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## FROM THE EDITOR NANCY JAMAR

This issue of *Velocity* marks the first publication under a new board of directors, and the sure and steady hand of Bill Bodine, who has been making some well thought out changes to how we are doing things. We will be putting an increased emphasis on content about our members and their activities on track and off, and there will be more involvement (some voluntary, some involving your editor and a length of brake line) in content provided by those directly in the loop.

This issue offers some great reporting from each of our series, as well as a Top Tech Picks '07 feature, outlining some valuable and relevant products and services our readers may find interesting. We welcome back Kelley Konzelman with his wonderfully penned observations on the dark and dangerous side of the sport, with a

thoughtful sidebar on mild steel versus chrome moly. We also take on board Bob Read, who will be contributing regular observations as he traverses the levels of club racing and its perils.

This issue also includes coverage of the awards banquet, and the club members honored there. Congratulations to all!

We also welcome new advertisers to *Velocity*, including Global Autosports, Porterfield Brakes, and Driving Dynamics is back as well. We would like to take this opportunity to thank all our sponsors and advertisers who make both *Velocity* and the POC's events a reality for our members and readers. A big thanks as well for all those who contributed to door prizes and awards at the banquet this year. Your efforts and involvement are appreciated!

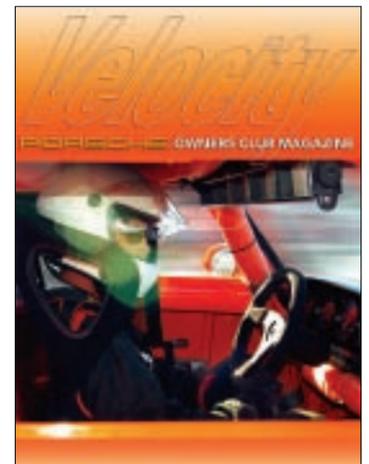
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ON THE COVER: MICHAEL COPP  
Photography by Anthony Butac

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FROM THE  
**PRESIDENT** BILL BODINE

THE CONDITION OF OUR CONDITION



Much like a great house, the fifty one year old POC needs a bit of maintenance, but is still well-built and strong. Here's a quick look at what we're up to.

**Cup Racing.** Our Director of Motorsports Jeff Melnik stays up late trying to find ways of making our Cup Racing series even more successful and inclusive. Jeff has perfected the management of our CR events, resulting in the professional grade POC events we've all come to enjoy so much.

**Time Trial (formerly Solo Sprint).** As our new Director of Time Trial and STS, one of Martin Schacht's first suggestions was that we return to the Time Trial name. Upcoming changes include the awarding of trophies at the track so as to better honor our TT winners. A concentrated effort to shepherd newcomers from STS into the Time Trial program is already showing results.

**Short Track Series.** The STS series has had a recent remodel, and as a result is quite streamlined. This year we've added our first away date: California Speedway Infield Course. We all are excited about this event and hope to make this part of our regular schedule.

**Velocity Magazine.** Even *Velocity* magazine will be revised, with more of an emphasis on the members themselves than ever before. Marnye Reynolds will be doing a series of interviews with members to give us all some insight into the people behind the helmets. Coming soon... classified ads. Director of Marketing Chris Wiles is dedicating much time and effort to insure that advertisers stay and find value in supporting the POC.

**Media.** Jackie Ginsburg, our Director of Media, is hard at work alerting the various production companies and magazines of our interesting people and their hobby. We are working to increase the POC awareness factor in the media.

Leonard Schenkel is again our Treasurer and rock. He does more for our club in a month than this column has room to define. Thanks, Leo.

Lastly, our newest Board appointee, Dylan Scott. Dylan has already done much for the club as website manager. It seems only appropriate that we thank him by giving him more work! Now we'll add Secretary to his title as well as Webmaster. Welcome, Dylan.

Ross Clardy has recently stepped off of the Board of Directors. He has given the POC many many years of service as both a Board member and as a Comp Director. He now has the good fortune to be too much in demand with his successful business and his church and family commitments. Hopefully he'll now have time to come out and race with us and when he does, please be sure to thank him for all he's done. Then block him mercilessly.

We're all revved up. We are seeing a rise in the number of volunteers and there is a rebound of community spirit at our events. There is a grand plan for our Summer Picnic afoot that would include a rally, fundraiser and weekend escape. It's going to be a very good year.

# WHEN THINGS GO REALLY WRONG...

STORY BY KELLY KONZELMAN



**THE BRAVEST ARE SURELY THOSE WHO HAVE THE clearest vision of what is before them, glory and danger alike, and yet notwithstanding, go out to meet it.**

THUCYDIDES 471 BC - 400 BC

WE TEND TO DOWNPLAY THE INHERENT DANGER IN OUR BELOVED SPORT. WHETHER WE ARE SPURRED ON BY THUCYDIDES' BRAVADO, OR SIMPLY DUE TO THE FACT THAT PONDERING THE UNTHINKABLE IS JUST NOT AN OPTION, WE SOMETIMES UNDERESTIMATE, EVEN DOWNPLAY THE POTENTIAL CONSEQUENCES OF OUR RACING. ON THE RARE OCCASION WHEN A POC DRIVER WADS UP THEIR CAR, IT IS RARELY TALKED ABOUT AND LESS SELDOM WRITTEN ABOUT. WE NEVER SEE THE AFTERMATH PUBLISHED IN VELOCITY, AND OR BROADCAST ON ESPN, AND IT BECOMES EASY TO DISMISS MATTERS WE DON'T PARTICULARLY LIKE TO DISCUSS.

Nevertheless, all of us do the the risk versus reward analysis when it comes to our racing. It was not too many years ago where the odds of a Formula One driver surviving for more than three consecutive seasons without a fatal accident or serious crash were very high. However, what was learned from these unfortunate incidents has helped the both professional and amateur racers alike to continually improve our safety equipment, track layout and car design, and has served to radically reduce new injuries in our sport.

Yet racing remains a dangerous sport. Ayrton Senna, Paul Dana, Greg Moore, Jeff Krosnoff, Gonzalo Rodriquez and Dale Earnhardt all recently paid the ultimate price for living their passion and dreams.

As amateur racers, we possess only a fraction of the experience, skill and talent of these great professionals. Yet like Clark Kent—the humble reporter by day and Superman by night—we regularly strip off the everyday clothes of salesmen, analysts, doctors, lawyers or construction workers and bedeck ourselves in Nomex and carbon fiber, strapping ourselves into our production-based land rockets. Many of our cars regularly

attain speeds previously reserved only for factory sports-prototypes. Unfortunately, not until something goes really wrong do we tend to refocus on the perils inherent in what we love, and only then on rare occasion actually take some meaningful steps to protect ourselves in the case that something goes wrong.

The POC enjoys a wonderful heritage of 51 years racing without a fatal or life threatening injury. This is not a boast many amateur driving clubs can make. A lot of this success has to do with our Club's intense focus on safety, and the implementation of one of the finest amateur racing and driver training programs in the country. Nevertheless, bad things do occasionally happen, and sometimes things go *really* wrong.

Because it is always better to learn from someone else's bad experience rather than have to experience it ourselves, I thought it appropriate to look at a few professional racing incidents we may be familiar with. Some happened many years ago, some just recently, but each one teaches us its own safety lesson. A lesson that we can apply to our own car, its care, driving, preparation and most importantly, our attitude as it applies to safety.

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Joey exits the Keyhole in his BMW while on a flyer only to be punted from behind by Paul Edward's Pontiac GTO. Hand slides onto the infield grass and saves it, only to hit a newly constructed access road launching the car forward end-over-end four times across the track. Anyone who saw this crash in real-time was sure Hand had bought the farm. People just don't walk away from wrecks like this. Yet about two minutes later, Joey was pulled from what used to be a factory race car, and we saw him walking slowly toward the safety vehicle. AMAZING!



## SO, WHAT CAN WE LEARN?

**THE WELDED-IN CAGE.** Joey's life was saved by his roll cage, his seat and the belts holding him in. Lets face it, by the time we get to Solo Sprint level, and if we have done any significant modification to our cars, we need a welded-in cage. Not only will it dramatically improve our cars torsional stiffness, but will keep your roofline intact in the case of a rollover. When the dust settled, all that was left of Joey's car was what was *inside* the cage.

Fortunately, that included Joey. Proper fabrication of your cage is really important, and is not something the novice should undertake (see "Mild vs. Molly" next page). Make sure to weld-in double lateral impact bars at the drivers door to prevent you from becoming a hood ornament the case of a side impact. Weld the cage directly to your "A" pillars and windshield frame if possible so that the cage, chassis and roof become one unitized structure.

Last year the Comp Committee eliminated points for "through bulkhead bracing" providing the opportunity to make your car safer without penalty. This means that your roll cage can now continue forward and through the firewall providing more protection to the driver in the case of an accident. But beware—all production-based cars are specifically designed with "crush zones" to help insulate the passenger compartment. Excessive through bulkhead bracing could make the car so rigid that high speed impacts are not properly absorbed by the sacrificial chassis, therefore shortening the deceleration curve and transferring more impact to the driver. So, before welding that railroad iron to your front bumper, check with a qualified race shop familiar with your chassis type who can do both the design and installation.

**AN FIA APPROVED SEAT AND 5-POINT HARNESS.** This is a no-brainer. Buy the best seat and harness you can afford. The stronger the seat, the less chance that it will break or become dislodged in the case of an impact. A rear seat brace with a wide dispersion plate is also a good idea. This will help preserve seat back integrity in case you receive a heavy rear hit. Harnesses are good for five years from the date of manufacture. If yours are worn, sun damaged, or the camlocks are broken or sticking, replace them immediately, even if you have another year or two left. Four-point ("H") harnesses are inadequate to properly secure a driver, and a sub-belt is a must. This will keep you from "submarining" in a sudden deceleration. It's a lot easier to be removed from a wrecked car by the safety team if you are not tucked away somewhere under the dashboard. ▶

## MILD vs MOLY

BY KELLY KONZELMAN

When fabricating a roll cage, there seem to be many opinions when it comes to steel. In researching the accompanying article, I talked to several POC race shops and viewed some online forums, all of which shared different viewpoints as to the use of mild steel vs. chrome-molybdenum tubing. In fact, many race organizations (such as PCA) discourage the use of "chrome-moly" steel in favor of mild steel tubing. So what's the best choice for you...will it be mild or wild?

AIS4130 chrome-molybdenum ("CM") steel contains about 0.40% carbon by weight, roughly 60% more carbon than found in the AIS1018 DOM (drawn over mandrel) mild steel used in many cars. Having more carbon than mild steel, CM is therefore harder, stronger and significantly more resistant to bending. A cage made entirely of CM tubing will support much higher loads under stress than one made of mild steel before deforming or failure.

But does this make it the best material for you? Which should you use, and why the mixed opinions? Simply put, in the past some CM cages have failed when subjected to heavy impacts, stresses or loads. Let's look at why.

It appears that the problems with CM begin to appear as soon as it is welded. To function correctly, CM must be welded by a skilled fabricator using TIG equipment. When done properly, welds in CM tubing are stronger than those of equal diameter mild steel. The key reason is that the filler material (TIG welding rod) and the CM base material have the exact same molecular composition. The tubing and the rod therefore melt at exactly the same temperature and flow (melt) seamlessly together to create a single unit. This true monolithic (jointless) structure provides the driver with unparalleled protection. Even in the most severe impact, CM welds very seldom break (although more energy may be transferred to the driver than with deformable mild steel). With mild steel, welds are always the most vulnerable parts of the structure.

So why were CM cages failing? It appears that most early welding was done with shielded-gas MIG welders, a technology which at the time was considered state-of-the-art. Not too many home mechanics had esoteric MIG welders, so obviously not much CM tubing was being welded at home. Nowadays, low cost MIG welders can be found at any home improvement store, and there are many club racers who work on their own cars. The problem is that for even a skilled professional, MIG welding is not a very good way to join CM tubing. Despite the welder's best efforts and a clean-looking weld, base materials may not be properly fused. As well, the heat generated during CM welding severely weakens the surrounding metal. It's not hard to see why some early CM cages failed and why its use is still frowned upon by some race organizations.

Another major problem with CM welding is "normalization." CM tubing does not react well to non-uniform heating, such as occurs during electric TIG welding. In order for the welded material to be properly normalized, the entire section of parent material must be slowly heated (usually with an acetylene flame) to 1600-1650 degrees, and the temperature maintained for a prolonged period before it is allowed to air cool. It's a long and arduous process, and if not done correctly by an experienced fabricator, the result will be brittle steel that will fail under stress or impact. ▶

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**THE INCIDENT SIR JACKIE STEWART FORMULA ONE BELGIAN GRAND PRIX**



The advent of modern safety equipment can be traced in large part to the efforts of the legendary Jackie Stewart. In 1966, a first lap crash at the Belgian Grand Prix found Stewart upside down, trapped in his destroyed BRM, getting soaked by leaking fuel. Any electrical spark would spell certain disaster. The marshals had no tools to help free him, and it was only because of his teammate Phil Hill (who left his own car to help extricate him) that he survived. After that crash, Stewart became an outspoken proponent for driver safety. Surprisingly, he was severely criticized at the time by both competing team owners and fellow drivers for vocalizing the "hazards of the sport", especially at a time when many European countries were pushing for bans on open wheel motorsports. Nevertheless, his persistence paid off, and his legacy includes things we have long taken for granted, including a main electrical cutoff switch, removable steering wheels and the removal of flammable trackside materials like hay bales. Eventually, these all became FIA safety standards. A further result of this crash immediately improved trackside medical care. Noticing the long and slow transport to the hospital, Jackie began bringing his own personal doctor to all future races, and the BRM team thereafter supplied a medical truck and doctors for the benefit of all F1 teams.

**SO, WHAT CAN WE LEARN?**

**THE BATTERY CUT-OFF SWITCH.** Today a well-marked battery cut off switch remains standard requirement for those looking to Cup Race their cars. The ability to isolate one's battery from an electrical ground source is a fundamental safety necessity after an incident. But battery isolation isn't limited to the cut-off device. As we were tech inspecting the 32 cars at December's Racer's Clinic, we found that a large majority of the cars did not have insulating material on their battery hold downs brackets making a grounding scenario possible in the case of a heavy incident or rollover. Proper battery isolation is critical, especially for early 911s

without a fuel cell. Your battery, fuses, cables and race fuel are all contained in the same small area. A recipe for disaster in the case of a heavy frontal impact.

**THE FUEL CELL.** Fuel cells are highly recommended for all cars, especially for *any* car participating in Cup Races. Just because one may not be required for your race class, does not mean it is not a good idea. For those sure that the \$2,500 you will spend on a fuel cell would be better spent on a new golf cart, pit equipment or new leading edge wing, picture yourself upside-down like Jackie Stewart, trapped in your car with fuel spilling over your

head. I bet you won't be thinking about that second set of wheels then!

**A PROPERLY TRAINED EMT.** It's comforting to look to the cold pits and see that EMT ambulance idling away, knowing that in the event that we need it, emergency response is close at hand. Next season, the club is looking at increasing the quality of its EMT response to provide on-track advance life support at all events. This would be a significant improvement in our emergency care and response. Support the club in its efforts to provide top quality medical response! Any added cost of entry fees is well worth the benefits. ▶

Finally, there is the cost. Mild steel can cost \$0.90 per foot compared to \$9.00 for the same foot of CM. Add to that the additional time CM requires to bend, form and fabricate, and you can see why a CM cage will cost much more to install than one constructed of mild steel.

So, in light of all the above, one might ask, "Why would anyone want to use chrome-moly?" Simply because when it is properly designed and fabricated, no ductile ferrous metal of equal weight is stronger. This means you can use smaller diameter tubing (if desired)

in your cage, and still provide equal or better protection. When you can reduce your tubing from 1.75" to 1.5," that's a 14% reduction in weight, which could take 25-30 lbs out of your car.

We should also mention that mild steel has its problems too. The biggest has to do with differences in the quality of steel stock available. Experienced fabricators are all too familiar with hitting a pocket of unrefined carbon with their torch or arc and blowing a nice hole in the side of their mild steel material. Most of us have heard that sound.

It usually begins with a loud POP! immediately followed by several unprintable expletives. Also, wire-feed MIG welders (the most common form of welding for mild steel tubing) typically use a filler that is softer than that of the parent or base material. Where CM welds are as strong as the base material itself, each weld in mild steel becomes a potential failure point. In a heavy side impact or rollover, CM caged cars may retain much of their structural integrity as they tend not to deform. Some of these cars can be chassis-jigged and rebuilt, whereas cars with mild

steel cages may deform severely causing an errant driver to write off an entire chassis or tub.

When deciding how to build your cage, there are many things to consider. Are you are building it yourself? Are you on a budget or not too concerned with that extra weight? Then maybe mild steel is the tubing for you. If you need to reduce weight, if you have the extra time and money, and you're using a quality shop who knows how to build it right, then chrome-moly may be your answer to the question...mild or wild? ●

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## THE INCIDENT DALE EARNHARDT JR. ALMS PRACTICE INFINEON RACEWAY

The scariest racing incidents we usually contemplate involve fire. Even with modern safety equipment, the danger posed by fire remains a real concern. An accident does not have to be severe for fire to become a critical threat. Cold tires, a slick track and a full tank of fuel combined for a very scary incident involving Dale Jr. at Sonoma. A spin in turn eight slapped the rear end of his Corvette into a trackside barrier. The incident would have gone almost unnoticed by the press except for the fact that impact separated his fuel filler tube from his fuel cell. Within seconds, the interior of his car was filled with race gas and flames. Dale was able to stop the car and escape, but he suffered moderate burns to his hands and legs.



### SO, WHAT CAN WE LEARN?

**NOMEX IS OUR FRIEND.** In the past, post-crash fires claimed more victims than high-speed impacts. Old-time fire protection consisted of no more than drivers soaking their cotton overalls in solutions of Borax and boric acid. This provided the driver about two seconds of protection before flames met skin. With the advent of Nomex fiber, drivers are now given a reasonable amount of time to escape from even high-temperature, fuel-fed fires unscathed. CarbonX is the most recent advance in flame retardant materials and was co-developed and marketed by Simpson, a 30-year leader in safety innovation. CarbonX is currently available in underwear form only, but offers protection above that of Nomex and simply does not burn. When looking at purchasing a new driving suit, look closely at the SFI rating. Not all suits are created equal! A two-layer suit should be the minimum protection you consider.

Each additional layer of Nomex exponentially increases the time to burn. A person wearing a SFI 3.2A one layer suit can receive second degree burns in three seconds. Protection is increased up to nine seconds with a two layer, and up to 19 seconds for a three-layer 3.2A/10 suit. CarbonX or Nomex underwear increases the time to burn even longer. If you have a two-layer suit, a third layer of underwear is highly recommended. Nomex socks are a must and are required for Cup Racers. And please, don't skimp with the socks. While a \$30 pair of Stand 21 socks may look a lot like a \$3 pair from K-Mart, they're not. Most white athletic socks are made from acrylic (plastic) and will quickly melt against your skin when subjected to even low heat or flame. If you thought melted wax was hard to get off your living room carpet, imagine a hot, melted sock stuck onto your hairy leg.

**A FIRE SUPPRESSION SYSTEM.** When fire strikes, the only thing to be thinking about is getting out as fast as possible. How many drivers have you ever seen go back inside their burning car to retrieve their fire extinguisher? Not many. And that is the primary reason that we cannot rely on that 5 lb. extinguisher we have clamped to our roll bar. Invest in a proper fire suppression system. A suppression system is the best bet to put out small fires early, or suppress flames inside of your car giving you enough time to exit safely. Most quality suppression systems have 3-4 positionable nozzles. Have a professional race shop install them in the most vulnerable places. Make sure they adequately cover the engine compartment and fuel cell area. Since many electrical fires start under the dash, make sure there is a nozzle located there as well. This will also help protect the driver's legs and feet during an escape.

## THE INCIDENT KATHERINE LEGGE CHAMP CAR WORLD SERIES ROAD AMERICA

With less than five laps left to race, CHAMP Car driver Katherine Legge lost her entire rear wing heading into the Kink, an ultra-high-speed sweeper. With 2,000 pounds of rear down force instantly removed, Katherine spun and crashed backwards into the wall at 160 MPH. Although the car disintegrated around her, the 25-year-old rookie walked away with only a few bruises. She even walked out of the medical trailer 15 minutes later smiling and waving to the fans just to let everybody know she was fine. Katherine is one tough lady, but there is a great lesson to be learned here.



### SO, WHAT CAN WE LEARN?

**THINGS BREAK.** S\*\*t happens. Sometimes there is nothing we can do to prevent an incident caused by a mechanical failure. However, many times with just a little extra effort these potential disasters can be averted or minimized. Please take the time to regularly put your car up on jacks and pull off the wheels. Check your wheel bearings. Check your control arms, hubs, ball joints and spindles for cracks or damage. Torque your CV-joints and mark the bolts with

a drop of paint so you can see if they begin backing out. Check your brake system. Bleed your brakes regularly and check for pad and rotor wear. Check your throttle cable and cams for wear, and throttle bodies or butterflies for sticking or loose parts. Check your rear wing and wing supports for cracks, missing or loose bolts. Check tires for wear, flat spots, cuts or punctures. Proper pre-inspection is the cheapest and best safety system you can ever employ.

If your favorite shop is willing to "sign off" your tech inspection without looking at the car...*don't let them!* Just because your car ran fine at the last event doesn't mean something isn't broken, cracked or about to fail. Turn 8-9 at WSIR, or NASCAR 2 at Cal Speedway is a bad place to lose a wheel bearing, rear wing or outside tire. We can all agree: lessons learned while stopped are much better than those learned at 150 mph.

## THE FINAL INCIDENT DALE EARNHARDT SR. NASCAR DAYTONA 500

Most of us remember well the day Dale Sr. was killed. In what would otherwise be considered a "moderate" accident by NASCAR standards, the seven-time Winston Cup Champion hit the wall at an unusual angle at about 145 MPH and slowly slid to a stop. He was one lap from winning the Daytona 500. Unfortunately this time (unlike his astonishing tumbling crash at Talladega in 1996), Earnhardt didn't walk away.



### SO, WHAT CAN WE LEARN?

What we learned from Dale's crash should be taken very seriously. If there is anything safety device in this article that we all should wear 100% of the time it is this: A quality helmet and HANS device.

**THE HANS DEVICE.** There is an old adage in racing: "It's not the speed that kills you, it's the sudden stop." Dale Sr. was killed from a basal skull fracture, presently the most frequent cause of death in motor sports. Officials investigating the accident speculated this fatality could have been prevented had Dale been wearing a full-face helmet and a head and neck restraint system. It wasn't long before NASCAR began mandating the HANS device for all series participants, a step that Champ Car and the ALMS had already taken several years earlier. To understand why this device is so important,

consider one of Newton's primary laws, "a body in motion tends to stay in motion unless acted on by some outside force." When we are faced with a violent deceleration, such as hitting a tire barrier, wall, or other vehicle, our body remains restrained by our harness, which is not intended to stretch. However, our head (which is unrestrained) tends to continue accelerating forward. Imagine traveling at 30 MPH and hitting a non-deforming wall. A relatively low-speed crash of this magnitude would generate approximately 30 Gs of deceleration energy. Considering the average person's head weighs in at about 15 pounds (V3 guys add a few extra pounds to allow for ego), this means in our 30 mph frontal impact example your head will instantly weigh about 450 pounds. This is OK if you are a giraffe, but most of our necks can't keep up with the stretch. In our club we don't

usually drive 30 MPH (except for Bill Bodine), so imagine hitting the same wall at 90 mph. For a fraction of a second, your head now weighs an incredible 4,094 pounds (about 160 Gs)! A study of IRL accidents by the University of Indiana found that 15.4% of drivers that experienced a 50 G impact sustained a traumatic head or spine injury. A HANS device will greatly reduce the forward movement of your head in that type of crash, keeping it over your shoulders where it's supposed to be. It will most likely have saved your life. The HANS device will work on any SNELL approved helmet, and is absolutely the most important new safety device for the motorsports industry since the advent of the helmet. We should seriously think about mandating them for all Cup Racers.

## IS IT ALL WORTH THE PRICE?

Before you answer, think about the investment you have in your car. My car is 20 years old and I have spent well over \$100k on it over the years. We hardly think twice about a new set of brake pads (\$350), a new set of slicks (\$1,400), a set of 355mm slotted rotors (\$3,800), or a larger turbocharger (\$4,000). Why? Because they make us go faster, have more fun and be more competitive. Unfortunately, for many people, improvements in safety many times take a back seat to improvements in performance. So how do we help change this mentality, both in others and ourselves?

**1.** Start teaching safety early. Our STS series is a great place to start inculcating this type of thinking. Students looking to move to Solo Sprints should be encouraged to invest in safety equipment before performance. Instructors working with students who have their sights set on the next level of POC racing should take the time to discuss necessary safety equipment, upgrades and requirements. Teach our students to develop a proactive posture about safety, not just when driving, but with their car set-up, preparation and most importantly, their attitude.

**2.** Make a list of all the items that would make your car safer. How about a fuel cell, HANS device, roll cage, or fire suppression? What about an in-car radio transceiver so spotters can let you know when faster cars are approaching you from the rear? How about some additional side intrusion bars, a better quality seat, window net or removable steering wheel hub? Compare your list with all the various performance upgrades or modifications you would like to make. Each time you spend money to make your car go faster, invest the same amount to make your car safer. This is an ideal way to demonstrate your attitude toward safety, and show your maturity as a racer.

Yes, sometimes things *do* go very wrong. It may never happen to you, but why take that chance? Take the time to do something about it *now*. Be it large or small, take the immediate step to add one significant safety device to your car this season. Do it before your annual racing budget is drained by a blown motor, broken suspension or failed gearbox. Do it now while you have the money, no excuses, *and* all ten of your fingers and toes. ●

# M U S I N G S O F A M O T O R H E A D

STORY BY BOB READ



## Fellow Drivers:

Today marks the first in a series of columns I am honored to write. I'll be more honored, however, if you read them. My hope is through exposing my triumphs, however small, and my foibles (however large), I will learn through my experiences and writing, and my readers will enjoy them, live through them, and perhaps see a bit of themselves. Will I be honest, or tell fish stories? You be the judge.

Let me introduce myself. I'm Bob Read, POC Rookie, and I'm hooked.

Road racing is the most challenging sport I've ever attempted. I've skied big peaks, run mountain trail marathons. I've raced 55 degree banked indoor board tracks (picture a 13 pound bicycle and lycra shorts, all at 45 mph, inside a wooden coffee cup), cycled through the mountains of Italy in pursuit of greatness (Lance achieved it, and I...well, you get the picture). But the mental and physical aspects of you, the car, and the track are, well, different. Speed, balance, line, momentum, grip...the ever changing dynamic makes this complex equation exciting, stressful, challenging, impossible—and when you get it right—perfect!

## Track Day Madness

I started this driving madness three years ago, after buying the “other” German car, and heading off immediately to a Club HPDE. Wow, did I suck! I moved up one group in a day, and moved promptly back down the next. Needless to say, I didn't quite understand vehicle dynamics my first weekend out.

In classic overachiever fashion, I drove 40 track days my first seven months, had my first monster spin at Sears and scared myself into...yes, you guessed it...buying a GT3! How's that for intelligence quotient?

Watershed day: April 7th 2005, Pahrump, one season of driving under my belt and two BMW/NASA race schools. Still sucking, but now at the head of the fast group. I didn't even know how little I knew. Fast forward to a very lucky meeting with Kevin Reynolds, Evan Beale, John Keene, and Craig Stanton with David Murray (Grand Am champions and super heroes).

Twelve enthusiastic Porsche drivers coached by Craig Stanton and David Murray met at a private invite event in Pahrump. We spent two days working on the bare

bones of fundamental braking and cornering techniques. A few were not allowed to shift or use the gas pedal...(you know who you are) and Kevin scraped a few seconds off his lap times to win the POC TT championship. Well done, Kevin!

Moi? I learned more in one lap with Craig and David than I had learned in my previous 40 track days. Stunning!

I spent the following 18 months reading, driving, hiring private coaches, instructing in class and on track for BMW, PCA and Miller schools, racing a bit of Spec Miata (a hoot, folks!), and all this time, working with Craig once every six weeks. Brilliant driver, great man, and I learned more than I can possibly articulate.

And, I am still not done learning.

## My POC Experience

All of us come to this driving thing through different channels, for different reasons. I don't know very many of you, but I do know that we all have fun at this. I'd spent a lot of time driving with other clubs, teaching and racing a bit, but the POC is my home. I look forward to this season with all of you.

So, where was this POC experience going? STS, spring '06, Streets of Willow, my first Porsche Owner's Club event. I loved it! I traveled there with my good friend Al Preble, whom a few of you know, and many of you will meet. After a quick check out ride with Greg Franz and sign off by Marty, I completed my STS and was good to go for TT qualification at Las Vegas Superspeedway a few months later.

By the way, I won my STS class that weekend (Did “Ms. Moton, the soft ride” win it for me, or was it my genius behind the wheel?) and received a matchbox car trophy at the awards ceremony! Awesome, I could not have been more proud.

In this high-end club, we don't race for ashtrays! I proudly bear it home, to sit on the mantle next to my Subaru club TT third place really-small-rubber off-road tire trophy (Huh?) and Melanie, my personal ego check, laughs to high heaven. “Bob, you've spent a fortune and a half on this, and you bring home a matchbox toy.” More laughing from both of us; how right she is! I'm going back for more!

For those who do not know me, I am conservative, smooth, quick

enough, but not brilliant. A fine driving line, space between cars. In other words, I am the quintessential HPDE driver. If there are rules, I will abide by them, if there aren't, I'll still abide by them. (Al may question that last statement).

Well, let me remind all of us that while POC rules for the Yellow/White group are spelled out clearly and sound a lot like HPDE (passing with point bys, no passing in corners, complete the pass before braking, and so on), the interpretation seemed a bit different to me.

After being attacked after turn-in by a rather aggressive race car (he backed out at the last second), I came in and asked Mike Peterson, consummate pro and owner of the Peterson White Lightning Porsche team to drive a few laps and show me how it is done. I check with Marty, chief instructor, he approves, and off we go. I merely needed to know where the ‘rules line’ is drawn. Well, Mike and I redo belts, and head out DFL for the next run group. Surprise! Mike proceeds to pass half the field on the front banking, and the other half on the back banking. In two laps, we (meaning Mike) went from last, to first. (Marty, you did not see that!)

That, my friends, was living! Exhilarated, terrified! And I knew after seeing this fine demonstration, that someday I could do it! Thankfully, like many American Idol hopefuls, that healthy self doubt kicks in, I drive within my limits, and save my bacon for another day.

## Talk Show Host with Patrick Long

Hard to believe, but true (no fish tales, folks!). I called Craig Stanton, my coach and friend, to ask if he would celebrity coach one of my Garff Porsche DE events at the full 4.5 mile Miller Motorsports Park this past fall. Craig answered the call from Road Atlanta, and says, “Sorry, racing, but here's Patrick Long...” Channeling Mike Meyers (I'm not worthy, I'm not worthy...) as the phone is handed off, I ask, stuttering,

if the Factory Porsche driver would honor us with his presence. Yes, of course!

I met Patrick at the airport and had a very enlightening dinner with him, then we were off to the track in the morning. He helped me set cones in the early dark, and later asked me why the 997 Cab won't turn in. I had to laugh, because the technique with a stock street car is quite a bit different from a Penske Spyder! 25 Garff customers, seven hours on track and in class, with Patrick Long as Porsche Factory Pro. Awesome! We spent lunch in the classroom, and during a really cool discussion of ground effects, the corner workers called us to grid! When was the last time the entire group missed a green flag?

I can only share this with you, knowing that all of you have brilliant and valuable experiences which brought you to the Porsche Owner's Club.

## Buying the Race Car

So, here I am. Stunned by Craig and Patrick, Melanie laughing, Max the dog wondering if I'll ever be home, and I'm having more fun than I've had since childhood.

Being the very patient, non-competitive person that I am, I spent two rather stressful months looking for a well preserved 996 Cup specimen. A few with issues, a few with major issues, none worth embracing. Then, just prior to Turkey Day, a note from Rennlist directs me to the President of PCA, selling his near perfect '04 Cup in Virginia. Perfect!

Patience, being a virtue of which I now possess little, has little restraint, and I leap in my pick-em-up truck, dead head from Salt Lake City to Duncan, Oklahoma (that would be two days or so, for those who are wondering) to buy a well built enclosed trailer, only to swerve north-east in heavy winds to pick up my new pride and joy (that would be another two days or so).

Patience dear reader, let's pick up the



## OPPOSITE PAGE

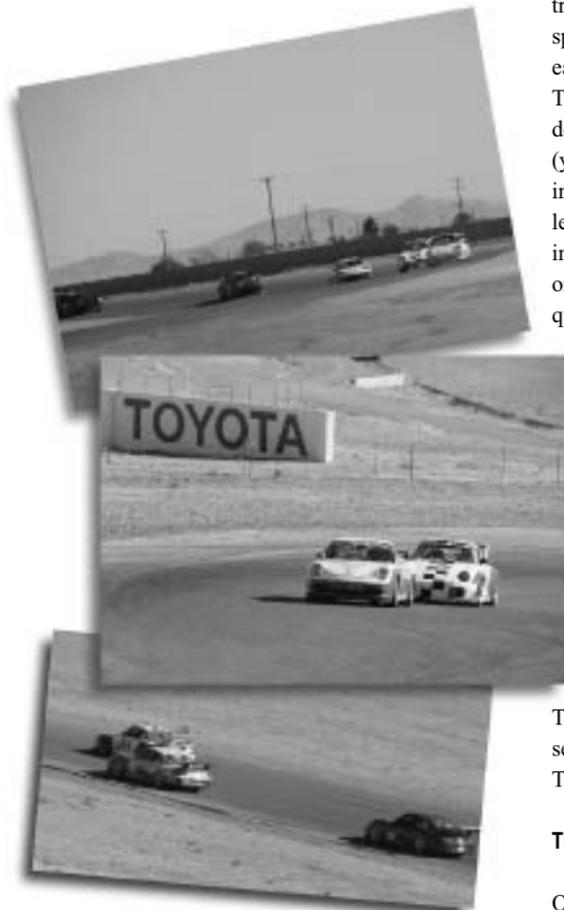
CAR 44 AND CAR 813 IN THE HEAT OF BATTLE HEADING UP THE HILL. AL WATCHES AND WAITS FOR HIS CHANCE A FEW LAPS LATER!

## TOP

JOE KUNZ, RACE CLINIC INSTRUCTOR, SENDS CARS OUT TO THE HOT PITS!

RACE CLINIC GROUP LINED UP TWO BY TWO, READY TO TAKE THE GREEN FLAG START!

LAP 1, THE RACE CLINIC GROUP WINDS DOWN THROUGH THE OMEGA!



A FEW CARS POP OUT OF TURN 9 TOWARD THE HOME STRETCH!

TWO'S A CROWD! GET OFF MY BUMPER!

AL PREBLE (BLUE 867) HUNTS DOWN BOB READ (TRI-COLOR 813), ABOUT TO DRIVE THROUGH A HOLE LARGE ENOUGH FOR A SEMI!

trailer, then move on. Just south of the spectacularly unpopulated Duncan bypass, east of Texas, west of the Bermuda Triangle, where at "rush hour" (their description, not mine) I saw exactly zero (yes, zero) cars for 10 miles. Political pork, in the form of concrete. Exit the bypass, left on 58th Ave (remember, I am a bit insecure at this point because there is no one here) and pass Anderson's pig farm. A quick cell call and a half mile later...trailers: big, white, unique, in a beautiful green field. Who knew? The Rezner people were amazingly helpful, and still are to this day. I'd send anyone there, even if they have to take a space ship from Salt Lake!

Onward: Washington D.C to Pahrump, NV (yes, four more days). I drop the car on Kent's lift, check the fluids and tires, and head, at precisely noon, November 22, to the track.

Three loud, bumpy, barely at speed sessions later, my hopes are confirmed. This car rocks!

#### The Racers Clinic

Of course, having driven the car exactly one hour, I petition the POC Race Committee to allow me to grace the shores of lake Willow Springs for the December race clinic. (Thankfully they are reading this well after the fact, or they might have re-considered).

#### Disaster strikes?

Al's account of the December Willow Springs Racer's Clinic very much mimics my own. New car, enough self-control to fit in. I won't bore you with a repeat, but I will recount one experience which was very valuable.

Day one: Side by side exercises, practice starts, and so on. No problems. John Keene is smoking my lap times by three seconds, but...it's...OK. I am here to "Show Us" I can do it. I am patient. (Uh, right!)

Day two: The group is one of the best our clinic leaders have ever seen, so we move

to a reverse grid practice start first thing on a cold Sunday morning. Cup cars and 993s at the back, 911s, 944s and 914s toward the front of a 32 car, two by two group. Our instructors coach us in class: "This requires attention, hot tires, and tremendous awareness on everyone's part...those passing, and those being passed." I am ready!

What do I do? With all of my now three hours experience in the car, I head out for the "Three good warm up laps," and promptly spin on the out lap, turn three, uphill and slow. (Insert expletive here!) I crawl in shame to the hot pit, having black flagged myself. Shock: Joe Kunz congratulates me on warming up quickly and coming into the grid early (apparently he missed my drive it up the hill backward circus act). I confess, then am positioned to my almost last on the grid spot. Shaking, confused, I do what I must: Refocus! (Yes, this is not a fish tale, I really did.)

Out we go, reverse grid, the green flag drops, and with sparkling mental intensity, I move from 30th to fourth, slicing through the crowd. From disaster, to focus, to success. Put it behind you, always look ahead! This was my lesson from the clinic. It's not over till the checkered drops!

#### What's Next

I'll move through the season, learning about myself, my car, and racing. In that order. I'll keep you posted each issue, evolving as the season progresses. I work with coaches whenever I can, and I coach others as well. I've learned a lot, and will try to pass along the brilliant thoughts of the pros I've met.

Thanks go out to Marty, Jeff, Joe and Greg for allowing me to share this foolishness. And a special thanks to Mike Hammond for bitching at me when I dropped my bags in his garage at my first Vegas POC TT (Duh!), then mentoring me for the weekend. Thanks Mike!

See all of you at the track!

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**Porsche Owners Club, Inc.**

**Statement of Revenues and Expenditures**

*Cash Basis*

*For the twelve months ended December 31, 2006*

<b>Revenues</b>	
Registration Fees	\$ 473,110
Transponder/Merchandise, Sales-Rental	21,238
Advertising	26,247
Membership	37,470
Sponsorship	48,890
Interest Income	375
Insurance Recovery	14,919
<b>Total Revenues</b>	<b>\$ 622,250</b>

<b>Expenses</b>	
Advertising & Promotion	\$ 4,189
Awards	17,141
Bank, Credit Card Charges	13,421
Banquet	38,639
Commissions	2,012
Equipment	16,758
Insurance	30,648
Meeting Expense	12,359
Membership Expenses	29,349
Postage and Shipping	4,685
Printing, Membership & Events	1,780
Professional Fees	7,965
Sales Taxes	1,571
Supplies	7,124
Telephone	814
Track Costs	273,863
Track Workers	63,310
Transponders and Merchandise	20,654
Travel	786
Velocity Magazine	59,394
Website	5,080
<b>Total Expenses</b>	<b>\$ 611,543</b>

**Excess of Revenues over Expenses** **\$ 10,707**

**Beginning Fund Balance** **\$ 104,336**

**Ending Fund Balance** **\$ 115,043**

*Unaudited*

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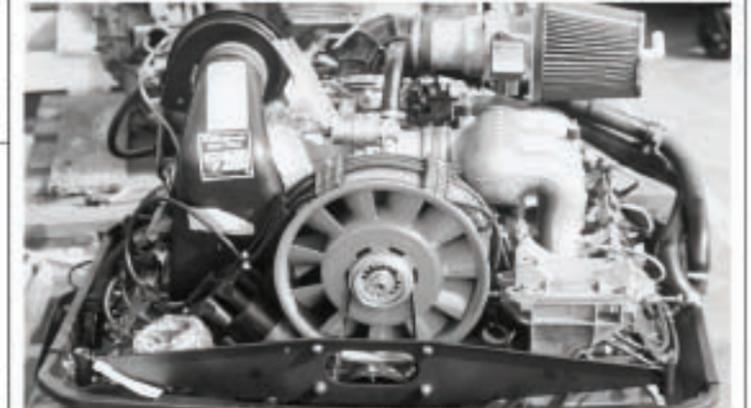
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### 1985 Porsche Carrera Targa

#### PRICE: \$16,200

Solid, dependable, and handles great. Has Fuchs 16x6 and 16x7 wheels w/ Dunlop SP8000s; Stock 915 transmission-rebuilt at purchase (81,266 miles). Since added Robotek Sureshift, new clutch, Bilstein shocks, new Interstate battery stainless steel brake lines, Pagid brake pads, Momo steering wheel, Kenwood AM/FM/CD, front oil cooler scocp. Lowered & corner-balanced, major service at approx 95K miles, and oil/brake fluid changes (at 107,727 miles). Brent Gokbudak javadevo@aol.com

### 2005 Porsche GT3 Cup Car

#### PRICE: \$130,000

Well maintained, 2005 GT-3 IMSA CUP car for sale. • Engine and Transmission sealed • AIM MXL Data Acquisition/Dash system • AiM DaVid 2 camera video recording system • Racecam camera and lipstick rear camera • Motorola M1225 UHF 2way radio included • 1 set wheels with usable race tires • 2 sets with rain tires • 72 Hours on Engine • regearred for top speed of 145mph • Cool suit ice chest and shirt included. located in Petaluma CA. Jeff Stevenson. 707-331-4443 jeff@porschercingclub.com

### Porsche 3.6 liter racing engine PRICE: \$9,500

911 3.6 liter built racing engine. Twin plug, dual triple barrel Webers. Comes complete with brains, sump ect. Turn key. Engine has very low miles and runs strong, still in car for test drive. Jeff Wiltgen. wiltgen@cox.net

### Porsche 993 C2S Track Car PRICE: \$43,000

Two championships winning car STS LP class and Time trials LP class, 6 track records, SOW, WSIR, B.Willow, Cal Speedway. One of the best developed cars in LP class, over \$100k invested. Trainy rebuilt, gears, sinchros, Guard limited slip diff., Camber plates, RS shocks, upgr. springs, RS flywheel, all monoball bush. roll cage, fire system. Very fast car. professionally maintained by GAS motorsport. Extras incl, original seats, catalytic, extra set of wheels and 2 decent sets of Hoosiers. 49,000 miles, yellow exterior, black interior. Alex Felton. 310-720-2912. mbz123@msn.com

### PVC front bumper guard

#### PRICE: \$75 o.b.o.

Black PVC Bumper Guard attaches to underside of 986/996 front bumper cover w/included hardware; purchased from Performance Products and never used. Stephen Jones. spj@beckdecorso.com

### Porsche 911 GT-4R Track Car

#### PRICE: \$35,000

911 Race Car GT4R, 1970 w/935 Glass, Fresh 2.7L, 290 HP, 901 Trans w/Quaife, Coil Over, Fuel Cell, 10s & 12s, Compl Restoration w/New Roll Cage, w/20' Enclosed Trailer. IMSA, PCA, POC, Dennis Tholen at dltholen@charter.net. 775-972-3257.

### Porsche Boxster S

#### PRICE: \$40,000

I am selling my one of a kind 2002 Boxster S. It has custom 3 piece Kinesis 18" chrome wheels. A full Anziano's aero kit including side mirrors, rear spoiler and speedster humps. I also put a complete custom interior. It's been lowered, cold air intake, custom exhaust and a painted to match momo steering wheel. If you have any questions call 951-543-2012, ask for Matt. mkizer3@yahoo.com

### 2003 Porsche GT3RS

#### PRICE: \$180,000

ALMS Championship Car Driven by Lucas Luhr & Sascha Maassen. Fresh 3.6 liter & 6 speed transmission (including spare transmission). Moton shocks. Motec dash and data. Lots of spares. 951-674-7676. Rod Everrett activeengr@aol.com

### Porsche 914/6 Spyder

#### PRICE: \$40,000

914/6 Spyder semitube chassis 3.6L Varioram eng, one of a kind body panels (have original nose mold). New dash complete with Programable TAC and shift light and new gauges. MOMO suede Steering wheel w/quick disconnect, MOMO carbon seat, full cage, big wing. New oil system with tank up front and large oil cooler, SS braided lines, new fuel lines/system w/RSR fuel pump, new trolle & clutch cables, ATL fuel cell, solid mounts, 1700 lb with driver in. Very quick and lots of fun to drive. 702-254-7433 Mark. hotconnelectricinc@cox.net

### 1982 Porsche SC 3.0 Liter

#### PRICE: \$22,000

Notch cylinders, 20/21 cam and 3.2 cylinders and pistons, Euro ignition distribution and wiring, throttle body big base, CIS injection, headers, open exhaust, turbo tie rod, transmission complete overhaul, new axles, Carrera front caliper, roused spindlers, RSR shocks front, rear coil over no springs, 23 torsion bar, rear suspension adjustable spring plate, 33 torsion bar, Kevlar brake pads, sway

bar (front & rear, battery cut off switch, limited slip, slotted rotors (front & back), 8" Fuchs-front, 9" Fuchs-rear. Armando Ocampo. 310-793-2310. tmccree@ap-construction.com

### Porsche 944 Spec Track/Street Car

Professionally Built and Maintained. Partial build list; Short 5th Gear, LSD, PS, 30 mm Torsion Bars, Weltmeister Adjustable Front Sway Bar, Racers Edge Camber Plates, 400# springs, Porterfield pads front/ Pagid Orange pads rear, Bursch Header/Test Tube/ Alternate Cat (street legal-Smog) Quick Release Steering Wheel, Fire Extinguisher, Emergency Battery Cut-off, Choice of seats: MOMO Cup, EVO 2, Fresh Motor 3/06. This car is competitive, dependable, complete and ready to Race! Number 881. William Addy.theaddys@san.rr.com

### 1985 Porsche 911 V3/R5 Class

#### PRICE: \$35,000.

Fresh 3.2 and 915w/gears, new fr. rotors-brakes, 2sets of wheels, fire system, fuel cell, full cage, wide body. Constructed by Carlos Granados at Stuttgart Automotive. Includes 24' Enclosed Haulmark Race Trailer w/awning, tire rack, storage, caddys, work bench and tool box. Call Carlos for techno-details at 909-595-1936. Mark Williams. 805-445-2998. momark530@yahoo.com

### 1987 Porsche 930

#### PRICE: \$49,000

Driver of the Year Race Car VO/R2 Champion. Very fast, very clean. Multiple championships, multiple track records. Perfect car for POC STS, TT, and CR; 3.4 liter turbo engine built by Werks II/911 Design; Motec M48 engine management; JRZ suspension set up by GAS Motorsport; 27 gal Fuel Safe fuel cell; 2 sets 17" BBS wheels; S4 front brakes; gears, cams, headers, full cage built by Vision; 462 hp at rear wheels and 451 ft/lb torque; 1:25 lap time at Willow. Open trailer negotiable. Jeff Melnik. 805-895-7000. summbeach@aol.com

### 1978 Porsche 911SC Track Car in AZ

#### PRICE: \$18,000 OBO.

Track car ready for club racing, '83 3.0L FI Stock engine (80-90k miles), 915 trans w/Wevo Shifter & coupler, Sparco race seats (2), Momo removable wheel, Rollcage, fuel cell, new valances, McCabe racing headers, Oil cooler, Adjustable torsion bars front & rear, 4 corner balanced, Fuch 7" & 8", Toyo R1 tires (new), Car holds track record for NASA time trial "D" class at PIR raceway, Phoenix, AZ; Car runs great and fun to drive. Call John at 928-379-1936 Chino Valley, AZ (90 miles N. of Phoenix). Dave Dailey. 951-317-4290. bigequip@sbcglobal.net

### 1989 Dodge Daytona Shelby

#### PRICE: \$9,000

2 tone White/Silver 89 Dodge Daytona Shelby with blue racing stripes. New: engine, paint, alarm, interior, tires. Runs Great! Only needs a driver. Eugene Elder. 805-987-5454. eugene@expdatasol.com

## WANTED:

### 1984 Porsche 928s Fuel Pump

I need a 6 speed 993 G50/20 bellhousing. Please write and tell me what you have. Jim Dorociak. jdorociak@adelphia.net. 805-498-7261

### Porsche 993 6 Speed Bellhousing

I need a 6 speed 993 G50/20 bellhousing. Please write and tell me what you have. Jim Dorociak. jdorociak@adelphia.net. 805-498-7261

# ONE

# SHORT TRACK SERIES

STORY BY TOM VAN AKEN PHOTOGRAPHY BY DAVID R. JOHNSON



## RIGHT PAGE

- 1\_Bill Greenwait
- 2\_Magnus Walker
- 3\_Chet Forney and the Boys
- 4\_Marty Mehterian
- 5\_Perry Bradshaw
- 6\_Jacqueline Liu
- 7\_Todd Richmond
- 8\_Mike Mastrocovo



1



4



5



1



3



2



6



2



4



3



7

LEFT PAGE	RIGHT PAGE:
1_Alex Felton	1_Jim Lo
2_Eric Olberz	2_Michael Essa
3_Bob Thacker	3_Martin Schacht
4_Derick Shiba	4_Dick Schmidt
5_Kevin Reynold	
6_Jim Planet	
7_Tom Van Aken	

This is the first event at which I have personally experienced rain. We were able to get through the morning and go through the usual functions such as skid pad, tech talk and walking/driving the track. We had a minor snafu with a late lunch (that will be remedied), and then we had to make a decision of whether to go on the track or not. Marty, Bill and I gathered the instructors and discussed the rain issue. Although it wasn't raining hard, the track was still wet. The decision was made to run the track. All students have

instructors or are supposed to have, so we decided to run and give the students a little "extra" with the wet effect. All turned out well without incident. Some of the old timers told me stories of when the POC used to run regardless of weather. With so many students these days we will have to make those decisions as they come up. All in all, the Short Track Series continues to grow. I think we had one of the largest entries of students thus far.

Saturday we originally had a sold out day, and after a few no shows due to the dubious weather, we still registered about a hundred cars. The weather still didn't look too good, but we continued and the track dried out and the weather got better as the day went on. I still talk to people at the track and dream of where we can take the short track series next and still be on a race track/course. Just when you think we are at a dead end, a huge light shines and all hope is restored. The next event is going to be huge. I can't wait to read the article that will cover that weekend. Maybe we can get our new leader El Presidente Mr. Bill Bodine to write us one of his entertaining articles to put us in stitches. Look for the next STS article: it is going to be huge!

# 2007 TOP TECH PICKS

Velocity asked our advertisers and sponsors to weigh in on their picks for new advances in technology that they thought would be meaningful to our readership. They've come up with products that translate into value, increased safety, and of course, mo' power!

Read on to see what they have to say.

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## ARLAN MOTORSPORTS: PERFORMANCE FRICTION BRAKES

The Performance Friction Brakes rotors and pads offered for all late model Porsche 996/997s perform better and outlast OE Porsche Motorsport components—enough to cut costs for brakes in half over a season of POC Cup Racing. That's a savings of \$4,000 or more per season and better braking. That's why the entire podium at the 2006 Tribute have been running PFC brakes for the past two or three seasons. If better braking is enough, how about cutting the annual cost to replace brake components in half?

Made in the USA, Performance Friction Corp. (PFC) has been building brakes for winning GT and Touring cars for more than a decade and are on more championship winning cars worldwide than all other manufacturers combined.

PFC racing brake pads are available in several compounds (and we carry the compounds most in demand) for both road going and race model

Porsches. PFC race pads are easy on rotors as compared to typical race pads, but provide aggressive braking ability and they are easy to modulate braking deep into the corners.

PFC wanted the best performing brake rotors possible, so they went after the very best metallurgy available, working closely with leading universities to develop the best possible materials for their product. They also looked at other aspects of friction materials to determine how to make them last under racing conditions. They learned how important the machining of the rotor is to extending its life and implemented those techniques to manufacture their rotors. Using light alloy hats they reduced the weight of the rotors dramatically while typically increasing rotor diameter where allowed. PFC's fully floating rotors prevent typical wheel bearing movement from driving brake pistons back into the calipers, and therefore maintain a higher brake pedal that is reassuring as you drive deep into corners.





PFC's racing calipers set a new standard during the 2004 24 Hours of Daytona with the development of their quick change pad design. Those same PFC calipers, rotors and pads were on the 2006 Le Mans GT class winner. They are seen on many of the leading as well as championship winning Daytona prototypes in addition GT cars in FIA, GrandAm, ALMS and Porsche Club Racing. Performance Friction has developed special front and rear brake packages to meet the rules for specific race classes such as GrandAm's GT and GS classes.

Beginning in 2006, PFC started producing special versions of their famous race rotors for road going car models. These floating rotors use dimples rather than slotting for reducing braking noise and anti-rattle springs are included with the bobbin assemblies to

further minimize noise. Currently they are available for front rotor applications on 996/997 Carrera and Boxster S (318mm), and 996 GT2 and GT3 models (350mm). Other new applications are in development.

Performance Friction Brakes (Pads, Rotors and Calipers) are available for late model Porsche 986/987 Boxster S, 996/997 Carrera 2/4, 996 GT3, 996 GT3 Cup, 996 GT3 R/RS/RSR, 997 GT3 Cup, and 997 GT3 RSR. Specially prepared sets are also available for the early 1998-2001 996 GT3 Cup cars. ARLAN Motorsport is a Master Warehouse Distributor for Performance Friction Brakes.

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## RENNWORX: CARBON FIBER ROAD WHEELS

It was only a matter of time until race bred innovations brought the latest in carbon fiber technology to the street. That time has arrived. Rennworx Ltd. Inc., the source for exclusive brands such as Work Wheels, Manthey, and other high performance brands, is now the first and exclusive US distributor for the worlds lightest Street/Race Carbon Fiber/Magnesium wheels! Developed by DYMAG in the UK, and fit to the world's most exotic supercars including the Koenigsegg CCX, Ascari and Mosler, these wheels are the lightest, most sophisticated automotive wheels currently available. Each DYMAG wheel is made up of a carbon fiber barrel and forged magnesium center disc. Center disc and barrel are attached by specially coated titanium hardware.

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the wheel ratio, significantly reducing the moment of inertia and drastically reducing the amount of power required to turn the wheel. Consider that a standard Porsche 18" wheel weighs about 30.86 pounds, the DYMAG Carbon Fiber/Magnesium equivalent weighs around 13.23 pounds, for a total weight savings of approximately 70.55 pounds per package!

The effect of carbon/magnesium wheels when fitted to the car is to reduce the gyroscope effect of the wheel and ultimately producing the following effects:

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3. Lighter, sharper steering
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5. More stable tire temperatures
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And don't overlook the visual impact which is nothing short of stunning! Center discs can be color coded to match or contrast the vehicle's color.

In addition to fitments for Ferrari, Porsche Carrera GT and other high end vehicles, Rennworx will custom build new Carbon Fiber/Magnesium wheels in 18", 19" and 20" sizes to fit virtually any make and model.

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# Banquet at the Beach

STORY BY CHRISTOPHER AND LISA WILES PHOTOGRAPHY BY SARI MAKKI

### Opening Scene:

It's a sunny and beautiful afternoon. Christopher and Lisa Wiles are sitting in their backyard enjoying the warm afternoon weather, looking through the daily mail. In the mail is a letter from the Jonathan Club; it doesn't look like the usual monthly statement... what could it be? With great anticipation, the letter is opened. The letter reads as follows:

### Dear Christopher and Lisa,

As long time members of the Jonathan Club we are certain you know the club rules. In regard to the party you sponsored for the Porsche Owners Club, on January 20, 2007, there have been several complaints registered. Never in the history of the Jonathan Club has there ever been such a noisy gathering. There were reports of men (mostly overweight and old) in drag; this is never to be tolerated. As reported by the staff, there was excessive drinking, laughter, and eating followed by what some people might have called dancing. Not to mention the ruckus over the videos being watched during the cocktail hour. Due to the excessive nature of these offenses, we feel obligated to terminate your membership in the club.

Please turn in your Jonathan Club towels, flip flops and have a nice day.

Sincerely,

Members for a Better Jonathan Club ▶

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**Closing scene:**

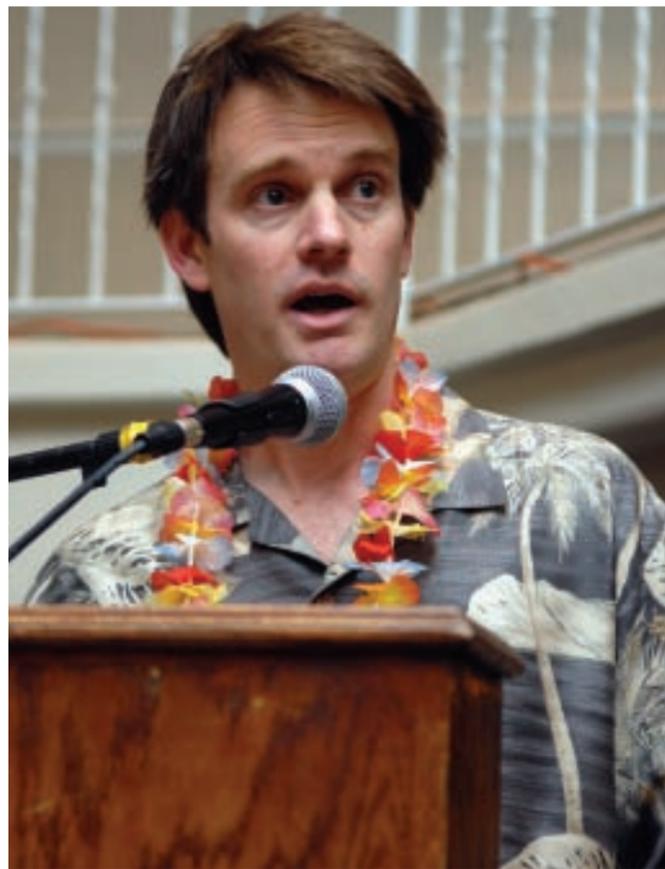
The letter falls to the ground, Christopher and Lisa sit quietly in shock. Christopher looks at Lisa and exclaims, “Oh boy, no more club dues—honey, can I buy a cup car?”

Rewind to a few days earlier, January 20th. The location is the Jonathan Club at Santa Monica Beach. The time is 6 pm.

The Catalina Room is beautifully decorated and very elegant...two stories of sheer sophistication. The tables are set, the stage is assembled, the band arrives and begins to set up. The bars upstairs and out on the veranda are stocked with the finest alcohol and the wait staff are busy filling water glasses and butter dishes.

**The Evening Begins.**

As in most stories about the Porsche Owners Club, Miss Laurie Taylor arrives early and sets up for our members and their spouses. Steve Ziesing has arrives early as well and helps out with registration. It’s a beautiful evening at the beach, and as the sun begins to set on the Pacific a slight arctic chill fills the air. The outdoor heaters are turned on and the temperature on the veranda warms up to a balmy 65. This year’s theme is a “Hawaiian Affair” and leis are presented to our arriving guests. During cocktails, we are once again entertained by Jeff Erickson’s extraordinary in-car videos. This year, one of the more exciting clips includes the Orange race at Laguna Seca. Our guests find themselves mesmerized as they watch Andrew Bloch maneuvering his car to avoid a horrific high speed crash with Athan Aronis. Great videos, plenty of libations and hot hors-d’oeuvres make for a fun start to our evening.



Master of Ceremonies and long time BOD member Bill Bodine welcomes us all to the banquet and asks us to take our seats. Bill introduces our current BOD President Greg Franz. Greg welcomes us all to the 51st Porsche Owners Club Banquet and introduces our special guests. From Porsche Motorsports North America are Uwe and Else Brettel, and Alwin and Youlande Springer, and representing Porsche Cars North America are Steve Krysil and Doug Battie. Greg also introduces famed Porsche factory race car driver Patrick Long and his girlfriend Brooke.

Despite the gaiety of the evening, this event is also a business affair, as Greg Franz calls out, "I note that under our bylaws there is a quorum of the membership present. I call this annual meeting of the Porsche Owners Club, Inc., to order." On to official business. Greg welcomes Leonard Schenkel, Treasurer, to the stage to make his pronouncement. Leonard "Sugar Lips" Schenkel proclaims, "I am pleased to report that a financial statement has been submitted to the directors each month, that all required tax returns and federal and state forms have been filed on time, and the club treasury is solvent." Secretary Ross Clardy is introduced and called to the podium, where he declares, "All minutes of meetings held during 2006 have been approved by the Board of Directors, and are on file and available for examination."



Greg Franz thanks the 2006 Board for their service and installs the 2007 Board. The 2007 Board is comprised of Bill Bodine, President; Leonard Schenkel, Treasurer; Ross Clardy, Secretary; Jeff Melnik, Director of Motorsports; Jackie Ginsburg, Director of Media, and Martin Schacht, Director of Time Trials and Short Track. Current Board member and long time friend Glen Uslan has chosen to step down this year. Christopher Wiles has been appointed to replace Glen. Christopher will be the Director of Marketing.

In keeping with the spirit of the evening, Lisa Wiles was kind enough to bring out some grass skirts for the BOD. Other than Jackie and Leonard, not one board member had the legs to carry it off.

As Greg's last official act as President he announced, "No notice of other business has been received, therefore I declare this annual meeting adjourned." A loud applause erupted from the room and the real festivities began!

The Jonathan Club is renowned for its wonderful menu and our banquet was no exception—the food was excellent. You could tell how great the food is by the lack of talking and the sounds of muffled chewing.

As the dining subsided, newly appointed President Bill Bodine came back to the stage to start up the awards section of the evening. One of the club's newest awards "The John Deere Award," was presented to the driver with the season's best off road experience. Robert "Billionaire Bob" Rodriguez made a brief introduction and delivered this significant award to Alex Felton. ▶



The Porsche Owners Club is a service driven organization. Without the unselfish efforts of our members this club would not function. At the banquet we showed our appreciation to the many that stepped forward for the club. 2006 noteworthy members were: Alain and Nancy Jamar, Leonard Schenkel, Tom Van Aken, Dr. Mary Anne Melnik, Howard Lewis, Steve Alarcon, Dylan Scott, Bill Bodine, Marty Mehterian, Christopher and Lisa Wiles and Laurie Taylor.

Another group of hard working and dedicated members are the Competition Committee. The committee is headed by Mike Monsalve and his team members are Doug Baron, Loren Beggs, Steve Parker, Jeff Erickson, Ted White, Marty Mehterian, and Michael Essa.

An always anticipated spot in the program is the raffle. A big thanks to those that donated; Mike Hammond/Hamlain, Ltd., Performance Products, Hoosier Tire, Yokohama/Trackside Performance, DPS Motorsports, and Bill Bodine. Much to Lisa's disappointment, Christopher once again did not win the tires.

At this time, Tom Van Aken stepped up to the podium to award the 2006 Short Track Champions.



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	Stephen 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

Glen Uslan came up next to present the 2006 Solo Sprint Championship awards.

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
JI	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

And lastly, but not least Jeff Melnik presented the 2006 Cup Racing awards.

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

2006's prestigious award winners were:

BILL BARTEE DRIVER OF THE YEAR **ERIC OLBERZ**

ROOKIE OF THE YEAR **ALEX FELTON**

JOEL RATLIFF SPIRIT AWARD **DYLAN SCOTT**

MOST IMPROVED DRIVER OF THE YEAR **MARK FOLEY**

MEMBER OF THE YEAR **MARTY MEHTERIAN**

SERVICE POINTS CHAMPION **BRUCE WELLS**

TOPPER CHASSÉ COMPETITION POINTS CHAMPION **ROBERT TAYLOR**

This year, unlike many previous banquets, we decided to forgo the usual guest speaker and instead offer our members dancing and conversation. This made for a very social evening and gave our fellow members a chance to get to know one another off track. We hired a band— Mid-Life Crisis (the name of the group, not what most of us are going through)—and they played great music. Our members were on the dance floor showing us what they had, and boy, they had a lot. Ross Clardy and his wife, Janet danced until Ross' back gave out. Carolyn Pappas and Bob Whyte were dancing 'til the very end, and Ted Frech was seen dancing with his new wife, Carol.

Great food, friends, and dancing made for a wonderful evening; throw in a few awards and you have a Porsche Owners Club banquet. It was a pleasure once again to be a part of the and we look forward to a great 2007 season. See you at the track. Aloha! ●



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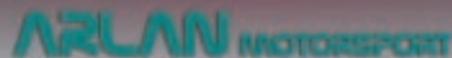
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# REARVIEWMIRROR

STORY BY **NANCY JAMAR**

AROUND TWO YEARS AGO, I RECEIVED A CALL FROM LONG-TIME CLUB MEMBER DON DOTZAUER, WHO MADE A MOST GENEROUS GIFT TO THE MAGAZINE OF HIS ACCUMULATED BACK ISSUES OF THE CLUB'S NEWSLETTERS. A POWERFUL SAVER, DON'S ARCHIVE SPANNED NEARLY THE ENTIRE LIFE OF THE POC, STARTING WITH ISSUES FROM 1958.

THIS YEAR, WE'LL START MINING THIS MOTHER LODE OF MEMORIES, AND REVISIT A FEW OF THEM WITH EACH ISSUE OF VELOCITY TO GET A SNAPSHOT OF OUR CLUB AND ITS MEMBERS OVER THE YEARS.

**SNAPSHOT ONE  
MARCH 1959  
VOLUME 4, NUMBER 9**

FRONT PAGE NEWS (REPRINTED FROM WESTWAYS), THE CLUB'S NEWSLETTER STARTS OFF WITH "THE CASE FOR AUTOMOBILE SEAT BELTS." AS THE POC IS KNOWN FOR ITS ATTENTION TO DRIVER SAFETY, I WAS REASSURED TO SEE THIS COMMITMENT TO SAFETY EVEN IN THE CLUB'S INFANCY. AS NOTED ON THE BACK COVER, YOU COULD GET A SUBSCRIPTION TO CHRISTOPHORUS FOR \$3.60. ALSO IN THIS ISSUE, SOME CLASSIFIED ADS THAT WOULD PUT EVEN AUTOWEEK'S "IMMORTAL GLASSY-EYED" TO SHAME...

**FOR SALE**

#40 Porsche Spyder. Most sanitary type 590 in Southern California, I think. Carefully maintained and very reliable. Extra wheels, tires, miscellaneous spares and trailer.  
Ready to race -- \$3700.00  
J.F. Davis -- EX 1-3605  
219 Bolt Street  
Playa del Rey, California  
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Speedster Hardtop and sliding plastic windows. Also, Abarth muffler (Porsche).  
Jim Laschiver -- Eastgate 2-2331  
15900 Rinaldi Street Ext.1826  
Granada Hills, Calif.  
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Porsche tonneau cover - tan. New. \$25.00  
G. P. Frisau -- PO 16257  
3556 Rhodes Ave.  
Studio City, Calif.  
\*\*\*

Roll Bar for Porsche Speedster, racing wind screen, tow bar, nerfing bumpers... all for \$50.00.  
Mike Taylor -- NO 15671  
1385 Maltman Ave.  
Los Angeles 26, Calif.

**SNAPSHOT 2  
DECEMBER 1969  
VOLUME 15, NUMBER 6**



ANOTHER IRRESISTIBLE SHOT, THIS ONE SNAPPED AT DAYTONA, AND INCLUDED IN AN ARTICLE CHRONICLING THE TRANSPORT OF JIM COOK'S AND BOB KIRBY'S CARS TO DAYTONA AND THEIR FURTHER ADVENTURES. MILT MINTER AND ALAN JOHNSON WERE ALSO THERE FOR THE EVENT, WITH MILT TAKING THE POLE AND THE RACE. DICK BARBOUR ALSO SHOWED, PILOTING THE LONE 904 IN THE FIELD. THE ARTICLE WAS TITLED, "THE IDIOTS AND THE ODYSSEY," BUT I JUST PLAIN LOVED THE MINI SKIRTS AND THE GO-GO BOOTS.



**SNAPSHOT 3**  
**OCTOBER 1969**  
**VOLUME 15, NUMBER 4**

JUST LOVED THIS PHOTO. IT WAS THE CENTER SPREAD IN THIS ISSUE, AND SHOWS A FULL FIELD OF CARS AT ORANGE COUNTY INTERNATIONAL RACEWAY AT RIVERSIDE, NOW JUST A MEMORY. YOU WON'T SEE MANY HAY BALES AT THE TRACK NOWADAYS, EITHER. THE FIELD THAT DAY IN 1969 INCLUDED THE FORD, DATSUN, SUNBEAM, FERRARI, TRIUMPH, LOTUS, BRABHAM, COOPER, ALFA ROMEO, MORGAN AND BMW MARQUES, IN ADDITION TO THE OBLIGATORY PORSCHEs. MUCH EQUAL OPPORTUNITY FUN HAD BY ALL...

**SNAPSHOT 4**  
**MAY 1969**  
**VOLUME 14, NUMBER 11**

WELL, WE CAN QUIT PATTING OURSELVES ON THE BACK FOR MAKING IT ONTO THE SMALL SCREEN. PAGE 11 OF THIS NEWSLETTER BRINGS TO OUR ATTENTION THE POC'S TELEVISION DEBUT! SEEMS BOB BONDURANT NEEDED SOME RACE CARS FOR A TELEVISION COMMERCIAL HE WAS FILMING, AND HE KNEW RIGHT WHERE TO GO. WE GOT YOUR BACK, BOB!



**THE POC DEBUTS ON TV**

The POC was contacted last March by Bob Bondurant to scrape up some race cars for a Sunbeam Shaver television commercial. By Monday, March 17th, Harry Haggard, Charlie Akly, Brant Doell, and Dick Barbour had agreed to bring their race cars out the following day for their debut.

Contacting POC Race Team drivers was about as easy as getting Ralph Campbell to loan you a dime. Bruce Campbell moved to Beverly Hills (no phone yet), Bob Kirby had his head in his secretary's drawer looking for the POC checkbook, Alan Johnson was already involved in "The Love Bug", and Jim Cook drove a Roadster. (They only wanted '904's, '906's, and anything else over ten grand.)

Tuesday morning everyone was to meet Bob Bondurant at Orange County Raceway. Charlie Akly arrived at 1 o'clock in his VW Putt-a-Porsche truck followed by a red Coupe who just wanted to know where Charlie was going. Standing around in their gold lame driving suits and diamond-studded racing boots were our doomed-for-stardom Race Team. Well, actually only two of them brought driving suits and one wore green tennis shoes. They had some pretty stiff fashion competition. The director was garbed in a leather vest with matching bell-bottom pants, boots, and a something-or-other shirt. Dick Barbour really wanted a pair of those pants. Being too shy to inquire, Dick asked Harry Haggard to find out about getting the pants, but Harry wouldn't do it either. Dick didn't get the pants. Brant Doell had to leave for a meeting, so he gave the '906 keys to Bob Bondurant and left.

Meanwhile, back by the Langendorf bread truck, the star and his camera crew were flitting around accomplishing nothing. There were some Group 7 cars there from Bob's driving school (and another '904 driver who stuck with us). The star would drive around the track shifting at VW RPM's making grimacing faces while the camera man squatted egg-laying-style across the front taking exciting shots at 30 MPH. Actually the star wasn't so bad except for his tuggy World War I flight suit and flaming red polka dot scarf waving behind.

Eventually, by about 5 o'clock, the Porsches got out on the track. They were doing great until the bell-bottomed director called a drivers meeting and informed them they were going too fast for the camera man to keep up. There seemed to be a difference of opinion as to what a race should look like. Hollywood likes everybody close together looking fiercely at each other while their engines are popping and spattering at 2300 RPM. They did get some good sounds from Brant's '906 with Bob Bondurant driving.

Somebody dug up a dune buggy which they parked in the grass for some real exciting shots. The star sat in the car while two others rocked the buggy to the tune of "Grand Prix". The star was supposed to be shaving with his Sunbeam while dreaming about racing down the main drag at Orange County Raceway. Possibly the gimmick is going to be a free '904 with the purchase of a new Sunbeam Electric Shaver.

This commercial should be shown sometime after October, so watch for our POC Television Race Team.

Bobbee Nylander

# FIRST IN A SERIES...

STORY BY **BOB READ** PHOTOGRAPHY BY **ANTHONY BUTAC**

WHEN NANCY (OR WAS IT OUR NEW AND BEARDED PRES) GRACIOUSLY ACCEPTED MY FIRST *VELOCITY* WORDS, THEY ASKED IF I COULD INCLUDE SOMETHING ABOUT THE UPCOMING VEGAS WEEKEND, WHICH WOULD BE, AND NOW IS, MY FIRST PORSCHE RACE AS A RED DOT ROOKIE.

MY FIRST *VELOCITY* ARTICLE WAS MERELY ABOUT THE PROCESS OF GETTING HERE. DE DAYS, DRIVING WELL, GETTING A RACE CAR, PASSING THE POC RACER'S CLINIC LAST DECEMBER.

I HAD NO NEW IDEAS LAST WEEK, I WAS STRESSED, I WAS TAPPED OUT.

NO SLEEP FOR TWO WEEKS, PANIC SETTING IN, ANTI-PSYCHOTICS FAILING ME AT EVERY CORNER (AS OPPOSED TO EVERY TURN, MY NEW FRIENDS). I AM OVERWHELMED! ▶

867: Al Prebel

813: Bob Read

## Being There Friday

Arrived, parked trailers, registered with Lori, Jeff and Bill in the dark. Thanks, folks! Good to see you this new season. Nervous anticipation. Early to the track, drove a few sessions, never checked times, smoked by the monster cars, but really, who cares? (I want Loren's sun roof!) Learning the new 996 Cup car and track, I headed slowly toward the 1:58s, while the rest of the GTC3ers were heading far, far south of that.

## The Blame Game or... spend more money?

I torment my Le Mans winning mechanic, Kent. The car stinks! I am not worthy! I stink! My mechanic stinks! Why are we here! Teenage angst sets in, decades after the fact. (Is this proof we never grow old? I love this thought process!)

I am such a whiner. I love a perfectly balanced car. My former GT3 street/track car was perfectly balanced, Motons, monster springs and all. 5Dog Yellow (ask me in person, a sad story) drove like a mid engine car on studs in a snowstorm! Fellow Drivers, I can only share with you this...my Cup car is awful!

Bob: "Kent, make me a great car!"

Kent: "No, You Idiot, this is a spec series, just learn to drive!"

## Saturday Qualifying

First with POC, but certainly not my first qualifying session. I am ready! After all, I piloted a spectacularly slow 90 hp Miata at the Miller 4.5 NASA weekend last year. I read War and Peace on the home straight, hoping turn one would arrive this century. No one ahead, no one behind. A good sign! DFL to impound, happy with my first race, I was DQ'd for being 30 lbs. too light. Excuse me? GCRs?

Naive and thoughtless, I still believe I am good at qualifying. Knowing that Kevin's motor is a month late to grid, Drew (haven't met you yet, so... Hi!) John G, and my nemesis, John Keene, a GT3 bud from my street GT3 days, will smoke me (Quelle surprise!). Had no idea Les

was in Warren's car, way ahead, and quiet Brian just plain drives well. I am happy with my 1:56:25, way off pace, but two seconds better than any of my practices, and darn close to Salt Lake friend Al's 1:56:11. Nice!

## My First Real Race

Far exceeded my expectations! In the wrong direction! Plain and simple, I have a million excuses, but the crushing, Roman Catholic pressure of childhood did me in (see, it's easy to blame something else, isn't it? I sure do!)

I started poorly, selecting first in the crawl toward the green flag. Floored it, noise, smoke, colors in my mirrors. Only to find that the rev limiter really does work. Five million cars passed me before the tower!

15 laps later, I saw my first POC checker. Deeply depressed, I head to impound. I am a loser, no one will look me in the eye. I am bummed out.

Hmmm...while sitting in my car, window closed, John Payne walks up, knocks on the plastic (true folks), and reminds me that this is supposed to be fun. While I couldn't accept his words at the time, he is so exactly right.

While I know John's comments to be true, it takes time to reflect.

Stunned by my poor showing first Red Race (so I think), confidence buried in the balance of my sold car, I am not sure I can continue.

Deeply depressed, I call Vijay, my mentor, friend, and Grand Am pro rookie of the year. He is a few years ahead of me, and I know he understands my pain. He listens, and reminds me that this is a singular journey. Like Bode Miller, we can only do what we are capable of at that moment. How true is that!

## Sunday's Placebo Effect.

### What the crew chief never tells you

Bill Rayder, TRG/Flying Lizard crew chief, also listened to Saturday's sordid tale of woe and said if a driver isn't confident in the car, he can't go fast. He generously offered to come out early Sunday a.m., sweep the rear suspension

during the first practice to give the car a better balance. (Remember drivers, with a whopping few hours in the car, almost none at speed, I hate it!). Three laps into a sunny, stress free Sunday 8:20 a.m. practice, I blaze (yes, at pit limiter settings), to the hot pits. Bill jumps into the passenger side, taps his magic on the rear rebound while Johnny bleeds off the excess tire pressure. Door slams, Johnny cleared, Bill eyeballs the car, and, waves me out hard. Effortlessly, I turn my fastest lap to date. We've made huge progress!

## Qualifying Sunday

Lo and behold, Bill gave me the magic placebo pill (In thinking again, I believe he did virtually nothing to my car, but a lot to my psyche!), I turn 2.5 seconds quicker, a 1:53:98. Certainly not at the front of the field, but close enough to race.

## The Race

Excellent start, no missed shifts, piled into turn one on the outside, battled a crowd all the way to T5 and settled in. Good things are made of this! Many ahead, many behind, working each other through the race.

Me? A small, but very significant error in T6 (the fast right back stretch sweeper) on the second lap, eyes down, turn in 50 feet late, wheels drift into the marbles. My first time at race speed out there, I can only say that they really are that slippery! No worries, I looked up and drove off as if I meant it (thanks Jeff for the a.m. meeting pointer!) no spin, no problems. I lost a place, gained it back. (Ted, thanks for the fine challenge...we went at it for many laps).

In the end, this story is about my experience, not my results. Check the web site if it is important. For me, I told Craig last year that perhaps it is not about racing others, but only racing ourselves.

'Til next race, be safe and smile! ●

## CUP RACES ONE & TWO - FEBRUARY SECOND AND THIRD LAS VEGAS SPEEDWAY - OUTSIDE TRACK

### TIME TRIAL ONE

Class	Driver Name	Best Lap	Points
GT1	Eric Olberz	1:45.281	20
GTA	Blake Rosser	1:45.422	20
GTA	Frederick Chin	2:05.588	15
GT2	John H. Payne	1:52.592	20
GT2	John Potter	1:53.883	15
GTC-3	Les Long	1:52.802	20
GTC-3	Michael Boardman	1:54.380	15
GTC-3	Jeff Farmer	1:56.013	12
GTC-3	Kevin Reynolds	1:58.504	10
V3	Steve Alarcon	1:55.736	20
V3	Michael Monsalve	1:56.144	15
V3	Steve Parker	1:58.243	12
V3	Andrew Block	1:58.405	10
V3	John Heldman	2:04.357	8
V1	Ted White	1:56.918	20
NP	Darin Kajioaka	1:59.699	20
NP	Todd Holzman	2:06.220	15
V2	Ed Muscat	2:02.666	20
BSR	Bill Bodine	2:04.464	20
BSR	Neil Alexander	2:14.783	15
MP	Reginald Colby	2:05.429	20
MP	Gary Goulet	2:08.853	15
JP	Chet Fortney	2:05.922	20
JP	Bob Thacker	2:07.238	15
JP	Scott Sookwongse	2:10.613	12
GSR	David Hirsch	2:06.262	20
GSR	John Momeyer	2:09.666	15
GSR	Cory Muscat	2:11.319	12
GSR	Donald Neville	2:18.627	10
V4	Greg Fullmer	2:07.784	20
V4	Jeff Hollander	2:13.676	15
V4	Keith Hulley	2:14.994	12
V4	Steve Willie	2:17.889	10
GP	Carolyn Pappas	2:20.455	20
LP	Martin Schacht	2:07.944	20
NI	Ken Agena	2:08.680	20
V5	William Noblitt	2:08.940	20
NS	Randolph Cherewick	2:09.227	20
BSX	Marc Jannone	2:10.627	20
BSX	Richard Jannone	2:26.984	15
HP	Walter Airth	2:12.715	20
II	Jacqueline G	2:14.851	20
JI	Michael Takaki	2:16.139	20
JS	Craig Swetland	2:20.760	20

### RED CUP RACE ONE

POS	Class	Driver Name	Best Lap
1	GT1	Eric Olberz	01:46.0
2	GTA	Blake Rosser	01:46.7
3	GT1	Galen Bieker	01:47.3
4	GT1	Loren Beggs	01:45.8
5	GTC-4	Bob Faieta	01:48.9
6	GTC-4	Steven Goldman	01:49.8
7	GTC-4	Melanie Snow	01:49.4
8	GT1	Robert Rodriguez	01:49.7
9	GTC-3	Drew Waterhouse	01:49.7
10	GTC-3	Les Long	01:53.0
11	GTC-3	Brian Wong	01:52.8
12	R2	Bill Dawson	01:54.0
13	GT2	John H. Payne	01:53.8
14	GTC-3	John Keane	01:53.4
15	GTC-3	Al Preble	01:54.1
16	GT2	John Potter	01:55.5
17	GT2	Jim Copp	01:56.6
18	GTC-3	Bob Read	01:57.7
19	GTC-3	Jeff Farmer	01:57.9
20	R3	Ted White	01:58.8
21	R3	Behrouz Salehi	01:59.3

### RED CUP RACE TWO

POS	Class	Driver Name	Best Lap
1	GTA	Blake Rosser	01:45.2
2	GT1	Loren Beggs	01:45.4
3	GT1	Eric Olberz	01:45.5
4	GTC-4	Bob Faieta	01:48.1
5	GT1	Galen Bieker	01:46.5
6	GTC-4	Steven Goldman	01:49.5
7	GTC-3	Drew Waterhouse	01:50.1
8	GT1	Robert Rodriguez	01:50.2
9	R2	Bill Dawson	01:52.3
10	GTC-3	Les Long	01:52.7
11	GT2	John H. Payne	01:53.3
12	GTC-3	John Keane	01:52.6
13	GTC-3	Al Preble	01:53.9
14	GTC-3	Bob Read	01:55.3
15	R3	Ted White	01:56.1
16	GTC-3	Jeff Farmer	01:55.8
17	GT2	Jim Copp	01:57.0
18	R3	Behrouz Salehi	02:00.5
19	GTC-3	Brian Wong	01:51.0
20	GT2	John Potter	01:55.3

### ORANGE CUP RACE ONE

POS	Class	Driver Name	Best Lap
1	R5	Michael Monsalve	01:56.8
2	R5	Steve Alarcon	01:56.4
3	R5	Athan Aronis	01:57.8
4	R5	Kip Waterhouse	01:57.4
5	R5	Steve Parker	01:58.7
6	R5	Paul Barnes	02:03.8
7	R5	Andrew Bloch	02:01.1
8	BSR	Bill Bodine	02:05.6
9	R5	John Heldman	02:05.1
10	R6	Bruce Wells	02:05.3
11	R9S	Mark Foley	02:06.8
12	R9S	Pete Yousko	02:06.8
13	BSR	Tom Bosley	02:08.1
14	R9S	David Hirsch	02:07.8
15	R6	Scott Sookwongse	02:08.1
16	R7	William Noblitt	02:08.0
17	R7	Jerry Blazek	02:10.4
18	R6	Albert Upsher	02:10.5
19	R9S	Jim Richmond	02:10.4
20	R9S	John Monmeyer	02:11.2
21	R9S	Tim Meyer	02:10.5
22	BSR	Neil Alexander	02:14.7
DQ	R6	Robert Taylor	02:04.1
24	R8	Walter Airth	02:12.4
25	R8	Jacqueline G	02:16.7
26	BSR	Michael Essa	02:05.6
27	R5	James Steedman	02:00.6

### ORANGE CUP RACE TWO

POS	Class	Driver Name	Best Lap
1	R5	Steve Alarcon	01:56.0
2	R5	Athan Aronis	01:56.7
3	R5	Kip Waterhouse	01:58.1
4	R5	Andrew Bloch	01:58.7
5	R5	Steve Parker	01:58.0
6	R5	Paul Barnes	02:02.6
7	R5	John Heldman	02:03.3
8	BSR	Michael Essa	02:03.6
9	BSR	Bill Bodine	02:04.3
10	R9S	Pete Yousko	02:04.3
11	R9S	Mark Foley	02:04.7
12	R9S	David Hirsch	02:06.7
13	BSR	Tom Bosley	02:07.6
14	R6	Scott Sookwongse	02:08.8
15	R7	Jerry Blazek	02:09.7
16	R9S	Jim Richmond	02:10.1
17	R9S	Tim Meyer	02:10.1
18	R9S	John Momeyer	02:09.9
19	R7	William Noblitt	02:09.1
20	R6	Albert Upsher	02:10.2
21	R8	Walter Airth	02:12.2
22	BSR	Neil Alexander	02:12.9
23	R8	Jacqueline G	02:15.3
24	R5	Michael Monsalve	01:56.1

**SHORT TRACK SERIES ONE - JANUARY TWENTY EIGHT  
STREETS OF WILLOW COUNTER-CLOCKWISE WITH BOWL**

Class	Driver Name	Best Lap	Points	Class	Driver Name	Best Lap	Points	Class	Driver Name	Best Lap	Points
CI	Tom Regal	1:38.764	20	LS	Wills Greenwalt	1:33.321	20	EX	Michael Holgate	1:33.493	-
CI	Shane Stabile	1:40.534	15	LS	Attila Szilagyi	1:34.744	15	EX	James Aldana	1:33.864	-
CI	Regan Steedman	1:43.273	12	LS	Chad Carter	1:34.837	12	EX	Bill Beverly	1:33.976	-
CI	Matt Schneider	1:44.612	10	LS	Duane Selby	1:35.009	10	EX	Richard Shyu	1:37.485	-
GS	Wes Hambach	1:36.885	20	LS	William Fox	1:36.432	8	EX	Oscar Saldarriaga	1:38.500	-
GS	Daniel Cliffe	1:49.637	15	LS	Dan Iktani	1:37.111	6	EX	Daniel Granados	1:39.629	-
GS	Glenwood Gum	1:50.152	12	LS	Leland McArthy	1:37.515	5	EX	Gianelli Granados	1:39.632	-
GP	John Tyree	1:40.019	20	LS	Bill Greenwalt	1:38.964	4	EX	Craig Swetland	1:40.041	-
GP	Jackie Lu	1:46.408	15	LS	Quinn Thompson	1:39.839	3	EX	Robert Sipe	1:42.158	-
GSR	Stephen McConnell	1:35.736	20	LS	Andrew Weyman	1:40.324	2	EX	David Nakamoto	1:44.834	-
GSR	Donald Neville	1:36.263	15	LS	Randolph Cherewick	1:43.870	1	EX	Brent Kirston	1:45.678	-
GSR	Bradley Actis	1:39.341	12	LS	John Bell	1:46.485	1	EX	Jennifer Corrado	1:48.373	-
GSR	Dennis Bennett	1:39.383	10	LI	Tawik Benabdelijali	1:36.393	20	EX	Marina Rossato	1:50.475	-
BSR	Mike Essa	1:31.527	20	LP	Martin Schacht	1:30.600	20				
BSR	Bill Bodine	1:31.913	15	LP	Stephen Jones	1:41.011	15				
BSR	Ted Butch	1:41.251	12	MS	Guido Rietdijk	1:31.985	20				
HS	Lars Wikblad	1:38.360	20	MS	Kevin Westcott	1:39.890	15				
HS	Michael Ditri	1:42.950	15	MS	Randall James	1:40.999	12				
HP	Kent Lothringer	1:38.870	20	MI	John Cherniack	1:31.497	20				
HP	Tom Van Aken	1:41.413	15	MP	Reginald Colby	1:29.799	20				
IS	John Kamus	1:46.126	20	MP	Brian Vance	1:36.160	15				
II	Marshall Williams	1:31.764	20	MP	John Armstrong	1:38.788	12				
II	William Whitely	1:40.685	15	NS	Jon Wierks	1:32.662	20				
IP	Todd Richmond	1:32.793	20	NS	Jason Barrette	1:38.857	15				
IP	Greg Morrell	1:35.175	15	NI	Dave Miller	1:31.538	20				
JS	Brent Gokbudak	1:38.183	20	NI	Ken Agena	1:31.701	15				
JS	Mike Parker	1:39.043	15	NI	Victor Apostoulou	1:43.747	12				
JS	Ted Pao	1:41.807	12	NP	Kevin Reynolds	1:25.240	20				
JS	Derrick Shiba	1:46.667	10	V5	Robert Taylor	1:30.907	20				
JS	Juan Gonzales	1:51.965	8	V4	Jim Planet	1:31.281	20				
JL	Donald Kravig	1:32.658	20	V4	Chuck Miller	1:32.969	15				
JL	Bing Sokolsky	1:33.692	15	V4	Keith Hulley	1:33.426	1				
JL	Kurt Gokbudak	1:34.659	12	V3	Andy Ritter	1:31.481	20				
JL	Michael Takaki	1:34.860	10	V1	Steve Eguina	1:25.154	20				
JL	Ernie Gorrill	1:39.631	8	V1	Willy Leon	1:33.484	15				
JP	Bruce Wells	1:29.872	20	V1	Lisa Eguina	1:34.275	12				
JP	Chet Fortney	1:30.468	15	V1	Michael Mastrocovo	1:35.076	10				
JP	Dick Schmidt	1:30.587	12	V0	Marty Mehterian	1:24.551	20				
JP	Jeff Schmidt	1:31.452	10	<b>GT2</b>	<b>Alex Felton</b>	<b>1:21.477</b>	<b>FTD</b>				
JP	Bob Thacker	1:33.089	8	GT4	Eric Olberz	1:24.420	20				
JP	Perry Bradshaw	1:35.709	6	GTC	Mike Boardman	1:27.443	20				
JP	Linda Wonderly	1:57.309	5								
KS	Dayton Emerson	1:38.309	20								
KI	Chris Tallon	1:34.399	20								
KI	Jim Lo	1:44.598	15								
KI	Charley Wolk	1:50.588	12								

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# LAS VEGAS

## THE MYSTERY TRACK

STORY BY DAVID HIRSCH  
PHOTOGRAPHY BY ANTHONY BUTAC

It's a new track for us POC folks, so nobody knows what's in store for us. The stats look daunting: 18 turns including the chicanes, little or no landmarks, fast sweepers, slow decreasing radius turns, a long and narrow track, a wide straight that gets narrow very

quickly and we gotta' learn it fast. Let's keep it clean, folks, was the message Friday morning. And to add to the fear factor was our Fire and Safety expert reminding everyone that they will cut your car to get you out if necessary whether you wanted it or not.

Oh, and for me this was my first race as a newly Cup Licensed POC member so I had a lot to think about in addition to it being a new and highly technical track.

Nobody knew if this was going to be a track that we liked or not. There were a lot of questions that everyone was pondering like how should we set the cars up for this mystery track? There were a couple of PCA folks that had been on the track a few years ago for pointers, but we need to get out there and "just do it." This was going to be very busy weekend.

Well, I have to say that by the end of the day Friday after six (yes, six) sessions I think that this might have been one of my all time favorite track days with POC and I hadn't even done a race yet. 18 turns, 2.4 miles and 6 sessions is not practice, it's a workout! Can't forget that the weather was perfect. No rain or wind, and nice and cool. Let's go set some track records...that should be easy, it being our first time here and no records to break!

Saturday was interesting as there were those that knew the track from Friday and those that just got there scrambling to put it together fast as they had to race in a few sessions. Those that were TT'ing still had a day to gather it up, but still not a lot of time for this technical track.

Well the first green flag for POC (and for me as well) dropped on Saturday and we got off to a good start with the Orange Group. The racing was tight, and clean. There was a lot of potential for issues and

it went pretty well considering all of the possibilities. There some ferocious battles. Mike Monsalve and Steve Alarcon had an epic nose to tail fight from beginning to end with a .16 of a second finish. There were many class battles. R5 had a large field and there was always someone there to race. The new BSR (Spec Boxster) class had four participants and is turning out to be a class that is growing quickly as there are more cars currently being built. Bill Bodine won that race in his new BSR car to prove that he can drive everything. The R9S class had a great time with some new faces and a total of six cars with "sneaky" Pete Yousko pulling off the victory.

The Red Group is always exciting no matter what the venue is, but with that much horsepower and a turn one that looks like you need a needle and thread to get through it you know it will be wild. We weren't disappointed as Eric Olberz and his screaming 911 Design car were putting on quite a show with Blake Rosser hot on his tail. Eric won overall, and what a battle it was. There were other great battles in GTC-4 and GTC-3 as both had large fields. Bob Faieta and Drew Waterhouse won their respective classes. Quite an achievement with so much talent out there.

911 Design hosted a great cocktail party (might have been a victory party, though) that we all enjoyed and really added to the



LEFT:  
Data showing driver should be faster!  
RIGHT:  
AASCO Performance boys at speed  
Drew Waterhouse  
Athán Arónis and Mike Monsalve



fun weekend. Prizes were given out from Yokohama and Mechanix wear (thank you Todd and Kevin) that made it possible for everyone to be a potential winner.

GTC-4 and 3; Bob Faieta and Drew Waterhouse won their classes again, so you should keep your eye on these guys. I'd like to note that John Payne is a force to be reckoned with, as he also won on both days.

Sunday was the day of reckoning. Not only was it time for the TT'ers to post some records but there was some payback for the races the previous day. In the Orange Group the overall winner was Steve Alarcon as Mike Monsalves discovered that he had a quick release steering column! Steve and Athan had their battles though, so it was not an easy win. BSR had a different winner as Michael Essa pulled the win for the new class showing that not only can he build em' he can race em' too. Mark Foley was the R9S winner on day two keeping Pete very busy. In the Red Group the tables also turned as the overall winner was Blake Rosser in his new car with another great battle between him and Loren Beggs in his fire breathing monster. There was no reckoning in

It's TT time, and boy, were there a lot of records. As a matter of fact, one in every class.

Great job to all of those that made this happen. As usual, Jeff Melnick put together a flawless weekend with his new assistant Jim Marks. They make a great team. Also, kudos go to Martin Schacht as the TT ran smooth as glass. The new sheriff Steve Parker made his presence known and quickly earned everyone's respect in his new position. Marty Meherian kept his students out of trouble and certainly had a lot to teach them on this difficult track.

This track is just another reason that you gotta' love Vegas! ●



V4 newcomer  
Jessie Gervacio  
Saturday race  
R9S class winner  
Pete Yousko



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# On the outside looking in...

LAS VEGAS TIME TRIAL EVENT STORY BY MARTIN SCHACHT  
PHOTOGRAPHY BY ANTHONY BUTAC

The first weekend of February couldn't have come soon enough. It was the inaugural Time Trial event of 2007 (you'll note the words Time Trial have supplanted the short-lived Solo Sprint). The folks that could blow off work on Friday got in an extra practice day. I would have been there, too, but had a ride along with the boss on Thursday. We ended up working past 5:00 pm, not exactly the best time to start a 7+ hour tow to Las Vegas.

As the Speedway folks tell it, "A \$200 million state-of-the-art facility, Las Vegas Motor Speedway is the crown jewel of auto racing. The 1,600-acre complex has complete accommodations for virtually every form of motor sports activity, along with any type of function." But not so fast there, Sparky... we did not run the Speedway track, we ran their outside road course, a departure for the POC.

How does it compare to our traditional venue, the road course on the inside of the speedway? Not as fast, but it is very technical with lots of places designed for speed. It is exceptionally flat, and until you learn the course, you may find yourself occasionally lost. There are some very long, constant radius turns that require a double—and sometimes triple—apex. Having shown up on Saturday with no Friday practice day and marginal tires, I can tell you from experience that you need to learn the course well: There are corners that can bite you, and there are corners that are incredibly fun. You'll encounter some "S" corners where you can practice your "drive the Gators" drill. The Friday practice session gave lots of folks a head start. They were rolling by the time I got out on the track on Saturday. Two sessions later I was pretty well caught up, but that first one... ugly.

Saturday and Sunday, for the most part, the Time Trials ran as scheduled. Were we fast? Compared to what? This was POC's first time at this venue in the present configuration. As a result, all class winners set track records.

The Spec Boxsters, both BSR and BSX cars (Racer and Time Trial classes), really stood out. Bill Bodine was doing his best rocketship imitation, and not only is that car fast—it is loud. In BSX, although his final times do not indicate it, Marc Jannone was brutally fast, down in the 2:05s during practice. I know this very well as he was in my mirrors in a number of run sessions. Marc was sharing the car with his father...they were simply out of tires. Hats off to Marc and his dad for sharing their passion, and yes, as some may have guessed, the "kid" is quicker.

The Las Vegas Porsche contingent showed up big time, and it seems that most of them are driving GT3 cars prepared and maintained by Premier Sportscar Service, a POC Technical Station. As you may know, Premier (Kent Moore and his crew) prepares cars for Alex Job Racing, and their White Lightning car has won Le Mans. It seems that the GT3 guys like Kent's credentials, and as a result, he maintains a slew of cars for the locals.

I also saw a lot of cars there that are taken care of at Carl's place, the other Las Vegas POC Technical Station. Carl's has long been associated with the POC and racing.

Les Long's crew from Salt Lake City showed up, with plenty of high tech iron in a fine state of preparation. He had a least four cars in the event, most of which—including Les—did quite well.

A side bar to get your patriotic juices flowing: for those who may not know it, Las Vegas Motor Speedway's Outside Track is located across the street from the Nellis AFB runways. We saw numerous F-117 stealth fight-

ers doing touch and gos, and it was reported that that a B-2 stealth bomber did a fly by as well. And of course, lots of F-15s doing their thing as well...our own little mini air show as an added bonus.

After Saturday's rounds of TT practice and Cup Racing, we kicked off the "traditional" Saturday evening cocktail party with beer, wine and snacks for the attendees. We also had drawings for outstanding merchandise, including a set of racing tires. Kevin Reynolds, a big time POC supporter, produced over 50 sets of Mechanix Gloves to be awarded as prizes.

It was a great opportunity to meet up with old friends and make new ones. Of course those who later went to town (some were seen at The Palms; all cleaned up, too!), had their designated drivers. A classy bunch, these POC drivers and their families.

The Time Trials on Sunday were a treat to watch (as well as drive). Some of the quickest out there were the usual suspects, Eric Olberz and Blake Rosser. Eric in his Loren Beggs

prepared GT1 car and Blake in a very quick and loud GT3 RSR car running in GTA.

Jim Marks was our event master this weekend. He did an incredible job of keeping the event running smoothly and on time.

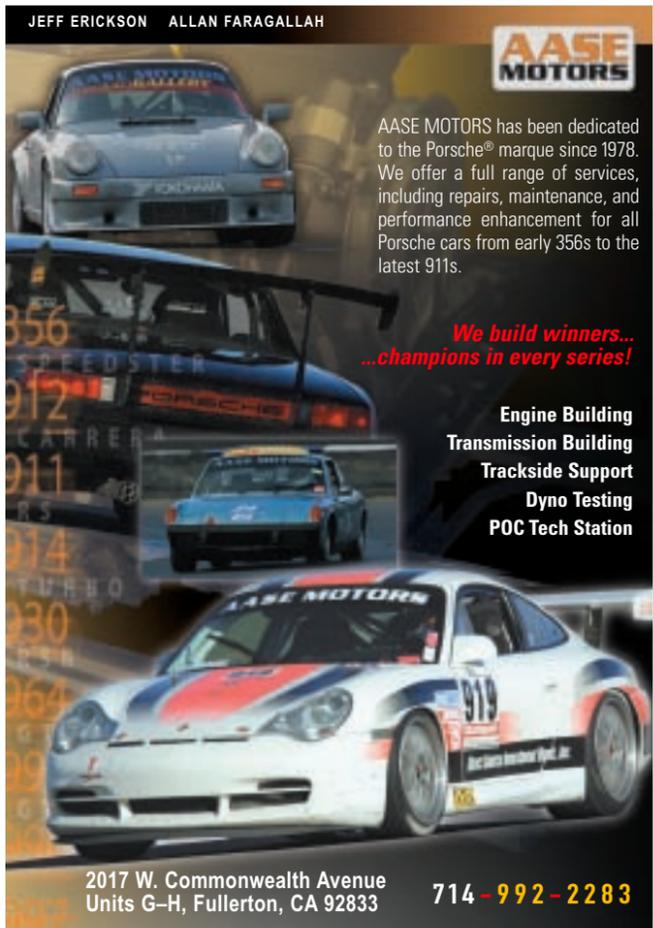
As expected, when the call went out for volunteers to help run the Time Trials, the tried and true were there: David Hirsch, Carolyn Pappas, Craig Swetland, and a new face, Reggie Colby. Reggie is fairly new to the club and has stepped up to volunteer. He will be doing some work with Jackie Ginsburg on the Membership Committee. And David, Carolyn and Craig, we can always count on them. I was willing to help, but they really didn't need me.

In conclusion, the drivers were surveyed on how they felt about running the Outside Track in contrast to the Speedway. I was not surprised to see that many preferred the Outside Track. This track rewards good, consistent and smooth driving with good times, clock wise and personally. I know I want to go back! Join me in 2008, you'll love it! ●

Robert Rodriguez  
John Keane and  
Mary Anne Melnik  
on their way  
to the track



JEFF ERICKSON ALLAN FARAGALLAH



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