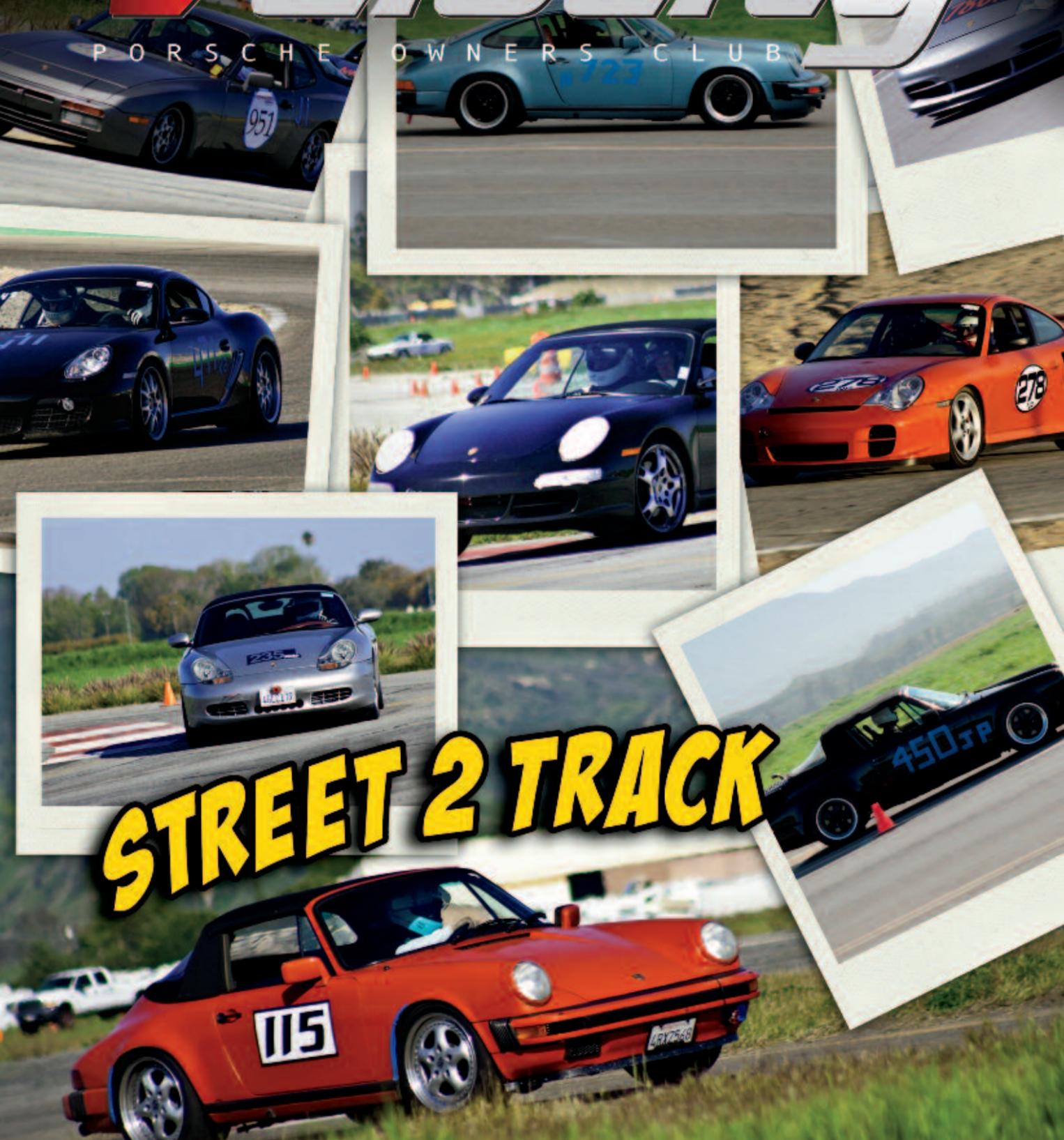


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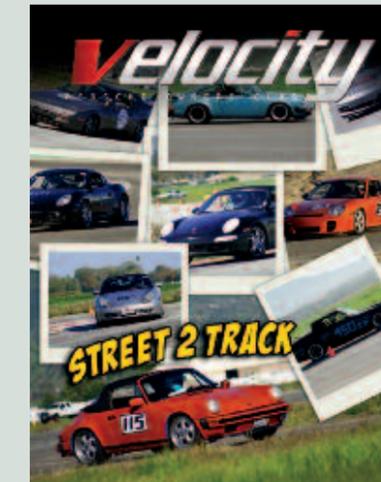
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EDITORS NOTE SANDY ISAAC

I'm quite proud of this month's issue, which clearly illustrates the Porsche Owners Club's greatest asset – Experience. A new Member on Day One in our Performance Driving Series can meet and gain knowledge from Drivers with 5, 10, 20, 30, or even 40 years of racing experience! And during that POC event weekend, nearly every Porsche model will be represented on the track -- four cylinder to eight cylinder, normally aspirated, fuel-injected, turbo-charged -- with a few Cayenne SUV's in the parking lot. The Porsche Owners Club experience covers both ends of the high-performance driving spectrum. Our cover features a variety of street-legal Porsches that are driven to our event, prepped/serviced by their owner, pushed to 10/10's on the track, and then driven home to a well-earned rest in the family garage. You'll read about a small group of current and past POC Members who are living the dream -- competing as professionals, in sponsored Porsche Cup Cars, with full support crews, racing for fame and fortune among the world's elite Sports Car Drivers. So, I hope that after you read this issue, one thing will be crystal clear – The POC experience equals excitement!



On the Cover:

Cover Photo:
Courtesy Virtual Access Photo and Patrick Brass

- #951 - Chris Andropoulos
- #235 - Brian Vance
- #471 - Jan Cilliers
- #714 - Jeff Claire
- #278 - Robert Morales
- #780 - John Armstrong
- #115 - Steve Wong
- #450 - Scott Romanos
- #727 - Robert Lazar



2010 SCHEDULE

August 20-22

Laguna Seca - Cup Races and Time Trial, Charity Fund-Raiser to benefit the Juvenile Diabetes Research Foundation.

September 18-19

Auto Club Speedway "Roal" - Cup Race and Time Trial

September 25-26

Streets of Willow - Performance Driving Series Event and Drivers Clinic

October 8-9

Las Vegas Motor Speedway- Outside Road Course - Cup Races and Time Trial

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FROM THE **PRESIDENT** MIKE TAKAKI

These past few months we have tried new things and created new relationships. The first big change was to move the Racers Clinic to Spring Mountain, Nevada. This was a terrific success.

We also moved the "Tribute to LeMans" 4-hour Enduro to Auto Club Speedway and made the weekend of events bigger and better. We got the PDS drivers out on the "Roval." We worked closely with Porsche Cars North America to allow their Dealers to bring cars, accessories, and run an Autocross event. Special thanks to our Tribute sponsors. I encourage every member to patronize our sponsors so they continue to support us.

The Club has been getting great, positive feedback on the name change from STS to Performance Driving Series (PDS). Bruce Wells arranged for a new PDS logo to be created, new PDS T-shirts printed, with other accessories coming soon. Let's all try and get the PDS name out to bring more Drivers to the PDS events.

We are approaching our "Summer Driving Hiatus", that dreaded time of year when POC Drivers suffer from withdrawal symptoms. Not to fear! Carolyn Pappas is putting together more Bench Racing events. Keep checking the website for updates on this.

The summer is also when our Director of Motorsports, Kip Waterhouse, starts the time-consuming process of creating next year's calendar of events. It is no easy task coordinating with the various tracks and working out a schedule of the right number of events at the



right locations. If you have any input, opinions, or would just like to thank him for all the hard work he puts in to make our events a success, I encourage you to stop by Kip's pit or drop him a line. You have my eternal gratitude, Mister Waterhouse, for all you do.

While I'm on the subject of volunteers who go out of their way to the benefit you and the POC, Carolyn Pappas is also in charge of our Laguna Seca Charity event in August. This year we will support the Juvenile Diabetes Foundation. Carolyn needs auction items, manpower for the Saturday evening wine tasting, and many other things. Thank you, in advance, for stepping-up and making a difference in the lives of thousands of sick children. And let me add a personal thanks to everyone in the POC for keeping our program the best one around.



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Left to right, front row: #780 John Armstrong, #721 Doug Turnquist, #982 Richard Yochum
 Left to right, 2nd Row: #495 Les Long, #979 Regan Steedman
 Also pictured: Bill Earon, Kent Harmon

SHOW US!

By : Andrew D. Weyman
 Photos By : Virtual Access Photo

The Racer's Clinic At Spring Mountain

"SHOW US!" Those were the words written on the chalkboard in the front of the classroom. Instructors Marty Meherian, Joe Kunz and Dave Gardner wanted us to impress them on a track at which the POC had never held an event. It was a bit intimidating at first, but with our instructors' guidance and expertise, seventeen Cup School participants, from as far away as Boston and Mexico City, navigated through two days of classroom instruction and on-course exercises that left little time for anything else.

Each car was tech inspected by POC members/volunteers at the track while the first classroom session was held. Several issues were reported to drivers including missing numbers, a faulty cut-off switch, and an out-of-date harness. The classroom session focused on the importance of attitude, reputation, responsibilities of club membership and volunteerism. We started to feel a special bond being formed. We were in this together.

For two days, our instructors covered a huge amount of information. They shared their experiences on the track and how they prepare for qualifying and racing. Prior to each on-course exercise, there was an explanation and discussion. Following, there was a download session.



#321 Andrew Weyman, #187 Eric Gressler, #808 Bob Baird



#222 Darrin Rushin & #470 Bill Earon lead the Clinic race start



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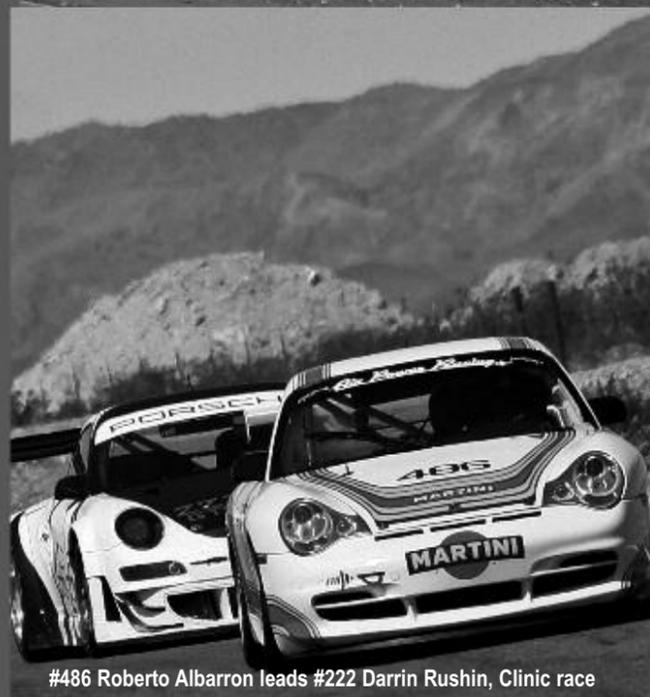
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Boxster battle in the Clinic Race
#979 Regan Steedman, #187 Eric Gressler, #982 Richard Yochum



#486 Roberto Albarron leads #222 Darrin Rushin, Clinic race

A few special guests stopped in to share a few words with us. Craig Trask told us about how he sat on the grid and visualized the first place trophy in his hand. It didn't quite work out that way. If you'd like more details, see Craig. Kip Waterhouse talked about getting to the grid early, sizing up competitors and planning for the race. He also emphasized the importance of volunteering. Mike Takaki stopped by to talk about the PDS. Drew Waterhouse used the track map to demonstrate the "Golden Lap."

The Racer's Clinic race on Sunday was a great event. Daren Rushin, Bill Earon and Roberto Albarron all won places on the podium. In BSR, Eric Gressler, Regan Steedman and Bob Baird enjoyed making it to the podium as well.

The Racer's Clinic is an amazing, life-changing experience. I will always share a special bond with my fellow participants. As we mingled in impound, Marty, Joe and Dave told us that, "WE SHOWED THEM!" Oh, I almost forgot, we got really cool t-shirts, too!

Here are some highlights (in no particular order):

- Heating up your tires and brakes.
- Richard Yochum's shifter.
- The importance of listening for other cars.
- The sound of Daren Rushin's RSR.
- Remembering to breathe.
- Dave Schlocker's bad fuel issues.
- Rodolfo Villalobos's mysterious motor mishap.
- Hydration.
- Bill Earon's enthusiasm.
- Marty Mehterians's talk regarding the benefits of in-car cameras and data acquisition.
- John Armstrong's intense focus.
- Don't make Steve Parker come looking for you.
- Paul White's determination.
- Having to pee doesn't make you drive faster.
- Dave Gardner's emphasis on "Going out with a purpose" during practice sessions.
- Roberto Albarron's excitement.
- Car management.
- Kent Harmon's quickness.
- Eric Gressler's orange racer's tape.
- Observing how other drivers warm-up their tires.
- Remembering to breathe.
- Joe Kunz's emphasis on smooth throttle inputs during turn exits.
- Doug Turnquist's excellent skills.
- When to pass.
- Steve Jones' improved awareness regarding giving room to other drivers.
- Bob Baird's wheel bearing.
- Brake zone passing.
- The art of qualifying.
- When to back-off.
- Regan Steedman's ability to put up with guy stuff.
- Sizing up your opponents.
- BREATHE, DAMMIT, BREATHE!
- Dave Bruder's broken wheel.
- Red Mist.
- Paul Young's gentleman-like yet competitive nature.
- Preparation on the grid.
- My spin between Turns 8 & 9.
- The value of a POC Race Cup License.
- And last but not least, having fun.

VALENTINE'S DAY IS FOR...

WILLOW SPRINGS RACEWAY
FEBRUARY 13 & 14

PORSCHE'S



#12 Mike Takaki leads #55 Athan Aronis in the season opener Orange race



#305 Mark Mitchell leads the Boxster parade in the season opener Green race



Time Trial Czar Jack Greening lining up his grid

By Bernie Bogard, Jim Copp, Willy Leon • Photos By : Virtual Access Photo

The Porsche Owners Club arrived in the City of Eternal Love, Rosamond, California, for the first Cup Race and Time Trial Event of 2010. There were no bouquets of roses or gift-wrapped boxes of chocolates, just fast cars pushed to their limit. The on-track action was so plentiful, it took a group of talented reporters to capture it all.

GREEN RACE GROUP by Bernie Bogard
The 2010 Green Cup Race Group season began with new and familiar faces looking to start the year with a victory. Without 2009 standouts Gene Sigal, Nick Richards and Dan Aspesi running in green for 2010 in BSR (Boxster spec) and Erik Kinninger absent in GSR (944/924 spec) for the weekend, hopes ran high. On Saturday Mark Mitchell qualified first in BSR with a 1:33.6 in only his second

race weekend in his Boxster. He brings a 30 year history of racing including Formula Fords and a 2004 SCCA road racing championship. Bernie Bogard (1:34.4) and Tom Kim (1:34.7) rounded out the top three in qualifying for BSR. Dennis Bennett led the GSR group with a time of 1:41.9. A former motorcycle racer, Dennis has developed his skills with four-wheels with the POC over the last 5 years. Carolyn Pappas was uncontested in GP in her 914-6 and is contemplating a move to the new GT format in search of competition. The Saturday race began with a split start sepa-

#146 MaryAnne Melnick leads #616 Leland McArthy



VALENTINE'S DAY IS FOR...

Frech moving up to qualify second after a scolding from car owner Tim Comeau for "coasting" in turn 9 during practice.

Grid call came early for the race and everyone seemed ready. The race was on with Bogard and Mitchell going side by side through turns 1 and 2 until Mitchell claimed the lead, never to look back for his second win of the weekend. The battle was for second as Tom Kim and Fred Poordad moved up. Paul Fairchild worked his way up from DFL to take second place from Kim with an inside move through turn 1. But Kim retook second some laps later with a pass in turn 2. Four consecutive laps had five Boxster specs nose to tail pushing Kim. Any bobble would mean losing at least one place. Poordad finished third behind Mitchell and Kim. In GSR, Ted Frech pushed Dennis Bennett until an off in turn 9 ("got in the marbles and knew I had to

go off straight") gave second place to Don Neville behind Bennett. Competitive comraderie was the theme of the weekend as the group looked forward to a new and much less familiar track at Pahrump. New faces for the Green Group after the upcoming Cup School in Parumph include Regan Steedman, who more than held her own in practice sessions with the green group.

ORANGE RACE GROUP by Willy Leon
My first race of 2010! Not that I had so many races under my belt as a Provisional Cup Race License holder. My first licensed Cup Race weekend was just two months earlier at Willow and I was excited to log some much needed track time under full race conditions. As I gathered my gear for the trek to Willow, I could only hope that warmer weather awaited us compared to the 29 degree



#365 Steve Parker ahead of the pack in Orange run group



944 Battle #224 Dennis Bennett #413

morning back in December. Too bad Sparco doesn't offer seat heaters in race seats!

The first order of business was figuring out how to convince my wife that Valentines Day should be spent in romantic Rosamond. I only partially succeeded and managed a full day of Saturday track time. I did convince her to come up with me Friday night for a gourmet dinner in Lancaster and a resort stay at the Marriott Springfield Suites. But the following morning, rising at 5:30 AM for a quick cup of coffee before the Drivers Meeting was only mildly tolerated. As Craig Trask told me when I was trying to convince my wife to allow me to buy his trailer, "I'm also one to send the perfunctory spousal approval notification." But Jackie (Craig's wife) deletes them (email) because she says, "You do what you want to do anyway!" Thanks, Craig. I have your check for the trailer and I made it to Willow! Saturday's Driver Meeting was a chance to see

old friends for the first time this year. The usual cast of characters was back in the Orange Group with some new cars, new mods and I'm sure a lot of new parts. Duane had a wild new wing on his Cayman and Mike Takaki had a new wild ride for the season. Practice was clear and fast. As usual the V3/R5 guys were quickly up to speed and getting the most out of their cars. I realize I have a lot of ground to make up to match them, but I know you don't tame Willow in a short period of time. My lap times of 1:35-1:36 seemed fast to me until I realized I was 6-8 seconds off pace. Qualifying without anyone to chase is a challenge, but I still managed to be in the 1:36 range without getting in anyone's way. This earned me a 15th grid position for the race. The top qualifiers for the race were Mike Monsalve, Steve Alarcon, Athan Aronis, Steve Parker and Kip Waterhouse in V3. Check out their lap times -- WOW!

Lunch break was next, with a chance to take my wife out for a parade lap. I figured this would be the best way to give her a real sense of my passion for this sport. She was just thankful that I

didn't scare her to death or make her car sick. Race time came and we gridded-up for the start. Since this was only my third race start, I still have a mix of excitement and trepidation. For those of you who have only Time Tried, you are missing one of the most exciting, adrenaline-surged experiences possible. The anticipation of the green flag, roar of all the engines, and tight grouping through turn one is a hell of a rush!

The start was fast and clean. After making it through turn 1, I started breathing again and focusing on the business at hand. I developed a rhythm and built up my speed and smoothness. Todd got a jump on me at the start and I worked hard to get by him, although it took me most of the race to do so. I was sure my wife was on the sidelines cheering me on with a soundtrack of choice comments from Track Announcer Leon Billings, Jr. After the race, my wife could only talk about the unbelievable action from the top five cars, three and sometimes four wide at incredible speeds. I asked her, "What about my race?"

- Continued on page 16



#197 Paul Barnes ahead in Orange

MEET YOUR POC

FELLOW INSTRUCTOR



JOHN WILLIAMSON

MEMBER SINCE 1969

John Williamson. The man we know simply as Otto. We've seen him raise a detached rearview mirror in the Short Track Series drivers meeting and ask the assembled if they have one attached to their car. And do they plan on using it? We've spent a Saturday night with him in one of Lancaster's fine dining establishments. The first round of cocktails begins with his traditional toast, "Porsche's the best. F*** the rest." We've taken our Porsches to his Venice shop for general service and an injection of black magic to lower the lap times.

Fort Sumter Air Base, 1971



OTTO

The Man. The Myth. The Secrets.

By Sandy Isaac

But do we know his secrets?

Secret #1 - John possessed a Q-level Top Secret Government clearance while working at Lockheed. But as a young engineer, he found wrenching Porsches in his driveway more gratifying and profitable.

His relationship with Porsche sports cars started in 1950, in Germany, where his father was a Colonel in the Army Air Corps. During a family drive on the Austrian Autobahn, their MG was passed by a fast, silver car. His father followed that car to Gmund and ordered one. Three months later, the family's first 356 was sitting in the driveway.



Sears Point, 1968

John served in the Marine Corps from '64-'68, taking him from San Diego to Japan to Viet Nam and finally to North Carolina.

Before he opened his own shop, Otto worked as a Porsche mechanic in Denver, Albuquerque, El Paso, Tucson and Culver City. Why'd he move around so much? **Secret #2** - He hates the snow.

But John worked to race. He raced in POC events. He raced PCA events. He raced professionally in the Scirocco/Bilstein Series. He raced Rabbits and Golfs, Porsches and Lolas. He took to the track against Denny Hulme, Bruce McLaren, John Surtees, Mario Andretti, Jo Siffert, Dan Gurney, and Peter Revson. And that was just one race. He once drove a Scirocco from L.A. to Nelson Ledges race track, won the race, and then drove back home to L.A.

John joined the POC some time in the '70's. In those days, the club competed at Willow Springs, Holtville, Lemon Grove, Riverside, Ontario Motor Speedway, Palm Springs. He raced at Firebird and Phoenix, the "old track" at Las Vegas, and Vacaville. **Secret #3** - John's budget to win the first POC Tribute to Le Mans was \$800.



John Williamson (Los Angeles) was the overall winner of the San Diego Parade. Here he accepts a special gift from Dr. Porsche.

Riverside, 1973



PORSCHERAMA
6-73

Since 1972, Otto's track weapon has been his 914-6, "Rudy," powered by a 2.9 liter, 275 HP flat-six. Otto and Rudy have been awarded more POC Fast Time of Days than any other car/driver combo in the history of the POC.

Why is the car called Rudy? **Secret #4** - Rushing to paint the car silver/grey before a track weekend, they ran out of paint. They finished the front in red, leaving the car looking a lot like Rudolph the Red Nosed Reindeer.

John and Rudy's most memorable POC race was the first ever POC race in the '70's at Willow Springs. Otto dueled lap after lap against Martin Snow in his Turbo 911. Martin would follow right behind Otto through Turn 9, and then on the front straight, that turbo would spool up and he'd blast away. Otto would spend the next 8 turns reeling him back in and passing him. Then the Turbo would pass him again on the front straight. But what Martin didn't know was that Otto was setting him up for their last nose-to-tail trip through Turn 9. On the final lap, John went into Turn 9 two car lengths late, which caused Martin to drive too wide and off the track. Otto took that first POC checkered flag.

How did John become Otto? **Secret #5** - After spending nearly twenty years racing every track in the U.S. and Canada, John had more than a few trophies and a huge amount of knowledge. He knew where to find the best meals near the tracks. He knew the best gear ratios on the tracks. People knew he knew so they started calling. And calling. And calling. But there was only so much time in a day. About that time, John decided it was time to name his shop with some-

Holtville, 1992

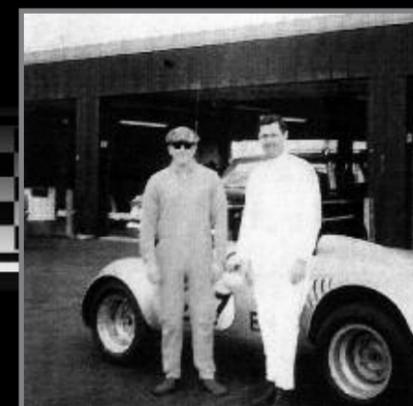


thing other than the word "Porsche," which always lead to a phone call from the Porsche lawyers for trademark violation. John was a big Jay Ward fan - the creator of GEORGE OF THE JUNGLE, SUPER CHICKEN, and TOM SLICK. Now, we all know, Tom Slick drove the infamous Thunderbolt Grease-Slapper. Tom's nemesis was... Baron Otto Maddic. And so, Otto Maddic's Motors was born. After he opened the shop, Otto informed inquisitive callers that John Williamson had died in a tragic motorcycle accident in Mexico. And that was the end of the free information source for desperate Porsche racers from all over the U.S.

John has been to 40 Porsche Parades. His first was 1969 in Orange County. In 1972, Otto drove his 914/6 to the Lake Geneva Playboy Club for the Porsche Parade. That year, he got Fast Time of Day in the Porsche Speed Event. Later, in the golf tournament, he made a lifelong friend in Peter Porsche. In those days, there was a Porsche Parade Overall Award for the driver who accumulated the most points at the Concours D'elegance, Time, Speed & Distance Rally, Speed Event, and the Tech Quiz. In 1972, Otto finished tenth. In 1973, he improved to sixth. In 1974, he was third. In 1975 and 1977, he finished First overall. In 1976 and 1978, he was second overall. **Secret #6** - In 1977, after winning the overall award at the Porsche Parade, Dr. Porsche rewarded John with a rare set of Porsche gold coins. Value? Priceless.

After racing in approximately 1,600 competitive events, John now enjoys instructing POC students, watching them improve and their lap times drop. Many of us have had Otto as an instructor. **Secrets #7 - 13**, for the first-time track driver on his/her first day:

Riverside, 1968



PREP YOUR CAR BEFORE YOU GET ON THE GRID. What are your tire pressures? Are your lugs torqued? Is everything out of the car? Have you checked everything down to removing your key fob from your ignition key, which could distract you?

SLOW DOWN TO GO FAST. Be Smooth. Don't overdrive your car.

SOME TIMES YOU DON'T NEED TO TURN IN A TURN. You can ease in and throttle steer through it. Think before you get to the corner.

LEARN THE RACE LINE. DRIVE THE RACE LINE. The faster you go, the more critical your placement on the track.

NEVER GO FASTER THAN YOUR GUARDIAN ANGEL CAN FLY. Leave your comfort zone when you're ready.

STAY CALM. Keep your wits about you.

AND FOR DAY 2... REMEMBER THAT SUNDAY MORNING IS NOT SATURDAY AFTERNOON. You need to warm into each day of driving. Don't assume your car or the track will perform as it did when you left it the previous day.

Final Otto Secret, #14, The Big One - The one he doesn't want ANYONE to know. Ready? Under that race-hardened exterior, behind that big bark of his, he's actually a really nice guy. But don't tell him I said so. Plus, it would kill his tough guy image he's sold for forty years. So, that'll be our secret. Okay?

"Oh, yeah. Did you have fun?" Well, you get the picture. At least I didn't make her nervous. After the race we all grouped in Impound and shared our exploits, praises and congratulations for an exciting and clean race. The overall winner was Steve Alarcon (V3/R5) who deserves high praise for beating such a talented group of drivers. There is no lack of stiff competition in the Orange Group. I can't wait for my next race weekend!
(Editor's note - Sunday featured a highly competitive orange race too. Steve Parker finished ahead of Steve Alarcon and Michael Monsalve in V3/R5. And R6 found Craig Trask, Bob Thacker and Mike Takaki at the top.)

RED RACE REPORT by Jim Copp
The Porsche Owners Club started their 2010 Season with a bang and a bit of luck. The bang was the new group classifications based upon a horsepower to weight ratio. The luck was the gorgeous weather. Saturday was clear and cold as the trackside dyno was set up near the gas pumps. A steady stream of cars did pull to "corroborate" (a fancy word for "not cheat") their claimed power. In the pits, there was much discussion among the nuclear physicists, economists, and others so accustomed to working with numbers, as to what the appropriate class should be for their cars. Upon closer examination, the Red group found the classes very broad. Cup cars were now running against some of the hopped-up 911s. As for your intrepid reporter, he was cast into the class below despite his lack of power and ample girth. In short, many of the racers we were competing against for years were now separated and others who'd been also-rans were now class contenders.
With the classes half-figured out, the 18 car field for qualifying began. Dan Davis, despite his advanced age, displayed no signs of gout or arthritis as he planted his right foot and crossed the line with a high 1:22. John Keane showed

that going from a 996 Cup to a 997 helped his cause by posting a 1:23.76. Brent Holden, John Payne and Drew Waterhouse rounded out the top five.
There were some new old faces in the Red Group. Doug Baron was flogging a Steve Goldman rental with Bobby Faieta crewing for him. Keith Meggs was back driving a 993 hot rod from his arsenal. Blake Rosser returned to the fold in a 996 iteration. Your scribe managed to lose a fan belt while on the dyno and missed qualifying to start DFL. But that was only one spot back from where I would have qualified.
The mid-afternoon race start found the weather had warmed slightly with not a breath of wind. It was nice going out in the back, knowing I could only improve from there. We rounded T9 and revved up. The pack checked-up for a late green. Then the short sprint to turn one got very interesting, not allowing anyone a quick dive into the turn.
After a lap or two, the field was strung out. Bill Fox was out of his GT-3, driving a 996. He was dicing with Gunter Enz. Gunter had his suspension tweaked by Jae Lee and was in the drive of his life. A cloud of dust appeared near turn three, Gunter had gone off. That worked in this columnist's favor as Gunter had checked out. With no drama, the race ended, Davis taking it wire to wire. Holden was in for second and Drew picking off the John's for third.
Sunday morning revealed who were the racers and who were the lovers hustling back home for Valentine's Day. The crowd had definitely thinned. Your correspondent, who can drive anything, except a woman wild, decided he should stay and rack up some points early in the season.
Qualifying had Davis up front again, but Baron had figured out his rental and was off pole. Drew was nipping at their heels. John Gordon and Dan Aspesi in their 996's made up the top five. A tight field of 12 cars roared off when the green flag waved. But past turn 8, the stand-

ings didn't change too much. One highlight was Bob Ehrman cooking turn 9 and going thru the hot pits to rejoin the race.
At impound, the first four spots hadn't changed. Marty Mehterian was checking class sizes to report back to Yokohama for their tire contingency program. This helped the front runners in the GT-3 class who had five or more in class both days. Free tires were coming to our racers.
In all, it was a terrific weekend with no fuss or drama. It was low cost on this writer's part as I didn't burn 20 gallons of fuel or change tires all weekend.
TIME TRIAL REPORT
The new Time Trial Czar, Jack Greening Jr. made his presence felt in a positive, constructive way. With his leadership, 2010 will be an exciting, competitive year for the drivers fresh out of the PDS Series, experienced Time Trialers, the next Racers Clinic students, and those Cup Racers trying to break some track records.
Practice sessions for each color group were fast and furious. Over 50 cars took to the track for two (near) solo laps.
Fast Time of The Day for the weekend went to Dan Davis at 1:22.1. Bernie Bogard topped a long list of BSR drivers with a 1:34.4. John Payne ran a 1:24.6 in GT2. And dozens of other Cup Race licensed folks drove like the proverbial "Bats outta hell."
But I'm here to report that there were plenty of non-Cup Licensed drivers who kicked some serious arse. Regan Steedman finished fourth among the BSR drivers but was the fastest non-Cup Racer at 1:37.4. Randy Takaki was fastest BSX with a 1:39.9. The ageless Mike Hammond laid down a blistering 1:35.8 in HP. Brent Gokbudak won JP with a 1:36.3. Jan Sussman ran an impressive 1:35.1 in NP. Kent Harmon was numero uno in a very competitive V2 class with a racy 1:33.7.
On to Nevada!



#528 Stephen Jones

Galen Bieker/Bob Rodriguez/Werks II



SOUTHERN CALIFORNIA DREAMIN'

By : Mike Burgan
Photos By : Dave R Johnson Motorsports Photography

Grand Prix Weekend in Long Beach. Plenty of sun and gentle ocean breezes. Beautiful ladies. Tons of car racing. Who could ask for more? I don't think I could have dreamed up a better time if I had found a lamp on the beach with a genie inside ready to grant me a wish. To add to the fun, there were drivers participating who are members of the same car club I'm in. Cool.

The racing action started Friday with "The American Le Mans Series" (ALMS) qualifying. In the GT Class, the Ferrari Team set a new qualifying record of 1:19.581 on the two mile course. Very fast. The Porsches had their work cut out for them. The Falken Tire Porsche Team qualified second with a 1:20.179. The Flying Lizard Porsche Team turned in a 1:20.424, fourth behind a Corvette. I happened to catch Lizard driver Patrick Long getting out of his car in the pits after the last qualifying round. He was very

disappointed at the result, yet I could tell he was determined to remedy the situation.

The ALMS has a new class - GTC - made up entirely of Porsche GT3 Cup Cars. I guess the logic is to give them their own class to avoid humiliating the other manufacturers. In GTC, the P.O.C.'s own James Sofronas qualified second in his good-looking black and red GMG car with a 1:24.256. The Werks II Team with Galen Bieker at the wheel turned in a 1:24.968. Loren Beggs of

the 911 Design qualified with a 1:25.952. The ALMS race on Saturday is considered a veritable "sprint" because the Long Beach race is shorter than other series venues. This causes drivers to become overly worried about starting position, but it didn't make a difference this time. The Bergmeister/Long duo supported by a stellar Lizard Team captured yet another GT class win, with the Corvettes and BMW's just behind. Ferrari ended up fourth. It was fairly close with less than seven seconds separating those top four after 65 laps.

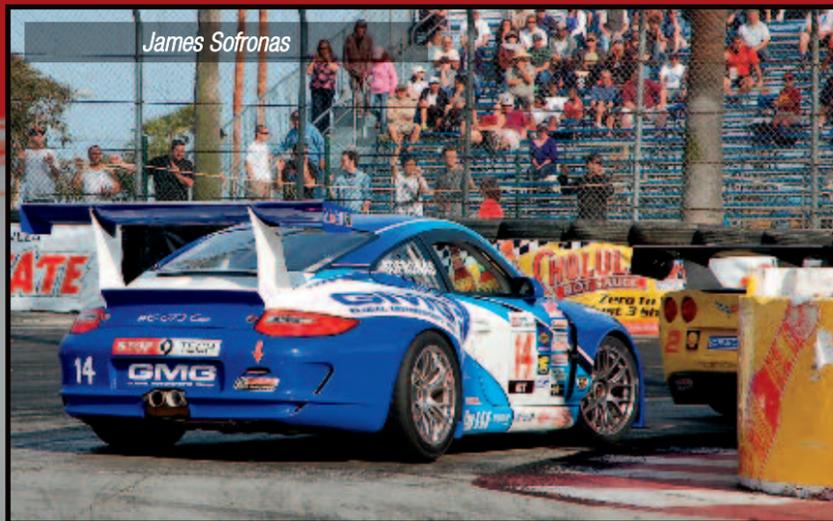
In GTC, James Sofronas and his co-driver Bret Curtis both drove great stints to finish second in class. The GMG Team is now third in the point standings after two races. Galen Bleker and his partner Bob Rodriguez placed 6th in class. Loren Beggs' car did not complete the race due to a mechanical problem, but he gained some valuable experience. Loren confided that he had to overcome the intimidation of racing along side the larger and more powerful LMP cars, especially in the braking zones setting up for the corners. The series sponsor Patron #1 LMP car driven by David Brabham and Simon Pagenaud was the overall race winner after an exciting pass on the last lap.



Dino Crescentini



Loren Beggs



James Sofronas

Next stop for ALMS is Laguna Seca in late May. Sunday was Indy Car day and again the series sponsor car won. (Coincidence I'm sure.) Ryan Hunter-Reay qualified second in his Izod car put together by the Andretti Team. Ryan's victory was due to a costly mistake by Will Power, the top qualifier. Mr. Power accidentally hit the pit lane speed limiter coming out of a turn allowing two cars to pass.

This IRL race went smoother than last year with only one full course yellow during the entire session. Some fans called it "boring". Do they really prefer to watch a pace car leading around IRL hot rods going half speed under yellow? I guess maybe it's the crashes they missed. But isn't that what NASCAR is for?

The last event of the weekend was the Toyo Tires World Challenge. This race includes a wide variety of manufacturers running on soft street tires made by Toyo. A Dodge Viper qualified on the pole followed by two Volvo S60s, a couple of Ford Mustangs, and the GMG Porsche GT3 driven by Dino Crescentini qualifying sixth. The Dodge Viper led from green to checker, but Dino and his Porsche was the highlight of the race. He passed both Volvos and both Mustangs to finish second, putting on a driving clinic for the diehard fans who stayed for the final event. James Sofronas drove

again with a different GMG Porsche. He qualified 8th and moved up three spots to finish 5th. James said he was sliding around a lot on the street tires compared to his ALMS car with race tires. Rob Morgan finished 8th in his TruSpeed Motorsports Porsche GT3.

As the Velocity reporter for the weekend, trying to

catch our POC members in the paddock, I sometimes felt like the pesky little brother, watching his older siblings, wanting to play with the Big Boys. Watching them on the track, in those awesome German machines, competing against other professional drivers, I thought it was too bad that I didn't find a genie in a lamp after all. Then I would have been out there with them.



SOUTHERN CALIFORNIA DREAMIN'



Galen Bleker

P.O.C.O.C. OH YEAH!



#390 Renan Pulicio

PERFORMANCE DRIVING SERIES #2 & #3

By Greg Lewis

Photos By: Virtual Access Photo

Greetings and salutations, fellow Racers and Track Addicts from the lovely El Toro race-track, in wonderful Irvine, California. Based at the former Marine airfield, this special events venue was transformed by Orange County RaceCraft into a challenging 2.2 mile, 14 turn Racer's dream.

The excitement regarding this Porsche Owners Club Performance Driving Series Event weekend has been building for me and my sons, Jonathan and Harrison. It was a brand new track for us, and the P.O.C. And best of all, the track is situated a mere 35 minute drive from my house! Don't get me

wrong, my two boys and I love Willow Springs. But the chance to race and be home early was very appealing. Jonathan and I had spent the Friday before doing our last minute checks and double-checks since we would be sharing our #343, 1980 SC in the IP Class. This would be our first event using a HANS device, so we practiced getting in and out of the car. Early Saturday morning, we arrived at the

O.C.R.C. check-in gate to be greeted with big smiles and the longest release form I have ever seen. I was hoping my hand cramps would be gone before the first run session. After all the initialing and signing (they did not take my first born), we found our spot in the paddock. I gave my 15 year old son Harrison his normal assignments – applying numbers, removing everything from the car, and tire changing. Jonathan and I headed for the registration Big Top.

The Drivers Meeting was led by O.C.R.C. and our Performance Driving Series Director, Craig Trask. They gave us the Do's and Don'ts. The Big Don't -- No Passing! The City of Irvine's recent ruling would make our weekend especially interesting. And speaking of interesting, how about an intersection

between the hot grid pit lane, the road to the hot pit, and the road off the track? Since installing a traffic light would take another City of Irvine ruling, Craig made a few executive decisions and got our traffic flowing smoothly.

The diverse field of cars for this Performance Driving Series weekend featured Porsches, a classic Ginetta, BMW, Lotus, Mitsubishi, Mazda, and Audi.

The 15 car run groups had been set in hopes of creating enough space for everyone to get clear laps knowing there would be no on-track point-by's. When the cars bunched up, the slower cars would be given a blue flag to drive off the track, into the hot pit lane grid area, to be sent out again. While this was far

from perfect, the courtesy, respect and professionalism of the POC drivers was impressive as everyone quickly adapted to a No-Passing situation.

As for the new track layout, the experience and driving talent of the P.O.C. shined through a murky start to Saturday morning. Some of the drivers had difficulty in their first run sessions dealing with the backside of the course through turns 8, 9 and 10. While some of the other parts of the track had painted "curbs," other sections were defined by a vast array of cones resembling a large Autocross course. With so many talented P.O.C. Drivers on hand, post run session "downloads" turned into an invaluable information exchange. Tips and advice were delivered around the large track map. And



#278 Robert Morales



#103 Ira Ramin

YEAH!



#726 Kevin Favell ahead of Niraj Shekhar

those early morning frowns were turned upside-down as previously troubled drivers now saw a track with cones versus cones hiding a track.

In addition, Mr. Trask reorganized the run groups, using Saturday's lap times, which helped drivers accumulate even more clear laps on Sunday.

The on-track action was impressively fast, safe, and saw many 2009 P.D.S. Class Champions feel the heat from their class competition. In BSR, Richard Yochum bested 2009 Champion Leland McCarthy. Eric Takaki had the top BSX times over 2009 Champion (and brother) Jeffrey. On Saturday, Rick Yap beat 2009 CI Champion Eric Oviatt while Eric came back to win on Sunday. The highly competitive JP class saw Kurt Gokbudak

and Ryan Williams each find the top spot on different days. Chris Andropoulos and Jackie Lu made it clear the JI Championship will be up for grabs until the last run session of 2010. And the 1-2 in NP was Wolfgang Hoeck-Jon Wierks on Saturday and Wierks-Hoeck on Sunday. Fast Time of The Day went to (usual suspect) Marty Mehterian on Saturday and Kary Clements on Sunday. For Team Lewis, Jonathan was putting down good times. After getting the OK from his Instructor and Dave Gardner, he was signed off and going out solo. Everything was going well until he brought the car limping in

with no oil pressure and no power. Sadly, we cut our losses and called it quits. Even with our car troubles, no passing, and some initial course layout issues, my boys and I had a great time with our fellow Track Addicts.

In addition, off the track, we were all treated to amazing lunch spreads courtesy of Hergesheimer Motorsports, and to iced cold Rockstar Energy Drinks from Orange County RaceCraft. A big thank you to everyone who made this possible. And a big shout

out, because that's what he did for the entire weekend, pedaling through the paddock, announcing grid times through a tiny bullhorn, to Patrick Brass. Patrick must have done 50 miles in 30 foot circles on that bike by the end of the weekend. Amazing!

It is our hope the POC returns to El Toro in 2011 so Team Lewis can improve our times and watch this venue develop into a world-class road course for Southern California. Fingers are crossed that the City of Irvine realizes that with a little polish, they have a diamond of a venue, located so close to so many P.O.C. Member's homes! But for now, we look forward to the gathering of the entire Porsche Owners Club Family at the Triple Crown Event at Willow Springs on May 1st. See you there!



#523 Eric Oviatt



#343 Norm Williams



#413 Don Neville



#188 Niraj Shekhar

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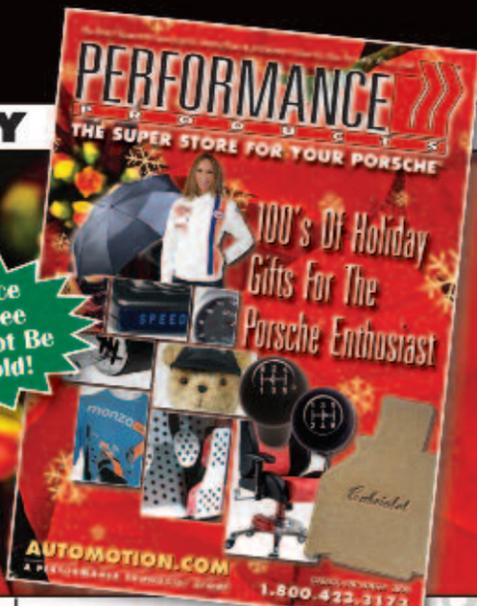
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Class Leaders After 6 Events

Class	Cup Race	Time Trial	PDS
BSR	Mark Mitchel	Bernie Bogard	Leland McArthur
BSX	X	Randall Takaki	Jeffrey Takaki
CI	X	Jose Alvarez	Eric Oviatt
CSR	Duane Selby	Duane Selby	Jason Huang
GI	X	Sandy Isaac	Sandy Isaac
GS	X	X	Mark Imamura
GP	X	Carolyn Pappas	X
GSR	X	Donald Neville	Donald Neville
GT1	Daniel Davis	Jonathan Levey	Jonathan Levey
GT2	Drew Waterhouse	Drew Waterhouse	Marty Mehterian
GT3	John Gordon	Kristopher Urquhart	X
GT4	Ron Palmer	Gunter Enz	X
GT5	Steve Ruckmick	Brad Keegan	Marty Mehterian
HP	X	Michael Hammond	Herman Carstens
HS	X	X	Christian Stevens
II	X	X	Dan Leibgold
IP	X	Greg Morrell	Matthew McFadden
JI	X	Henry Hinck	Jacqueline Lu
JP	X	Brent Bokbudak	Ryan Williams
JS	X	Arnulf Graf	Arnulf Graf
KI	X	Jeffrey Schmidt	Jeffrey Schmidt
KP	X	Brent Smith	X
KS	X	X	Brian Green
LP	X	X	Kevin Favell
LS	X	Philip Korycinski	Michael Clark
MI	X	Jeremy Bernath	Michael Burgan
MP	X	Robert Morales	Robert Morales
MS	X	X	Jeremy Bernath
MSR	Vali Predescu	X	X
NI	X	John Clark	Jonathan Gerber
NP	X	Jan Sussman	Jon Wierks
NS	X	X	Robert Lazar
R2/V0	Michael Copp	X	Michael Copp
R3	Guido Rietdyk	X	X
R4	Eric Olberz	X	X
R5	Steve Parker	X	X
R6	Craig Trask	X	X
R7	Craig Swetland	X	X
R8	Walter Airth	X	X
R9	Carolyn Pappas	X	X
R9S	Donald Neville	X	X
R11	Jose Alvarez	X	X
V1	X	David Gardner	David Gardner
V2	X	John Armstrong	Kary Clements
V3	X	Carl Tofflemire	Dan Andrews
V4	X	Craig Trask	Dave Ellio
V5	X	Gustavo Bogo	Larry Linthicum

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2010 INSTRUCTORS CLINIC

by Jim Steedman
Photos by: Jim Steedman

Saturday, February 6th. Forty-five Porsche Owners Club Instructor Clinic Students, three POC Clinic Instructors, four POC Board Members, two POC Staff Members, nine POC Cup Racers, and Walter, waded through a torrential down pour to the 2010 Instructors Clinic. Without a single 13/13 issued, they found their way to AASE Motor's new 6600 sq. ft. Fullerton facility.

"I want to become an Instructor because I remember, like it was yesterday, my first track event. All my preconceived notions of what a track event experience would be like were fulfilled by my Instructor who made sure that the whole day went off without a hitch. I truly believe his time commitment to me was the catalyst to my decision to keep on racing. I want to do that for others."

The weather outside was glum, but spirits indoors were high. It was the perfect day to talk about Porsches, driving techniques, instructing methods and Driver safety, while feasting on Robin's version of Cincinnati chili and cheese Conneys (with or without onions). By the way, for those of you who don't know Robin, she is Regan's Mom...

"Terminology alone can be confusing to a Student, let alone all the other information he or she is saddled with when they come to the track for the first time. I liked that Marty focused on this area and that Dave continued to remind us of new Driver overload. Joe, as always, brought a wealth of experience to the table. His teaching technique is simple, basic and easy to employ... encourage don't discourage."

The POC serves a broad range of Drivers with varying abilities, expectations and goals. Some Drivers turn to the POC to learn basic driving skills. Others want to go a step further and learn to push their Porsche to it's limits in a safe and

controlled environment. And then there is that group of "Type A" personalities, who want to advance their skill level to the point where they can run door to door and spar with some of the best Porsche Drivers in the country (i.e., us).

"Dave was brave enough to be one of my first Autocross Instructors, and Marty was kind enough to agree to instruct me at the track. They both can tell you that I knew absolutely nothing about performance driving, and now, through their invaluable patience and expertise, I've learned a tremendous amount about car control and speed. I figure if I can do it, then anybody can so I'd like to share that experience by becoming a POC Instructor and paying it forward."

It is the responsibility of every POC Instructor to help our Drivers reach their goals whatever they may be. We pride ourselves in knowing that the Porsche Owners Club offers the most thorough and rigorous Driver's Training Program of any Club Racing Organization in the United States. In order to develop and maintain this level of excellence among it's Drivers and Competitors, our Club understands the need for training the trainers.

"The Instructors Clinic gave me a new insight to the ways in which the Club sets and maintains high standards for its Members, not only in driving skills, but in character."

"I came for Robin's home cooked chili." This year we were honored to have the "best of the best" Clinic Instructors. Marty Mehterian, Joe Kunz and Dave Gardner took the training to a higher level than ever before. The trio shared years of racing experience with on-track and classroom instruction techniques. They began at the beginning, talking about the mechanics of driving, track side terminology, car control and safety. They discussed the importance of under-

standing the Student's expectations and assessing his/her ability on the track. They also stimulated numerous classroom discussions on topics such as the psychology of teaching, driving techniques, racing lines vs. time trial lines, car preparation and the importance of POC camaraderie.

"Near the end of the seminar, Dave, Marty, and Joe were waxing eloquent about the joy and satisfaction an Instructor feels when he watches his

Student improve. I began to drift into a reverie about the intense exhilaration I sometimes get as I myself improve. It's at the heart of my addiction to this sport. If instructing can feed that buzz, I'm going to like it."

Thank you Marty, Joe, Dave, Robin and AASE Motors for putting together another successful POC Instructors Clinic!



Soaking up the knowledge



Kip Waterhouse & Craig Trask

THE TRIPLE CROWN

by John Armstrong with Sandy Isaac

Photos By: Virtual Access Photo



#35 Jim Richmond

The entire Porsche Owners Club gathered together for a tasty barbeque May 1st at Willow Springs and received some extremely cool Triple Crown fleece jackets. And we did some sizzling racing, too.

For the third year in a row, the Performance Driving Series Drivers and Students were invited to run the "Big Track." They were greeted with Craig Trask's warning at the Saturday morning Drivers Meeting,

"You can go as fast as you want on this track. You just might not be able to stop." A couple of dozen mouths went dry. At least half the Drivers in the PDS Groups had never been on a high speed track like Willow Springs. They had experienced top speeds of 80 or 90 mph at The Streets of Willow or El Toro, but now some of them were going to come to terms with speeds up to 135 mph on the front straight, and maybe 120 mph in Turn 8. The differences in velocity would be exciting--and intimidating. Then there was the notorious

decreasing radius of Turn 9...

The PDS Drivers acquitted themselves well. There was no carnage--just a few spins and an off or two. Four Students earned their PDS Licenses by the end of the weekend. In addition, a solid turnout of Red, Orange, and White Group Drivers went for their PDS Class wins. (Gotta get that plaque, don't you know?)

The largest PDS Class was MS where Victor Villard



#305 Mark Mitchell leads the Boxster train past Roger Rodas' incident



Victor Villard ran a 1:41.462 in MS. NS saw John Stecker's new record of 1:40.817. Fittingly, "Fast Time of the Day" honors went to PDS Competition Chairman and Red Cup Racer David Gardner, who punished the asphalt with a 1:31.527.

As for the Time Trial, it needs to be said that Jack Greening isn't buying any condescension, real or imagined, from the Cup Racers. Our Time Trial Chairman has issued a manifesto in which he declares:

"The Time Trial is frequently viewed as an intermediate event, a stepping stone to 'Racing.' But, Time Trialing is an event that stands on its own merit. It is a pure speed event, no distractions, no obstructions, and NO EXCUSES! No one gets in your way, cuts you off, or distracts you with a 180 mph pass; it's just you, the track, and the clock. You and all your skills are on display. You will be alone on the front straight, and your braking, shifting, and cornering skills will be noted by all! There's no hiding in the pack in the Time Trial! Sort of like qualifying for big races--you got it or you don't."

Any questions?

While there might be some Cup Racers who thumb their noses at Time Trialing, an awful lot of them agree with Jack. Over the weekend, 20 Cup Racers from Orange and Red either competed in the Time Trials or paid to have their race qualifying times submitted. There were also 31 Non-Racer Time Trialers on Saturday and 24 on Sunday who were all delighted to be competing for best time in their class and a really, really small strip of copper that says they won.

The Time Trialers' White practice group got pretty darn crowded with up to 34 Drivers on track at once and lap times varying by 25 seconds from

fastest to slowest. This led to some frustrating trains initially, but feisty Jack Greening deserves credit for making the situation survivable. After the first practice session each day, he gridded all cars in the order of their lap times for subsequent sessions.

Standout Time Trialers were Red cup racers Bill Fox (GT3 class) with 1:28.501 "Fast Time of the Day" Saturday and Drew Waterhouse (GT2 class) with a 1:28.365 on Sunday. Fastest times posted by non-racers were John Armstrong's 1:32.118 (V2 class) on Saturday and Jon Levey's 1:33.067 (GT1 class) on Sunday. Special congratulations go to Arnulf Graf who broke the track record in JS class, turning a 1:40.634 in his stock Boxster (Yes, there is still such a thing as a stock Boxster) besting Dwain Dement's previous time of 1:40.641.

The Cup Racers dealt with some major changes to their weekend when the Green Race was eliminated, moving the hotly competitive Boxster Spec (BSR) into Orange, and the Orange Race Titans of V3/R5 into Red. The remaining Orange Group Drivers were not sorry to see the V3/R5 guys go, since now they would actually be able to see the green flag drop, as Martin Schacht adroitly put it.

It was a terrific, highly competitive Saturday for the "new" Orange Group. The R6 Class podium was Craig Trask in first, with Bob Thacker and Mike Takaki on the second and third steps. The Spec Boxsters were running nose to tail as usual. Mark Mitchell claimed first place, with Roger Rodas second and Joel Lepoutre third. In R9S, John Momeyer led David Hirsch and Ted Frech at the checkered flag. Craig Swetland in R7, Walter Airth in R8 and Steve Ruckmick in GT5 won their class honors too.

But on Sunday, things got... complicated. An engine failed on Lap One. The Yellow Flag flew. Did some Drivers not see it? Did some Drivers choose

THE TRIPLE CROWN



#59 Steven Floyd



#908 David Hirsch



#821 Terry Davis

not to see it? Either way, much frustration was felt at the start/finish line. This led to a Red Flag flying, more confusion on the track, more frustration off the track, and eventually a Black Flag, ending the race early. Afterwards, our Director of Motorsports determined that each driver would be awarded five points toward the requirement to run 60% of the races for a Class Championship.

The Red Race Weekend belonged to Dan Aspesi. Both days Dan qualified on the pole in his '04 Cup car equipped with a 996 3.6 liter GT3 street car drivetrain and a wide body kit. In Saturday's qualifying he turned a blistering 1:24.516, and on Sunday he bettered that mark with a 1:24.122. His speed machine, at a weight of 2772 lbs (with him in it) and 336 hp to the wheels, was in a class of its own--literally. It was the only GT2 car competing.

Gridding number two alongside pole sitter Aspesi on both days was Steve Parker in his V3/R5 car, a '78 911 SC, weighing 2460 loaded, with 230 hp to the wheels. Parker turned a very quick 1:27.210 in Saturday's qualifying and a 1:27.361 on Sunday.

Third fastest qualifier all weekend was John Gordon (1:27.403, and 1:27.811 respectively) who was competing in GT3 class in a stripped-down '99 3.4 liter 996 car, weighing 2700 pounds loaded, with 260 hp to the wheels.

From the pole, Aspesi led the race easily, cruising to the overall victory in 24:44.024. Second place went to John Gordon who finished 9.88 seconds later.

The biggest excitement of the race occurred on the first lap. Gordon timed the green flag perfectly, got inside Parker at the end of the straightaway, then

boldly slipped passed him in turn one. Gordon pulled away from Parker and the rest of the field, winning handily in GT3 class. Parker held on for third place overall and won the highly competitive V3/R5 class.

Bill Fox impressed the Club in Saturday's race in his "new" stripped-down '02 3.6 liter 996. In only his second weekend of racing in this car since he obtained his Cup License with the POC last year, he took fourth place overall (2nd in GT3 class), finishing just 1.5 seconds behind Parker and beating "2009 Driver of the Year" Steve Alarcon by half a second. Alarcon took second place in V3/R5.

Sunday's race featured a tender father-son story and a surprising act of sportsmanship. Kip Waterhouse had raced his V3/R5 car in Saturday's race to a third place finish in class. Son Drew,

whose car was under construction, was itching to get on track to win some points in GT2 class lest Aspesi amass too many unanswered points towards the championship. So father Kip made the ultimate sacrifice and offered his car to Drew to compete in GT2 in Sunday's race. Drew qualified 5th and then suggested to Aspesi that, given the disparity between their cars, the race would be sporting if Aspesi would give up the pole and start dead last instead. Dan took the bait and agreed to start in 33rd position.

With the race underway, Aspesi surgically sliced through the field, picking off car after car. Around lap 10 he caught up with Drew who was chasing Parker in a heated duel for second place overall. He blew past them and set his sights on the race leader, John Gordon. Gordon had been running alone since passing Parker in turn two on the third

lap, and with a 15 second lead he was already beginning to savor his first overall Red race victory. Then with three laps remaining he spotted Aspesi in his rear views, closing fast. As Aspesi drew abreast, Gordon poked his hand through the window net and gestured with a finger. Hope you weren't expecting a point-by, Dan. Aspesi won the race by 8.39 seconds. His total time of 24:09.542 as the last place starter was a staggering 35 seconds faster than his winning time from the pole on Saturday.

Second place overall finisher Gordon repeated as winner in GT3. Parker held off Drew Waterhouse by one second to claim third place overall and first in V3/R5 again. Waterhouse took fourth overall to achieve his goal of winning the second place points in GT2 class.

Kudos go to Duane Selby (CSR), David Gardner (R3),

Brent Smith (R5), Eric Olberz (R4), Guido Rietdyk (R3), and Garrett Guess (R5) who won their respective classes both days. The ranks may have been thin (to none) in their classes, but these Drivers posted solid times nonetheless.

Another notable weekend performance was turned in by Vali Predescu, who had qualified in the 16th position for Saturday's race and finished seventh overall, winning the GT4 class. He switched to GT3 on Sunday because he knew there would be five cars in the class, enough to win Yokohama tires in the Contingency Program. He started at the back of the field after showing up late to the grid, but he battled back to fifth place overall and second in GT3 class--good enough to take home a single Yoke.

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WINNERS

	Event #2	Event #3
BSR	Richard Yochum	Richard Yochum
BSX	Eric Takaki	Eric Takaki
CI	Rick Yap	Eric Oviatt
EX	Michael Kinna	Shannon Lew
GI	Sandy Isaac	Sandy Isaac
GS	Mark Imamura	X
GSR	Donald Neville	Greg Trigeiro
GT1	Jonathan Levey	Jonathan Levey
GT2	Marty Mehterian	X
HP	Herman Carstens	Ira Ramin
HS	X	Christian Stevens
II	Dan Liebgold	X
IP	Paul Young	Matt McFadden
JI	Chris Andropolous	Jackie Lu
JP	Kurt Gokbudak	Ryan Williams
JS	Arnulf Graf	Arnulf Graf
KI	Jeffrey Schmidt	Jeffrey Schmidt
KS	Brian Green	Brian Green
LP	Kevin Favell	X
LS	Chet Kolley	Chet Kolley
MI	Jim Leslie	Michael Burgan
MP	Robert Morales	Robert Morales
MS	Jeremy Bernath	Jeff Claire
NI	Jonathan Gerber	Cari Gerber
NP	Wolfgang Hoeck	Jon Wierks
NS	Robert Lazar	Robert Lazar
V0	Michael Cozz	X
V2	Kary Clements	Kary Clements
V3	Dan Andrews	Dan Andrews
V4	Bruce Wells	Dave Elliott
V5	Larry Linthicum	X
EX	Michael Kinna	Shannon Lew

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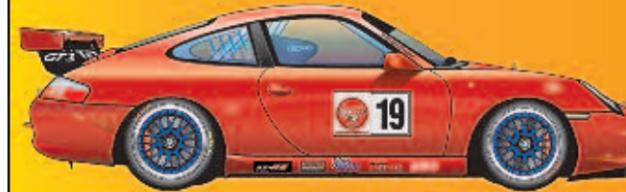
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THE RED MIST

By: Craig Trask

What exactly is "The Red Mist"? We've all heard the expression and made our assumptions, but has anybody really defined what the Red Mist really is?

By its literal definition, Red Mist (idiom) means: 1. uncontrollable rage 2. anger sufficient to cloud judgment, to stop clear thinking. The expression appears to be first used in 1857 by W. M. Thackeray in Harper's Mag. Dec. 63/2; "A choking, dreadful feeling arrested my breath. The ground rocked beneath my feet. A red mist swam before my eyes. I staggered. I fell!" Kipling used the expression again in "Kim" in 1901; "He was led to speak harshly by the Red Mist of anger." Both of these author's examples would apply to all too common situations in car racing, but the expression has evolved to encompass any clouding of judgment due to the competitive environment of the race track.

The first time I heard the words was back in 2000 at my first POC Slalom event (The "Performance Driving Series" was referred to as "Slalom" back then... and you thought "Short Track Series" was obscure. I believe they've got it right now). After the driver's meeting, I was assigned an instructor. I don't remember his name, but I drove over to his pit to pick him up before my session. He took one look at my lowered cat by-passed 993 twin turbo, did not say one word, and walked back to the meeting room.

Soon after Rick White, the Chief driving Instructor at the time, walked over and told me to sit tight. He needed to find a different instructor. I had no idea what was going on. But soon, a large man with a big smile came running over and jumped in. His name was Steve "The Master" Vandecar, the reigning V3/R5 Champion. I asked Steve why the other guy didn't want to instruct me and Steve said, "Don't worry. He's a wussy. He's probably afraid you'll get the 'Red Mist' in this thing and kill him".

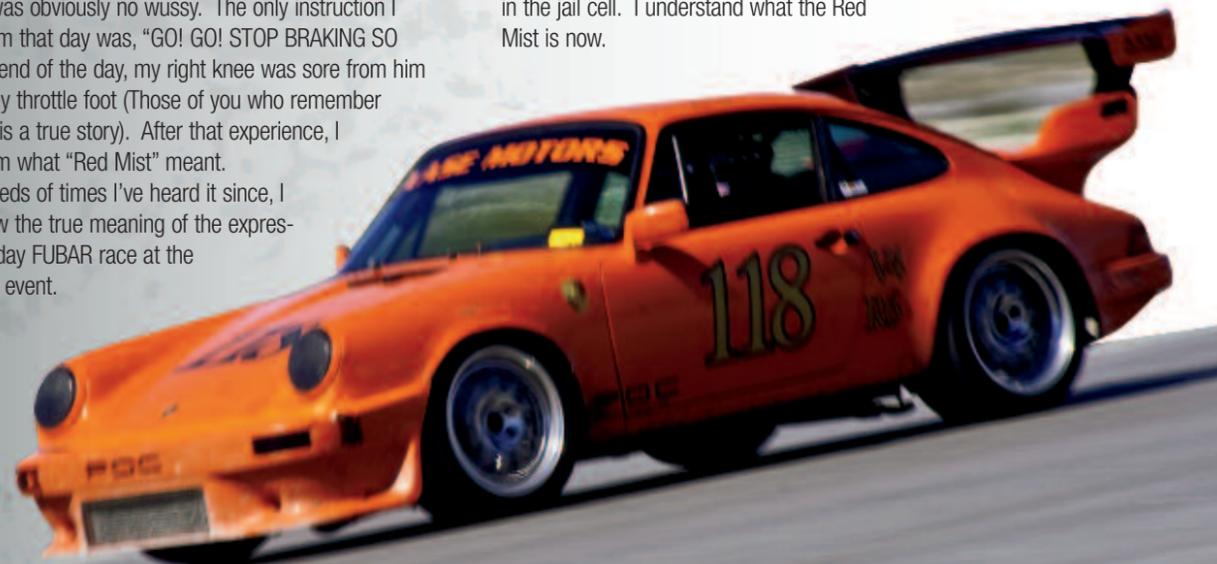
I made a mental note of "Red Mist," and meant to ask him later, because Steve was obviously no wussy. The only instruction I received from him that day was, "GO! GO! STOP BRAKING SO EARLY!" By the end of the day, my right knee was sore from him pushing down my throttle foot (Those of you who remember Steve know this is a true story). After that experience, I never did ask him what "Red Mist" meant. For all the hundreds of times I've heard it since, I really didn't know the true meaning of the expression until the Friday FUBAR race at the Spring Mountain event.

The FUBAR race was an inverted grid, with the slower cars released first. When Kip Waterhouse first announced that R6 would be released with the BSR's, and that only one GSR car would be released before us, I started doing the math. Before I got to the grid I had calculated that I could pass the BSR's before Turn 3. I lap the GSR's at Willow by lap eight, and since this was a 50 minute race, he would be no problem.

The only cars ahead of me that would be of any challenge were fellow R6 drivers Jeff Schmidt and Tawfik Benabdeljalil, both in 993's. I calculated that the 993's being 500 pounds heavier than my car wouldn't be a problem. I assumed I would pass them by lap 3, leaving me plenty of open track to stay ahead of the R5 cars. I had the 1st place trophy in my hand before I even got to the grid. My fatal error was in not knowing that Jeff had been to the track several times before. And that the higher torque and wider tires of the 993 were well suited for Spring Mountain's slow corners exiting to long straights. Because I was too cocky to check, I ignored the reality that both Tawfik and Jeff were considerably faster than me.

The race began and their speed was obvious. I was working hard to stay with Jeff and Tawfik. Had I looked at my lap timer, I would have been satisfied to know I was running my fastest laps of the day while driving within my limits. But I officially had The Red Mist. So, I ignored the seat of my pants feel and drove out of my zone to stay with them. At about lap four, I made the fatal judgment error. I held my foot in the gas too long trying to pass Jeff in the braking zone of Turn 15. Jeff had the line and turned in. I slammed on the brakes to avoid T-boning him, locking up the tires, and slid into the back of one of the nicest guys in the POC.

In hindsight, I set myself up for a dreaded 13/13 probation before the race even started. Most people facing a 13/13 will protest and make excuses to the Comp Committee Chairman Steve "The Sheriff" Parker (an asswuppin waiting to happen). Not me. Like Otis The Drunk on the old "Andy Griffith Show," I put the handcuffs on and locked myself in the jail cell. I understand what the Red Mist is now.



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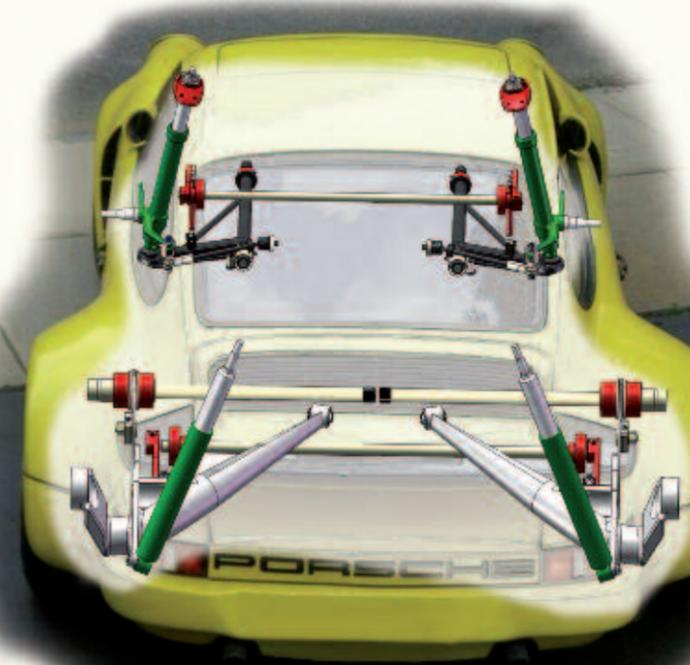
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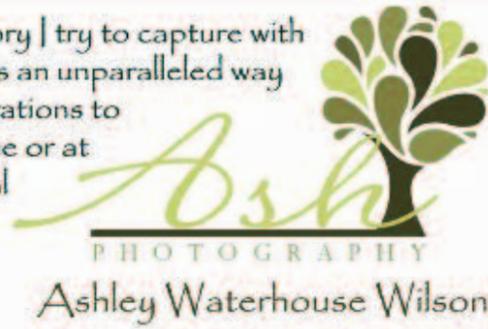


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