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EDITORS NOTE SANDY ISAAC

This issue is dedicated to the immense spirit of camaraderie and competition that beats at the heart of the Porsche Owners Club. Spirit found at our Porsche sponsored auto-cross where excited So Cal Porsche fans drove the manufacturer's latest street cars. Big time spirit everywhere at our premiere event -- the Tribute to Le Mans four-hour enduro. Charitable spirit proudly on display as we raised big bucks for Juvenile Diabetes at Mazda Raceway Laguna Seca where a group of POC racers brought one member's car back from the dead via an emergency airlift. Outstanding spirit indeed!

My apologies for incorrect photo credits in the last issue go out to Alexander Bermudez (for providing spectacular race shots from the Long Beach Grand Prix weekend) and Chris Campbell (who gave us wonderful photos from the Triple Crown event at Willow Springs).

I appreciate everyone's patience waiting for this issue to arrive. As always, my infinite gratitude to everyone who helped me by providing articles, photographs, editorial assistance, and psychological support. Enjoy.



On the Cover: DALRYMPLE'S AMIGOS CHARGE TO VICTORY

Cover Photo: By Virtual Access Photo



2010 SCHEDULE

FINAL EVENTS OF 2010:

November 13-14

Buttonwillow Raceway

Cup Races, Time Trial Events #14, 15

December 4-5

Willow Springs Raceway

Cup Races, Time Trial Events #16, 17

Racers Clinic #2

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FROM THE PRESIDENT MIKE TAKAKI

It's my favorite times of the year -- the final three months of our driving calendar. The excitement builds as POC drivers chasing class championships plan their strategy for attending the final events. As a matter of fact, two of my boys battled it out for the BSX championship at the final PDS event at Auto Club Speedway. I'm glad it's over. The trash talk around the house was getting unbearable.

It's also that time of year when members must consider the number of service points they've accumulated. You need 300 for a Cup Race or Time Trial championship and 100 for a PDS championship. It's a shame to score enough driver points on the track to be a champion but not collect that year-end trophy because you haven't given back to the club. Contact anyone listed on our POC website for ideas on how to raise your service point total before our final event at Willow Springs. It's gratifying to help the club and satisfying to hear your name announced as a class champion at the awards banquet.

It's also election time. Get your applications in to Laurie Taylor if you want to run for the Board of Directors. We can always use new people. Also let Laurie know if you would like to volunteer for a job within the club.

I can tell you that Kip Waterhouse has his hands full planning the 2011 calendar. I am sworn to secrecy due to its tentative nature, but I will say this -- it is FULL. PDS Drivers, Cup Racers, and Time Trialers, get ready for the smell of exhaust, dust on your face, arguments over the best line,



and beers and sunburns at the end of the day.

I must thank all the members who have made the last few months a success, especially with the JDRF fundraiser at Mazda Raceway Laguna Seca. We raised over \$53,000 for the cause. That was a lot of work and an equal amount of generosity by so many people. JDRF was thrilled and the track officials were quite pleased with our efforts.

Drive safely.

Michael Takaki
President



made to win



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SFI 3.3/5



PRO-FIT CAT GLOVE
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SFI 3.3/5

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Mazda Raceway Laguna Seca

By : Dave R. Johnson

POC PROS

The weekend of May 21-23 was big for several top Porsche Owners Club drivers who competed at the world famous Mazda Laguna Seca Raceway in the third race of the 2010 American Le Mans Series and Rounds 3 and 4 of the Patron GT3 Challenge by Yokohama.

The professional ALMS series is all about endurance racing, and the six-hour Laguna Seca race was a great test of stamina for cars and drivers.

POC members Robert Rodriguez and Galen Bieker, who co-drive a 997 GT3 Cup car for Werks II Racing/P7 Racing, had previously placed 4th in GTC class in the Sebring 12 Hour and 6th at the Long Beach Grand Prix. At Laguna Seca, they managed an 8th in class. Finishing three prestigious races in the Top Ten of their class is quite an accomplishment for Rodriguez and Bieker in their maiden ALMS season.

Loren Beggs and Doug Baron of 911 Design had experienced teething problems with their 997 GT3 Cup car in their first ALMS race at Long Beach, resulting in a DNF. But at Laguna Seca the team rebounded nicely to finish 9th in GTC class.

Bret Curtis and James Sofronas (along with Florida pro Terry Borchard) came to Laguna Seca with high expectations, having finished 7th in GTC class at Sebring and 2nd in class at Long Beach in their 997 GT3 Cup car for GMG. But at

Robert Rodriguez & Galen Bieker's Porsche under attack



Bret Curtis & James Sofronas



Loren Beggs & Doug Baron



Brent Holden



LIGHTEN UP

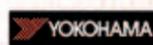
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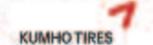


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Steve Goldman leads them through the apex



Bret Curtis & James Sofronas

Laguna Seca, despite running as high as 2nd in the race, they had clutch problems and were not running at the finish. Despite this setback, the team seems poised to win a future race in GTC class in their beautifully prepared car.

The Patrón GT3 Challenge by Yokohama is a Porsche GT3 Cup model-only series of sprint races for developing amateur drivers and teams who hope to advance into the professional level of ALMS.

Three POC members had strong showings in both GT3 Challenge races.

Brent Holden, driving for GMG, finished 7th in GT3P class in both Rounds 3 and 4. Previously in Rounds 1 and 2 at Sebring, Holden had also placed 7th. We sense a pattern developing.

Competition Motorsports had two POC driven entries. In Round 3, Steve Goldman took 10th in GT3G class, and Michael Avenatti finished 11th. Goldman was again 10th in class in Round 4, while Avenatti slipped to 13th.

Congratulations to these outstanding drivers who represent the POC so well.

POC PROS

A TRIBUTE TO THE PAST

by
Robert Dalrymple

Great sporting events can be appreciated through the prism of their history. Whether it's the Masters, Wimbledon, or the Indy 500, participants and fans can look back at the great finishes and individual achievements and see the evolution of their sport. Our Porsche Owners Club stages an event that has a great and storied history of its own -- The Tribute to Le Mans.

Like many other great sporting events worldwide, The Tribute had humble beginnings. In the 1990's, as the club moved from time trials to racing, Dave Bouzaglou had an idea for an endurance race open to all the marques that have raced at Le Mans. After sneaking out on the Willow Springs track at night to run a few laps with some friends, he had his inspiration.

In 1994, the first POC Tribute at Willow Springs was a two-hour race that started at dusk and ran into the night. It was won by car owner/driver Mark Manda in a 911 Turbo, with co-drivers John Williamson and Mike Hammond. They battled Martin Snow, Melanie Gregory (Soon to be Melanie Snow) and Kevin Buckler, who had lead for the first ninety minutes until their Turbo broke. It would be one of only three times over the next 16 Tributes that a turbo would make it to the end of the race and win.

In 1996, Mark Mehalic, with the Arizona flag graphic on his 934 Turbo's front hood, drove the entire three-hour race at Willow solo to victory.

In 1997, in Trevor Colby's normally-aspirated 911, Doug Baron won his first of four Tribute races, a record he shares with Blake Rosser.

In 1998, Steve Alarcon, Steve Velazquez and I won in my 911 Turbo, which I drove to the track from my home. After the race, I opened the sunroof, turned on the music from the car cassette player and celebrated with the two Steves.

In 2002, I presented the idea of a 30-minute telecast of highlights of the race to the Speed Channel. With the help of POC members and sponsors, the Tribute To Le Mans was on TV for the next four years. At the time, it was the only club event telecast on Speed.

By 2002, winning The Tribute was getting to be a serious business. Owner/driver Matt Talbert, who had a stellar 2000 911 GTR, enlisted the services of three-time winner Doug Baron and his "big gun" Bill Auberlen, who had also raced in previous Tributes. Anyone who has watched Bill Auberlen drive knows he attacks a track and its corners. One of the world's great sports car drivers for the last 15 years, Bill has a passion to win that is unparalleled, and it was reflected in his approach to the 2002 Tribute.

In his practice sessions for the race, Auberlen analyzed the car, made several setup changes, and modified suspension parts at the track. I will always remember walking by Loren Beggs' trailer and seeing Bill inside, grinding down a suspension part and fitting it on Matt Talbert's car. Most celebrated drivers will show up, drive a few practice sessions, offer some feedback, and then jump into the race. Not Bill. Over that Friday and Saturday, he was a force of nature molding the car and the team around his vision of winning this race.

1994 Mark Manda drives to victory Photo By: Robert Dalrymple

Enter Bob Stefanowicz, a laid-back, irreverent and cocky home builder from the Sacramento area, with an early 911 and a Terry Woods build 3.2 Turbo engine.

Bill Auberlen had qualified his car on pole with a time of 1:18.8, while Bob Stefanowicz had taken second in 1:19.4. With the camera crew in tow, I interviewed Bob. It was obvious that he had no idea who Bill Auberlen was. On camera he said, "I'll let that guy on pole lead a few laps and then I'll pass him on the third or fourth lap." As the saying goes, "Ignorance is bliss." Of course, another saying is, "It's not bragging if you can back it up."

Of the many races I have watched over the years, few have ever been as exciting as that first hour of the 2002 Tribute. Bob Stefanowicz did pass Bill Auberlen on the fourth lap, and from that point on, they swapped leads every few laps. At the end of the first hour, Stefanowicz came in the pits and handed off to Johannes Van Overbeek. Like most turbos, the car broke at the 90-minute mark.

In the pits, Stefanowicz said on camera he couldn't believe how fast Auberlen was in turn 8. For his part, Bill was very impressed with Bob's overall speed. So ended a classic dual of a rela-

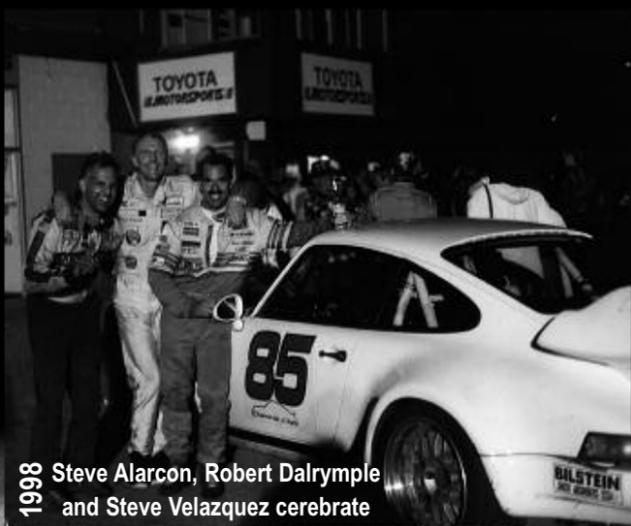
tively unknown POC driver in an old turbo chasing down one of America's great sports car drivers in one of the latest Porsche race cars.

The first of owner/driver Blake Rosser's four wins came at the inaugural Tribute at Auto Club Speedway in 2005, with pro driver Kelly Collins. His last two impressive victories were with POC ace Mike Monsalve.

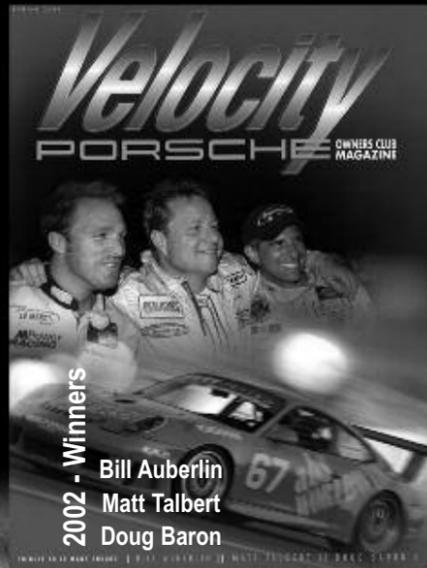
At the end of every Tribute, each team that has completed the race can be found together celebrating, because just finishing is a major victory.



2002 Blake Rosser
Mike Monsalve



1998 Steve Alarcon, Robert Dalrymple
and Steve Velazquez celebrate



2002 - Winners
Bill Auberlin
Matt Talbert
Doug Baron



1996 - Mark Mehalik solo drive to victory

A TRIBUTE TO THE PAST



1994 Start of the Inaugural Tribute to La Mans



2002 Doug Baron is interviewed by
Speed Channel host Tommy Kendall



2002 Kelly Collins and Blake Rosser on top of podium

The preparation, practice, adrenaline, teamwork, and camaraderie are so fulfilling that everyone who participates feels the achievement. In our hurried and often routine world, this accomplishment, shared with a team of friends over an intense four-hour race, generates a unique sense of satisfaction. What better life experience could you ask for?

After 16 exciting years, The Tribute continues to foster this wonderful camaraderie among POC drivers and car owners who share a passion for preparing for and finishing one of the great endurance races in the United States. The following list is just a sample of the prominent drivers who have raced in the POC Tribute:

- Dennis Aase - Porsche 962 driver and factory Toyota driver for Dan Gurney.
- Bill Auberlen - Factory BMW driver in American Le Mans series. 2002 and 2004 Grand Am GT Series Champion. 2004 World Challenge Championship Winner.
- Kevin Buckler - Overall winner of 2003 Rolex 24 Hours of Daytona. 2002 GT Class winner at the 24 Hours of Le Mans.
- Martin and Melanie Show - GTS Class

Winners of the 1999 12 Hours of Sebring. 2009 GTC Championship Winner in the American Le Mans series.

- Tommy Kendall - Four-time Trans Am Championship Winner.
- Craig Stanton - 2005 Grand Am GT Championship Winner.
- Anthony Lazzaro - 1999 Toyota Atlantic Championship Winner. 1999 Class Winner / Rolex 24 Hours of Daytona.
- Anders Hainer - 2006 Grand Am GTC Championship Winner.
- Cort Wagner - 1999 Winner of the Porsche Cup.
- Kelly Collins - Multiple Class Winner at Petit Le Mans, Rolex 24 Hours of Daytona, and 12 Hours of Sebring.
- Johannes Van Overbeek - 2007 Winner of the Porsche Cup. Currently driving a 430 Ferrari in the American Le Mans Series.
- Kevin Roush - 2005 2nd place IMSA GT3 Cup Challenge Championship.
- James Sofronas - Winner of 2009 Long Beach and Laguna Seca World Challenge Races, 2nd place in 2009 World Challenge Championship.
- Bobby Faieta - Winner of the 2007, 2008 and 2009 Patron Porsche IMSA Championship.

Over the years there have been Ferraris, BMWs, and Corvettes competing in the POC Tribute to Le Mans, but only Porsches have won. With the help of Dave Bouzaglou, Mike Hammond, Doug Baron, Laurie Taylor and Jeff Melnick, I assembled this list of the overall winners of The Tribute, 1994 to present. The first name of each year indicates owner/driver.

- 1994 - Mark Manda, Mike Hammond, John Williamson
- 1995 - Mark Mehalic, Greg Tracey
- 1996 - Mark Mehalic
- 1997 - Trevor Colby, Doug Baron
- 1998 - Robert Dalrymple, Steve Velazquez, Steve Alarcon
- 1999 - Carlos Granados, Cary Eisenlohr, Chris Miller
- 2000 - Harry Rady, Doug Baron
- 2001 - Joe Kunz, Doug Baron
- 2002 - Matt Talbert, Doug Baron, Bill Auberlin
- 2003 - Brent Martini, Cort Wagner
- 2004 - Blake Rosser, Kelly Collins
- 2005 - Bob Rodriguez, Galen Bieker
- 2006 - Blake Rosser, Shawn Howard
- 2007 - Kent Klaser, Urs Gretener
- 2008 - Blake Rosser, Mike Monsalve
- 2009 - Blake Rosser, Mike Monsalve
- 2010 - Robert Dalrymple, Steve Goldman, Bob Faieta

• robert@robertdalrympleproductions.com

POC PDS @ SOW OMG!

By Andrew D. Weyman



Jackie Lu shares her knowledge and her 911

Photo By: Virtual Access Photo



Can you pick out the future POC Cup Racers?



Say Hi Instructor with Jonathan Koa at PDS Streets

Photo By: Virtual Access Photo

instructor wasn't scared made me so relaxed. I'm having the best time ever!" (Instructor – Jim Steedman)

Preetham Suresh – "I'm learning the limits of my car, and I haven't really gotten close to them yet. It's really cool to know what my car can do. It's my first time on a track like this. I'm enjoying talking to the other drivers and learning from their experience as to how I can shave time off my laps

-- finding out where they brake, turn, and down-shift. It's like you've waited all your life to do something like this, you do it, and it's everything you hoped it would be. It's an absolute blast." (Instructor – Brent Gokbudak)

Don Dickey – "This is my first actual track experience and I'm having a wonderful time. I've learned that I can push my car a lot harder than I thought I could. On the skid pad I discovered that

I 'pucker' long before my car starts to break loose." (Instructor – Dennis Bennett)

Sarah Davis-Weyman – "The weekend has been exhilarating and terrifying and completely out of my comfort zone. But the instructors help me feel safe and confident, and even though I think my lap times ranked me dead last, I feel like I kicked ass, and I can't wait to do it again!" (Instructor – Craig Swetland)

The 2010 Performance Driving Series events held at The Streets of Willow on September 25th and 26th were attended by many new members and packed with Flat Out action. The weekend included the PDS Drivers Clinic #2 on Saturday and PDS Event #5 (counter-clockwise with the bowl) on Sunday. With the support of POC volunteers and instructors, PDS Chairman Craig Trask and PDS Chief Driving Instructor Dave Gardner ran an unforgettable event.

It truly was a family affair. The Takaki Family was out in full force. Mike Takaki, POC President, welcomed everyone at the Drivers' Meeting and offered track support to sons Eric and Jeffrey, who

both drove in BSX. Margie Takaki shot some great photos of the action on the track and in the paddock. I instructed and assisted Jim Bailey with Tech Inspections at the track. My wife Terry Davis assisted Laurie Taylor, announced run group information on the P.A. and drove in BSR on Sunday. My daughter Sarah Davis-Weyman and her boyfriend Jonathan Koa shared a car in JS. Brothers Derek and Drake Kemper both drove in BSX and had excellent track support from their dad Dana. Bruce Wells was there to support his daughter Hannah. Will Marcy drove in BSR, while his wife Rosie drove in NI. Roy Lothringer drove in CI, while his wife Shelley drove in JS. Jonathan Gerber ran in NI, and son

Jason ran in MS. Dave Elliott ran in V4, and Chad Elliott ran in BSX. Anke and Oscar Saldarriaga drove in EX.

It was great having so many new members and newly licensed PDS drivers at the event. There was so much enthusiastic teaching and learning going on, you could feel the excitement in the garage, in the paddock, and on the track. Here's just a bit of what some of them had to say:

Mary Megan Kennedy – "This is my first event. It's all very organized and the people who are volunteering to instruct are all very passionate and willing to help. The skid pad! The fact that my

Jonathan Koa – "My first impression is that I'm actually a pretty good driver. The skid pad and braking exercises were really good. I think you can apply what you learn here out on the streets." (Instructor – Andrew D. Weyman)

Ara Minassian – "It's been an amazing experience. This is my first time on the track. It's great to see what my car is capable of. My impression of driving was completely shattered this weekend. I can pretty much say that everything I thought I was supposed to be doing, I was doing wrong. It's great to know there's a lot to learn. Just about every aspect of this event

has offered me valuable information." (Instructor – Dave Gardner)

Hannah Wells – "This is my first time on the track. I wasn't expecting to be able to get the car back under control on the skid pad. I did it! I surprised myself, and that was nice."

Derek Kemper – "I'm having an absolute blast learning how to control my car. The skid pad and braking exercises are excellent for learning car control!" (Instructor – Bill Fox)

Drake Kemper – "This is great. Everyone is

super-friendly and nice. If you need help, they'll just jump in the car and help you. I learned a lot about spinning out, and if you need help, don't be afraid to ask." (Instructor – Dave Elliott)

Rod Hersberger – "This is my first time on the track. The instruction is very professional. Everything is well thought out. Everybody is supportive and patient. Nobody is judging you. They're just being helpful. I'm enjoying my car and seeing what I can do with it."

Salvador Trevino - "The skid pad was wonderful. Fantastic. I learned that my car is very well built

and balanced. I'm enjoying all the people and their passion."

Michael Bolton - "I'm having a blast. This is my first time out with the POC. It's a great group."

Clive Dawson - "I've been on the track many times before, but it's been on motorbikes. It's my first time counter-clockwise. It's going to be a bit of a learning experience. This is a wonderful event." (Instructor - Don Neville)

Kevin Fitzpatrick - "This is my first POC event. The people are nice. I have a very rare car, and my instructor has had three of them! He's been helping me to get the most out of the car. Plus, he's a cool guy. The car pushes a lot in the corners, and my instructor has worked with me on how to enter the turns and how not to crash."

Josh Matas - "This is my first POC event since obtaining my PDS License. It's a blast. I'm learning to drive in slow and out fast. It's amazing. I'm learning how to find that sweet spot in the apex and breathing it out all the way. I'm

focusing on those, and hopefully I'll continue to bring down my lap times."

Robert Lazar - "I love the skid pad. Rally car experience extraordinaire. If only it was wet! I loved it. I could have done six hours on it!"

Jason Huang - "I'm always very impressed with how organized and safe the POC runs their events. I walk away from every event a better driver, and in my opinion this speaks highly of the quality of instruction PDS students receive. There is so much to learn. You hear it from the



Jonathan Koa with his Instructor Andrew Weyman • Photo By Margie Takaki.

first time you attend the drivers meeting: smoother is faster. My best lap times came when I focused on clipping the apexes, looking ahead so I can track out and focus on transitioning from one corner to the next. It was my favorite weekend at the track yet, and now I look forward to working on getting my Time Trial license." (Instructor - Eric Oviatt)

Apex Speed Technology sponsored our lunch on Sunday. They also allowed drivers to demo their new GPS, battery-operated lap timer and data acquisition unit. Thank you, guys!

It was hot out there. But the lap times for our class winners were even hotter. Congratulations!

- BSR - Eric Oviatt - 1:26.79
- BSX - Michael Harley - 1:32.29
- CI - Eric Kardell - 1:37.99
- EX - Dana Coates - 1:35.65
- GSR - Donald Neville - 1:34.44
- GT4 - Gunter Enz - 1:25.39 - FTD & Track Record
- HP - James Bailey - 1:37.04
- JI - Chris Andropoulos - 1:33.50
- JP - Ryan Williams - 1:29.30
- JS - John Ehrman - 1:36.08

- KI - Jeffrey Schmidt - 1:34.97
- KS - Brian Green - 1:32.74
- LP - Jason Huang - 1:33.61
- LS - Josh Matas - 1:32.01 - Track Record
- MI - Victor Villard - 1:35.57
- MP - Robert Morales - 1:29.11 - Track Record
- MS - Jason Gerber - 1:31.91
- NI - Jonathan Gerber - 1:27.78
- NP - JP Clement - 1:31.41
- NS - Kevin Fitzpatrick - 1:32.99
- V1 - David Gardner - 1:25.52
- V2 - Chris Campbell - 1:28.94
- V4 - Dave Elliott - 1:26.70
- V5 - Evan Michie - 1:35.43 - Track Record

ON THE ROAD AGAIN...

Hope for a Cure Weekend Mazda Raceway Laguna Seca

MAZDA RACEWAY LAGUNA SECA

Steve Alarcon and Duane Selby charge down the Corkscrew



By : Carolyn Pappas
Photos By : Virtual Access Photo

Time for a road trip. Time to go racing. Time to drive one of the most famous tracks IN THE WORLD. Woo Hoo! I still can't believe we get to drive Mazda Raceway Laguna Seca every year.

The POC faithful made the pilgrimage up to Monterey for our annual charity weekend August 20-22, and once again we joined forces with the Juvenile Diabetes Research Foundation to raise money for their "Hope for a Cure" campaign. I chaired the POC's efforts, while Kerry Mahler and Lucy Michaud co-captained the "J.D. Crew," a small army of volunteers who helped make the weekend a spectacular success. In addition, we had huge support from the Hope For A Cure Guild's President Kathleen Rader and Treasurer Ysabel Sims.

Our other angels were Ann Bixler and Gary Thomas with Mazda Raceway Laguna Seca. Ann made sure we had a properly located tent to fit our needs, and Gary gave us access to the kitchen. Resolving those two big issues meant the party work would work out well.

Thursday evening was the usual load-in--finding a parking spot, unloading cars and equipment, and most importantly, deciding on which fantastic restaurant to go to for dinner. Needless to say, the Friday morning Drivers Meeting came too early.

Porsche Cars North America made a big contribution to the weekend. Armed with several late-model Porsches, they set up an auto-cross

course in the parking lot and invited all comers to put the cars through their paces. It was a huge success. Local Porsche enthusiasts and POC members alike jumped at the chance to drive around the cones with friendly, knowledgeable PCNA instructors. PCNA was also very generous with the checkbook. Marketing Manager Heather Brandt stepped up and made a fantastic contribution of \$15,000.00 to the charity. Big thanks to Heather Brandt, Lead Driving Instructor Cass Whitehead, and their support personnel.

Friday evening featured a track walk led by Marty Meherian and Joe Kunz, who offered hints for faster laps. Several folks reported that they were able to shave seconds off their lap times after hearing the pearls of wisdom from those two.

ON THE ROAD AGAIN...

Hope for a Cure Weekend Mazda Raceway Laguna Seca



Plus, seeing this world famous track up close up at S-L-O-W speed gave us a true appreciation for just how beautifully this track is maintained.

The list of driving legends who have negotiated the treacherous Corkscrew turn is long and prestigious. But how many of them have stood at the top and enjoyed a cocktail party with their friends? As we arrived at the legendary Corkscrew a party was just what awaited us! "Sister Katherine" (Kati James, fully attired in nun regalia) had partnered up with Dave Jansen, Gabe Head, Jackie and Larry Ziegler, and Ruben & Steve Ynzunza to host a "Crawl to the Corkscrew" wine tasting complete with delicious snacks and hors-d'oeuvres. The wines seemed limitless, with rare varieties that stumped even our most knowledgeable winos, er, connoisseurs during the blind tasting. Kati, Dave, and their crew threw an exceptional soiree.

Saturday morning started with a slightly damp track, but that didn't stop the POC Porsches from getting out and pushing the limits we had nibbled at on Friday.

While the cars were out, the JD Crew became an anthill of activity. Tent up. Tables up. Tent decorated. Joel Lepoutre and Danielle Tavizon did a fantastic job of getting our great auction items together and displayed.

At the end of the day, it was time for Parade Laps. We had lots of kids young and old who wanted to

take part. Glenwood Gum and his assistants got all of the volunteers with two-seater cars together and the laps were on.

Meanwhile, the tent filled with silent auction shoppers furiously bidding on the choice loot. Another wine tasting was going full tilt thanks to Martin Schacht. Ten very busy Vintners were present, pouring and educating, and even serving high-end sake. School was in session, and the POC students were drinking in the knowledge.

As the party settled in, dinner was served. The JD Folks big 'ole BBQ grilled up a ton of delicious chicken. And let's not forget the great cornbread, veggies, and salad.

The highlight of the evening was the live auction featuring Billy Mays back from the grave in the form of Drew Waterhouse. Drew got the energy level so amped up we nearly had to unplug the extension cords! There was some seriously furious bidding for two Porsche Driving Experiences at the Barber Motorsport Park in Birmingham courtesy of the generous PCNA, a remote controlled helicopter, a set of Hoosier R6s, a limited edition Bill Paterson racing print signed by George Follmer and Denny Hulme, a toasty Columbia Sportswear jacket... and more sake.

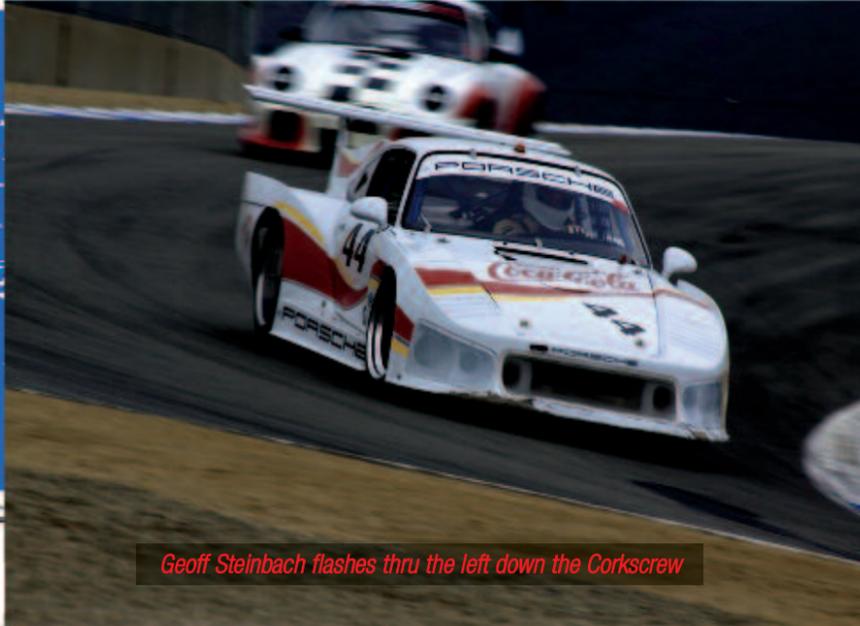
Not only were POC members fast with their check-books, they brought their speed to the track, too. A number of track records were set and numerous drivers swept their class wins over the two days.

Time Trial weekend sweepers included: Eric Oviatt (BSR), Richard Angino (BSX), Carolyn Pappas (GP), Donald Neville (GSR), William Fox (GT3), Andrew Enz (GT4), Martin Schacht (GT5), Walter Airth (HP), Paul Young (IP), Thomas Doczi (JP), Tawfik Benabdelljalil (KI), Brian Green (KS), Jeremy Bernath (MP), Eric Olberz (NI), Jan Sussman (NP), John Armstrong (V2), and Craig Trask (V4).

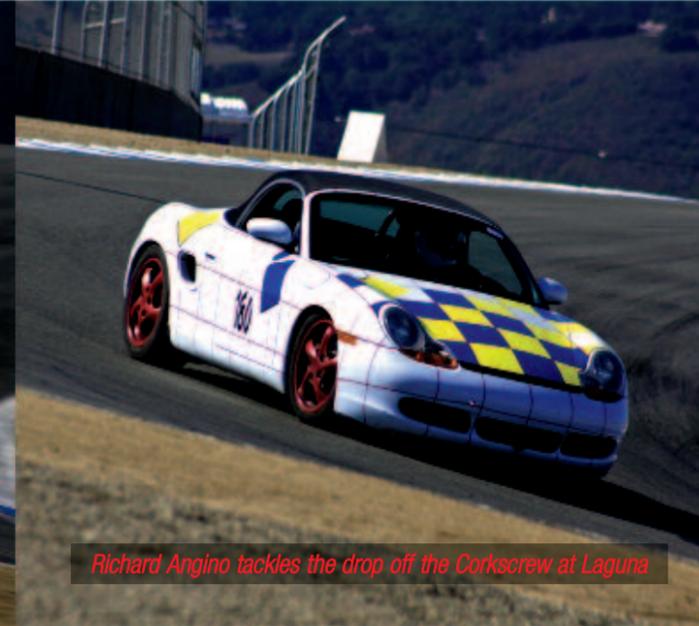
The Time Trial track record breakers included: Duane Selby (CSR)--1:37.67, William Fox (GT3)--1:38.14, Jeremy Bernath (MP)--1:41.51, Eric Olberz (NI)--1:41.27, Jan Sussman (NP)--1:39.02, and Craig Trask (V4)--1:42.14.

Fast Time Of The Day for Saturday was Drew Waterhouse's 1:31.38 in GT2. Sunday, it was Guy Dreier's day to top the charts with a 1:32.13 in GT2.

Other Time Trial class winners were: Don Kravig (JI), Chris Andropoulos (JI), Brent Smith (KP), David Gardner (V1), Shahin Mobine (V1), Steve Alarcon



Geoff Steinbach flashes thru the left down the Corkscrew



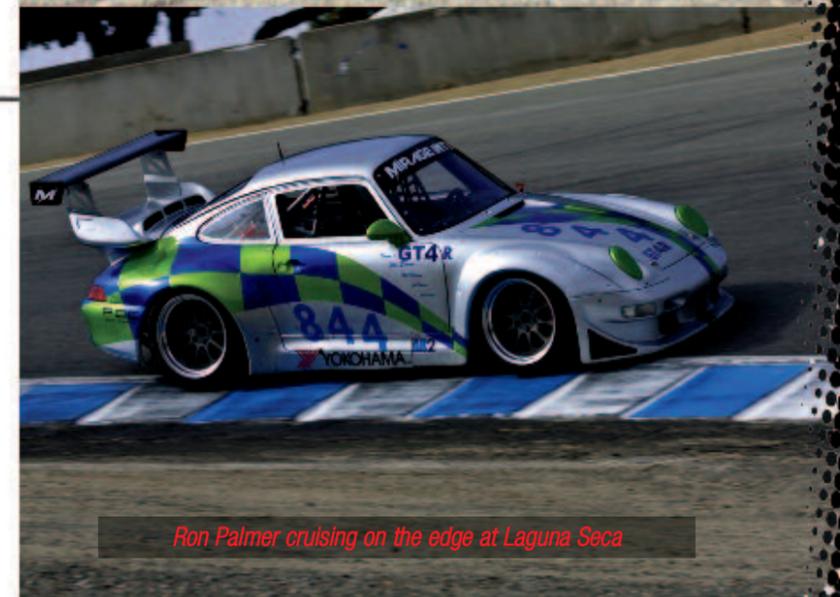
Richard Angino tackles the drop off the Corkscrew at Laguna



Dan Aspesi leading around Turn 5 in Red group



Mark Mitchell leads the swarm of Boosters



Ron Palmer cruising on the edge at Laguna Seca

(V3), and Carl Tofflemire (V3).

Cup Race Class Winners who brought out their brooms included: Duane Selby (CSR), Carolyn Rouzier (EX), Mark Anderson (GT1), John Gordon (GT3), John Cherniack (GT4), Martin Schacht (GT5), Steven Eguina (R2), Guido Rietdyk (R3), Eric Olberz (R4), Michael Monsalve (R5), Craig Trask (R6), Walter Airth (R8), Carolyn Pappas (R9), and Jim Richmond (R9S).

The list of Cup Race Class Winners also included: Dave Potter (BSR), Sean Howard (BSR), Drew Waterhouse (GT2), Dan Aspesi (GT2), Don Kravig (R7), and Paul Young (R7).

When the dust settled Sunday evening, the cars were loaded onto the trailers, the empty wine bottles dropped into the recycling bins, and our POC family had raised over \$53,200.00 for the Juvenile Diabetes Relief Fund.

- Continued on page 32

THE TRIBUTE TO LE MANS WEEKEND

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

A FUN-FILLED FONTANA FEST



Mike Monsalve battles with Vali Predescu in FUBAR

Thursday, June 3, 2010

Dear Diary,
 I mean... Dear Logbook,

12:10pm - I've never kept a diary. "Diary" reminds me of the horrifying entries my teenage daughters chose to write in their innocent looking, floral-patterned confessionals only to leave them on top of their night-stands. I admit that I gave into temptation more than once. Those were big mistakes. I never want to relive the terrible time my daughter Sarah had with her boyfriend (coincidentally named Andrew), or the embarrassing incident my daughter Karen had with her friend Claire, her tube-top, and some cheap, double-faced tape. But I digress. This will be my Logbook.

3:20pm - I'm at Auto Club Speedway! What? We don't have access to the paddock and garages until the Lamborghini event is finished? There are at least forty of us here and we're gridded in a parking area outside the paddock watching Lambos lap the track! Okay, calm down. Take a breath. Make lemonade out of lemons. Man, it's hot out here. I wish I had some lemonade.

6:04pm - We're finally allowed access to the paddock and our garages. It looks like our cars, trucks and trailers are going through turn one at Willow five-wide when we all dive-bomb the narrow exit of the parking area.

6:28pm - Check into my hotel. Watch YouTube videos of fast laps at Fontucky. Tomorrow is going to be one heck of a day.

Friday, June 4, 2010



Quinn Thompson zips past in the Tribute



Duane Selby makes the grade in CSR



Team 996Spec-tacular

4:23am - Why did I even bother to set my cell phone alarm? I always wake up before it sounds on days like today. I can't go back to sleep. Try counting sheep. No, that doesn't work. Try counting laps. Like that's going to relax me. Face it. I'm awake.

6:27am - At the track. Trailers from 911 Design, Air Power Racing, Speed Gallery, GSR Autosport, GMG Racing, Competition Motorsports, Topless Performance and others fill the paddock. Lots of activity. Leland McCarthy, Quinn Thompson, Eric Gressler, Duane Selby and Rich Yochum are my garage mates. Good company.

8:00am - Drivers' Meeting. Focus. Heather Brandt, Area Marketing Manager for Area West of Porsche Cars North America, fills us

in about the Autocross event. Cass Whitehead, J.P. Clinging, Chris Hall and Brian Cunningham from the Porsche Sport Driving School are all here. P.C.N.A. has provided some great prizes, including a beautiful limited edition Porsche 911 Turbo watch. They've also made available the latest model Porsches for us to drive! I have forgotten all about my daughter's diary entries and how Sarah's first kiss with Derek tasted. But I digress.

9:30am - Orange/Green is on the track. I do okay.

10:21am - Mike Holgate offers to have me chase him in the next session. It'll be good to see what he and I are doing differently other than he's fast and I'm not.



Drag race between Don Matz & Steve Weller

THE TRIBUTE TO LE MANS WEEKEND



Ironman Behr Salehi



Ironman Behr Salehi



Fabryce Kutymba for GMG



Ride em Roger Rodas

11:00am - I chase Mike. I don't do such a good job of following.

1:30pm - I chase Mike again. I'm right on his bumper.

3:30pm - I beat Mike's lap time!

10:43pm - Back in my room. Review in-car video. Very revealing. I'm finally relaxed enough to go to sleep. I miss my wife and set my cell phone alarm.

Saturday, June 5, 2010

4:14am - Why do I insist on setting my cell phone alarm? I'm up.

6:12am - Driving to the track, I realize I've passed the Cherry Avenue exit and have to turn around. Overly excited?

9:45am - I go out in the White Group with James Hunt, a pro driver and coach. James is very helpful.

11:45am - Pit Marshal meeting. I've volunteered to assist Jon Wierks in overseeing our Pit Marshals for the "Tribute

Race." Lots of rules to remember.

1:30pm - James gives me some more feedback. It's going well.

2:30pm - I turn my best time of the day. Yay!

3:00pm - Get ready for "Tribute." Lime green vest, clipboard, stopwatch and rulebook. I look official.

3:31pm - The Green Flag drops for a fast, clean start to a long afternoon of racing. I hope to earn my Cup License in December and to be driving in the "Tribute" next year. Pit Marshals have lots of questions for me. I check in with all the Unlimited Teams. Steve Killian covers the Handicapped Group.

4:30pm - I realize that I've been walking along the hot pit wall

for about an hour. Three more hours to go. It's hot. I'm thirsty. A crewmember from the GMG Racing Team offers me a cold bottle of water. I remind him that it will not affect my judgment as a Pit Marshal. I must honor the tradition of my lime green vest.

- Continued on page 26



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Class Leaders

Class	Cup Race	Time Trial	PDS
AP			Gus Gomez
BSR	Mark Mitchell	Bernie Bogard	Richard Yochum
BSX		Randall Takaki	Eric Takaki
CI		Jose Alvarez	Eric Oviatt
CSR	Duane Selby	Duane Selby	Niraj Shekhar
GI		Sandy Isaac	Sandy Isaac
GS			Mark Imamura
GP		Carolyn Pappas	Carolyn Pappas
GSR		Donald Neville	Donald Neville
GT1	Mark Anderson	Jonathan Levey	Jonathan Levey
GT2	Drew Waterhouse	Drew Waterhouse	Marty Mehterian
GT3	John Gordon	William Fox	Mike Van Zandt
GT4	Ron Palmer	Gunter Enz	Gunter Enz
GT5	Steve Ruckmick	Martin Schacht	Marty Mehterian/Steve Ruckmick
HP		Michael Hammond	James Bailey
II			Dan Liebgold
IP		Greg Morrell	Matthew McFadden
JI		Henry Hinck	Jacqueline Lu
JP		Brent Gokbudak	Ryan Williams
JS		Arnulf Graf	Arnulf Graf
KI		Tawfik Benabdeljalil	Jeffrey Schmidt
KP		Brent Smith	
KS		Brian Green	Brian Green
LP		Bob Wilt	Kevin Favell
LS		Philip Korycinski	Chet Kolley
MI		Jeremy Bernath	Victor Villard
MP		Robert Morales	Robert Morales
MS			Jason Gerber
MSR	Vali Predescu		
NI		Eric Olberz	Jonathan Gerber
NP		Guido Rietdyk	Jon Wierks
NS			Robert Lazar/Kevin Fitzpatrick
R2	Neil Alexander		
R3	Guido Rietdyk		
R4	Eric Olberz		
R5	Michael Monsalve		
R6	Craig Trask		
R7	Rick Mills		
R8	Walter Airth		
R9	Carolyn Pappas		
R9S	Donald Neville		
R10	Jason Wilberding		
R11	Jose Alvarez		
V0			Michael Copp
V1		David Gardner	David Gardner
V2		John Armstrong	John Armstrong
V3		Carl Tofflemire	Dan Andrews
V4		Craig Trask	Dave Elliott
V5		Larry Linthicum	Paul Deneen

6:16pm – I'm tired but certainly not as tired as some of the drivers out there. I've had to impose several penalties for fuel spills and excessive speed in the hot pit lane.

7:31pm – Checkered flag waves for the Unlimited Group and the Overall Winners "Robert Dalrymple & Amigos" (Dalrymple/Steve Goldman/Bob Faieta) from GT1 Class. 2nd Place Overall goes to Doug Baron and Loren Beggs of "Team 911 Design" (GT2). Neil Alexander, Marty Mehterian and Dwain Dement of "Team Three Rats Running" (R2) take 3rd Place Overall.

The "GMG Racing Team" (Brent Holden/Bret Curtis/James Sofronas) turns a Best Lap time of 1:39.235 in lap 84 and takes 2nd place in GT1.

In GT2, "Air Power Racing #1" (Les Long/Mark Brouse) garners 2nd, and "Team Money for Nothing" (Jerry Roche/Ross Clardy) completes the podium.

In R2, "Turbo Bros. & Awesome Dawson" (Mike Copp/Bill Dawson) collects 2nd, and "Team Moan and Groan" finishes 3rd (Dave Bouzagliou/Jeff Sadinsky/Neal Rouzier).

"Team Deputy Dogs" prevails in R5; "Team Mulholland" (Mark Mitchell/John Norris captures BSR; "Team Granados" (Carlos Granados) nabs GT4; "Team Barney's on Fire" (John Momeyer/John Kravig) grabs R9S; and the event's Iron Men -- Behr Salehi in R3 and Jim Copp in GT3 -- drive solo for the entire four hours to win their classes!

In the most hotly contested Handicapped Group, "Team 996 Spectacular" (Vali Predescu/John Cherniack/Bill Fox/John Gordon) takes the top podium spot after "Team Fontucky Foursome" (Drew Waterhouse/Kip Waterhouse/Mike Monsalve/Steve Alarcon) runs out of gas in the final lap and has to settle for 2nd. "Team Zip Racer" (Marc Jannone/Eric Gressler/Quinn Thompson) finishes 3rd.

7:34pm – Impound. The amazing amount of energy exploding from all the drivers exiting their cars and all the team members and spectators rushing to congratulate them blows me away. I take off my lime green vest.

8:06pm – Trophy Awards Ceremony. Prizes awarded. I hear comments like, "This was the best Tribute ever!"

Sunday, June 6, 2010

5:16am – I sleep later this morning!

6:11am – Check out of the hotel and on my way to the track. I think about my daughter's diaries again. It's still difficult to forgive Katie for what she said to Sarah.

8:00am – PDS Drivers Meeting. Craig Trask stresses safety. I get paired with my PDS student, Patrick Brass.

10:00am – Patrick does well as I talk him through the line and making smooth transitions on the track. We come back into the paddock and download.

11:00am – I have a better session. Could it be? I'm actually continuing to get faster and more confident? This is awesome.

11:40am – Patrick does even better. Man, I'm a good instructor.

1:45pm – I can't wait to earn my Cup License. The December Racers' Clinic seems so far away... In Red Cup Race #7, Darren Rushin turns a 1:42.605 in lap 4 and wins GT2, with Drew Waterhouse and Doug Baron close behind. Mark Anderson wins GT1. John Gordon takes 1st place in GT3, followed by Bill Fox and Fred Poordad. Behr Salehi takes 1st in R3. Eric Olberz wins R4. Ron Palmer takes GT4. Kary Clements wins R4. Guido Rietdyk takes R3. Fabryce Kutyba wins GT5, and Bob Balsamo takes R2.

2:45pm – Orange/Green Combined Cup Race #7. Mike Monsalve turns a Best Lap time of 1:51.132 in lap 7. Steve Alarcon, Mike Monsalve and Carl Tofflemire come in 1st, 2nd, and 3rd in R5. Duane Selby takes CSR. Tawfik Benabdeljalil takes R6, Bob Thacker takes 2nd, Craig Trask in 3rd, and Mike Takaki in 4th. Todd Von Mende wins GT4. Eric Oviatt takes 1st in R7, Rick Mills finishes 2nd, and Ed Lane 3rd. In BSR, Mark Mitchell turns a 1:58.598 in lap 3 and finishes 1st, followed by Nick Richards and Bernie Bogard. John Momeyer wins in R9S, followed by David Hirsch and Charles Sharp. Once again Carolyn Pappas wins in R9. Jason Wilberding takes



Flying 914 during Tribute weekend

R10 and Jose "Hose-B" Alvarez wins R11.

4:00pm – Patrick does his best time of the day. He's thrilled. I feel really good about being able to help him improve.

4:30pm – Time Trial #7. I do a 2:03.688. I vow to do better next time. My wife would kiss me right now if she were here. Bill Fox, in GT3, turns a Best Lap time of 1:46.853. Eric Olberz, in NI, lays down a 1:51.983 in his 2nd lap and Jonathan Levey, in GT1, does a 1:52.046 in his 1st lap.

5:00pm – The Autocross results are in. Eric Oviatt, Jeremy Cottrell, and Jose "Hose-B"

Alvarez finish 1-2-3. They are all within .05 seconds of each other, but it's Eric who collects the very cool watch. Thirty new members join the POC at the Autocross. It's great having Porsche Cars North America at the event. We're all looking forward to their participation at our Laguna Seca Charity Event.

8:13pm – I pull into my driveway. No one is home except for my dog, Emmit. I don't shut up about my amazing weekend. Emmit understands. He's seen me like this before.



Ironman Jim Copp after 4 hours in the driver's seat

EPIC POC SPIRIT

By Bob Thacker

Photos By: Bob Thacker

It's Friday, August 20, 2010, at Mazda Laguna Seca Raceway, on the first morning of our annual three-day event at this historic site. At 11:05 AM, in the Second Orange Group practice session, on the second lap, exiting Turn 2, in 2nd gear, I shift into 3rd and...

AHHHHH*@\$!%^#@\$\$\$\$\$\$\$\$\$!

I pull off the race line, into the shade of the Yokohama Bridge. My car, Lucille, and I wait together for the hook. Damn it! Disbelief. What happened? What have I done?

Back in the paddock, all confirm it is the transmission. Fluid. Bad ugly noise like rocks going through your garbage disposal.

But did I mis-shift into 1st instead of 3rd? Done that before. But it didn't sound like that this time. It sounded loud, with a bang and then rubble in motion. I dunno. But it must be my fault. What a fool. I'm mortified. Humiliated. Physically, I sit in my truck with my head down. Mentally, I'm stuck up someplace dark and smelly, thinking I will just pack up Lucille and drive south.

What I did not know, is that behind me, in the Waterhouse/Aase paddock camp, my competitors had put out the call -- MAN DOWN.

"Thacker! Where are you? Get your ass over here".

Steve Alarcon removes his cell phone from his ear to say, "We got it. Dude, get your car over here fast. Who has Erickson's cell phone number?"



Laguna Seca Photo By Alan Faragallah



Pilot Fred Geller (L) and Alan Faragallah after landing



Waiting for the transplant to arrive

EPIC POC SPIRIT



Steve Parker, Jeff Erickson, Steve Alarcon



12:00 PM - Jeff closes Aase Motors so that Alan and Fred can load Alarcon's transmission into Fred's plane to fly it from Fullerton Municipal to Monterey.

Alarcon says we are going to need a garage. Dennis Bennett volunteers to vacate his garage for as long as it takes. We get Lucille up on jack stands.

3:00 PM - I meet Fred and Alan at Monterey airport, where we load Alarcon's transmission into my truck.

4:30 PM - Erickson arrives at the track having driven all day.

5:00 PM - Lucille's transmission transplant surgery begins.

Doctors Alarcon, Erickson and Parker, assisted by willing hands from others (some with a drink in the other hand), proceed to drop Lucille's engine, remove the old transmission, hand fashion parts as necessary, attach Alarcon's "loaner" transmission to Lucille's engine, reinstall everything, put in the oil.

8:00 PM - We roll Lucille out and push Bennett's car back in.

I say that is a spectacular example of EPIC POC SPIRIT. It is what makes being a member of this club so much more than just driving fast. I can't thank these friends



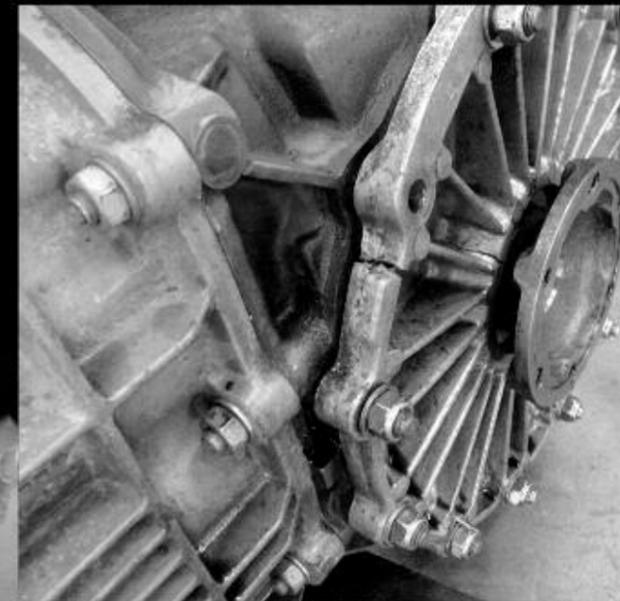
Erickson and Alarcon

enough for what they did for me that long day into night (though I did give Dennis Bennett a can of Bud Light the next day).

Epilogue: I did not mis-shift! Turns out Lucille's differential case cracked, allowing the ring and pinion gears to disengage in a nasty manner.

I ran Saturday morning, VERY concerned about not blowing up Steve's loaner transmission with its tall first gear that I had never experienced before. As luck would have it, the ground wire on my transponder came loose resulting in my qualifying DFL for the Orange race Saturday. In the last laps of that race, I saw Steve Alarcon's car parked off the side of the track between 1 & 2.

Cracked side plate at differential



Erickson and Alarcon returning the original engine oil

"Huh? What? No. Don't worry about me guys. I'll just go home."

Steve Parker doesn't agree. "Don't be such a quitter!"

Steve Alarcon has a spare transmission sitting on the bench at Aase Motors, in Fullerton, recently rebuilt by Alan Faragallah to Steve's particular specifications.

But by the time they reach him on the phone, Jeff Erickson is halfway between his shop in Fullerton and Monterey, driving his Suburban full of parts and tools in support of the "Aase Team." He's too far gone to turn back.

But Alan Faragallah, a licensed private pilot, has a pilot friend, Fred Geller, who owns a Bonanza A36...

Irony is a word often misused but it fits in this event. Steve's differential broke in exactly the same manner and with the same result as mine the day before.

Back at the paddock, I graciously offered to return his loaner transmission with the small caveat that he would have to get it out of my car and put it into his. Understandably, that was a bridge too far for Steve

that night, and he left Sunday morning, but with a smile.

Lucille and I had a fun time on Sunday with Mike Takaki, and none of it would have happened without the incredible effort afforded me by my friends Alarcon, Erickson, Bennett and (yes, you too) Steve Parker.

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Membership Number
(If renewal)

- Continued from page 19

ON THE ROAD AGAIN...

Hope for a Cure Weekend Mazda Raceway Laguna Seca

I want to thank everyone involved: From Aaron Roth with his announcing, to Kip Waterhouse for getting us this wonderful weekend again, to Laurie Taylor for getting us all set up and registered on time, to everyone who helped out in big ways, in small ways, who bought stuff, ate, drank, made merry for a good, and the following folks who donated to our charity auction that raised approximately \$27,000:

- | | |
|---------------------------------|---|
| 911Chips | John Heldman |
| Aase Motors | John Mulvihill |
| Alpine Star | K1 Speed |
| Andrew Weyman | Karla Valdes |
| Angeles National Golf | Kevin Roush |
| Auto Brass | Kip Waterhouse |
| Bill Follmer | Leland and Jill McArthy |
| Bernie Bogard | Mechanix Wear, Inc. |
| Brian Pierson | Meguiar's |
| Brumos Porsche | Meyer Crest / SpringHill Suites - Lancaster |
| Buttonwillow Raceway | Michael S. Hammond |
| Cameron Hughes Wine | Michael St. Germain |
| Canyon Motorsports | Mike Takaki |
| Circle Porsche | Neal and Carolyn Rouzier |
| Columbia Sportswear (Ken Agena) | Otto Madic |
| Craig and Jackie Trask | Paul and Debra White |
| Danielle Tavizon | Pelican Parts |
| David Bruder | Pilates Studio City |
| David Elliot | PCA Orange County |
| Deschutes Angler | Porsche Motorsports of North America |
| Duane Selby | Rennline (Paul Jacques) |
| Eibach Springs, Inc. | Richard Yochum |
| EVS | Rick Mills |
| Fender Guitar | Roger Sheridan |
| Fuel Safe | Rusnak Auto Group - Westlake |
| Foxy's Steakhouse - Lancaster | Saint Grace (Quinn Thompson) |
| Glass by MJ | Sally |
| Golden Cantina - Rosamond | Sericin Management |
| Griots's Car Care | Speed Gallery |
| GSR Autosports | Speed Ventures |
| Gustavo Bogo | Stand 21 (Mathieu Hayaud) |
| Hargett Precision Products | Steve and Pam Lock |
| Hergesheimer MotorSports | StuttCar Services, Inc. (Peter Fazekas) |
| Home Depot - Monrovia | Suspension Specialties (Steve Alarcon) |
| Hoosier Tires | Tarpy's Roadhouse - Monterey |
| HRE Performance Wheels | Toyo Tires |
| Ignacios Valdes | Toyota Racing / Toyota Motor Inc. |
| iRacing.com | Vision Motorsports (Dwain Dement) |
| Jan Sussman | Walter's Porsche of Riverside |
| Joe Kunz | Werks II (Galen Bieker) |
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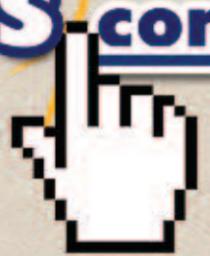
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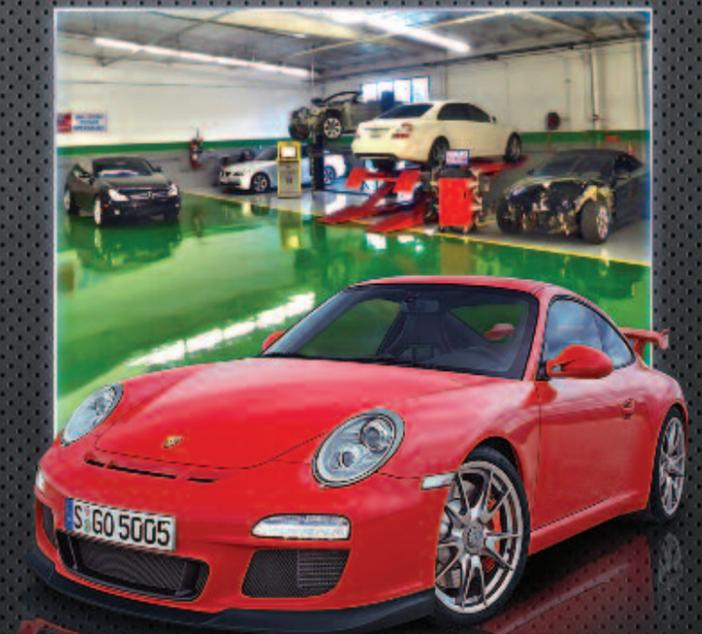
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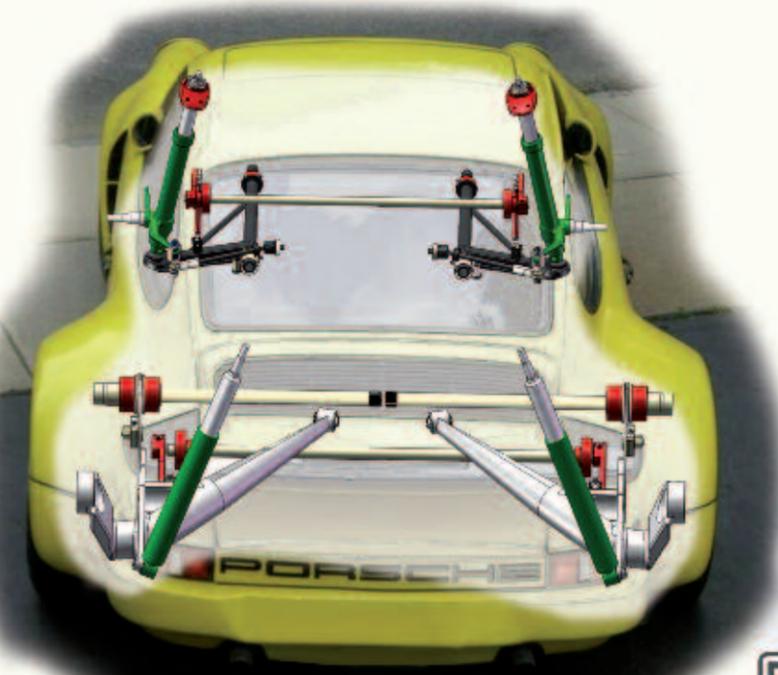


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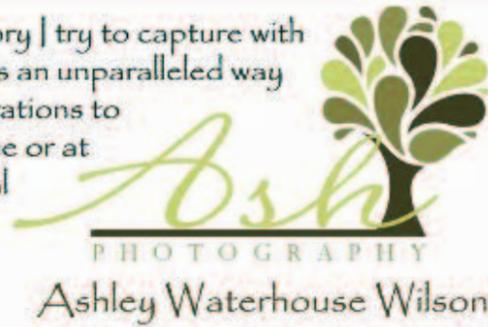
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