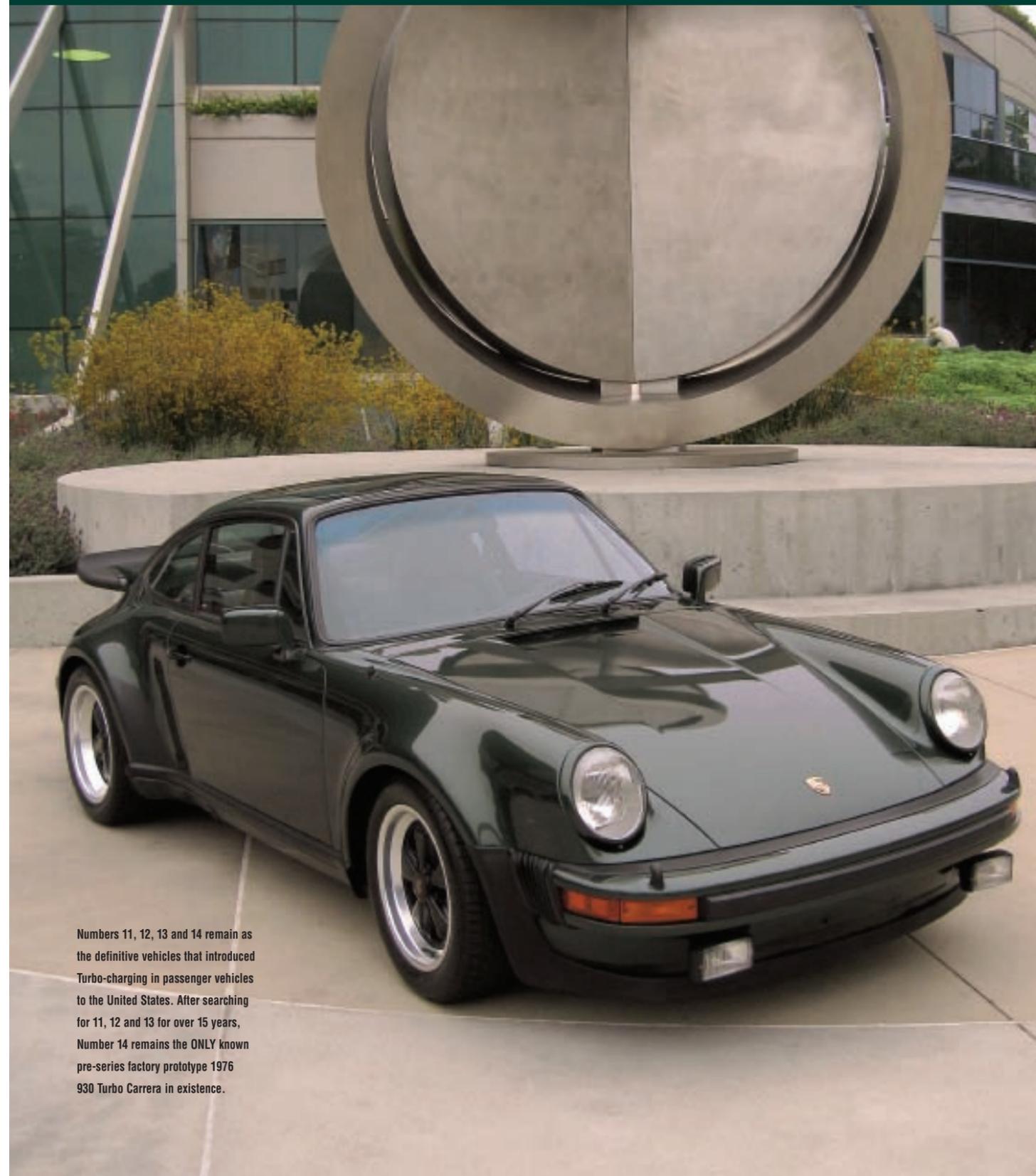
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IN EXISTENCE.

STORY BY MARK PALMER
PHOTOGRAPHY BY RICHARD TODD



Numbers 11, 12, 13 and 14 remain as the definitive vehicles that introduced Turbo-charging in passenger vehicles to the United States. After searching for 11, 12 and 13 for over 15 years, Number 14 remains the ONLY known pre-series factory prototype 1976 930 Turbo Carrera in existence.

The history of Porsche 930 Turbos can be traced back to the early 70s, when Porsche was searching for more horsepower and found they could almost double the horsepower of the Can-Am 917 engines with turbocharging.

Porsche's chief executive, Ernst Fuhrmann, was responsible for the development of the 930. However, accomplishments on the track in the United States Can-Am series were one thing, but translating these to the road would prove to be far more difficult. To see if a road application would work and comply with FIA regulations for turbocharged engines, a 2142 cc engine was installed in a RSR chassis for the 1974 24 Hour Le Mans race. After the surprising and sensational second place finish, creation of a high performance road car seemed inevitable. The next step would require the production of 400 cars to be homologated into Group 4 racing within a 24 month period. The decision was made to produce these 400 cars and the Porsche 930 Turbo Carrera was born.



The turbo, a KKK (Kuehnle, Kopp and Kusch) unit, was located on the left side behind the engine and close to the exhaust, which provided the power to the turbo. The completed engine was a study of efficiency and compactness to fit into the existing space. The compression ratio was lowered to 6.5 to 1 while the boost of 11.5 psi occurred at 4500 rpm with a maximum horsepower of 260 arriving at 5500 rpm. The engines built for the U.S. with the pollution control equipment produced only 234 hp. Despite this, a 0 to 60 time of less than six seconds and top speed of over 150 mph were equal to or faster than most super cars of the day. Popular Mechanics achieved 160 mph using one of the test cars.

In the summer of 1975, at Porsche's Zuffenhausen facility, four cars were singled out from the small series of U.S. 930 Turbos assembled prior to production. They were classified as pre-series vehicles. According to factory records, the four cars shipped to the U.S. were numbers 11, 12, 13 and 14. Numbers 11 and 12 were used for photographic purposes, while Numbers 13 and 14 were used for U.S. type approval, after which all four were sold as used cars.

Before the Turbos could be sold in the states, the test cars had to be certified by the EPA. Porsche opted for 50 state certification. This task was the responsibility of Kurt Meier, Executive Compliance Engineer, who was responsible for vehicle compliance and reported directly to Ferry Porsche. Cars had to be tested at both high and low altitudes for 50 state compliance. Number 14 was tested in Ann Arbor, MI, for low-altitude compliance, sealed and transported by truck to Denver, CO for high altitude testing.

All of the engines and transmissions in the test cars were 100% hand assembled, then sealed by both Porsche and the EPA. In addition, all components were marked with paint dabs to insure that they were not tampered with. After completing the testing and EPA certification, Number 14 was released to Lawrence Jowdy who drove it to California from Denver and subsequently released the car to Kurt Meier for sale as a used car.

Number 14 was then sold to Pete Smith, former partner of Bob Smith Porsche in Hollywood, California. When Pete Smith obtained the car, it had 4,000 miles on the odometer, the mileage after EPA emissions certification testing. Pete Smith subsequently sold the car to Steve Earle, who is the organizer of the Monterey Historic Races. It was used as a daily driver by Steve Earle until sold to Dale Delanders, third-generation owner of Thomas Top and Upholstery in Hollywood.

I purchased Number 14 in 1989, not knowing its extensive history nor significance. I then contacted the Porsche factory for any information they had on the car. After searching their records, they sent faxes confirming the vehicle identification number (9306800014), engine number (6860025), transmission number (760020) and original Oak Green color. All of this information was confirmed by a Certificate of Authenticity from Porsche Cars North America, Inc. issued in May of 2006.

Prior to my purchasing the Turbo, Andial Automotive did work on the heads and Turbo for Steve Earle, the second owner. When I acquired Number 14, all additional mechanical restoration and upgrading were performed by Pete Zimmerman at Redline Service in Santa Monica, including replacing all prototype items with later factory approved parts. Upgrades include late Turbo brakes, 16" x 7" and 16" x 9" factory Fuchs wheels with Bridgestone Re-71s and chain tensioners.

Number 14 came with a Brown leather interior with Red, Blue and Black Tartan inserts. This interior was later replaced with an entirely new factory Brown leather interior. I have been able to obtain the original interior, which includes the front and rear jump seats, the front and rear side panels and rear package tray with the original Tartan inserts and material.

In 2000, number 14 was given a down-to-bare-metal paint job in the original Oak Green by Brace's Auto Body & Paint Service in Marina del Rey. It is rumored that this was a special color requested by Dr. Porsche himself.

Numbers 11, 12, 13 and 14 remain as the definitive vehicles that introduced Turbo-charging in passenger vehicles to the United States. After searching for 11, 12 and 13 for over 15 years, Number 14 remains the *only known pre-series factory prototype 1976 930 Turbo Carrera in existence.*

This Number 14 car has a unique place in Porsche history and is still a joy and delight to take out on weekends.

Special thanks to Mr. Henry Rasmussen for his research, contributions and work in compiling the factory history of the development of the 930 and factory information and pictures for publication in the 1992 Edition of "Porsche Six-Cylinder Supercars," which featured Number 14. 🚗



Styling was patterned after the RS with a deep front air dam, flared front wheel arches, widened rear body panels and its distinctive rubber edged whale tail. The luxurious interior was available in either leather or plaid upholstery with deep-cut pile carpeting, which featured a "Turbo" logo in the carpet on the back of the left rear seat. Air conditioning was standard on these Turbos.

The 930 was fitted with 15 inch forged aluminum wheels (7 inch fronts and 8 inch rears) and originally came with Dunlop tires, which were later replaced with low-profile Pirelli P-7s.

To compensate for the additional chassis width and power, the suspension was upgraded with an aluminum front cross member and stiffer torsion-bars, roll-bars, anti sway bars and front and rear Bilstein shocks.



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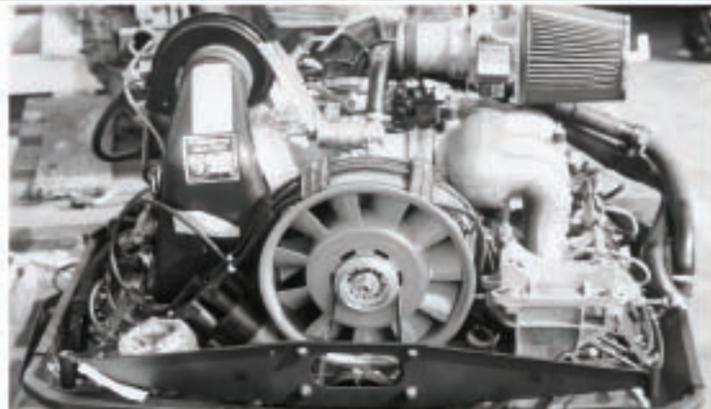


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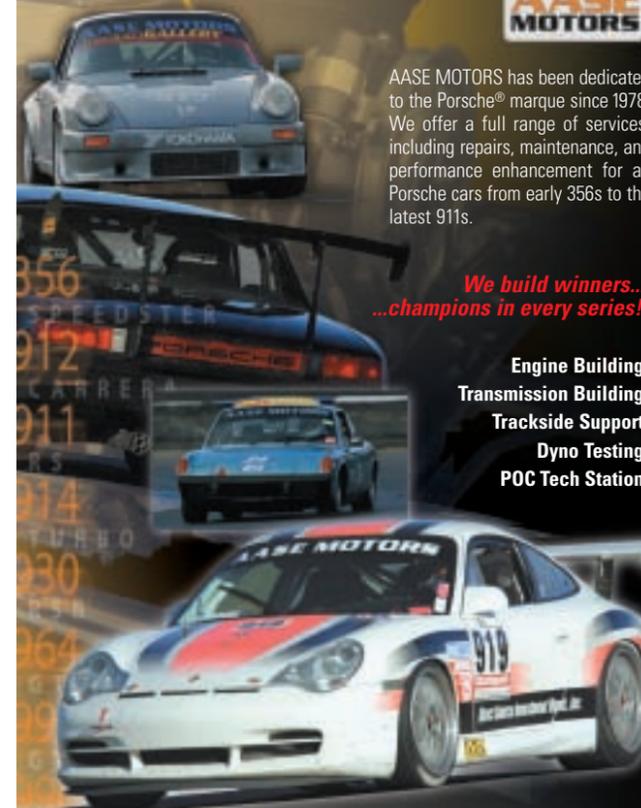


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“Auto racing, bull fighting, and mountain climbing are the only real sports... all others are games.”

Ernest Hemingway



The Year in Review

- TOP TO BOTTOM, LEFT TO RIGHT
- DRIVER OF THE YEAR ERIC OLBERZ
- ROOKIE OF THE YEAR ALEX FELTON
- SPIRIT AWARD DYLAN SCOTT
- MOST IMPROVED MARK FOLEY



MEMBER OF THE YEAR
MARTY MEHTERIAN

And this seems to be the sentiment of many club members. Our drivers are happy only when behind the wheel, competing for every foot of track, every tenth of a second. The drivers featured on these pages are the recipients of the club's highest awards, and represent those who, in addition to sipping the heady cocktail of exhaust fumes and victory, have also managed to balance the complex mixture of competitive spirit and unselfish contribution.

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BACKDRAFT PHOTOGRAPHY
HEAD-ON PHOTOS
GOTBLUEMILK.COM PHOTOGRAPHY
KELLY KONZELMAN
ALAIN JAMAR



SERVICE POINTS CHAMPION
BRUCE WELLS



COMPETITION POINTS CHAMPION
ROBERT TAYLOR

BY BILL BODINE

STREETS OF WILLOW JANUARY 29 — APRIL 22/23 — JUNE 24/25
— SEPTEMBER 10 — NOVEMBER 4/5

If it ain't broke...

The 2006 season of the POC STS Series was the most successful ever! Overall attendance numbers were larger than ever before and the addition of "The Loop" added enough asphalt to keep traffic manageable. Here is a report detailing changes we saw in some of the STS activities.

Registration. The advancement of our online registration system has drastically reduced the length of the

Saturday registration lineup. But even with the generous help from our volunteers you can still find a modest line of eager drivers at 7:15AM on Saturday. At Laurie Taylor's suggestion, the registration line is where we now perform our pat-downs and sobriety checks that have, in turn, led to our Saturday evening Automatic weapons auction which has proven to be so popular and profitable for the club.

Driver's meetings. The drivers meetings at the STS events have become a cross between a Skip Barber one-day intro and a Headline News segment. Words from our President, special offers from our VP of Marketing, special offers from our Porsche Boutique, general announcements, track instructions, instructor assignments, horoscope readings and recommendations for betting at Santa Anita are all seamlessly

CHAMPIONSHIP ELIGIBILITY REQUIREMENTS

Enter five events minimum
No minimum service points requirement (06)
One race drop allowed

CLASS	DRIVER NAME	PLACE
CI	Tom Regal	1
CS	Steve Ziesing	1
CS	Jeff Jennings	2
GP	John Tunnicliffe	1
GS	Glenwood Gum	1
GSR	Donald Neville	1
GT2	Ted Barrett	1
GT2	Alex Felton	1
HI	James Bailey	1
HI	Mervyn Rudgley	2
IP	Richard Uzelac	1
IP	Greg Morrell	2
IP	Todd Richmond	3
IS	Kevin Foust	1
JI	Bing Sokolsky	1
JI	Randall Takaki	2
JI	Kurt Gokbudak	3
JI	Michael Takaki	4
JP	Perry Bradshaw	1
JP	Chet Fortney	2
JS	William Hornbrook	1
JS	Craig Swetland	2
JS	Brent Gokbudak	3
KP	Gus Gomez	1
KS	Jeffrey Shulem	1
KS	Robert Baird	2
KS	Violet Blunt	3
LI	Steve Ruckmick	1
LP	Alex Felton	1
LP	Stephe Jones	2
LP	Andreas Fellner	3
MP	Mark Laughlin	1
MS	Guido Rietdijk	1
MS	Benjamin Graboske	2
MS	Reginald Colby	3
NP	Marnye Summers	1
NS	Dave Miller	1
NS	Jon Wierks	2
NS	William Beverly	3
V0	Marty Mehterian	1
V1	Rick Barrett	1
V1	William Leon	2
V3	Chad Metten	1
V3	Steve Parker	2
V4	Gary Robertson	1
V4	Keith Hulley	2
V5	Robert Taylor	1



LEFT
II Champion
Michael Mills
TOP
HI Champion
James Bailey
CENTER
CS Champion
Steve Ziesing
BOTTOM
Kevin Reynold and
NP Champion
Marnye Summers

DR_MotorsportsPhoto

Alan Jamer

Kelly Komenan

strung together forming a fast paced, entertaining 45 minutes.

STS Chairman Tom Van Aken personally sets the tone of “relaxed fun” from the first minute of the driver’s meeting as he lays out the rules in a way that consistently earns the attention and cooperation of all the drivers whether they are first-timers or grizzled veteran. Van Aken’s years of experience show as he calmly addresses a litany of issues quickly and clearly. Chief Driving Instructor Marty Mehterian beams kindness and competence as he coordinates the 30 students with his list of instructor volunteers, a feat equivalent to herding cats through a fish market.

Timing. Aaron Roth, Aaron Roth, Aaron Roth. It’s all about Aaron this year. With the increased number of first time participants, Aaron has had his hands full of new names and car numbers. Unfazed by the rejection of his suggestion that we name all drivers “John

Doe” Aaron was able to solve the mysteries of the AMB in car timers and the posting of our results to MyLaps.com. Track data continues to become more refined and faster to get. Also, track records continue to be set and shattered as both our driving skills and tire compounds improve.

On Track Behavior. This year’s STS season was remarkably low in I.I.I.s (idiocy-induced incidents). Even with the addition of the feared “Bowl,” our drivers kept off track excursions to a minimum. An occasional motor implosion caused some loss of track time but, all in all there was remarkably little off-roading. The single most obvious reason for this is the quality of instruction delivered at this level—Marty Mehterian’s Driving Instructor’s Clinic keeps our POC Instructors sharp and focused on “the POC Way,” which results in the teaching of car control which results in the students learning to control their car, which leads to increased joy and

decreased stress caused by too much speed on too little pavement.

The Saturday Nite Party.

This year our Saturday post race trophy get-together became more of a party. Thanks to various sponsors, we were able to provide drinks, chips, some gifts (thanks go to Wheel Enhancement, Performance Products and Mechanix Wear Clothing) some product demos, our winners’ trophies and lots of fun conversation. These Saturday get-togethers helped amplify the fun aspects of our STS weekends. Impromptu barbecues continued the fun into the evening, and more than once found Dylan Scott entertaining with tales of the Outback and singing Australian campfire songs, most of which contained a common theme of marsupials and women’s clothing.

Weather. Four of our five weekends were blessed with ideal conditions. Only our June event tested the will of our drivers with temperatures nearing



Backdraft Photography

DRJMotorsportsPhoto



TOP
Willy Leon exiting the skid pad at the Streets of Willow

LEFT
GT2 Champion Ted Barrett at speed

175F. Otherwise, the weather was so ideal that a full 83% of our participants bought homes in Rosamond this year, causing an unprecedented boom to the Lancaster/Rosamond real estate market.

Looking Forward. The STS series has been molded into an ideal Porsche event, plenty of track time, consistent instruction and a family of Porsche lovers with whom to socialize.

Our STS events are as full as we wish them to be, so no radical changes are in store for 2007. We will continue to limit the number of students and total number of cars and will be making attempts to even out the number of cars in each run group without forgetting that the volunteer instructors need their playtime too. Our continued thanks go out to Tom Van Aken for setting such a great tone for these events, Marty

Mehterian for his long hours of coordinating students and instructors, and to Glen Uslan, whose innovations to the STS format helped establish this series as a truly unique Porsche Owners Club event.

Here We Go! STS 2007 starts January 27/28 with a Driver’s Clinic and STS #1. Make your New Year’s resolution to volunteer your skills as an instructor! 🏁

SOLO SPRINT CHAMPIONSHIP

BY MARTIN SCHACHT

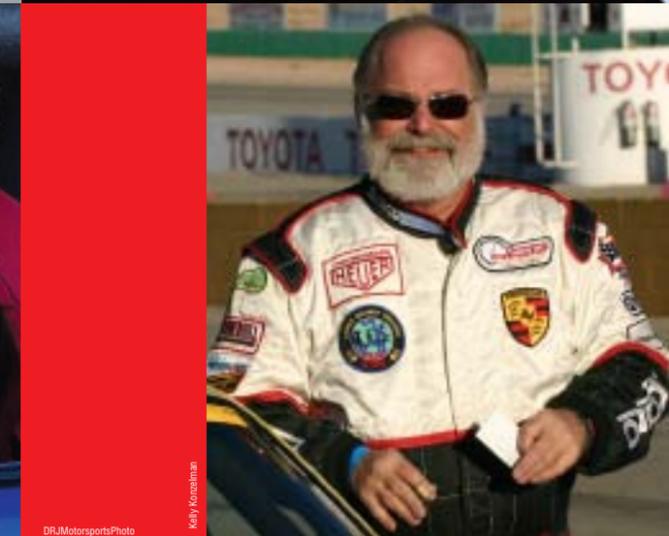
LAS VEGAS FEBRUARY 12 - WILLOW SPRINGS APRIL 23 - CALIFORNIA SPEEDWAY
MAY 21 - WILLOW SPRINGS JUNE 11 - LAGUNA SECA AUGUST 27
BUTTONWILLOW SEPTEMBER 24 - WILLOW SPRINGS DECEMBER 3

CHAMPIONSHIP ELIGIBILITY REQUIREMENTS

- Enter five events minimum
- Earn 400 service points
- One race drop allowed



CLASS	DRIVER NAME	PLACE
GP	John Tunnicliffe	1
GSR	Jim Marks	1
GSR	David Hirsch	2
GT1	Eric Olberz	1
GTC	Kevin Reynolds	1
HP	Walter Airth	1
II	Michael Mills	1
J1	Leonard Schenkel	1
KS	Jeffrey Shulem	1
LP	Alex Felton	1
V0	John Payne	1
V0	Marty Mehterian	2
V0	Mary-Anne Melnik	3
V3	Michael Monsalve	1
V3	Steve Alarcon	2
V4	Carolyn Pappas	1



Solo Sprint events are where the Club started back in 1955; Mike Hammond, were you at the first event? Even I was too young for that one! Up until 2005, we called these events Time Trials; the Board re-branded them as Solo Sprints in 2005. I resisted the change for a while, but gave in when I saw the logic behind the name change. A Time Trial, is just that, a Time Trial—a Solo Sprint event is held in conjunction with a Cup Racing week-

end event. As a result, we have stock cars to the full tilt race cars out on the track competing for class wins in Solo Sprint.

We started off 2006 with a Solo Sprint Preparation Technical Session held at Galen Bieker's WERKS II shop in Burbank, CA. We had approximately fifteen attendees, with ten of them showing up at the first Solo Sprint of the year, Las Vegas International Speedway. I have seen many of these faces at

subsequent events in 2006, the new blood, moving up the racing "food chain."

We also had a pizza and beer post Day 1 track meeting for ten students, at the April WSIR event. This gave the students an opportunity to get to know one another and provided a Forum to ask questions, express concerns. Greg Franz, Bill Bodine and I attended—we just couldn't resist the free beer and pizza!

TOP
GSR Champion
Jim Marks

CENTER
V4 Champion
Carolyn Pappas

TOP RIGHT
HP Champion
Walter Airth

CENTER RIGHT
Michael Pons

BOTTOM CENTER
Event Chairman
Howard Lewis at work

BOTTOM RIGHT
J1 Champion
Leonard Schenkel
with Maia Schenkel

Early in 2006, I assumed the role of Solo Sprint Chairman. I looked everywhere for the job description—not to be found. Bottom line, the job is very simple. Get the cars out on the grid, fastest cars first, in groups of five to six, and get it done on time, or earlier if possible. I had lots of help throughout the year with this. The name Dylan Scott really stands out. He was there to help out, or run the show, whatever was necessary. Keith Meggs really stepped up later in the year as well, and we always had help from various POC stalwarts such as Carolyn Pappas, Ritchie Gomes, John Payne, Craig Swetland—you know who you are. Thanks!

We shared the track venues with the Cup Racers in 2007, seven Solo Sprint events, starting at the Las Vegas International Speedway with the Legends Oval, California Speedway with PCA, Willow Springs #1, back to California Speedway for the Tribute to Le

Mans, Willow Springs #2, Laguna Seca in August for the Make a Wish Charity Event, Buttonwillow and closing out the year with Willow #3.

And we were fast, too. In 2006, we saw six class records fall at Willow Springs. Now consider that only six class records fell in three events—that tells me that you POC Solo Sprint drivers have really been pushing the limits.

Now for some contrast, Buttonwillow was a windfall for records as this was the first time we ran the Buttonwillow configuration 1A, clockwise. Everybody who won their class, set a class record: Nineteen class records set in all. Now those of you that were not there in 2006, wouldn't it be fun to go to Buttonwillow this September 22nd and 23rd, and snatch up these "Bluebird" class records? I'll be there but that pesky Alex Felton already pushed the bar up pretty high with a 2:10.958. I see Aubrey Eyer V1 time of 2:09.286—that tells

me that Alex was pushing it. Las Vegas International Speedway with the Legends Oval was a really incredible weekend, with fifteen records reset. A lot of old records had been in place for years, all the way back to 1997. Good going, gang! Now here is the sad part—I have heard unofficially that the Legends Oval configuration is in the process of being torn up. The records set here will stand for all time. This was the one time Alex didn't show up—and I still couldn't set a class record.

Laguna Seca was a little more difficult for those wanting class records, with a mere nine new records set. Laguna Seca can bite you if you make a big mistake—maybe caution was in the wind here. California Speedway was quick as well with eight new class records set—the bite factor may have been in place here.

In conclusion, 2006 was a solid year for Solo Sprint. Yes we had the Cup

RIGHT
GTC Champion
Kevin Reynold
at Las Vegas
Speedway

LEFT
V3 Second in Class
Steve Alarcon
at California
Speedway

CENTER RIGHT
Solo Sprint
Chairman
Martin Schacht
at Las Vegas
Speedway

BOTTOM RIGHT
Kip Waterhouse
at Infineon
Raceway



Racers traditional participation, but more importantly, we also saw some new faces coming up from the Short Track Series such as Alex Felton, John Keane, Kevin Reynolds, Mike Takaki, Mike Hammond, Ken Agena, Aubrey Eyer, Willy Leon, Jeff ven den Oever, Steve Ruckmick, Craig Swetland and others. Forgive me if I failed to include your name—I'll make it up to you somehow.

We are doing another Solo Sprint Preparation Technical Session on the 13th of January. We expect 15 to 20 attendees. And of that group, I expect we will see about—or greater, participating in the Solo Sprint Series in 2007. The series is growing and its future looks solid. Thanks to each and every one of you who supported the Solo Sprint Series: the entrants, the instructors, the volunteers, and especially Marty Mehterian, our Chief Driving Instructor. 🚗

CUP RACE CHAMPIONSHIP

BY JEFF MELNIK

LAS VEGAS FEBRUARY 11/12 - CALIFORNIA SPEEDWAY MARCH 25/26 - WILLOW SPRINGS APRIL 23/23 - CALIFORNIA SPEEDWAY MAY 21 - WILLOW SPRINGS JUNE 10/11 - LAGUNA SECA AUGUST 26/27 - BUTTOWILLOW SEPTEMBER 23/24 - INFINEON OCTOBER 28/29 - WILLOW SPRINGS DECEMBER 16/17

CHAMPIONSHIP ELIGIBILITY REQUIREMENTS

Enter 10 events minimum Earn 400 service points Two race drops allowed



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DRJMotorsportsPhoto



gotbluemilkphotography



Alan Jamar

CLASS	DRIVER NAME	PLACE
GT1	Eric Olberz	1
GT1	Robert Rodriguez	2
GT2	Ted Barrett	1
GTC	Drew Waterhouse	1
GTC	John Gordon	2
R2	Mary-Anne Melnik	1
R2	John Payne	2
R3	Keith Meggs	1
R5	Michael Monsalve	1
R5	Steve Alarcon	2
R5	Kip Waterhouse	3
R6	Robert Taylor	1
R7	Leonard Schenkel	1
R8	Walter Airth	1
R9	John Tunnicliffe	1
R9S	Jim Marks	1

DRJMotorsportsPhoto

Shawn Howard for first place, Steve Goldman & Bobby Faieta for second, and Rusty West and Gene Segal for third place. Special recognition goes to the husband and wife race team of Jeff and Mary Anne Melnik for winning the R2 Class for the fourth consecutive year!

The Fubar Team Relay Race was a complicated experiment turned into a success story. Thirty-four racers made up seventeen teams that competed to claim the top prize of this inaugural event. Essentially each team was made up of two drivers, each with their own racecar. Each team was handicapped based upon the GCR race classification of their car. Each driver was allowed to race for 30 minutes, less their mandatory pit stop. When the first teammate finished his stint, the second driver left the pits for his 30 minute stint. The team that completed the most laps within the hour race won. Did you catch all that? Well, after careful analysis of the lap charts and race results, the pre-race favorites (Team Monsalve—Mike Monsalve and Drew Waterhouse) were disqualified for rule violations. The winning team was Atlas Arco Racing. Congratulations to Athan Aronis and Steve Alarcon for comprehending the rules and running a great race. Also on the podium in second place was Team Tofflemire (Carl Tofflemire and Kip Waterhouse) and in third place was Not a Chance Racing (Christopher Wiles and Andrew Bloch). Can't wait for next year!

The Tribute weekend finale was Sunday's Cup Races. These races did not disappoint anyone as the fastest lap times of the weekend were posted. In the Red Group Race, Loren Beggs was hounded for 20 laps by Eric Olberz. Both drivers ran their lap times down to 1:36 and finished first and second. In the Orange Group Race, Mike Monsalve ran a best lap of 1:49 to run away from the field for another win over Athan Aronis and Carl Tofflemire.

We raced...we raced...we raced...and we raced some more. The 2006 POC Cup Race season held more championship points races than ever before. With a new format of 2 Cup Races per weekend, there were a total of 17 Cup Races for both of the Red and Orange Race Groups. In addition, we held our 13th Annual Tribute to Le Mans Race and our very first, wildly successful, Team Fubar Relay Race. Our what? Are you kidding me?

Our race season opened in fine fashion at the Motor Speedway in Las Vegas. With upcoming plans by LVMS to change the oval banking from 12° to 21°, there was a possibility that this might just be the last time the POC could compete on the inside road course. Transitioning from a flat apron to a 21°-banked oval may be too difficult on our racecars. Time will tell. Regardless, we took to the track with a vengeance and ran the whole interior road course, including the Legend's Oval—a section of track not normally used by the POC. All four Cup Races contained great class battles, with hometown hero Blake Rosser winning Saturday's Red Group Race, while POC's own

pro-racer Anders Hainer picked up the win on Sunday. Mike Monsalve started off the year winning the first Orange Group Race, while Kevin Roush took the checkered in Sunday's Race. I wish I could elaborate more, but what happens in Vegas...stays in Vegas!

The POC returned to California for March's event at the California Speedway, where we joined forces and combined our Red and Orange Groups into one big field. With vast speed differentials between the 65 cars, survival and managing traffic would be the keys to victory. Congratulations to Eric Olberz and Bob "Don Roberto" Rodriguez for their first wins of the season. To the credit of all of the POC racers in that crowded field, there wasn't one incident of contact. Great job everybody!

April's schedule brought us "back home" to Willow Springs. This was to be the first of three visits this year to the Fastest Track in the West. Saturday's Red Group Race saw the long awaited—okay, very long awaited return of the Swiss Legend Urs Gretener. Urs was denied victory on Saturday by Loren Beggs,

who won his first race of the season. But on Sunday, it was all Gretener, taking the overall win. Welcome back Urs!

Not to be outdone, Gruppe Orange put on two very entertaining races with the R5 class being the most competitive. Mike Monsalve, sporting new tires all the way around, won Saturday's race in a close battle with Athan "Atlas" Aronis. Come Sunday, Mike made a tactical error and tried to race on "yesterday's winning tires," causing him to drop to third behind class winner Steve "Teve" Alarcon and second place "Motorhome" Carl Tofflemire.

Four weeks later, it was time for our 13th Annual Tribute to Le Mans event to be held at the California Speedway. Although we would not be racing day into night, we did add a special twist to the event by introducing a Team Fubar Relay Race within the four hour Enduro. The Enduro itself was an amazing race. After four hours of grueling racing and strategic pit stops, the top two teams were only separated by 2.3 seconds at the finish. Congratulations to the podium finishers—all in the GTA Class: Blake Rosser and

LEFT TO RIGHT
TOP TO BOTTOM

The Buttonwillow
Red Race Start

Chief Driving Instructor
Joe Kunz with GT1
Second in Class
Robert Rodriguez

Dave Bottom
at Infineon
Raceway

Urs Gretener
at Willow Spring
Raceway

Mark Anderson
at Infineon
Raceway

R5 Champion
Michael Monsalve



Kelly Kozaman

Our June Willow Springs event showcased Cup Races 8 and 9, as well as our first Racer's Clinic of the 2006 season. A total of thirty-one students packed the tiny classroom as instructors Becker, Kunz, Mehterian, & Melnik taught them how to become the bright stars of POC's future. After a sluggish start, they indeed showed us all what a great class they were, led by Kevin Reynolds.

While Saturday's Cup Races were won by the usual suspects: Eric Olberz and Athan Aronis, Sunday's results were quite the opposite. Congratulations to Kent Klaser for picking up his first ever Red Group Cup Race win, with Drew Waterhouse finishing 2nd overall (first in GTC) for his best finish ever. Also with her best finish ever, the "Doc"—

On to the metropolis of Buttonwillow we went. Okay, well not exactly a metropolis, but it does have a racetrack that is very conducive to great racing and this year was no exception. In fact, these Cup Races were the closest races of the whole year. Three of the four races were decided by less than five tenths of a second! Wow! Blake Rosser held off the hard-charging Steve Goldman to win both Red Group Races. Mike Monsalve held off Steve Alarcon to win on Saturday, and then Mike made an improbable pass on the last turn of the last lap to beat Jose "Hose B" Alvarez driving Colonel Steve Parker's car in Sunday's race. This was so exciting, I'm sure it's on YouTube somewhere!



DRJMotorsportsPhoto

Mary Anne Melnik finished fifth overall (first in R2). Kevin Roush, making a rare appearance away from IMSA, came out Saturday to remind all of the Orange Group racers just how good he really is. Kevin drove away from the field, taking the overall win for the Orange Group. We are all so fortunate to have Laguna Seca on our race calendar. This world-class venue is always an event to remember, and for this year especially for Mark Anderson. Mark drove the two races of his life, holding off Loren Beggs to take the checkered flag on both Saturday's and Sunday's Cup Races. Great racing Mark! Also a double winner from the Green Race Group was Guenther Lennarz. Where have you been Gunny? It was no surprise to see Alarcon and Monsalve win the Orange Races. If we could all just stay out of the kitty litter, we would all have a lot more track time!

The POC traveled to Infineon Raceway in Sonoma for our October event. Yet another world-class venue not to be missed! If you haven't driven there, mark your calendars early for an unbeatable trip in October of 2007. It is just plain phenomenal! The race of the weekend belonged to the Turbo Kings: arch rivals Loren Beggs and Bob Stefanowicz. Beggs had the pole to start the race, but Stefanowicz used his "home court advantage" to charge through the field and chase Beggs down. The race came down to the final lap, with Beggs winning by a nose. If there was one more lap in the race, who knows what might have happened?

I'm sure I speak for everyone who came to this event—see you next October in Sonoma!

Willow Springs hosted our season finale in December. This event turned



TOP
R5 Champion
Michael Monsalve
at Infineon
Raceway

CENTER LEFT
Keith Meggs
at Buttonwillow
Parkway

LEFT
Mary Anne Melnik
at Infineon
Raceway

guthrie photography (2)

out to be more of a reunion than a race. All kinds of drivers that we hadn't seen all year came out to this spectacular event; Chang, Burns, Lee, Snow, Bosley, Martini, Weber, and Rumbaugh to name a few. It was great to see everyone—I hope this was just a great sign of things to come for our 2007 POC season!

Add to this excitement our final Racer's Clinic of the year. Another thirty-one students came to show us that they want to be racers in the POC. Our racing competition for next year just got tougher—a total of six more Cup Cars graduated and will be competing for the GTC title. Thank you again to Instructors Kunz, Mehterian, and Melnik for volunteering your time and putting on yet another fabulous POC Racer Clinic!

The last Cup Races of the season featured very full fields and some very fast racing. Loren Beggs and Eric Olberz led the charge of GT1 drivers and dominated the Red Group Races. Both Beggs and Olberz piloted their

911 Design rocket ships to near record lap times of 1:19. Olberz in fact broke the all time lap record at Willow during his Time Trial with a lap time of 1:18.516. Colonel Steve Parker won his first race of the season, edging out Mike Monsalve for Saturday's victory. On Sunday, Athan Aronis drove the tires off his car and won by over 24 seconds. Some of the battles within the Orange Races were just fantastic—a tribute to the great drivers of the POC Cup Racing series.

Finally, I would like to thank our Timing & Scoring Chairman, Aaron Roth, for helping make this 2006 POC Cup Race season a success. And most importantly thank you to Kati James and all of her corner workers at USARM for keeping us safe.

Congratulations to all of this year's Race Class winners and Race Class Champions. Bravo! Hope to see you all in 2007 so we can race... and race...and race some more! 🚗

Perspectives on a Life Altering Experience

After participating in PCA autocross for four years driving in eight to ten events a year, I started big track driving in 2000 with PCA San Diego region. Why the four years? I chose to advance at my own pace (possibly slower than some drivers), wanting to thoroughly understand my car, fine tuning my driving skills and developing confidence level to the point where I felt I could handle most any track driving situation. I attended a number of PCA performance driving schools during that time and progressed to the level of PCA autocross instructor.

STORY BY
KARY CLEMENTS
EDITED BY
MARTIN SCHACHT

PHOTOGRAPHY BY
DAVE R. JOHNSON
DRJMotorsportsPhotos

After participating in PCA autocross for four years driving in eight to ten events a year, I started big track driving in 2000 with PCA San Diego region. Why the four years? I chose to advance at my own pace (possibly slower than some drivers), wanting to thoroughly understand my car, fine tuning my driving skills and developing confidence level to the point where I felt I could handle most any track driving situation. I attended a number of PCA performance driving schools during that time and progressed to the level of PCA autocross instructor.

I attended Driver Ed events of various clubs and some PCA Time Trials in the west, going so far as to travel to Infineon to drive a Time Trial with the Golden Gate Region of PCA. In addition, I participated in open track test and tune days wherever possible. My ongoing motivation—then and now—is to experience as many track venues as possible, and to continue developing my skills.

In 2003, after driving mostly Time Trial events and experiencing other venues, I joined the Porsche Owners Club (POC) having heard through my journeys it was commonly accepted that POC drivers were well trained and their driving program was well defined, developed with an intense focus on safety and driver development. In addition, the POC runs frequent events on the best tracks in the west.

Attending my first POC Solo Sprint event, it was clearly evident that in general, POC drivers are more skilled than what I had seen in other clubs, with very consistent, driving racing lines. Because of this, I continued participating off and on with the ultimate goal of obtaining a POC race license.

During this same period I also participated in the fast growing PCA San Diego region Time Trial series that focused on providing good instruction and a large amount of track time per event. Both clubs suited my Time Trial needs fairly well.

At POC events, I enjoyed sharing the track with the POC drivers; however what I found during that period was that instruction was limited; track time seemed somewhat limited compared to time trials, as was the event schedule and track time as compared to other to what was provided by other clubs/venues. Was this a quality versus quantity issue? We'll get to that.

I expressed this to my neighbor Martin Schacht, POC Solo Sprint Chairman. He told me with the driving experience I had accumulated thus far, I should step up and attend a POC Racers Clinic. Martin guaranteed my track driving world would never be the same again. How right he was! This past June I did my first Racers Clinic, Martin completed his second. By the time Laguna Seca rolled around in August, I would experience an intense and memorable driving experience, driving with the best.

Please note: You don't just show up and attend a Racers Clinic. The POC has a well defined path: First, successfully complete three POC Short Track Series (STS) events and receive a sign off from your instructors. In addition, complete the one day STS training school. If at all possible, do the school first.

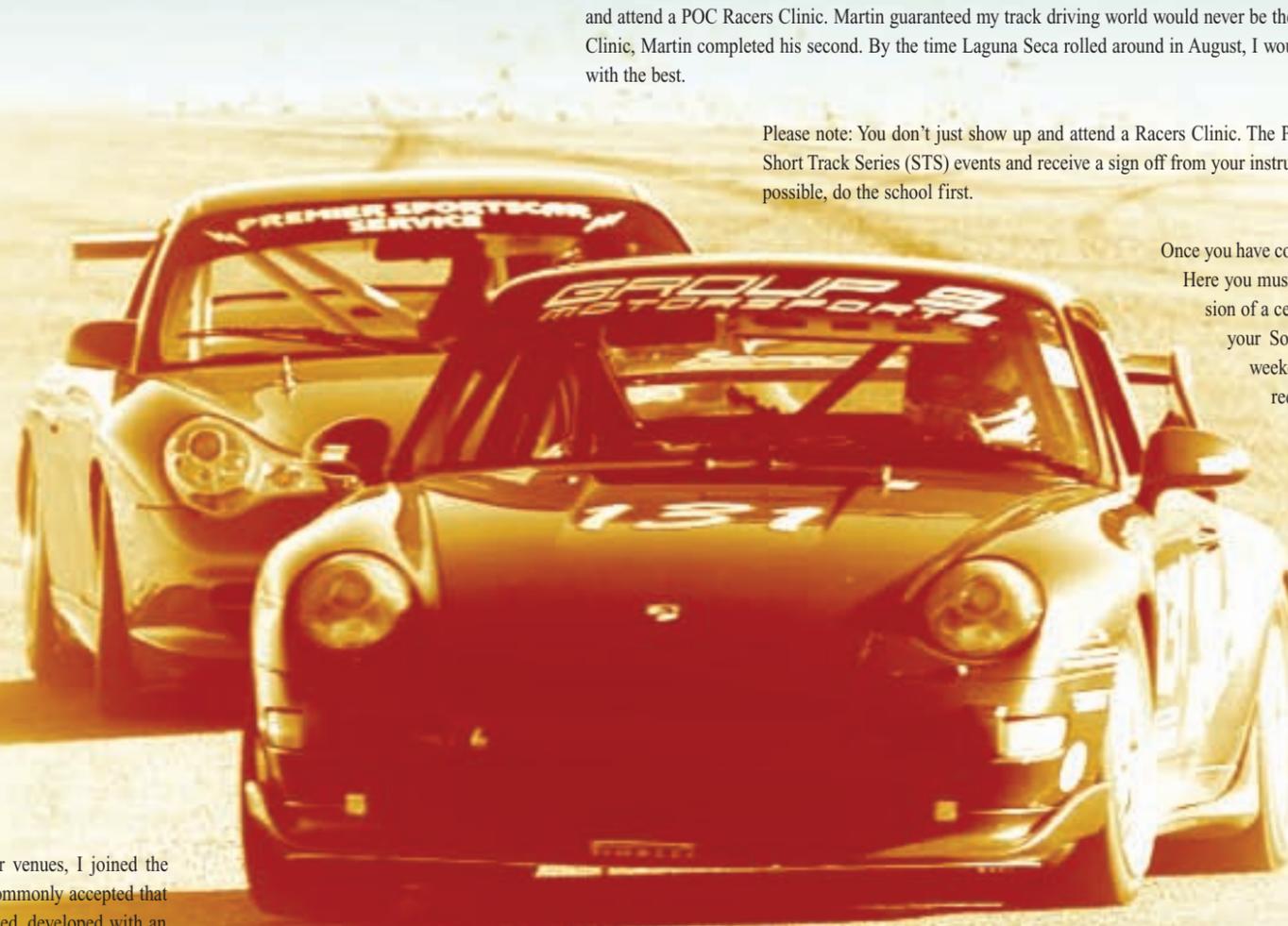
Once you have completed the STS program, you may advance to the Solo Sprint series. Here you must complete two weekend Solo Sprint events under the active supervision of a certified POC instructor and be signed off. You will then be eligible for your Solo Sprint License. Now complete four more two day Solo Sprint weekend events. At that point you will have fulfilled the minimum requirements for the POC Racers Clinic.

The driver can next apply for one of the two Racers Clinics held annually. You will be requested to provide a biography of your driving experience and submit it to the V.P. of Motorsports who will evaluate your data with the POC Chief Driving Instructor. If they conclude that you possess the driving skills and background to participate at the Racers Clinic level, you will be invited to the clinic. For those wanting to earn their Cup Racing License, they must complete two Racers Clinics, and subsequently participate in two POC race weekends with their Provisional Cup Racing License.

The Racers Clinic teaches racing techniques and skills, it does not teach driving. Your driving skills must be sufficiently developed or you will not be able to maximize the experience. Going through the various Racers Clinic exercises and situations requiring competent car handling skills, I was relieved to have accumulated the driving experience I had, prior to the clinic. I suggest that anyone

contemplating the Racers Clinic have a strong foundation in driving skills. Let me repeat for emphasis, The Racers Clinic teaches racing, not driving. It is assumed that you already know how to drive before being accepted into the Racers Clinic. This point was stressed in the Clinic and is one I feel very strongly about. My clinic experience has confirmed that I can handle my car under adverse racing conditions, an important criteria to me and to others I share the track with.

What I have discovered post Racers Clinic: the intensity of the Solo Sprint driving experience in the Cup Racer groups more than compensates for any possible loss of track time, comparing a POC event to another club's event. Just imagine a Solo Sprint event where you are on the track with the best POC drivers, and if you are lucky enough to follow one of them for a lap or two, you will have learned something new. A new line, turn in or braking point...you will learn. Now top this off with passing anywhere, left or right, no passing signal required.



Practicing and qualifying (with my transponder off in the qualifying session so as not to disrupt the starting grid in the race) with the Red or Orange group is intense. Racers Clinic graduates awaiting their second clinic, may run in the class appropriate Cup Racers groups with the permission of the VP of Motorsports. I was fortunate to have been granted this privilege for Laguna Seca, starting with the Orange Group and then progressing to the Red Group.

I also found that while I was a POC member I did not find that Time Trial participants were "treated" the same as other "race" members.

HAVING EXPERIENCED THE VARIOUS EXERCISES AND SITUATIONS THAT REQUIRED EXCELLENT CAR HANDLING SKILLS, I AM NOT SURE I WOULD HAVE BEEN COMPLETELY READY FOR SUCH A CLINIC HAD I NOT HAD SIX YEARS OF TRACK DRIVING AND FOUR YEARS OF AUTOCROSS UNDER MY BELT.

Nonetheless, I did find that the drivers were more educated and consistent so I continued participating off and on with the ultimate goal of obtaining a POC race license. During this same period I also participated in the fast growing PCA San Diego region Time Trial series that focused on providing good instruction and a large amount of track time per event. Both venues suited my Time Trial needs fairly well each with a different focus and different advantages.

You might be asking what does all of this have to do with the Racer's Clinic? Providing a small amount of

background and experience with other clubs lends quite a bit of value to what I observed in the racer's clinic. Having now driven in many venues, many tracks, and with many different cars and drivers I would say the Racers Clinic was an excellent program that delivers very focused learning and unyielding in terms of the quality and skills required to become a race car driver. Having experienced the various exercises and situations that required excellent car handling skills I am not sure I would have been completely ready for such a clinic had I not had six years of track driving and four years of autocross under my belt. Some drivers these days advance very quickly and might laugh at my slower advancement, but I know I can handle my car under adverse conditions which is important to me and to others I drive with on the track! This point was stressed in the Clinic and is one I feel very strongly about.

Having participated with various clubs and various types of venues, it is clear POC is a race club first, committed to an ongoing driver development program, with a strong focus on driver safety. POC has a definite niche.

Most other driving clubs clubs I have participated with have less stringent very limited rules than POC in terms of required driver experience for participation, safety requirements for the driver, and in some cases management of the event (controls). I have observed that POC displays the highest standards in the area of safety: required car and driver safety equipment, and in the management of their events. I have never been one to avoid purchasing safety equipment, so I am pleased that the POC safety rules delineated in the GCRs are well thought out, in place and enforced. I can and only hope that one day all other driving clubs will also follow the example of the POC.

Having graduated through various clubs and types of venues I believe that POC is a race club first. While this will not come as a surprise to those that know the POC well, it is a bit of shock to new members that might not want to be a racer but just a Short Track or Time Trial driver.

The primary focus of the POC is driver development. For those that want the Short Track experience, with delineated passing zones, their needs will be met. When these drivers want to ramp it up to bigger tracks, POC provides the Solo Sprint series. Here, too, passing zones are specific. If these matriculated drivers were to tire of the passing limitations and want open passing, then they need aspire to the Racers Clinic.

There is a club for everyone. In contrast to POC, there is PCA San Diego. Although is not really a dedicated race club, there are some great drivers coming out of that club's Time Trial program directed by Jack Miller. PCA SD is more of a social, Autocross and Time Trial club. Their rules for entry and safety more a bit more relaxed as their focus is DE and Time Trials, not racing. An example, a roll bar and driver's suit are not required for their Time Trial events, although they are suggested. Also note, there is a specific national PCA Club Racing series. Here safety rules are very similar to POC. However, requirements for a PCA Club Racing License are not as strict as POC.

Having been involved with in both PCA and POC, neither are particularly better than another depending upon the type of racing. It really depends upon what you want from a club. I see that POC STS is similar to like PCA Autocross with two key differentiators: POC STS provides for continuous laps at a dedicated race track. PCA Autocross is one lap at a time with the events conducted in large parking lots. POC Solo Sprint is similar to PCA Time Trial, however the PCA safety requirements are

not as stringent as mentioned above. There is quite a difference between the two in terms of Time Trial.

That is why I am actively participating on the rules committee for PCA San Diego to strengthen the Time Trial rules in hopes of making it a smaller step for participants to get to race venues. Today that step is large and in many cases insurmountable for some. Welcoming our Time Trialers into POC should be an important objective and seeing some of the changes this past year in membership and advertising the events are great steps forward from the days in 2003. Keep it up!

I am pleased to have participated in the POC Racers Clinic and look forward to completing the second Clinic in this December 2006. The prospect of driving in the race groups versus the Solo Sprint Time Trial group(s) is very appealing to me, as are the races.

The enthusiasm and encouragement of the POC staff at the Racers Clinic was awesome. I will never forget the thrill of running and completing my first POC Blue Group race, a nearly indescribable experience. I want to thank Jeff Melnik, Marty Mehterian, Joe Kunz, and Gary Becker and Pat Flanigan for their service giving back to the club and giving up their weekends to teach us to help educate us to become race car drivers. The event was well run, the enthusiasm, encouragement, and energy of the Clinic was awesome.

Thank you, and hopefully one day I return the favor to the POC, giving back some of what they have given to me! 🚫

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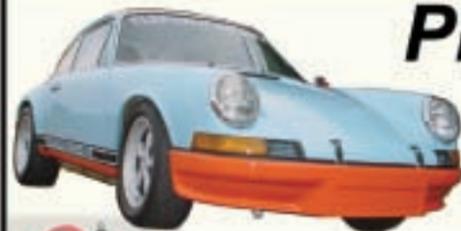
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- A PolyBronze Control Arm Bearings
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- C Decambered Ball Joints
- D Weather Sealed Monoballs - for -
- E - Camber plates
- F Low Friction Control Arm Mounts
- G Hollow Torsion Bars (914-8)
- H Hollow Sway Bars

944 suspension

- A PolyBronze Spring Plate Bearings
- B Weather Sealed Monoballs - for -
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- F Torsion tube mounts
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ROUSH CAPTURES FINAL ROUND AT LAGUNA SECA; SWARTZBAUGH CAPTURES THE CHAMPIONSHIP.



The AASCO team at work.

Kevin Roush, driving the Wheel Enhancement Porsche 911 GT3 Cup race car, scored his third win of the season in the IMSA GT3 Cup Challenge as he passed two of the previous race leaders when they made on-track mistakes late in the race.

Shawn Price led the first part of the event before falling back on one of the re-starts following the four yellow flags. Price, driving the Farnbacher-Loles entry, finished fourth.

The other race leader, pole-sitter and Road Atlanta winner Bryce Miller, had a brief off-road excursion, and let Roush slip by on the last lap. Miller finished second.

All eyes were on the relative positions of points leader Nathan Swartzbaugh in the AASCO Porsche and Dino Steiner in the NGT Porsche, who trailed Nathan by eight points going into the last event. Swartzbaugh never really got untracked during the event, qualifying fourth and finishing sixth, but Steiner's third place finish was not enough to overcome the deficit, giving Nathan the season championship.

For 2007, the IMSA GT3 Cup Challenge will have only Porsche 911 GT3 Cup-type 997 race cars.



The Wheel Enhancement Porsche 911 GT3 Cup driven by Kevin Roush

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