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PORSCHE OWNERS CLUB MAGAZINE



VOLUME 52-3 SEPTEMBER 2007

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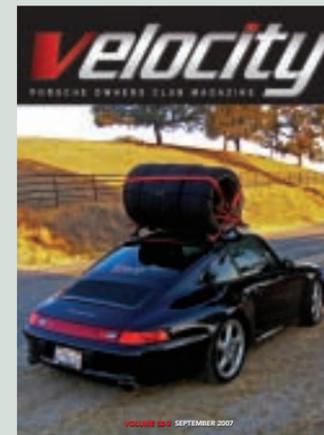


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FROM THE
EDITOR NANCY JAMAR

Welcome back from our summer hiatus! It's good to get back to the pages of *Velocity* and some great coverage from club members and racers. This issue welcomes new advertiser (and *Velocity* contributor) Kelly Konzelman, as well as Mechanix Wear, and GMG Racing to the pages of our magazine. We feature another interview from our racer on the street, Marnye Summers, and our cover is graced by an image that typifies the heart and soul of the POC. Jackie Ginsburg joins forces with Andy Goldman to bring you some dynamite coverage from Indianapolis, and results and coverage from California Speedway, Willow Springs, and Laguna Seca bring us up to speed (pun intended) on what the club has been doing. Be sure to read Bill Bodine's column for more news on the club and the magazine...lots going on, and all of it good.



ON THE COVER

Mike Ruckmick C4S on his way to Laguna Seca
Photography by Mike Ruckmick

CONTENT

A Year with POC and STS Series	6
A Congregation of Caymans	8
It's Miller Time...	10
STS 4 and 5 at the Streets of Willow	14
California Speedway Images	20
Cup Racing and TT at Willow Springs	22
Cup Racing and TT at Laguna Seca	26
A Dream Came True	33
Results	35
Classifieds Ads	40
Meet Your Fellow POC Driver	44
Michelin GT3 Cup at Indianapolis	46

Velocity magazine is the official publication of the Porsche Owners Club, Inc. and postage is paid at Anaheim, CA. Subscription rate is \$20.00 in the United States and is included in the membership dues of the Club.

Articles and/or photos should be mailed to *Velocity*, c/o Alain Jamar Design, at 305 N. Harbor Blvd., Suite 101, Fullerton, CA 92832. They must be accompanied by a self-addressed, stamped return envelope, and we assume no responsibility for loss or damage thereto. Any material accepted is subject to revision as is necessary at our sole discretion to meet requirements of this publication. All manuscripts and/or material submitted are to be without remuneration except for authorized expenses by prior agreement with the publishers. The act of mailing manuscripts and/or materials is original and in no way an infringement upon the rights of others. Submission of original material constitutes a perpetual, nonexclusive license for the Porsche Owners Club, Inc. to print and/or reproduce in any manner, and for any purpose, said material.

For a publication schedule or more information, please contact Nancy Jamar at 714-680-8805.

Address change: Please give four weeks notice. Send an address label from a recent issue or flyer to aid in changing your address. Mail address changes to Porsche Owners Club, Box 727, 14252 Culver Drive, Suite A, Irvine, CA 92604, 949-360-6475.

POSTMASTER: PLEASE SEND FORM 3579 TO: PORSCHE OWNERS CLUB, BOX 727 14252 CULVER DRIVE, SUITE A - IRVINE, CA 92604

Velocity is circulated as a benefit of membership in the Porsche Owners Club, through select certified technical outlets, at select Porsche dealerships, and at events nationwide. It may also be viewed at www.porscheownersclub.org.



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FROM THE
PRESIDENT BILL BODINE

As I write this, I have just returned from our Laguna Seca weekend and I must admit to feeling extremely proud of our club and its members.

Proud, not just for the tens of thousands of dollars we raised for the Juvenile Diabetes Research Foundation, but proud of the spirit of family that has grown so much stronger this year. What I find interesting is that while we've experienced a more relaxed attitude at the track, our drivers are going faster than ever. Track records are being shattered wherever we go. Our drivers are also proving their mettle outside the POC as well. Drew Waterhouse has been a sensation in the Yokohama Driver's Cup, as has Bob Faieta in the IMSA GT3 Michelin Cup Series. Galen Bieker just won the PCA Enduro at Road America and Loren Beggs won the sprint race!

Our Laguna Seca event was a sellout after years of declining participation at this great venue. Mary Anne Melnik and Jackie Ginsburg took the wheel and created an immensely enjoyable barbecue, silent auction, live auction and bass fishing extravaganza. Martin Schacht took our charity wine tasting to dizzying heights with over 100 bottles of truly delicious, high quality wines. It was quite a weekend.

Meanwhile, the POC Vision Committee has been meeting over the spring and summer. This committee consists of Kelly Konzelman, Kevin Reynolds, Michael Essa, "Sugar Ray" Leonard Schenkel and yours truly, with the goal of envisioning the POC through its next 50 years and developing a mission statement for the club. This long term visionary planning will help shape current decisions with an eye to maintaining consistency of both philosophy and goal. The people on this committee are impressively dedicated to our future health and growth, and will advise the Board of Directors (who have until now relied on the "Talking Eight Ball" for all futuristic advice).

You are holding one of our most recent improvements. Bruce Wells helped us obtain a more economical way to produce *Velocity* magazine via his many friends and connections in the printing biz. Thanks to Alain and Nancy Jamar's talents we continue to be able to take great pride in having what is clearly the most professional club magazine in the U.S.

Keeping *Velocity* magazine affordable is a challenge, but Chris Wiles has been developing new strategies for giving our sponsors and advertisers greater value that will, in turn, bring us a more consistent and bountiful advertising revenue stream.

We are seeing some new faces taking charge and volunteering. Keith Meggs, Bob Thacker, Carolyn Pappas, Suzie Holgate, Monetta Williams, John Payne, Michael Holgate, Reggie Colby, John Mills, Jim Bailey, Bob Taylor, Brad Actis, David Hirsch, John Cherniack and Craig Swetland have become very visible in their contributions.

The club thrives on this spirit of volunteerism. Thanks also to those who have escaped my naming.

It is GCR time again, and our Competition Committee has already sifted through the member-suggested rule changes and added some of their own. A discussion board of the proposed changes is open until September 15 for those who wish to weigh in on the process. While I'm on this topic I'd like to say how impressed I am with Steve Parker our new Comp Director. His knowledge of these cars is encyclopedic and his frankness disarming. Great job, Parker!

Also, know that the GCR book will be reorganized and pared down in hopes of making it more user-friendly.

So...as predicted, lots of cleaning and reorganizing, but I can catch the occasional glimpse of a leaner POC, and it looks really healthy.



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A YEAR WITH POC & STS SERIES...

Story by **Mike Parker** Image by **Dave Johnson Photography**

On June 2nd of this year, I completed a season of running the Short Track Series with the POC. My first event was STS event #4 in 2006. After 35 years of owning Porsches, I believe it was the 90 mph speeding ticket on my 51st birthday that finally got me to put my 911 where it belongs, on the track. This decision raised some questions Where? With whom? And when? I looked at the PCA; they seemed more into polishing than pulling Gs. Then I saw the POC, with an amazing amount of scheduled track days and a somewhat local venue to boot, Willow Springs. I now have a soft spot for Rosamond, Ca.

Noticing that POC was running the Tribute to Le Mans at Ontario, I took the opportunity to check these guys out. I went to practice on Friday and was received by a friendly and

passionate group of racers, their families and friends. I asked a bystander how to get started and he sent me to Laurie; she in turn sent me to Marty and the fun began. I am still impressed with how organized and professionally this club is run. The opportunity to get in your car with not one, but numerous instructors, is an amazing experience. Each one brought a new insight to driving the proper line, finding braking points, rotating the car, and so on. The first instructor I had was Alex. I thought it was so cool that this guy was pushing me to go faster after our first session; little did I know, more often than not he was the fastest guy at the Streets. My next instructor was Jim. I looked at him and said to myself, "How is this mammoth of a man going to fit in a 911?" Well, he did. He also turned out to be one of the smoothest drivers around the

Streets. I learned this by going for a ride in his 928; go for a ride with your instructor in his car, a real eye opener. Then there was Phil, who brought an almost Zen approach to the whole thing. I want to thank each one of these gentlemen for being patient and brave enough to get in the car with me, especially the instructors that hung on during the skid pad; wow, they actually *want* me to lose control of this thing! Once you've experienced the skid pad, you totally understand its importance; this is the Holy Grail of rotating your car. It is also mandatory in your quest to become licensed.

Driving with this Club is among my top three on the fun list; maybe number one in line with my Ski Bum years and racing motocross as a teen. You make friends here and see their enthusiasm as they venture to the next level,

time trials; the fun never stops. By the way, on my one year anniversary, I received my first plaque for fastest of the day in my run group. It's just a plaque, but it's also an achievement that will always bring a big smile to my face. As Greg Franz would say at each drivers meeting, "No one from the Porsche factory is here looking for drivers." Everyone chuckled and understood that the comment was a way of saying you're here to have fun and be safe, which is exactly what STS has been. You do learn the limits of your car; in my case it meant filling it up with dirt on a couple off track excursions, which is why we start on short tracks... safety and fun. Did I mention this was *fun*? •

Mike Parker charging the Corkscrew at Laguna Seca



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A CONGREGATION OF **CAYMANS**

Story by **Duane Selby** Images by **Dave Johnson Photography**



Attila Szilagyi, Chase Blageon, and Duane Selby's Caymans S

Bench racing in the paddock is including ever more discussion of the on-track performance of the new Cayman and Cayman S. Whether it is in PCA or POC, Porsche's latest model is beginning to show up and take home the prizes, and in ever increasing numbers. It must be the car, because we know it is not exclusively the drivers, who for many the Cayman is their first Porsche.

What a great way for the POC to recruit new members, letting us win. I heard that this was a supportive group, but I did not expect racers to be such givers. Of course, nobody is letting anybody win, but there is a lot of conversation about the increasing participation of the Cayman.

Is all of this chatter over a model that was chided by many as being "just" a Boxster coupe? Well, yes, but us Cayman owners are proud of this mid-engine pedigree, and relish the chance to run in the same circles as big brother 911. We recently had another chance.

Short Track Series 4 & 5. Ten Caymans made the trip to the heat and wind of the Streets of Willow Springs for STS 4 & 5. In fact, Martin Schacht was quoted in an online forum saying that "the Caymans were out in droves." To respectfully correct Martin, Caymans come in congregations. Really, I looked it up. See, the Cayman (Caiman) is a type of South American crocodile that is small but apparently quite fierce. I believe the name fits.

While ten Caymans ran during the weekend, we had nine each day, split among the LS, LI, and LP classes. We should have had ten on Sunday, but Chris Million was sent packing early in the day on Saturday when he hit a pot hole in the esses. Even after the excellent repairs and new paving, Chris found a way to bend two wheels during his first timed run on Saturday. This is too bad, because I've run with Chris many times and I think he would have certainly taken the prize in LI and given the folks in LP some competition for fast Cayman.

Saturday was the first time several of us newbie Cayman drivers had run the Streets clockwise, which showed in times that were well off those of the more experienced racers. By the end of the day, most of the times had come down quite a bit, even as the temperature continued to rise.

At the conclusion of the timed sessions, Attila Szilagyi was fast Cayman S of the day placing second in LP with a time of 1:33.861. Bob Joy placed first in LI, and LS class was won by Quinn Thomson pushing his stock Cayman S to a time of 1:35.710, relegating this author to second.

I learned an important lesson on Saturday—ask the fast guys to ride with you early in the day. After struggling to find a decent line throughout the timed sessions I offered Bill Bodine the chance to drive a few laps in my Cayman S—considering that he has one on the way. Wow, was I doing a bunch of things wrong.

Following his joy ride he summoned his courage and climbed into the passenger seat to instruct me through a half dozen hot laps. He made several changes to my line and I felt I was immediately much quicker than I had been all day. I guess I don't know everything.

Sunday brought more heat and put even greater pressure on the cars and the lap times. Attila Szilagyi drove his Cayman S to a third place in LP with a 1:33.483. Chad Carter finished fourth and was just 0.2 seconds short of claiming fast Cayman of the day. Both of these drivers significantly improved their times from STS 1 in January and should get even faster next time.

Bob Joy once again took home LI honors with a 1:40.612, and I survived a spin early in the first timed session to post a 1:35.179 that was just quick enough to hold up for 1st place in LS. Review of the final results showed that Caymans took the first five spots in LS.

Not a bad weekend for a bunch of newbies.

Caymans coming to the POC.

For many of us, the chance to drive a Porsche (and drive it quickly) is a near life-long dream, and the Cayman provides the perfect realization. Superb performance, reasonable price (relatively), and the promise of pure sports car character make the car more desirable and attainable than most other recent offerings from Stuttgart. Unfortunately, testing this passion and performance on public roads is not safe nor sane, but many of us did it anyway.

We gathered in groups of ten or more and ran the roads crossing the mountains and deserts of southern California to experience the joy of driving and the camaraderie of folks we met through an online network of Cayman owners. After a few heated runs through the canyons some of the

more balanced folks among the group realized that it was just a matter of time before someone did something stupid while looking for a thrill. We needed another outlet.

A few of us started running Autocross events through the Porsche Club of America with quite a bit of early success. Others ran track events through various organizations.

Fortunately, one of our buddies, Bob Wilt, discovered the POC through his salesman at Pacific Porsche. He fired up the network and organized a trip to attend the POC Driver's Clinic and STS 1 at the Streets of Willow Springs in January of this year. Five Caymans entered at Bob's encouragement and were joined by three others who found their own way.

We were hooked. Becoming Part of the Club. Our network of Cayman owners continues to grow and attract new drivers to POC events. Six Caymans ran at California Speedway in March with five drivers earning final sign-off for their STS licenses. Then, it was off to the Streets of Willow for STS 4 & 5 in June with most, if not all, of the group looking forward to the final three events this fall. With class championships on the line the racing should be exciting.

Both prior to and throughout that first race weekend we received a warm welcome and excellent support from everyone we met at the POC. Laurie handled the countless questions, Marty made sure we all had competent and caring instructors (those people are brave), and Martin tolerated our many emails on proper car classification.

Since that first event we have come to know Bill Bodine and many others, all of whom have offered advice, support and most importantly, a very warm welcome to a group of outsiders.

Thank you for helping us to feel like part of the club. We plan to be here for a long time to come. ●

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Miller Time



Michael Copp's
1978 930

POC members
lead the field
into Turn 1

Jim Copp's
1971 911

In years past, the dog days of the POC have been a time for many to squeeze in a family vacation or maybe get a few major mods finished in the dash for the championship. This year, however, smack in the middle of the breather, a golden opportunity was presented.

NASCAR West brought its show to Miller Motorsports Park in Tooele (pronounced Too-ella, Too-el or Tule...take your pick), Utah. NASCAR outdraws ALMS, Grand AM and Superbikes here. Supporting this series were Formula 2000 and Formula TR cars; open wheel racers with drivers ranging in age from 13 to 50. These guys are serious; transporters with a full complement of race crew and engineers in matching range. They were congregated in their own garage, a beehive of activity all day. But there was still another run group to fill and the options were somewhat limited. Some groups were running in other states, while others couldn't field a full grid. This is where POC member Les Long came in. Les was able to pull together an "invitational"

To our surprise (and relief) the morning dawned overcast. Temperatures had been predicted to hit triple digits during our stay. With the cloud cover also came some showers. This would make for some interesting driving on Yokos. Any spot of standing water sent our cars into a four wheel drift. The session was cut short when Loren ended up backed into the wall in the final corner. By the second session a dry line had shown itself and it was time to put the hammer down. We were running the outside configuration, 3.06 miles and 14 turns as opposed to the full track with its complement of 22 turns and 4.5 mile length. The architects of this track must be hailed as true men of genius. This track is all about the flow...and flow it does. There are no turns where a driver is standing on the brakes, trying to get the car rotated and aiming for the next apex. It's technical, but rewards the driver with the smoothest inputs. It is far and away my favorite track. All this engineering doesn't end at pit in either. The paddock is spotless. Maintenance crews continually prowl the grounds, sweeping and cleaning as though Larry

in the books with nothing eventful to speak of other than Loren, since that helped Bill's and my chances for the podium. Doug Baron was out doing some consulting work with Ron Farmer, and I was beginning to take notice. Ron was getting harder to get around. Michael Boardman, a fellow San Diegan and recent clinic graduate, was becoming an ever more difficult rabbit to pursue.

Evenings at the local eateries make for lots of consternation when trying to order libations. It's hard enough here in Cali, but Utah takes it to a whole 'nother level. First, you must be a member of a club. Then you have to show your ID so they can put you in the computer. When you finally order your drink, you can't order a double, which is the only way Mirage rolls. You can order a precisely measured one ounce shot...a sidecar...to drop in your original. Talk about a buzz kill. At precisely 9:15 p.m. we took in the sun setting over the western range.

Friday morning in the paddock there was a lot more

AT THE AIR POWER INVITATIONAL

STORY BY JIM COPP IMAGES BY KENT DIAMOND PHOTOGRAPHY

race that was light on "asspain" as Les calls it, and heavy on friendly, competitive driving.

We (my brother Mike, Bill Dawson, Chris Pedersen, crew Dave Quesnel and I) sent our transporter off on Tuesday afternoon from San Diego, bound for the beehive state. Chris drove his street GT-3 to the track, stopping in Vegas for dinner with friends and then taking a scenic detour through Bryce Canyon and Zion. This detour worked in his favor since there were some huge fires burning in the state. Bob Read's air cleaner on his tow rig was totally clogged with ash and needed a through cleaning. The rest of us boarded a plane on Wednesday for the 90 minute flight to Salt Lake City. Dave and I were pouring over the track map waiting impatiently for beverage service to begin when the passenger in front overheard us and asked if we were going to Miller; turns out to be Dino Bruno, a former POC member now racing open wheel cars who was also headed there.

We got to the track and began the task of unloading the cars and equipment while managing to keep the beer flowing. Bill, Dave and I ran the inaugural PCA race at Miller last year and knew we didn't want to face the half hour drive back and forth to Salt Lake City so we all opted to stay in Tooele. After a full Mexican feast we were in bed, ready for the chance to run this track again.

Miller himself would show up at any minute. When the track goes cold for lunch, we shoot over to the clubhouse...a modern three story building standing guard over "wind up," the last corner before the front straight. We're greeted by staff that doesn't bat an eye that we're grimy and sweaty; in a mix of shorts, T-shirts and driving suits. Upscale deli fare is welcome relief to the usual fried burger or dog. So now you have a feel for the park, its time to get back to why you're reading this.

We were awarded five run sessions for the test day and it really helped Mike and Chris who hadn't been here before. The session after lunch was fun, but the wind was picking up and clouds were rolling in. The wind was wreaking havoc on the dry dirt as it was blown about with authority. Just before the start of the fourth session, the rain came down. It was warm and wet and none of us wanted any part of it except Mike. I couldn't figure it out, he's the guy whose lap times might be in the tank, but his car is ALWAYS shiny. He came in a couple laps later, dirtied up sliding off the track. The Mirage team has dubbed me "Pigpen" because of my hygiene habits at the track. I couldn't help thinking, "who's the Pigpen now?" After an uneventful last session it was time to knock back a few. We were smart, bringing our own from California. The higher octane helped too, as we were able to coerce a pair of EMT hotties over to our garage for a drink after they got off call. Day one was

activity. The big guns came rolling in overnight. That morning we got our first look at the NASCAR guys making their way around the track. Listening to them come barreling down the front straight, the term "rolling thunder" seemed apropos. We were running between 2:00 and 2:05 a lap and they were about 5 seconds faster. They had to really make up time on the front straight, because they sure as heck weren't showing us anything in the corners. The sun was beating down and there was a mild wind blowing. No rain was forecast and with only three sessions today, there was lots of downtime. So much so, Bill went back to the hotel to grab a nap. Meanwhile, we lounged around the garages, talking with friends and answering questions from the odd spectator that passed through. Les was motoring about in his golf cart, splitting time between the West Day Garage where we were holed up and his own garage replete with engine dyno. Les was constantly monitoring the day, making sure the crisis meter never got off the ground. Midday he called a meeting letting us in on the qualifying race format. The race would be a 10 lapper, with the slowest cars up front, but your fastest lap would count toward grid position. My first thought was, let the couple of guys who were faster than me pass; I'd burn a couple hot laps with no traffic and be back at the beer cooler before everyone else. My session times were no good and that put me further up the grid. I ended up in the perfect spot as I was able to start ahead of Potter, Dawson, Read and

Boardman. I forgot about the corvette, who ended up in front of me a couple laps in. We finished one two as I was reeling him in. Unfortunately, Les blew up real good and was relegated to emcee status for the rest of the weekend. A beer or two later, the grid was posted and I'd dropped to third. Potter had bested us all even in the back. Dawson finished fifth entrenched between Read and Boardman. Team orders were that should Dawson go on boost, he'd give me the point by...at least that's what I thought. Apparently, I had to earn it.

Saturday morning, and it's *Showtime*. First session out and there are *a lot* of motor homes parked around the track. So this really is how NASCAR gets done. Fans were filtering through the paddock, festooned with their favorite driver's two digit number proudly displayed. No stacked Porsche groupies; heck I'd even take a middle aged guy with a 912 at this point. I found out that we had a sort of celebrity in our midst: Matt Guiver. Matt was one of the finalists on SPEED TV's reality show "Setup" filmed at Willow Springs. He was mixing it up with a couple of other hopped-up Mitsubishi EVOs.

Humbly, we suited up and got our practice sessions out of the way, waiting to thrill the crowd with our ability to deftly turn both left and right. Les wanted us out to false grid with plenty of time to spare and everyone diligently made their way there. Les was in the lead pace car, a sweet little 356 cabrio. Behind him was a 996 cabriolet piloted by some flowing blond locks. The order was given to mount up behind the pace cars. Potter went out, and the corvette couldn't get out of the blocks. The racing gods had blessed me with off-pole. Everyone else stepped in behind and the show got on the road. Even with his foot in it, Les made it tough to warm up the tires and brakes. The pace cars pulled off and I turned in to see a glorious sight: namely, no one in front of me.

Intently, I watched for the slightest flicker of arm movement from the starter. The green goes up and my foot goes down. The engine winds up and I quickly grab fifth gear, a choke of monumental proportions. Read, Boardman, Michael Doolin and Dawson slip away as I cautiously slam it back in fourth and wait for the motor to rev up. Whoever said the race isn't won in the first corner has never had the pleasure of meeting Mr. Potter. Talk in the pits was that he's spent a fortune on both car and driver development; and it shows, kind of a mid-western Loren Beggs. By turn one he was out front and it stayed that way till the checker. Meanwhile, I'm pushing it as fast as I can to get back to the podium that was rightfully mine. The new shifter I had hastily installed before this event seems to have a mind of its own. I can't find gears with a treasure map. When I do get it in gear, the selector wants to leap out of its bondage. Four or five laps of this and I'm thinking it's best to pull in. But wait, I've gotten around Doolin and there's Dawson up ahead. Team orders and such and I'm only a spot away from the podium. Four laps of Bill on boost down the front straight and its getting old. Finally I get around him and time to hunt down Boardman; like the assassin that I am. Slowly I reel him in, "smooth is fast, *why can't I find fourth*, smooth is fast." After two laps it's him and me; mano a mano, coming out on the front straight. I take the inside, hoping for the jump and pushing him to the outside. He is a recent clinic graduate after all. Michael disappears from my peripheral vision, an also ran. Only a couple more laps and it's the podium, baby. The champagne, the babes and the unwashed masses below. Three fourths of the way down the straight and every hot-rodded early car driver's nightmare: The nose of a white cup car. Bastige made it around me. We go through turn one, me dropping two gears but staying on the cams to turn three; him driving smooth and sure. At that's where it happened gentle readers. That's where I couldn't find fourth. I couldn't find it



Bill Dawson, GT-1 Winner

with two hands, a bloodhound and the crew from CSI Miami. And with that I went off. Off to the right of a left hander. Through the dirt I coursed. I was finally able to put the car in gear and get it right; or so I thought. The car's left rear tire made contact with the track surface and proceeded to direct my efforts from the podium to the inside berm. The resulting launch sent me over and into a left hand spin with my clamshell hood launching like the Space Shuttle Columbia. Now I've begun my trek across the track from whence I came, back across the track. It was hopeless; no amount of POC training, side by side racing, or watching of Formula 1 on Sunday mornings was able to extract me from my fate. Slowly, I saw each and every motor home looking down on me in judgment as I came to rest in the kitty litter. I provided the spectacle, the nectar they were craving; the BIG OFF. Apparently, all this wasn't lost on the technical director barking orders to the camera operators stationed around the park as it was broadcast to all the jumbotrons placed strategically around the track. I could only watch in my rearview mirror as my brethren made their way about the final laps and on to finish the race.

Adding insult to injury, fire and safety rolled up with the EMTs; a real tour de force. Sadly, not the ones we'd had in our pits. I was taken to the medical building while POC members John Potter, Bob Read and Michael Boardman stood upon the podium, flanked by a bevy of babe-alicious young girls accepting their trophies and champagne. Next on the podium were Bill Dawson, Bryan Smith and my brother Mike. While Mike was getting tips on podium etiquette from Les as this was his first time, Dawson was trying to extract privileged information from the trophy girls. For the GT3 winners it was POC members Carl Buckland and Ed Mineau.

What could have been, what should have been; a trifecta of Mirage drivers atop the podium. In the garage, Mike and Bill asked if I knew how to remove champagne from driving suits. Who do I look like, Martha friggin' Stewart? Teammates can be so cruel.

As an epilogue, we all agreed on what a spectacular event Les and his crew at Air Power Racing put on. High on great fun, low on asspain and a sense of comraderie instilled from the early stages of the POC. •

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Chris Pedersen stalking Michael Doolin's 993 cup car

STS FOUR & FIVE

Story by **Martin Schacht** Images by **Dave Johnson Photography**



Marty Mehterian presenting a trophy to a class winner

Neil Tardio's 1967 911S

Lots of us have been waiting to put down some rubber at the Streets, since our last time out was in January. We wanted a nice warm event...well we got it. It was toasty both days. Gallons of Gatorade, sunscreen and water were consumed.

Tom Van Aken, as usual, had STS 4 and 5 superbly organized. Marty Mehterian was in the house to attend to his duties as Chief Driving Instructor. Note, both Tom and Marty are looking for assistants to possibly take over their respective jobs in 2008. These guys have provided many years of selfless service to the Club and deserve some time off.

Bill Bodine was out both days to bring us up to speed on the latest development with the POC and to make other announcements. Bill went so far as to risk life and limb driving his "puller" car, the Mini-Cooper S in the EX class. Jeff Melnik was in attendance supporting efforts of Mary Anne. Laurie Taylor, and her trusted assistant Carolyn Pappas saw to it that we were appropriately registered, and Aaron Roth had his timing booth up and running in no time with the days results up on *mylaps.com* within a picosecond after the

close of the day's activities. In addition, by the following Tuesday, the official results were post up on the POC web site by David Hirsch. David is home nursing a broken 944 GSR motor. Thanks to everyone for doing their usual great jobs in this all volunteer organization.

The food gods arranged to have a mobile kitchen at the track; good food, inexpensive, and very convenient. POC arranged for coffee and rolls both mornings as well as iced water throughout the day, a nice touch. And as befits what we have come to expect at the daily awards presentations, under the guidance of Bill Bodine and Tommy Van Aken there were an appropriate number of iced beers ready and waiting. They went fast!

Wanting to involve the STS crown in the Club's charity, the Juvenile Diabetes Foundation, Jackie Ginsburg held a 50/50 raffle with the \$1,400 raised split between the charity and three lucky members. Scott Sookwongse appeared to be the number one ticket seller; he was everywhere and wouldn't take no for an answer, thanks Scott! As you know, having a charity is a key component



Sophie Rietdyk



Don Kravig chatting in the pits

that affords POC the opportunity to obtain an on-going August annual track date at Laguna Seca.

STS 4 was well attended by approximately 100 cars, brave souls as the weather forecast mentioned warm. And we all know that "warm" in Rosamond means at least 90 degrees F, with winds sure to come up in the afternoon; we were not disappointed.

The "mild spring day" had its effects on drivers, cars and track records. By mid-day, lots of drivers had the High Desert desiccated look. The heat took its toll on a few cars with a few having to retire with excessive heat related challenges. However, the number was surprisingly low.

One chap's motor blew an oil line and unknowingly he oiled down the racing line. A number of hearty souls, responded to the mini-crisis with their brooms.

We were down about the length of a run session. No worries, all had more than enough track time.

Track records: As you would expect, many fell across the POC class spectrum. Let's first consider BSR; Mary Anne Melnik, battling with Neil Alexander and in the process, establishing a new track record of 1:34.227, a 10 second improvement over the old record, was incredible. Neil was right behind her, but not quite fast enough...he would have his revenge on Sunday. It seems he had some poodle hair in his eye and missed a critical apex.

Shane Stabile won CI class and knocked a second off the class record, but be advised, there are challengers coming up, Mathew Schneider for one as well as Regan Steedman, coached by her dad Jim. Jim, being the perfect father, has provided Regan with her own 914 race car, complete with pink numbers.

Regan had asked to borrow Jim's 914 V3 car, a car that he has had since new; Jim felt that she really needed her own car. He knew that she just wouldn't enjoy that Aase Motors (Jeff Erickson) prepared black beast pushed along with a 6 cylinder (stock?) boxer motor. That Jim, what a guy!

James Baily, a guy that makes all the STS events, was rewarded with a new class record in HI with his Sepia Brown 928 car. Good driving, Jim. Jim has so many tires stuffed in the back of his 928 that he needs a lipstick camera just to see out the back window.

HP was a hot class with first place finisher Herman Carstens smashing the HP track record by nearly four seconds, racking up a 1:34.281. Second and Third place finishers Neil Tardio and Kent Lothringer also bested Kent's former record of



Philip Slate's 1986 928S



POC Racing, a family affair



Marthy Schneider and Jeff Erickson



Daniel Cliffe's 1984 944

captured fourth, closed out by the inimitable Steve Jones for fifth place.

The Cayman crew went at it L stock, with first place Duane Selby beating second place Quinn Thompson by less than 1/10th of a second...now *that*, my friends, is competition. Bill Greenwalt took third.

MI, another ho hum. John Cherniack won again and set yet another track record of 1:32.424 with his '99 Carrera on street tires. Reggie (Mr. October) Colby did it yet again, upping the bar from yesterday, resetting the MP track record CCW to 1:30.937.

Ben Graboske took MS once again, same as yesterday with a 1:33.188 and Marc Umeda moved up to second with a 1:35.321.

NI goes to Jon Wierks, a guy that has gone hook, line and sinker for the POC program. Jon started with STS less than two years ago and already has his TT license. Ken Agena came in second.

NP was blown out by Alex Felton in his GT3 NP car setting down a very quick 1:26.184, a class win and FTD, followed by Guido Rietdyk with a 1:29.029.

Marc Simon took NS with a 1:40.096 with Gary Falcone in second place with a 1:41.795.

VO went to Garrett Russell, V2 to Ed Muscat and V3 to Steve "The Sheriff" Parker with a very quick 1:26.722, second fastest Porsche time of the day. Neal "The Desert Rat" Rouzier and his bride

Carolyn came from their desert to ours to compete, with Neal coming in second place in V3. V4 went to John Tyree with a 1:39.423.

Exhibition (EX) Class: Once again, John "Otto" Williamson set a blazing pace, getting a 1:26.908 in his Mitsubishi. Little known fact, Otto has gotten the fastest time of the day in three different cars: a Porsche 914-6, a Toyota Supra Turbo, and as we saw this weekend, a Mitsubishi Evolution. Now, that is an accomplishment.

Awards closed out the day with all congratulating one another on their accomplishments. We'll see everybody in September for the STS School followed by a one day event. •

DYDMAG

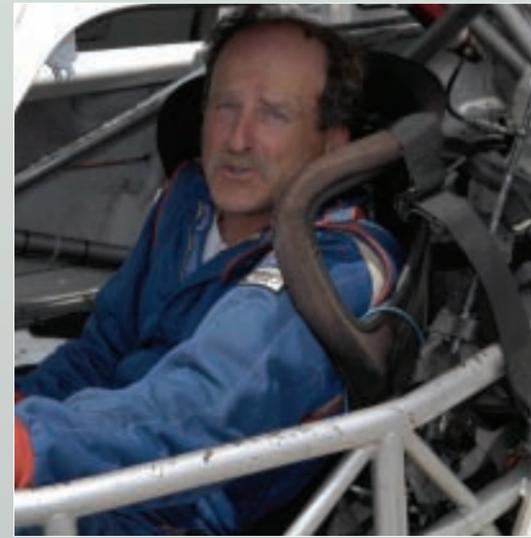


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CALIFORNIA SPEEDWAY

Images by **Dave Johnson Photography** Illustration by **Alain Jamar**

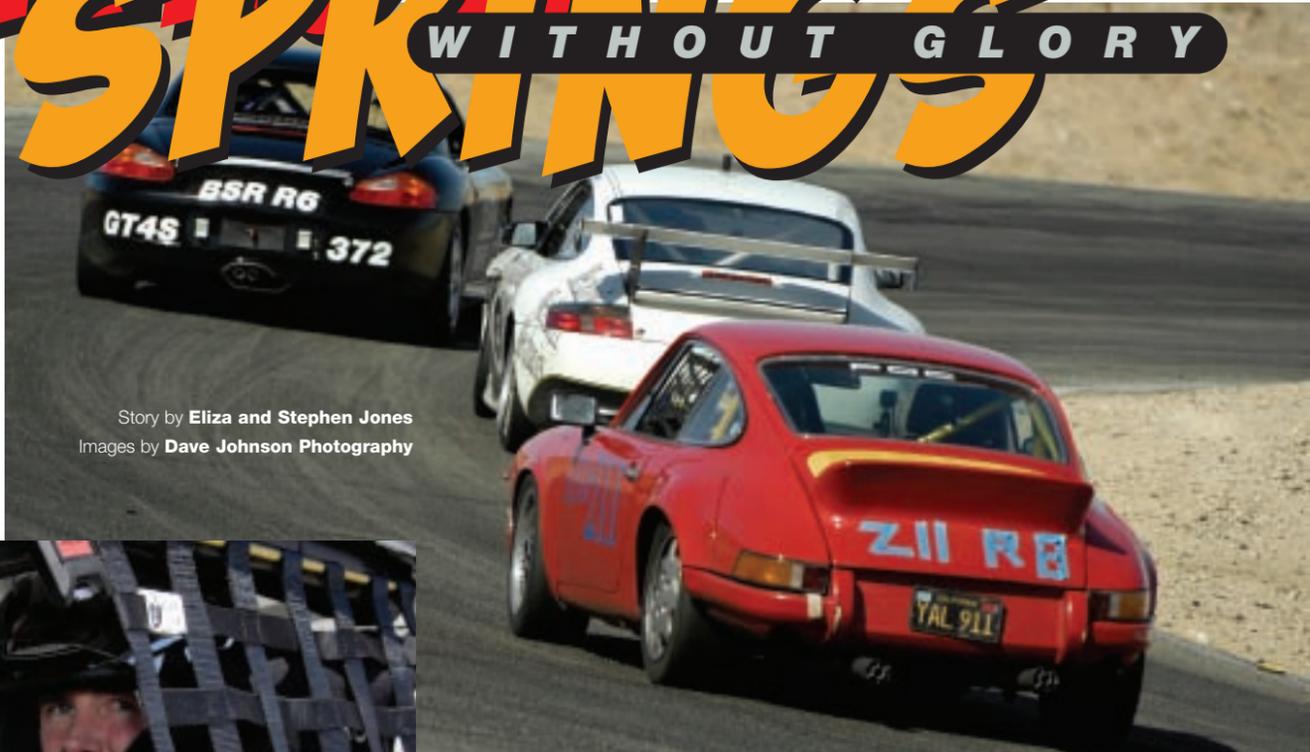
Laurie Taylor and Christine Canepa. Sandy Isaac. Sunday Red Cup Race winner Bill Dawson. Scott and Mark Anderson with John Gordon. The Red Group, racing hard. Kevin Reynold's 2002 GT3 Cup. Ed Muscat and Chet Fortney. *Chihuahua, Tootsie* and Jeff Shulem. *A very happy driver.* Nicolas Pulecio's 1987 Carrera .



WILLOW SPRINGS

WITHOUT GLORY

Story by **Eliza and Stephen Jones**
 Images by **Dave Johnson Photography**



I agreed to cover the June Cup Race and Time Trial for *Velocity* on the assumption I would actually make it through the event, rather than ending up with a Big “DNF” in the Time Trial. But even though my weekend ended (“ignominiously” is such a hard word...how about, “without glory”) (or for that matter, points), I’m still glad to be able to retell its story: because, like most POC weekends, it demonstrated why, even apart from the racing, it’s a pleasure and a privilege to be a member.

Saturday morning at WSIR was clear and hot—though not as hot as it had been the prior weekend at the Streets. As always, the day held promise for everyone. But it was the Blue Group Race Clinic students who were, of course, particularly excited—and nervous. Some faced the prospect for the first time; while others, completing their second Clinic, knew that on Sunday they would graduate to an actual Cup Race (albeit with a Rookie Marker pasted to their car).

I was particularly interested in how three friends would perform at the Clinic: Marc Jannone, the first of my most immediate contemporaries in the club to take this milestone step; the irrepressible (and quick) Jeff Shulem; and Kelly Konzelman, who was one of my instructors at Streets, and who has been offering help and advice ever since. The latter two were second-timers, and ready to graduate to the big time if all went well.



Neil Alexander chased by Kevin Reynold and Don Kravig.
 Garrett Russell
 John Williamson instructing.
 Terry Friesen and Marshall Williams.
 Willow Specialist Steve Alarcon.

As for those of us not quite prepared for this momentous step, we were still ready to have some fun in the White Group (apologies to those, in this group and elsewhere, whom I don’t know as well, but here’s where I get to shout out to my friends in print): at the front of the pack, Reggie Colby in his silver (Anniversary), and John Cherniak in his black, 996; Steve Ruckmick in his 993 C4S; Richard Jannone, sharing his son’s BX-but-about-to-become-a-BSR (it got the cage and the hard top for the Clinic); Quinn Thompson in his black Cayman S; Glenwood Gump in his red GSR. All good guys to hang out with, and either already fast, or getting faster on a steep learning curve.

Unfortunately, the day quickly turned to disaster for one of our relative newbies—whose car, as David Hobbs says, “dun blown up” first session (just as I was waving him by in the straight). Blown head gasket—game over. This incident required that the owner’s car be towed off the track, but left the course relatively clean. A couple of sessions later, however, we weren’t so lucky: an off, somebody spinning in his own oil, which he’d dropped from before three all the way around to six.

Our indefatigable corner workers told us that the track could be down for hours while they cleaned up for us. Yeah—maybe with some clubs: our people aren’t so sanguine about

missing track time, or so disinclined to work as others might be. With plenty of volunteer help, the track was back up in less than an hour. The rest of the day’s schedule was a little make-do, but, in fact, we made do, with a lot of cooperation and a minimum of whining.

Clean-up finished, cup school went on. Cars paired up, lapping side-by-side, practice starts and re-starts. I stood up by race control while the powers-that-be conspired with the corner workers to throw all sorts of flags in the most unpredictable possible pattern: early and late greens were particularly popular. At one point, Jannone, a former baseball player, got a great jump on a green thrown very early—which he





Red Race winner Blake Rosser
 Bruce Wells with Kevin Roush
 Michael Essa and Andy Ritter
 Kip Waterhouse



ing participation at the club's higher competitive levels, while keeping costs within reason.

Sunday's Red Group Race was not without controversy. Two cars collided after one spun while they were coming down the back side of the Omega. In my group, Sunday was also a day without grip; it seemed no one escaped unscathed. Cherniak over-cooked it in eight, scooting off the end of the track at about 130mph. Reggie decided to use his front splitter as an earth mover in two. Ruckmick dropped two wheels off in nine, but after trying off-track left, decided that he preferred off-track right. I, of course, patted myself on the back for avoiding such displays of rowdy over-enthusiasm; that is, until the Time Trial itself, when I took the green, roared down the straight, over-cooked it in the brake zone, locked up all four wheels in a huge puff of flat-spotting white smoke (visit to an expert for ABS diagnostic to follow), glanced at turn one as I sailed by, and went straight off. It was, in fact, ignominious.

Still, two and a half months to endure until Laguna? It'll be a long wait. See you there. ●

credited to years of shagging fly balls. If you didn't get to see Richard's face when Bill Bodine called this one, you missed a real treat.

Cup School is hard on cars, though, and it showed throughout the weekend. Jannone fought a balky clutch pedal all weekend, but this was comparatively minor. Kelly Konzelman's engine rebuild had stretched from last winter into this spring. In April, after two laps, the ECU failed, and his event was over. This time, he was sure he had the thing spinning like a top; but on Saturday afternoon, the differential broke. Game over? See you in December, big guy? Don't count on it. This is the POC. Bruce Wells stepped up, and Kelly graduated Cup School in Bruce's JP car—and I can promise you from personal experience, there were more stories just like this one, as always, all weekend, throughout the paddock: people keeping each other running, no one letting a friend's (or a rival's) weekend get spoiled if there was anything they could do to help.

Saturday also featured a Trophy Dash fun race, with most team pairings drawn by lots, and like at Tribute, a handicap system to even the playing field. Clinic students acted as Pit Marshals; for some, this was also a replay of the Tribute—only this time they fried, whereas then, we froze.

Sunday was, if anything, hotter, and I have to admit I fell down in my reporting duties, as I looked for ways to stay out of the sun. On Saturday, a freak gust had destroyed the Easy-Up on which some of us had been relying for our very survival. Undaunted, duct tape in hand, humming the theme from "McGyver," we went to work suspending the salvaged cover between the door and tailgate of an SUV on one side, and an open trailer on the other. A PVC pipe stuck through the center of a traffic cone, sitting on top of an empty cooler, held up the middle; we suspended one corner from a jack handle with a bungee cord, the jack strapped to a card table with a tie-down, the table duct-taped to the trailer. To put it mildly, it looked a little make-shift, and some observers (you know who you are)



scoffed; but when it held together, they sure as heck ended up sitting under it!

Sunday's Orange Group race featured a number of participants in the new and rapidly growing Spec Boxster BSR class. Shulem, as a new Clinic graduate, got to take part, along with a number of other established racers. The nearly universal opinion seems to be that this class holds great promise for encourag-



LAGUNA SECA

Story by **Martin Schacht**
Images by **Dave Johnson Photography**

OUR THREE DAYS IN PARADISE



R9S Drivers
Mark Foley and
Michael Weitze
mixing it up,
with Weitze
eventually
taking the win

David Quesnel

Robert
Dalrymple in
the RedBull
beast



When POC schedules an away event requiring an eight to ten hour drive/tow from SoCal, your Board has been know to get a little nervous. I know it's Laguna Seca, but, "Will they show up?" We made a huge commitment to Juvenile Diabetes Research Foundation (JDRF). They were expecting big things from the POC that would only happen if we had a great turnout. Well you did it, and did it well...some say beyond expectations. The final tally of the funds raised for JDRF is still in process, but it looks promising. Thanks to one and all for supporting our annual charity event.

Driver attendance, spectacular. Sold out is the term that describes the level of participation, with a waiting list. In fact, the event sold out weeks prior to the event. The weather was what we all were expecting, some of the best weather in the world some say. Mild in the mornings, warm in the afternoons, and evening weather designed for moonlight strolls along the Monterey Embarcadero (for those who had the energy reserves for this sort of activity).

As usual the 92 dB sound limit provided its challenges for some. Most of us had run Laguna Seca in the past and had learned how to muffle the sound to the prescribed level.

Edward Lane flirting with the 'gator

Alex Felton's wild ride (opposite)

Martin Schacht on track and taking care of business



Friday we were joined by Speed Ventures in addition to having a contingent from the NorCal Porsche Racing Club (aka PRC). PRC merged into the POC groups throughout the weekend. Competent Motorsports, former POC President Greg Franz's "baby," had their own run group for their practices and races. Watching their 996 and 997 GT3 Cup Cars was a thrilling spectacle; excellent, clean racing. Saturday, we had our practice sessions, qualifiers for the Green, Orange and Red run groups, and of course our races. There was plenty of excitement on the track with all race groups.

The Green Group seems to have a large proportion of Boxster Spec Racers (BSR). The appeal of this series seems to be growing daily, with six cars in Saturday's race out of 24 entries. They are also mighty quick as demonstrated by Shawn Howard, who won Saturday's race for his class and overall, eking out a win and in the process laying down a 1:42.983 over pro-driver Craig Stanton in a BSR running EX class. Tom Bosley, a long time POC member and my mentor way back when, placed second in BSR with former 944 champ Dylan Scott coming in third.

R7 was a well represented class with five cars: R7 class winner Todd (No Static) Richmond; on his tail, "Iron" Don Matz in second place and Leonard "Sugar" Schenkel placing third. These three drivers' best times in the race were with in 7/10th of a second of each other. Great show, guys.

Carolyn Rouzier and Mathew Bickell run away with R5 and R8 classes respectively, as Carolyn Pappas was crushing R9. Carolyn now has John Gordon hauling her car to the track for her. That John, what a guy! That's only fair, as Carolyn Rouzier has Neal hauling her car around.

R9S, one of the original Spec Series for the 944 car, was won by San Diego's own Mark Foley, with Jim Richmond in second and CPA David "What is 2 + 2? What do you want it to be?" Hirsch in third. John "Reddi-Kilowatt" Tunnicliffe cruised into the fourth place slot. Incidentally, on his own John has been spear-heading the Spirit of Paso Robles Charity Project. John has collected the financial support of dozens of Paso Robles businesses. He then has their names cut in vinyl and placed on his 944 R9S car. John funnels their contributions into the POC Laguna Seca Charity. What an outstanding job, John. Your fellow POC members and JDRF truly appreciate your efforts.

The venerable Rick Yap returns to dominate R-11 again in his 914 CI car followed by Ron Brennan with the

third place going to Jeff (Aase Motors) Erickson.

The V3/R-5 Race with 15 out of the total of 25 entries, whoops, I meant to say the Saturday Orange race, was not the place to be if you couldn't put down consistent 1:40 lap times. Steve Alarcon comes in first and puts down a very quick 1:39.619, followed by Kip Waterhouse in second, with Andrew Bloch placing 3rd. Paul Barnes comes in 4th, followed by Bill "The Tax Man" Hartssock in 5th. Bill is driving the only 996 MI race car that I know of in POC, Don Dicker's former car. Bill's earning 5th place in Orange with not much seat time in the past year, is an incredible finish. Richard Smith-Allyn takes first place in R6, followed by Dick Schmidt in 2nd, with 3rd going to Scott (Ying Yang Racing Team)

Sookwongse. Scott is still sorting out the car. He will be formidable in R6 in his Jeff Erickson-prepared car. Bruce Wells wanted to win R6, but mechanical foibles put him on the sidelines. Let's not forget the R-4 sweep of Ed Muscat.

Saturday's Red Group Race, fast as expected, with Blake Rosser winning and in the process, turning his fastest race time of 1:33.303, with Eric Olberz placing second. Paso Robles's own Urs Gretener wins GT1, with Robert Dalrymple in second with third place going to Big Bear's own Rick Ollila. Robert and Rick were in the original Dirty Dozen drivers who in 1992, took two transporters and 11 cars back to Road America for a two day romp, with an additional day at Mid-Ohio on the way back home. I was fortunate to have made that trip as well...the trip of a lifetime.

Idaho's favorite son John Payne wins GT2, seemingly taking great pleasure in winning the class over Leucadia's own Jim (Bad) Copp. Third place in GT2 went to Steven Frankel. GTC-3 the class for GT3 Cup Cars, was won handily by Drew (Nitrous) Waterhouse with second going to Kevin (Going to the Dogs) Reynolds, and third to Brian Wong. John (Tracer of Lost Persons) Keene told me he would

have whooped Kevin Reynolds, but an on track incident ended his race.

Camarillo's (Not the State Hospital) own Kelly Konzelman wins R2 with Mike (Painless) Copp, aka Good Copp in second, Herman Carstens comes in third place. Behrouz Salehi was the sole contender in R3.

With the racing done for the day, now it was time for some serious fun...the combination wine tasting, BBQ, silent auction and "Live" auction, all under the Big Top. The wine tasting: 11 wineries participated and donated approximately 100 bottles of wine, all ranked according to the tasters, from very good to outstanding. We had the wine maker from Villa Creek Cellars, Cris Cherry, join us for the tasting and poured his wine for numerous thirsty customers (*villacreek.com*) Chris has been a long time supporter of JDRF, with a niece dealing with the disease. He wants to come back next year and will be helping organize the event. The other wineries that helped out: Eberle Winery, for the second year (*eberlewinery.com*). Eberle is noted in my book for the best wine with attitude name, Up Shiraz, available only at Eberle. Edward Sellers, a first year supporter (*edwardsellers.com*) stepped up, Roger Nicolas, the boutique wine maker from

RN Estate Wine, (*rnestate.com*) supported us this year. In addition we had new POC member Rob Tachovsky, from Paso Robles, donate a case of his Tachovsky Family Cellars wine. Rob is the proud owner of Kevin Roush's former V3 car, which Rob will be running in V2. You can meet Rob at Buttonwillow in September as he kicks off his POC driving career.

We also had support from Robert Hall Winery, another second year supporter (*roberthallwinery.com*). They have a great tasting room and fine wine. First time supporter Rombauer Vineyards donated some interesting wine as well. (*rombauervineyards.com*)

Craig Swetland, another POC member from Paso Robles, convinced tangent winery that a case of their white wine would be a great idea for a fine charity (*tangentwines.com*)

The winemaker, Christian Roguenant, is a Porsche guy with a 914-6 as well as his wine delivery car, a 928. Jackie Ginsburg made a connection with John Trefethen of Trefethen Family Vineyards, and convinced him that a small donation would be in order (*trefethenfamilyvineyards.com*).



For the second year in a row, Lance Silver and Tobin James of Tobin James Cellars (tobinjames.com), donated a case of sparkling wine and a magnum of wine for the auction. We also had the support of Vina Robles Winery, Paso Robles (vinarobles.com). Their recently opened tasting room sets the standard for these sorts of venues, with wine and cheese available as well as incredible grounds upon which to enjoy them.

Please support our generous wine donors with your patronage. Drop them a note thanking them for their support of our JDRF Laguna Seca event.

On to the Silent Auction...lots of good stuff. POC members stepped up once again and made generous contributions, either by donation of merchandise, or participation in the silent auction.

Your inimitable POC President, Bill Bodine, was the auctioneer. Bill was very busy over the weekend as he was driving his Cayman S, announcing all the races as well as being our "live" auctioneer. Bill may have missed his calling...he did an incredible job. Bill has the eyes of an eagle; you move your hand, open your mouth, you bought it...don't ask me how I know this. You had to have been there...don't miss it next year. Bruce Wells helped out with some of the announcing chores, too. Thanks Bruce!

The "live" auction BBQ and wine tasting went on into the evening. Everybody had an incredibly good time raising money for JDRF and being with our friends. We owe a big round of applause for Mary Anne Melnik and Jackie Ginsburg, as well as the JDRF members who manned the event, cooked the food, and poured the wine.

Now to Sunday...the grand finale, and a few of us were a little "musty" for lack of sleep and a few too many glasses of wine. We did the usual practice sessions, and for the Red and Orange groups, their qualifier was their Time Trial. This approach was acceptable to most as it equals more track time for all.



Steve Rucknick Photography

Steve Rucknick Photography

The Green and White Groups ran the traditional Time Trial. Dylan Scott ran the Time Trial for the Green and White groups and did his usual outstanding job. He would much rather have been working on finding that engine miss, but being the trooper that he is, he hung in there and made the Time Trial happen. Aaron Roth kept track of all the timing. Great job as usual, Aaron.

We had 61 participants, all classes, and in the process, a number of class records were established. Also note, the track was recently resurfaced and was in great shape. But that does not take anything away from the records set below. Shawn Howard sets the bar in BSR with a 1:42.911. Rick Yap continues to dominate CI with his 914-4 setting a new class record of 1:53.059. GSR has a new class record set by Mikael Weitze at 1:46.617. II class is getting tougher as the new record is 1:49.756, established by Marshall Williams.

A new LI class record is in the books, set by the "Prez" with a 1:43.680 in his Cayman S. Those Cayman S cars are quick; Bill is an excellent driver, which does factor into the equation. In LP, I am driving my butt off in my 993 car, knock down a 1:45.799 and lose to Jeffery Schmidt in his 993 with a 1:45.707. I do have an excuse...a week after the Laguna Seca event I discover a broken rear drop link which equals no rear sway bar (I have another one if that's not good enough). Regardless, Jeff is a talented driver who will be at the top of LP.

Steve Alarcon hits one out of the park with a 1:37.181, which I believe is three seconds quicker than the previous record set by Kevin Roush. Our Chief Driving Instructor Marty Mehterian blows up the former V0 record which he sets at 1:36.448.

Blake Rosser pegs GTA with the new class record of 1:29.678. Drew Waterhouse is now the record holder in GTC-3 with a 1:33.437. And lastly, John Payne steps up in GT2 with a 1:35.480.

Then and Now:
Present and Past POC Presidents Bill Bodine and Greg Franz with Drew Waterhouse

Michael Hammond shows his guest how it's done... POC style!

American Race Day puts in a show of force

Row upon row of Silent Auction items tempt event-goers out of their seats

Reginald Colby on track

Dennis Bennett

Some close racing between Shawn Howard, Craig Stanton, and Dylan Scott



Pouring it on at the wine tasting, judged a great success by all who attended

Urs Gretener and Melissa watching the on track action

John Tunnicliffe's 944 racer sporting the names of Paso Robles supporters who contributed to his personal charity drive



Let's go racing: Sunday, we had races for Green, Orange and Red race groups, with the usual list of suspects participating. Smarting from defeat by former Go Cart guy Shawn Howard, Craig Stanton takes first position in Sunday's Green Race in EX class. Shawn Howard wins BSR class, Tom Bosley in second with third taken by Jeff Shulem.

R9S is won by Mikael Weitz, San Diego's Mark Foley in second with Jim Richmond in third...David Hirsch came in fourth with his R9S car sporting a new motor. He will get quicker when he gets in a few break in mile on that beast.

R7 is getting interesting, with Leonard "Sugar" Schenkel wins, holding off that pesky Todd (No Static) Richmond who places 2nd, with Edward Lane in 3rd and veteran Donald Kravig in 4th.

Matthew Bickell wins R8 again, with second taken by Walter Airth with his "Bug Green" historic race car. R9 is another win for Carolyn (It comes from the Greek) Pappas, 2 wins in a row with that little 914-6.

R-11 heated up Sunday with Ron Brennan displacing Rick Yap for 1st, with Rick in 2nd place and Jeff (Aase Motors) Erickson coming in 3rd. Dylan Scott and Jim Marks broke...had they not, the pecking order may have been a wee bit different.

The weekend had to end. It was a memorable one indeed. The final tally for JDRF funds is not in yet. I am certain we did well. For all of you that made the trek to Laguna Seca, thanks for supporting the event. And thanks to Speed Ventures, Competent Motorsports and the Porsche Racing Club for their support. ●



A DREAM CAME TRUE...

Story by **Jim Matherly** Image by **Steve Ruckmick**

There are two kinds of people in this world: those that own a Porsche and those that want one. My whole life I wanted a Porsche. I always looked with great appreciation every time I saw one drive by. I knew someday I would own one.

Finally the day came and I bought my first Porsche. I bought a 1996 993, midnight blue. I was looking all over for a good mechanic and that is when I ran into Carlos Granados. He was very helpful and very experienced with Porsches (not to mention an excellent race car driver) and the first thing he told me was that I needed to get my car to the track. He explained that was the best way to enjoy my car. He convinced me that I needed to lower car and so I put some springs on my car (I chose Eibachs) and that was the first step to catching the racing bug.

I then found myself looking on the internet for things I could do to make my car go faster. I was considering exhaust modifications, chipping the computer, even a supercharger. One day while reading a chat log, I picked up someone's conversation, and he was asking the same question that I always had: "How can I make my car go faster?" Then, the best comment I ever heard

was sent back to him, and the guy simply wrote, "If you want a car that will go real fast in the quarter mile, then why didn't you buy a corvette? If you want to learn what your car will do, than take your car to the track and learn how to drive it." I realized then that I needed to learn how to drive my car and not spend so much time trying to make engine and suspension improvements until I knew was I was doing.

I called Carlos and was told I could come watch him race in a POC event at California Speedway. He also told me that I could actually come out and drive my car on the track at lunch time for a couple of laps. I came to the race and with great anticipation. I awaited my time to go onto the track. We entered the track and were told that we had to maintain a 60 mph on the track. Just like Bill Bodine explains it, we got our wish, there was alot of space in between the cars and we got up to 100 on the bank. I was so excited, and at that moment I knew that I wanted to continue.

I started out by joining the POC right away and then enrolled in the next short track event. I came to the track early not knowing what to

expect and was quickly immersed in the the policies and procedures of the POC. I was matched up with my first instructor and took my first few laps around the track. I thought I was going pretty fast and was feeling pretty good and then my instructor asked if he could show me the "line" by driving my car with me during the next session. At that point I learned two important lessons: First, my car could go faster than I could manage, and second, I didn't know much about racing. All of a sudden, I was a much better student after seeing for myself the performance of my car and the ability of my instructor. I finished the weekend having spent two great days on the track having one of the most intense and exciting experiences of my life. I also met a lot of new friends that I continue to see at the track. I walked away with a greater appreciation of the talent and experience it takes to win races in the POC. I realized that part of the experience is the great people that make up the club.

I then continued on the the Time Trial series and then onto the racers clinic to get my cup license. I really enjoyed the clinic and learned a great deal about racing from some great racers like Joe Kunz and Jeff Melnik. During the clinic, as



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we started to really race and grid up, I actually felt that same thrill I got when I started racing a few years ago. I started to get more and more seat time and try to knock seconds off my times. I felt like I was doing what I should be doing to get better. I was also at the same time trying to make minor improvements to my car while staying within the "law."

This brings us to the past weekend at Laguna Seca. Here I was at a legendary track and racing on the same pavement as some of the great racers of all time. I was talking with some fellow racers and discussing the best way to trim those few seconds off my time once more. Then at the fundraiser dinner and happy hour I came back to my roots. I was talking with Bill Hartzog about the modifications that he had made to his car, (we have the same model car) and he flat out told me to stop worrying about all the little things on my car and hire an instructor. He told me that in the next few months I would spend a good chunk of change and that I should

take some of that money and invest in an instructor. He asked me why I was willing to spend money at the track working on my skills and maybe doing them all wrong. He said that I should even think about teaming up with some other driver to help minimize the expense of the instructor for the weekend. I then realized that he was right. The POC starts at the very beginning stressing the importance of an instructor, then we have an instructor with us during the Time Trial process, and then during the cup school we are watched and constantly monitored by some great drivers and instructors. It was then that I made a commitment that I would go back to getting further personal or shared instruction by qualified instructors. I know that by getting that additional training I will continue to improve and not just reinforce bad habits. Thanks, Bill.

This is why I love being a part of the POC. There are great people that want to help you to be your best. ●

RESULTS

Orange Cup Race 6 at California Speedway May 19, 2007

P	Class	Driver Name	Laps	Diff	Best Lap
1	R5	Steve Alarcon	15	-	1:50.505
2	R5	Kip Waterhouse	15	20.824	1:51.438
3	R5	Steve Parker	15	27.622	1:51.540
4	R5	John Heldman	15	+1:08.497	1:54.863
5	R6	Bruce Wells	15	+1:21.947	1:54.814
6	BSR	Shawn Howard	15	+1:37.898	1:56.950
7	BSR	Dylan Scott	15	+1:44.910	1:56.168
8	R6	Renan Pulecio	15	+1:56.146	1:57.757
9	R7	Leonard Schenkel	14	1 Lap	1:59.862
10	R6	Scott Sookwongse	14	1.549	1:59.983
11	R9S	Mikael Weitze	14	13.413	2:00.958
12	R9S	Mark Foley	14	13.987	2:00.943
13	BSR	Michael Essa	14	25.424	1:58.043
14	R7	Don Matz	14	32.883	2:01.153
15	BSR	Neil Alexander	14	39.297	2:01.823
16	R9S	Pete Yousko	14	43.206	2:01.363
17	EX	Martin Schacht	14	54.217	2:01.830
18	R7	Todd Richmond	14	56.026	2:01.734
19	R7	Edward Lane	14	58.191	2:02.645
20	R9S	Jim Richmond	14	+1:01.106	2:03.591
21	R6	Nicolas Pulecio	14	+1:16.670	2:03.243
22	R8	Matt Bickell	14	+1:20.332	2:03.879
23	R6	Albert Upsher	14	+1:32.851	2:04.294
24	R9S	John Momeyer	13	2 Laps	2:06.707
25	R8	Walter Airth	13	6.869	2:06.236
26	R5	Mike Monsalve	6	9 Laps	1:51.025
27	R8	Jackie Ginsburg	1	14 Laps	2:14.542
DQ	R5	Paul Barnes	15		1:55.602
DQ	R5	Jim Steedman	15		1:53.985
DQ	R5	Andy Ritter	15		1:57.833
DQ	R8	Herman Carstens	14		2:04.984

Orange Cup Race 7 at California Speedway May 20, 2007

P	Class	Driver Name	Laps	Diff	Best Lap
1	R5	Steve Alarcon	20	-	01:50.054
2	R5	Mike Monsalve	20	2.234	01:50.567
3	R5	Steve Parker	20	16.897	01:51.403
4	R5	Kip Waterhouse	20	18.568	01:51.332
5	R5	John Heldman	20	+1:17.952	01:53.677
6	R5	Paul Barnes	20	+1:44.534	01:54.356
7	R6	Bruce Wells	20	+1:50.369	01:54.862
8	BSR	Shawn Howard	19	1 Lap	01:57.047
9	BSR	Dylan Scott	19	1.435	01:57.092
10	R5	Andy Ritter	19	8.167	01:56.655
11	R6	Scott Sookwongse	19	38.598	01:58.292
12	R7	Leonard Schenkel	19	43.434	01:58.559
13	R6	Renan Pulecio	19	44.082	01:57.101
14	BSR	Michael Essa	19	+1:02.090	01:58.396
15	BSR	Neil Alexander	19	+1:09.356	01:59.577
16	R7	Don Matz	19	+1:25.645	02:00.802
17	R9S	Mark Foley	19	+1:26.234	02:01.411
18	BSR	Mary Anne Melnik	19	+1:36.223	01:59.918
19	R6	Nicolas Pulecio	18	2 Laps	02:01.830
20	R7	Edward Lane	18	4.929	02:03.316

21	R5	Martin Schacht	18	10.729	02:00.123
22	R9S	Jim Richmond	18	20.562	02:03.334
23	R6	Herman Carstens	18	24.052	02:03.720
24	R6	Albert Upsher	18	+1:11.893	02:05.577
25	R8	Walter Airth	18	+1:47.760	02:06.103
26	R5	Jim Steedman	3	17 Laps	01:55.747
27	R9S	Mikael Weitze	1	19 Laps	03:33.053

RED Cup Race 6 at California Speedway May 19, 2007

P	Class	Driver Name	Laps	Diff	Best Lap
1	GT1	Loren Beggs	15	-	01:37.562
2	GTC-3	Drew Waterhouse	15	+1:08.652	01:42.924
3	GTC-3	Mark Anderson	15	+1:09.551	01:42.786
4	GT1	Jeff Melnik	15	+1:34.658	01:43.923
5	GTC-3	John Gordon	15	+1:39.545	01:44.412
6	GTC-4	John Mulvihill	15	+1:40.557	01:44.323
7	GT1	Jeffrey Childers	14	1 Lap	01:43.717
8	GTC-3	Kevin Reynolds	14	11.137	01:45.677
9	GT2	John H. Payne	14	25.432	01:45.690
10	GTC-3	Bob Read	14	31.702	01:47.072
11	R3	Keith Meggs	14	34.78	01:47.919
12	GT2	Steven Frankel	14	35.087	01:47.325
13	R3	Ted White	14	45.079	01:48.599
14	GT2	Dave Buhain	14	48.964	01:48.068
15	GT2	Jim Copp	14	51.951	01:48.605
16	GT2	Ted Barrett	14	+1:11.714	01:49.991
17	R2	Charles Wyse	14	+1:13.938	01:50.441
18	GTC-3	Al Preble	14	+1:14.264	01:49.852
19	R2	Michael Copp	14	+1:35.176	01:51.108
20	R4	Kary Clements	14	+1:36.588	01:51.360
21	R3	Rick Barrett	14	+1:38.321	01:51.585
22	R3	Iain Stobie	13	2 Laps	01:50.511
23	GT1	Mary Anne Melnik	4	11 Laps	01:50.491
24	GT1	Bill Dawson	0	15 Laps	----
25	GT2	Joseph Fan	0	0.602	----

RED Cup Race 7 at California Speedway May 20, 2007

P	Class	Driver Name	Laps	Diff	Best Lap
1	GT1	Bill Dawson	20	-	01:43.000
2	GTC-3	Mark Anderson	20	9.348	01:43.339
3	GT2	Jim Copp	20	38.600	01:44.304
4	GTC-3	Drew Waterhouse	20	40.216	01:44.203
5	GTC-3	Kevin Reynolds	20	52.398	01:44.742
6	GT2	John H. Payne	20	1:06.533	01:45.931
7	GTC-3	Bob Read	20	1:14.289	01:46.935
8	R3	Keith Meggs	20	1:25.078	01:46.882
9	R3	Ted White	20	1:31.721	01:47.844
10	R4	Kary Clements	19	1 Lap	01:51.002
11	GTC-3	Al Preble	19	2.891	01:50.199
12	R2	Michael Copp	19	6.301	01:50.809
13	R3	Iain Stobie	19	21.878	01:50.688
14	GT1	Jeffrey Childers	12	8 Laps	01:45.507
15	GT2	Dave Buhain	0	20 Laps	----
DQ	GTC-3	John Gordon	20	56.629	01:44.797

Orange Cup Race 8 at Willow Springs Raceway June 9, 2007

P	Class	Driver Name	Laps	Diff	Best Lap
1	R5	Kevin Roush	15	-	01:29.391
2	R5	Mike Monsalve	15	0.273	01:29.322
3	R5	Steve Alarcon	15	6.405	01:29.357
4	R5	Steve Parker	15	7.557	01:29.772
5	R5	Athan Aronis	15	15.455	01:29.658
6	R5	Kip Waterhouse	15	35.157	01:31.297
7	R5	Mark Williams	15	39.685	01:31.432
8	R5	Neal Rouzier	15	+1:04.434	01:33.130
9	R5	Jim Steedman	15	+1:25.258	01:34.509
10	BSR	Dylan Scott	14	1 Lap	01:34.860
11	R5	Paul Barnes	14	0.35	01:32.189
12	BSR	Michael Essa	14	10.08	01:37.495
13	R5	Andy Ritter	14	14.452	01:37.056
14	R6	Bruce Wells	14	19.59	01:37.566
15	R9S	Mikael Weitze	14	28.731	01:38.182
16	R6	Garrett Guess	14	31.857	01:38.689
17	BSR	Neil Alexander	14	37.753	01:38.490
18	BSR	Mary Anne Melnik	14	40.473	01:39.480
19	R8	Don Kravig	14	46.055	01:39.193
20	R9S	Mark Foley	14	46.57	01:38.864
21	R9S	Pete Yousko	14	57.152	01:38.963
22	R8	Walter Airth	14	+1:00.057	01:39.720
23	R8	Matthew Bickell	14	+1:00.319	01:40.750
24	R6	David Airth	13	2 Laps	01:39.585
25	R11	Ron Brennan	13	51.319	01:47.356
26	R7	Leonard Schenkel	10	5 Laps	01:40.521
27	R9S	John Tunnicliffe	9	6 Laps	01:41.132

Orange Cup Race 9 at Willow Springs Raceway June 10, 2007

P	Class	Driver Name	Laps	Diff	Best Lap
1	R5	Steve Alarcon	15	-	01:28.772
2	R5	Kevin Roush	15	6.969	01:29.168
3	R5	Steve Parker	15	38.828	01:31.112
4	R5	Mike Monsalve	15	52.495	01:31.290
5	R5	Kip Waterhouse	15	55.114	01:32.853
6	R5	Paul Barnes	15	+1:30.479	01:35.258
7	R5	Athan Aronis	14	1 Lap	01:30.773
8	R6	Bruce Wells	14	6.664	01:36.361
9	R8	Walter Airth	14	21.71	01:37.557
10	R9S	Mark Foley	14	27.991	01:38.276
11	BSR	Michael Essa	14	29.082	01:37.582
12	BSR	Dylan Scott	14	35.997	01:37.669
13	R9S	Mikael Weitze	14	39.445	01:38.370
14	BSR	Jeff Shulem	14	43.847	01:38.582
15	R6	Garrett Guess	14	45.485	01:39.685
16	BSR	Mary Anne Melnik	14	46.185	01:38.091
17	R9S	Pete Yousko	14	+1:04.380	01:40.226
18	R8	Don Kravig	14	+1:20.614	01:42.401
19	R6	David Airth	14	+1:23.391	01:42.295
20	R9S	Cory Muscat	14	+1:29.629	01:42.824
21	R9S	Mervyn Rudgley	13	2 Laps	01:42.704
22	R11	Ron Brennan	13	50.727	01:47.179
23	BSR	Neil Alexander	6	9 Laps	01:42.594

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RED Cup Race 8 at WILLOW SPRINGS RACEWAY**June 9, 2007**

P	Class	Driver Name	Laps	Diff	Best Lap
1	GTA	Blake Rosser	15	-	01:22.704
2	GTC-3	Mark Anderson	15	16.217	01:25.341
3	GTC-3	Drew Waterhouse	15	26.284	01:24.516
4	GTC-4	Steve Goldman	15	31.165	01:26.302
5	GT2	Jim Copp	15	32.65	01:26.892
6	GTC-3	John Keane	15	35.455	01:26.955
7	GTC-3	Kevin Reynolds	15	36.705	01:27.151
8	GT1	Bill Dawson	15	37.994	01:27.099
9	GT2	John H. Payne	15	53.583	01:27.770
10	GT2	Roland Schmidt	15	57.631	01:28.203
11	GT2	Roger Sheridan	15	+1:30.310	01:29.186
12	GT3	George Grezaud	14	1 Lap	01:30.161
13	R3	Ted White	14	5.244	01:30.683
14	GTC-3	Bob Read	14	20.847	01:30.869
15	R3	Iain Stobie	14	21.647	01:30.918
16	GTC-3	Jeff Farmer	14	+1:09.739	01:35.632

RED Cup Race 9 at WILLOW SPRINGS RACEWAY**June 10, 2007**

P	Class	Driver Name	Laps	Diff	Best Lap
1	GTA	Blake Rosser	15	-	01:22.035
2	GT1	Bill Dawson	15	31.593	01:26.145
3	GTC-3	Drew Waterhouse	15	32.694	01:26.118
4	GTC-3	Mark Anderson	15	37.054	01:26.222
5	GTC-3	John Keane	15	47.79	01:26.789
6	GT2	Jim Copp	15	48.47	01:26.835
7	GTC-3	Kevin Reynolds	15	+1:11.383	01:27.650
8	GT2	Roland Schmidt	14	1 Lap	01:29.361
9	R3	Ted White	14	17.48	01:31.569
10	GTC-3	Bob Read	14	30.327	01:32.628
11	R3	Iain Stobie	14	39.793	01:32.197
12	EX	Michael Boardman	14	40.445	01:30.609
13	GTC-3	Jeff Farmer	14	+1:07.246	01:34.394
14	GT2	John H. Payne	11	4 Laps	01:26.951
15	GT2	Roger Sheridan	7	7.89	01:29.145
16	GT3	George Grezaud	2	13 Laps	01:30.713

Green Cup Race 10 at Laguna Seca**August 25, 2007**

P	Class	Driver Name	Laps	Diff	Best Lap
1	BSR	Shawn Howard	17	-	01:42.983
2	EX	Craig Stanton	17	0.228	01:41.961
3	BSR	Tom Bosley	17	26.09	01:43.839
4	BSR	Dylan Scott	17	26.663	01:43.043
5	EX	Dave Bouzaglou	17	58.212	01:45.592
6	BSR	Jeff Shulem	17	59.008	01:45.507
7	R9S	Mark Foley	17	+1:08.768	01:46.805
8	BSR	Michael Essa	17	+1:11.810	01:46.668
9	R9S	Mikael Weitze	17	+1:12.884	01:46.897
10	R7	Todd Richmond	16	1 Lap	01:48.158
11	R7	Don Matz	16	8.994	01:48.832
12	R7	Leonard Schenkel	16	9.428	01:48.366
13	R9S	Jim Richmond	16	21.841	01:49.401
14	R7	Michael Mills	16	22.181	01:49.144
15	R8	Matthew Bickell	16	28.866	01:49.820
16	R9S	David Hirsch	16	37.782	01:50.414
17	R7	Edward Lane	16	44.686	01:49.425

18	R5	Carolyn Rouzier	16	45.147	01:47.928
19	R7	Donald Kravig	16	47.414	01:49.781
20	R9S	John Tunncliffe	16	+1:11.175	01:52.750
21	R11	Rick Yap	16	+1:18.625	01:52.236
22	R11	Ron Brennan	16	+1:28.566	01:52.660
23	R11	Jeff Erickson	15	2 Laps	01:59.822
24	R9	Carolyn Pappas	13	4 Laps	01:59.678

Orange Cup Race 10 at LAGUNA SECA**August 25, 2007**

P	Class	Driver Name	Laps	Diff	Best Lap
1	R5	Steve Alarcon	16	-	01:39.619
2	R5	Kip Waterhouse	16	1.323	01:41.083
3	R5	Andrew Bloch	16	1.967	01:41.084
4	R5	Paul Barnes	16	3.951	01:42.876
5	R5	William Hartsock	16	4.615	01:42.984
6	R5	Carl Toffelmire	16	5.249	01:40.056
7	R5	Jeffrey Childers	16	6.015	01:42.181
8	R6	Richard Smith-Allen	16	8.133	01:44.905
9	R5	David Quesnel	16	8.311	01:44.244
10	R5	Mark Williams	16	9.59	01:44.542
11	R5	Craig Turner	16	10.445	01:44.443
12	R5	Jim Matherly	16	12.39	01:48.269
13	R6	Dick Schmidt	16	13.584	01:47.547
14	R4	Ed Muscat	16	14.444	01:46.001
15	GT3	Thomas Simpkinson	16	15.146	01:47.357
16	R5	Ron Herrerias	16	15.999	01:49.015
17	R6	Scott Sookwongse	15	1 Lap	01:51.686
18	R6	Charley Wolk	15	2.686	01:52.935
19	R5	Neal Rouzier	14	2 Laps	01:43.987
20	EX	Maurice Montgomery	14	+5:57.695	01:43.265
21	R5	Jim Steedman	14	+6:01.634	01:43.216
22	EX	Martin Schacht	12	4 Laps	01:45.691
23	R5	Mike Monsalve	12	+1:20.797	01:40.329
24	R6	Bruce Wells	10	6 Laps	01:45.046
25	R5	Steve Parker	5	11 Laps	01:41.467

Red Cup Race 10 at LAGUNA SECA**August 25, 2007**

P	Class	Driver Name	Laps	Diff	Best Lap
1	GTA	Blake Rosser	8	-	01:33.303
2	GT1	Urs Gretener	8	0.451	01:33.271
3	GTC-3	Drew Waterhouse	8	3.911	01:34.355
4	GTA	Eric Olberz	8	4.571	01:34.268
5	GT2	John H. Payne	8	10.791	01:37.062
6	GT1	Robert Dalrymple	8	11.362	01:35.296
7	GTC-3	Kevin Reynolds	8	11.464	01:36.951
8	GTC-3	Brian Wong	8	12.392	01:36.928
9	GTC-3	Michael Boardman	8	17.966	01:38.572
10	GT2	Jim Copp	8	20.774	01:39.259
11	GT2	Steven Frankel	8	22.073	01:39.906
12	GT2	Chris Pedersen	8	30.599	01:42.495
13	R3	Behrouz Salehi	8	32.992	01:43.426
14	R2	Kelly Konzelman	8	33.358	01:42.704
15	GT1	Rick Ollila	8	34.612	01:42.230
16	R2	Michael Copp	8	43.664	01:46.446
17	GT2	Roger Sheridan	6	2 Laps	01:41.474
18	GT2	Jeff Stevenson	3	5 Laps	01:44.244
19	GT2	Alex Felton	0	8 Laps	----
20	GTC-3	John Keane	0	0.462	----
21	R2	Herman Carstens	0	4.903	----

Green Cup Race 11 at LAGUNA SECA**August 26, 2007**

P	Class	Driver Name	Laps	Diff	Best Lap
1	EX	Craig Stanton	17	-	01:43.215
2	BSR	Shawn Howard	17	0.562	01:43.076
3	BSR	Tom Bosley	17	17.557	01:43.509
4	BSR	Michael Essa	17	31.048	01:44.857
5	BSR	Jeff Shulem	17	31.153	01:45.149
6	EX	Dave Bouzaglou	17	+1:07.431	01:46.451
7	R9S	Mikael Weitze	17	+1:14.128	01:46.270
8	R7	Leonard Schenkel	17	+1:15.113	01:47.548
9	R7	Todd Richmond	17	+1:15.350	01:46.475
10	R9S	Mark Foley	17	+1:29.910	01:46.865
11	R8	Matthew Bickell	17	+1:36.604	01:48.538
12	R9S	Jim Richmond	17	+1:46.270	01:48.630
13	R9S	David Hirsch	17	+1:55.991	01:49.220
14	R8	Walter Airth	16	1 Lap	01:49.676
15	R7	Edward Lane	16	7.1	01:50.574
16	R7	Donald Kravig	16	9.261	01:50.603
17	R11	Ron Brennan	16	40.667	01:52.692
18	R11	Rick Yap	16	41.641	01:52.864
19	R9	Carolyn Pappas	15	2 Laps	01:57.213
20	R11	Jeff Erickson	15	20.039	01:58.637
21	R7	Michael Mills	11	6 Laps	01:48.364
22	BSR	Dylan Scott	7	10 Laps	01:46.130
23	R9S	Jim Marks	7	6.478	01:46.958

Orange Cup Race 10 at LAGUNA SECA**August 26, 2007**

P	Class	Driver Name	Laps	Diff	Best Lap
1	R5	Steve Alarcon	16	-	01:38.609
2	R5	Mike Monsalve	16	4.361	01:38.831
3	R5	Carl Toffelmire	16	20.611	01:40.222
4	R5	Andrew Bloch	16	23.005	01:40.549
5	R5	Kip Waterhouse	16	39.042	01:41.000
6	R5	Neal Rouzier	16	43.563	01:41.701
7	R6	Richard Smith-Allen	16	+1:09.662	01:42.726
8	GT3	Thomas Simpkinson	16	+1:30.623	01:44.328
9	R5	David Quesnel	16	+1:31.554	01:44.312
10	R5	Jim Matherly	15	1 Lap	01:46.252
11	R5	Ron Herrerias	15	1.541	01:47.123
12	R6	Dick Schmidt	15	13.185	01:46.817
13	EX	Martin Schacht	15	14.357	01:46.739
14	R6	Scott Sookwongse	15	+1:04.662	01:50.619
15	R6	Charley Wolk	15	+1:10.912	01:51.013
16	R5	Craig Turner	10	6 Laps	01:43.307
17	R5	Jeffrey Childers	7	9 Laps	01:42.446
18	R5	William Hartsock	4	12 Laps	01:44.463
19	R5	Paul Barnes	2	14 Laps	01:43.106

Red Cup Race 10 at LAGUNA SECA**August 26, 2007**

P	Class	Driver Name	Laps	Diff	Best Lap
1	GT1	Urs Gretener	17	-	01:31.758
2	GTC-4	Joe Kunz	17	11.558	01:31.989
3	GTA	Eric Olberz	17	21.792	01:32.512
4	GTC-4	Brian Wong	17	35.731	01:33.811
5	GTC-3	Michael Boardman	17	58.08	01:34.814
6	GTC-3	Kevin Reynolds	17	+1:01.073	01:34.781
7	GTC-3	John Keane	17	+1:04.572	01:35.606

8	GT2	Jim Copp	16	1 Lap	01:36.969
9	GT2	Roger Sheridan	16	0.962	01:37.366
10	GT2	Steven Frankel	16	24.582	01:38.268
11	R3	Chris Pedersen	16	+1:01.447	01:41.919
12	R3	Behrouz Salehi	16	+1:05.218	01:42.062
13	R2	Michael Copp	16	+1:06.026	01:41.057
14	GTC-3	Drew Waterhouse	15	2 Laps	01:32.216
15	GT2	John H. Payne	15	+1:10.543	01:36.053
16	GT1	Robert Dalrymple	15	+3:52.193	01:34.176
17	GTA	Blake Rosser	6	11 Laps	01:31.960
18	R2	Kelly Konzelman	3	14 Laps	01:43.934

Time Trial 3 at CALIFORNIA SPEEDWAY**May 20 2007**

Class	Driver Name	Time	Pts
BSR	Dylan Scott	01:56.437	20
BSR	Shawn Howard	01:56.440	15
BSR	Jeff Shulem	01:57.486	12
BSR	Michael Essa	01:59.372	10
BSX	Marc Jannone	01:58.814	20
BSX	Richard Jannone	02:08.681	15
GI	Glenwood Gum	02:23.680	20
GSR	Mikael Weitze	02:00.783	20
GSR	Mervyn Rudgley	02:04.537	15
GSR	Bradley Actis	02:05.289	12
GSR	Dennis Bennett	02:11.201	10
GT2	John H. Payne	01:45.675	20
GT2	John Illes	01:48.667	15
GTC-3	Kevin Reynolds	01:44.600	20
GTC-3	Garrett Russell	01:48.869	15
HP	John Dilger	02:01.847	20
HP	Walter Airth	02:09.600	15
II	Jackie G	02:14.974	20
IP	Don Matz	02:01.772	20
IP	Joe Gemsch	02:01.929	15
IP	Greg Morrell	02:05.788	12
JI	Leonard Schenkel	02:00.183	20
JI	Michael Takaki	02:03.870	15
JP	Bob Thacker	01:56.379	20
JP	Chet Fortney	01:57.159	15
JS	Craig Swetland	02:09.465	20
KI	Charley Wolk	02:01.352	20
KP	Tom Chen	02:01.961	20
LP	Octavio Lazo	01:56.716	20
LP	Jeffrey Schmidt	01:58.212	15
LP	Martin Schacht	02:01.277	12
LP	Stephen Jones	02:02.91	

GSR	Bradley Actis	01:34.846	20	NP	Andrew Weyman	01:38.325	10	LP	Martin Schacht	01:32.000	20
GSR	Stephen McConnell	01:35.616	15	NS	Paul Higgins	01:36.085	20	LP	Shannon Johnson	01:32.000	15
GSR	Donald Neville	01:41.070	12	NS	William Haugh	01:41.700	15	LP	Aitila Szilagyi	01:33.000	12
HI	James Bailey	01:37.387	20	VO	Garrett Russell	01:31.794	20	LP	Chad Carter	01:34.000	10
HP	Herman Carstens	01:34.281	20	V2	Ed Muscat	01:31.325	20	LP	Stephen Jones	01:38.000	8
HP	Neil Tardio	01:35.979	15	V2	Sandy Isaac	01:36.529	15	LS	Duane Selby	01:35.000	20
HP	Kent Lothringer	01:39.143	12	V2	Christy Copeman	01:37.344	12	LS	Quinn Thompson	01:35.000	15
HP	Tom Van Aken	01:44.635	10	V2	Tom Liguori	01:38.833	10	LS	Bill Greenwalt	01:38.000	12
HP	Tommy Van Aken	01:46.068	8	V3	Neal Rouzier	01:32.934	20	LS	Leland McArthy	01:38.000	10
II	Marshall Williams	01:33.254	20	V4	Christopher Wiles	01:39.059	20	LS	Albert Huang	01:38.000	8
II	William Whitely	01:42.151	15	V4	John Tyree	01:41.414	15	LS	Edmond Coblentz	01:51.000	6
IP	Todd Richmond	01:32.704	20	EX	John Williamson	01:27.118		LS	Chase Blageon	01:57.000	4
IP	Don Matz	01:33.265	15	EX	William Beverly	01:30.184		MI	John Cherniack	01:32.000	20
IP	Greg Morrell	01:36.312	12	EX	Sherman Bahr	01:33.460		MP	Reginald Colby	01:31.000	15
IS	Edwin Rich	01:57.069	20	EX	Jared Plummer	01:33.746		MS	Ben Graboske	01:33.000	20
JI	Leonard Schenkel	01:33.410	20	EX	Marc McComsey	01:35.899		MS	Marc Umeda	01:35.000	15
JI	Bing Sokolsky	01:33.645	15	EX	Gary Hardesty	01:36.299		MS	Michael Wukitsch	01:37.000	12
JI	Randy Takaki	01:35.085	12	EX	Philip Slate	01:37.505		MS	Duncan Ho	01:42.000	10
JI	Michael Takaki	01:35.645	10	EX	Bruce Bushore	01:39.075		MS	Ryan Hartsock	01:43.000	8
JP	Bob Thacker	01:30.453	20	EX	Peter Latteier	01:40.893		NI	Jon Wierks	01:30.000	20
JP	Chet Fortney	01:30.922	15	EX	Ted Frech	01:41.419		NI	Ken Agena	01:31.000	15
JP	Steve Thompson	01:31.227	12	EX	Larry Harris	01:42.842		NI	Dave Miller	01:32.000	12
JP	Brent Gokbudak	01:33.032	10	EX	David Nakamoto	01:50.367		NI	Victor Apostolou	01:36.000	10
JP	Kurt Gokbudak	01:33.657	8					NI	Richard Miller	01:41.000	8
JP	Linda Wonderly	02:02.030	6					NP	Alex Felton	01:26.000	20
JS	Mike Parker	01:38.617	20					NP	Guido Rietdyk	01:29.000	15
JS	Craig Swetland	01:39.570	15					NP	Nick Richards	01:32.000	12
JS	Derrick Shiba	01:39.813	12					NP	Andrew Weyman	01:38.000	10
JS	Douglas Karp	01:42.578	10					NS	Marc Simon	01:40.000	20
JS	Alex Hallerberg	01:42.758	8					NS	Gary Falcone	01:42.000	15
JS	Eric Gressler	01:44.502	6					VO	Garrett Russell	01:32.000	20
KI	Chris Tallon	01:33.434	20					V2	Ed Muscat	01:32.000	20
KP	Gus Gomez	01:43.387	20					V3	Steve Parker	01:27.000	20
KS	Theresa Davis	01:45.992	20					V3	Neal Rouzier	01:31.000	15
LI	Bob Joy	01:41.931	20					V4	John Tyree	01:39.000	20
LP	Shannon Johnson	01:33.166	20					EX	John Williamson	01:27.000	
LP	Aitila Szilagyi	01:33.861	15					EX	William Beverly	01:31.000	
LP	Martin Schacht	01:33.967	12					EX	Jared Plummer	01:33.000	
LP	Chad Carter	01:35.287	10					EX	Gary Hardesty	01:39.000	
LP	Stephen Jones	01:37.674	8					EX	Peter Latteier	01:40.000	
LS	Quinn Thompson	01:35.710	20					EX	Marc McComsey	01:40.000	
LS	Duane Selby	01:36.957	15					EX	Bullet Bodine	01:42.000	
LS	Leland McArthy	01:37.634	12					EX	David Nakamoto	01:42.000	
LS	Bill Greenwalt	01:38.243	10					EX	Larry Harris	01:42.000	
LS	Chase Blageon	01:51.125	8					EX	Ivan Jevremovic	01:52.000	
LS	Edmond Coblentz	01:53.101	6					HS	Tracy Tyree	01:55.000	
MI	John Cherniack	01:33.623	20					II	William Whitely	01:40.000	
MP	Reginald Colby	01:30.193	20					IP	Todd Richmond	01:32.000	
MS	Ben Graboske	01:34.469	20					IP	Don Matz	01:34.000	
MS	Kevin Westcott	01:37.053	15					JI	Leonard Schenkel	01:34.000	
MS	Marc Umeda	01:37.936	12					JI	Randy Takaki	01:34.000	
MS	Michael Wukitsch	01:38.360	10					JI	Bing Sokolsky	01:34.000	
MS	Duncan Ho	01:40.695	8					JI	Michael Takaki	01:36.000	
MS	Phil Kantorovich	01:45.246	6					JP	Chet Fortney	01:31.000	
MS	Sophie Rietdyk	01:45.359	4					JP	Steve Thompson	01:31.000	
MS	Ryan Hartsock	01:47.180	2					JP	Bob Thacker	01:31.000	
NI	Ken Agena	01:30.719	20					JP	Brent Gokbudak	01:32.000	
NI	Jon Wierks	01:32.765	15					JP	Kurt Gokbudak	01:34.000	
NI	Victor Apostolou	01:33.830	12					JP	Linda Wonderly	02:03.000	
NI	Dave Miller	01:34.235	10					JS	Craig Swetland	01:38.000	
NI	Richard Miller	01:41.612	8					JS	Mike Parker	01:38.000	
NP	Alex Felton	01:29.508	20					KP	Gus Gomez	01:42.000	
NP	Guido Rietdyk	01:31.613	15					KS	Theresa Davis	01:45.000	
NP	Nick Richards	01:36.922	12					LI	Bob Joy	01:41.000	

STS 5 at STREETS OF WILLOW Counter Clockwise with Bowl
June 3, 2007

Class	Driver Name	Time	Pts
BSR	Neil Alexander	01:34.000	20
BSR	Mary Anne Melnik	01:38.000	15
CI	Shane Stabile	01:40.000	20
CI	Regan Steedman	01:41.000	15
CI	Matthew Schneider	01:41.000	12
CS	Jeff Jennings	01:48.000	20
GP	Jackie Lu	01:45.000	20
GS	Daniel Cliffe	01:43.000	20
GSR	Bradley Actis	01:35.000	20
GSR	Donald Neville	01:38.000	15
HI	James Bailey	01:38.000	20
HP	Don Kravig	01:34.000	20
HP	Kent Lothringer	01:37.000	15
HP	Herman Carstens	01:39.000	12
HP	Tom Van Aken	01:42.000	10
HP	Tommy Van Aken	01:43.000	8
HS	Tracy Tyree	01:55.000	20
II	William Whitely	01:40.000	20
IP	Todd Richmond	01:32.000	20
IP	Don Matz	01:34.000	15
JI	Leonard Schenkel	01:34.000	20
JI	Randy Takaki	01:34.000	15
JI	Bing Sokolsky	01:34.000	12
JI	Michael Takaki	01:36.000	10
JP	Chet Fortney	01:31.000	20
JP	Steve Thompson	01:31.000	15
JP	Bob Thacker	01:31.000	12
JP	Brent Gokbudak	01:32.000	10
JP	Kurt Gokbudak	01:34.000	8
JP	Linda Wonderly	02:03.000	6
JS	Craig Swetland	01:38.000	20
JS	Mike Parker	01:38.000	15
KP	Gus Gomez	01:42.000	20
KS	Theresa Davis	01:45.000	20
LI	Bob Joy	01:41.000	20

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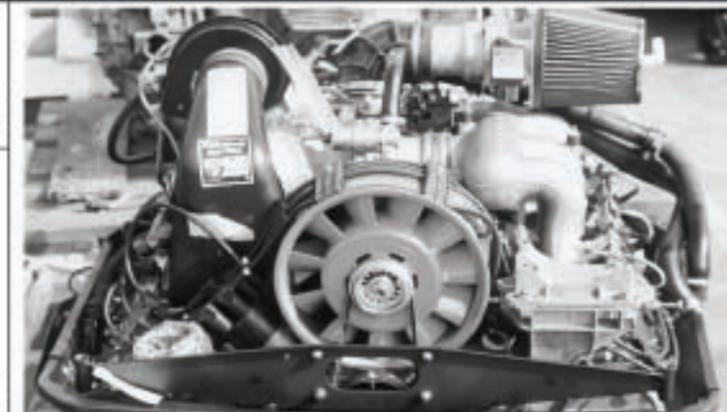
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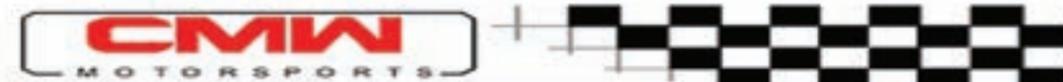
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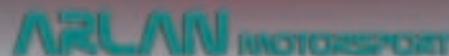
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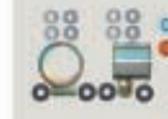
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INTERVIEW BY MARNYE SUMMERS



CRAIG SWETLAND

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Craig Swetland is a “glass half full” type of guy. I had the pleasure of running into Craig at several POC events, but never knew what made him tick. The new found freedom that *Velocity* magazine has bestowed upon me in writing these articles gave me the license to be nosy...not that I needed much coaxing.

I heard “through the grapevine,” (sorry, I just had to use that pun), that Craig is one of several “winers” that belongs to the POC. Jeff Hollander is one that was featured in *Velocity*'s last issue, and Marty Schacht is another. I have not had the pleasure yet of interviewing the dynamic Mister Schacht, but I'm sure that will be in the near future. Craig Swetland makes up the third apex of the equivalent of the Bermuda Wine Triangle of Paso Robles.

Oh, but I digress...

Craig Swetland has been a member of the POC for two and a half years. What attracted him were the POC's organizational abilities and the emphasis in safety on the track. “The people of the POC are not just a bunch of hot heads with fast cars. The whole focus of the club is to give us all the freedom to achieve

what we want on the track and the safety to allow us to live through the experience.” His goal for the future is to attend as many POC events as possible and feels the friends he has made are priceless.

Two years ago Craig met and married a woman he met on the Internet at match.com. They carried on a 100-mile romance for six months; then she moved to Paso Robles for another 2-1/2 years before they tied the knot. His wife, Lynn, works as a civilian contracted employee for the California Army National Guard.

When asked what his fantasy occupation would be he admitted, “I really like what I'm doing!” Working and living in the Paso Robles area, he is in direct contact with many of the grape growers in the area as a crop adviser and salesman for Ultra Gro Plant Food in Madera, Ca.

Craig got interested in wine tasting when he served 2 of his 4-year stint in the Air Force stationed in Germany. The sunsets over the German vineyards was something he was actually able to bring home with him. He grew grapes for 18 years in the golden rolling hills of San Miguel, a part of California

located on a natural aquifer near Paso Robles. In this time of drought the area's precious groundwater made a perfect location for grape growing.

Besides grape growing and drinking fine red wine with friends, Craig talked about some of his hobbies. Bicycling is one of his passions. While on vacation in Hawaii he actually cycled down Haleakala, Maui's 10,023-foot dormant volcano. He watched the sun rise in the chilling wind at the top, then took the thrilling ride down hill back to the tropical air and sea breeze that helped thaw out the frozen grin on his face. He thinks the big island of Hawaii would be an ideal place to retire but quickly added, “but there is no racetrack there.” I assured him that if he built one the POC would surely come!

Racing is only one of the sports in which Craig competes. Years ago he competed in state and national event in the sport of Metallic Silhouette Pistol Shooting. The targets are made from very thick plate steel in the shape of a chicken, pig, turkey or ram. Each target gets progressively farther away and increases in points earned.

Bill O'Reilly is the person Craig most admires because, “he is smart, patriotic, and hugely supports Jessica's Law. Lance Armstrong was his answer when asked who his real life hero would be. Craig highly recommends Armstrong's autobiography entitled, *It's Not About the Bike*. The book talks about change and dealing with change you have no control over. In fact he has recommended the book to other POC members that were going through emotional and physically stressful times in their lives. Craig said it was a book that changed his life, and hopefully has helped others he has given it to.

Finally, I asked Craig what advice he would give to young people. With a little glint in his eye he replied, “Listen to your parents and elders, and respect the traditions of this great country!” He sheepishly added, “Stay a child as long as you can.”

Why did I think after that comment that his mind started planning out the perfect racetrack on the big island of Hawaii? So Craig I'm pretty sure if you build it we will all come...and that way we can all stay children! ●

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THE BIG TOP INDIANAPOLIS GOES TO THE RACING CAPITAL OF THE WORLD

Story by **Jackie Ginsburg**
Images by **Andy Goldman**

I'm sure the flight path was for my benefit. As the plane approached Indianapolis International Airport, the pilot flew exactly over the black ribbon of snaking pavement punctuated by the perfect red and white gators and yellow paint of the infield. The green in between the 13 turn course was as pristine as Augusta on an April afternoon. This was it, the big daddy experience for a lucky few—Michelin GT3 Cup does Indianapolis Motor Speedway as a warm up for Formula One. As you roll under the tunnel to enter the hallowed grounds and five “Yellow Shirts” (senior citizen volunteers) all want to see your credentials, at the moment you emerge from the tunnel and see the Indy museum—an ominous concrete structure that has the words: “Indianapolis Motor Speedway: The Racing Capital of the World” across its brow—you realize that life is good and you are at Ground Zero of the race world.

Now being included with F1 is obviously an honor, but you need to know that F1 (and Indy mgmt.) makes the rules...PERIOD. For example, all of the GT3 teams had to work out of the garage, not their trailers (and in

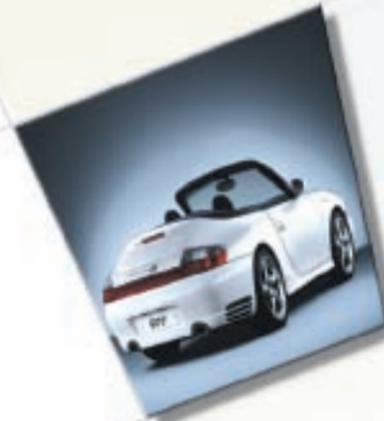
P7/Werks II's case, the rather large “BobMahal” tent). This is not all bad since each garage was topped with an eight foot custom sign with the entrants' name and car number. At this venue, you had better get it quick 'cause we were allowed one 30 minute practice, one 30 minute qualifying and two 30 minutes races. As Dennis Aase remarked, “...it's a difficult situation with no Promoter's Day...” There are no scooters allowed, and golf carts used outside of the designated areas were to be confiscated with no warnings issued! (More on golf carts later.) Our regular catering company wasn't allowed in, so at lunchtime Carolyn and Jackie wedged our golf cart through the sea of humanity in search of burgers and generic chicken McNuggets for our hungry crew. Entry fees were to be paid at the beginning of the season and only five “hot pit” credentials were allowed per car. This was a hardship for our traveling circus and many additional “non hot-pit passes” were purchased. Further, F1 big brother imbeds chips in the credentials that allow them to monitor when you enter and exist certain areas—serious woe to the person who attempts to sneak one past Uncle Bernie;

I stayed out of the F1 garage areas...

IMSA wanted to display a GT3 Cup car in the busy vendor row and as good fortune has it, P7/Werks II has a spare that we decked out in the appropriate livery for the racing fans to see (and jump in, buckle up and test the suede steering wheel until we taped the door shut on Saturday). It was on one fateful trip back from our display vehicle that Galen was focusing on hitting an imaginary apex and apparently, pinched the turn. Normally, no big deal, but yours truly was sitting backwards in the back seat with a roll of paper towels in one hand and a cell phone in the other...I launched at what “seemed to be” 40+ miles per hour and left a trail of shoes, cell phone parts and a ribbon of paper towels kind of like a rhythm gymnast. Carolyn insisted on taking pictures of me in the medical center as I got a tetanus shot and a few decorative bandages.

I still see it etched in my mind, our golf cart loaded with anxious crew members approaching the gate to the hot pit area and as we turned the corner, on our right was the row of F1 garages...OMG!...I drove the cart

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Bob Faieta and Steve Goldman

conspicuously slow so that I could take it all in: perfectly organized front noses lined up, overhead light rigs installed over the cars with drivers' names attached, portable hydraulic F1 lifts, brightly colored uniforms, overhead booms with octopus-like tentacles sporting four massive impact guns, copper grounding tape surrounding the exact pit stop area, an endless sea of handsome Europeans, tire warmers labeled in Italian. Truly, with budgets of roughly 300-600 million per year, this is as big as it gets! Our team got to park right in front the Panasonic Toyota team and they were a friendly, German speaking bunch as Timo (our resident German) discovered. One of their mechanics looking at the train of Cup cars leaned over to me and said "Now that is real racing!" I was taken aback. Our crew was feeling pretty smug after getting a positive nod from these crack professionals after a quick tire swap!

I have experienced pre-grid at pro races but this...talk about notching it up: groups of flag girls in formation, Hans Stuck next to me, looking up at a sea of banners—"Kiss me Ralf;" "Lewis Rocks," packed stands, brilliant candy apple red Ferraris, meeting Lewis

Hamilton's father, crazy painted people wearing flag togas, the "Pope of Ferrari" (large prancing horse staff included); the pageantry was enough to rock the world of the most jaded enthusiast. Watching Galen walk the paddock and point out famous teams with his kids in hand put a smile on my face.

You know those massive mobile monitor banks that Jean Todt and Flavio Briatore sit in to watch the action during their races, yup, they were functional during our sessions too...stats and live video action complete with drivers' names and car numbers so you know who's in the lead and who's spinning like Michelle Kwan—in real time!

All this and many POCers were there to walk the brickyard; Joe Kunz was excited to be a coach—interpreting MoTec data for the Aasco troupe; Gary Becker, Mark Webber, the entire Bieker family was in 'da house; Bob & Sue Rodriguez and invitees; Carolyn Pappas, our collective POC pit crew stars, and attending his 300th+ F1 race, Walter Airth.

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tires, constructed specifically for Indy and its extreme speeds, were a bit harder than usual and a little loose. Fast guy, Galen commented that "...hanging on in turn 13 in 6th gear (the fastest corner in the GT3 Cup series) was a serious rush." By the way, the slowest speed turns (the esses) are also a part of this course. Melanie had this to say: "The first session on the track, I had a permanent smile on my face...just being able to race on the same track as F1 took my breath away." Joe Kunz, two-time veteran during the Supercup at Indy days, was a bit disappointed that the Cup drivers didn't get to experience the F1 standing start like he did.

Saturday's race saw our own Bob Faieta cross the line in second, 2.3 seconds behind the leader with Melanie Snow in 12th in spite of an ill-handling car. Steve Goldman made up eight spots to finish 22nd. Lucky me, I got to watch Sunday's action from our special spotters' seats with a view of the front straight and the first five turns with Allen Berg, driving coach and F1 driver (formerly with Speed Secrets, now with his own school) doing the spotting for Bob R.—Galen drew the short

straw and ended up with me on the headset and binoculars. No big upset in the finish here, the race ended with that likeable and talented Bob Faieta in second place again and Galen Bieker .1 second from a podium position (First place winner, Bryce Miller, was classed as an IMSA Guest Driver—thus no points for him). Again Steve Goldman gained eight spots for 22nd and Bob "Don Luis" Rodriguez grabbed 12 spots to finish 13th and capture the IMSA Most Improved Award. Melanie Snow clawed her way from the back of the pack to 20th after getting hit and spun in the first lap although she said she enjoyed the race since her car was "so hooked up and really easy to drive"...now that's a sporting attitude!

Pinch me please...to feel 19,000 rpm until it shakes your bones; to see a Mercedes McLaren go from over 200 to close to a dead stop at the 50 marker on the front straight (our P-cars hit 170 and stopped at about the 150 mark); to pilot a Porsche in front of an F1 audience, to experience, especially as a part of a team effort, this glamorous, colorful, clearly International event, is truly magical... •

Goldman, Bob Rodriguez and Melanie Snow the skills to drive in this highly competitive series. By the way, Melanie Snow is the first woman to drive in this series—you go girl!

On to racing...the track is beautiful, flat and smooth. Dennis and Joe explained that there are grooved lines in the surface of the oval that provide additional bite, unlike any other track, during flat out acceleration. How fast you say? This year, cars were required to have a wicker bill which creates a bit of drag. In spite of wicker bill, the cars were into the rev limiter in 6th in the last 100 feet of the front straight. Special Michelin compound rear

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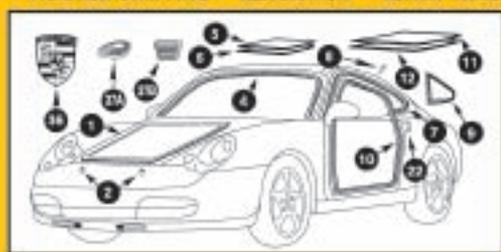


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