

velocity

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EDITOR'S NOTE

SANDY ISAAC

It's that time of year. When things get serious. When the Porsche Owners Club drivers begin to consider how many races are left, how many more points are possible to win, and whether they'll be the one at the 2012 banquet receiving a sparkling class championship trophy – or whether it will be their smug, smiling competition. The final three months of our schedule has never been so packed full of exciting, demanding events at such a varied collection of venues, including Buttonwillow, Auto Club Speedway Infield, Thunderhill, Streets of Willow, and Willow Springs Raceway. Not to mention that no one had the summer off (as you'll read in this issue) with the POC running a series of tremendous events at Willow Springs, the Auto Club Speedway Roval, Streets of Willow, the Pomona Fairplex, and world famous Mazda Raceway Laguna Seca. And while the Velocity coverage of our

competition and impressive charity fund-raising at Laguna will have to wait for the next issue, I do need to mention the tremendous loss the Porsche Owners Club suffered with the sudden death of Bill Fox. Bill was the quintessential POC competitor – a talented racer who held nothing back on the track and the first guy with a smile, a hug, and a cold beer for his competition after the checkered flag waved. Plus, he was a first-rate amateur journalist with whom I shared numerous email exchanges and phone conversations regarding his steadfast determination to bring interesting POC personalities to the attention of the entire club through his "Braking Loose with the Silver Fox" column. I feel fortunate to have spent a small amount of time with such a nice guy. I know our club will never quite be the same without him.



On the Cover:
Team GMG's Tribute to Le Mans winning car was driven by James Sofronas and Darren Rushin.

Cover photo by Virtual Access Photo

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FROM THE **PRESIDENT** MIKE TAKAKI

Here we are, approaching the end of summer, another successful Tribute to Le Mans event and our sold-out annual fundraiser event at Mazda Raceway Laguna Seca behind us. Yes, I said SOLD-OUT.

At Laguna, we lost our dear friend Bill Fox on Friday practice day. As a racer, I can't help feeling at least happy for Bill that he made it through the corkscrew before he was called from us. Bill, being the guy he was, drove himself off at Turn 10 to stay out of the way of his fellow drivers and gave the thumbs up signal. Our deepest condolences go out to Jeanette and the Fox family.

It was frustrating for many over the weekend at Laguna with the new lowered sound regulations. Thanks to all the drivers for making the best of a difficult situation.

The Laguna Seca weekend was filled with great Time Trialing and Cup Racing, but we did have more than our share of racing incidents. I don't know if our guys were drinking too much Red Bull, but the juices were certainly flowing.

Special thanks to Carolyn Pappas for heading up the fundraising event for the Juvenile Diabetes Research Foundation, Joel Lepoutre for taking charge of auction donations, Martin Schacht for making all the arrangements for the wine tasting, Drew Waterhouse for his emcee and auctioneer talents, the drivers who took the JDRF kids out on the track for parade laps, and everyone else who gave their time to make this a successful event. Our preliminary tally put us over \$40,000 raised for our charity.

I would be remiss in not mentioning the generosity of Porsche Cars North America for their donations of several new loaner Porsches for weekends in



Las Vegas. PCNA also donated trips to the Porsche Motorsports Driving Experience where the winners will receive personalized driving instruction from their professional drivers.

Looking forward, we still have a lot of driving left this year. The Auto Club Speedway infield course is coming up for the PDS and Thunderhill for the Cup Racers and Time Trialers.

This is also the time of year when drivers check their points to see where they are in their class championship hunt. While you are doing that, don't forget to check your service points total. Remember 300 service points are required for Time Trial and Cup Race championships and 100 points for PDS championships. Earn them early so you can avoid that last-minute chaos.

Well, that's it for now. See you in the pits.



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2011 UPCOMING EVENTS

October 22-23 - Auto Club Speedway Infield Road Course
PDS #11 & #12

November 12-13 - Thunderhill Raceway - Double Points Event
Enduro Cup Races / Time Trial #14 & #15

November 19-20 - Streets of Willow
PDS #13 & #14

December 3-4 - Willow Springs Raceway
Cup Races / Time Trial #16 & 1#7 / Racer Clinic #02

FIRST TIMERS

by John Payne

If you are reading Velocity for the first time and wondering what it might be like to drive your Porsche on a race track, this message is for you.

The Porsche Owners Club is a Southern California based organization of men and women who were all in the position you are now – wondering what it would be like to experience the full performance capabilities of your car in a way that cannot be achieved on the street. And we shared the same concerns you are feeling: Is it safe? Is it scary? Is this something I can really do? Will I feel

welcome as a newbie with my driving experience consisting of driving to work or to the store? Will I be welcome if I drive a car other than a Porsche? The answers to these questions happen to be: Yes. Yes. Yes. Yes. And Yes.

The Porsche Owners Club welcomes new drivers wholeheartedly and would love to have YOU join us. We will take you as far as you want to go. This is a non-profit club. Our members come from all walks of life. Some have brand new cars. Some have cars older than many members. Most of us have families and are involved in many

other activities. We do love our cars – more so now that we have learned how to drive them to the limit. Our volunteer instructors are the best in the business and will guide you through the process of learning your car's true capabilities. You will have the time of your life!

We encourage you to take the first step and join us for an introductory day of high performance driving by calling the club at 949-360-6475 or emailing us at officeofpoc@aol.com. We look forward to seeing you and welcoming you into our POC family.

Grillo Brothers- Miguel and Tony



STREETS OF WILLOW

by Drake Kemper • photos by Virtual Access Photo

PDS

PERFORMANCE DRIVING SERIES

The Performance Driving Series (PDS) is a great place for anyone to bring out basically any car and get a whole day or two of fun, instructed racing. We had a wide variety of vehicles arrive for PDS #6 and #7, ranging from a GT2RS – the “Fastest Porsche Ever Made” – to a British racing-green Jaguar built for luxurious comfort. We had a young girl enjoying her first track event and a few old-timers who have seen the skid-pad more than their fair share of times. And we all enjoyed the track where virtually all POC members begin their trip down that slippery slope – the Streets of Willow.

On Saturday, we ran the course clockwise, a direction many are used to, but I had never driven. My thoughts beforehand were that driving the front straight uphill wouldn't be the best for a

Boxster with 165HP to the wheels. But when the Red Group got on course and started tearing it up (the battle between Craig Trask, Jim Steedman, and Eric Oviatt was classic for a warm-up session), I suddenly got that urge to throw my helmet on and pull the harnesses tight. I knew it'd be a good day.

When it came time for the Orange group, I couldn't have been more excited to drive a track I knew and loved, “backwards.” Jackie gave me the go-ahead and I took off down pit lane (or UP pit lane, I guess). I didn't know where any of my braking points would be, didn't know how my car would react, and didn't know how I would get used to the track in reverse. But after the first 15-minute warm-up session, it felt so right. I checked my times to find that my best friend, my

brother Derek, and I had both already broken the BSX track record.

I didn't hear one person complain about running clockwise. I don't think we had a single major problem on Saturday. All of the beginners and students did great. The fastest time of the day was a 1:20.9 by Bahman Bakhshi, which is absolutely FLYING. I definitely had to give him a point-by or three. It was safe to say that everyone was looking forward to the next day's session running counter-clockwise.

Sunday started out like any normal Willow Springs morning. Woke up, grabbed some

Bahman Bakhshi



Donnell Cameron

Scott Romanos



breakfast in the lobby of the Spring Hill Suites, filled up the gas tank, and headed to the track.

The warm-up laps were great, the track still being cool, and it felt good to get dialed in. The White/Yellow group (although smaller than Saturday's crowd) seemed anxious to get out there and try the track counter-clockwise. As the morning sun turned up the heat, the track got hot. Fast. The skid-pad became the drift-pad, with the rest of the track getting slippery all around. Most people were able to pull off a spin-free run, but others weren't so lucky.

Eric Oviatt posted a speedy 1:25.772 in his BSR. Craig Trask recorded the Fast Time of the Day at 1:23.461. Michael Bolten set a new BSX track record of 1:29.294. Everyone ended the day sweaty with a cold beer in hand, a good story to tell, and wearing a big smile. All in all, I'd say that PDS #6 and #7 were a blast.

2011 has numerous PDS events scheduled until the end of the year. I hope to see you out there. Just watch out for that black and lime-green Boxster in your rearview mirror.

PDS #6

BSR	Eric Oviatt	1:24.244
	Regan Steedman	1:28.337
	Galen Bieker	1:28.577
	Joel Lepoutre	1:28.654
	Will Marcy	1:29.967
	Alexander Bermudez	1:30.121
	Rob Shanahan	1:33.908
BSX	Drake Kemper	1:29.885
	Michael Bolten	1:30.199
	Derek Kemper	1:31.986
CI		
CSX	Michael Clark	1:33.114
	Kevin Favell	1:36.185
	Ramiro Ramirez	1:43.433
	Paul Romero	1:42.433
GS		
GT2		
GT3	Duane Selby	1:22.920
GT4	David Gardner	1:25.372
GT6	Mark Low	1:34.540
II	Thomas Stone	1:39.243
JI	Chris Andropoulos	1:32.883
	Andrew Bulczynski	1:34.807
	Ian Smith	1:35.509
	Andy Lamborn	1:37.819
JP	Patrick Brass	1:27.853
	Steve Wong	1:30.901
	Richard Kline	1:32.128
	Don Neville	1:33.185
	Scott Romanos	1:33.604
JS	Jackson Harvey	1:44.198
	Barton Hale	1:45.130
KP	Michael Cristin	1:39.546
KS	Brian Green	1:33.106
	Christian Stevens	1:35.745
	Glenn Orton	1:41.159
	Benjamin Tang	1:55.736
LI	Mark Nelson	1:32.714
LS	Rodney Hersberger	1:34.887
MS	Rochelle Booth	1:37.930
	Jam Attari	1:38.399
NP	Bahman Bakhshi	1:20.997 FTD
	Craig Booth	1:30.223
	Donnell Cameron	1:31.189
	Alan Smith	1:32.262
	Miguel Grillo	1:33.187
	Tony Grillo	1:37.515
NS	Keith Shishido	1:33.537
	Anwar Thompson	1:34.028
V2	Chris Campbell	1:27.106
V3	Jim Steedman	1:23.170
	Craig Trask	1:23.226
	Billy Theodorakopoulos	1:24.358
V4	Bruce Wells	1:27.023
	Michael Takaki	1:27.862
EX	Bob Brand	1:28.339
	Anderson Cheung	1:33.074
	Eddie Chang	1:33.504
	Sydney Thwaites	1:34.793
	Kwok Wai Chung	1:35.731

PDS #7

Eric Oviatt	1:25.772
Regan Steedman	1:29.263
Dave Schlocker	1:31.325
Alexander Bermudez	1:33.998
Rob Shanahan	1:36.804
Michael Bolten	1:29.294
Drake Kemper	1:30.509
Derek Kemper	1:32.123
India Favell	1:52.441
Michael Clark	1:32.540
Kevin Favell	1:32.744
Paul Romero	1:41.505
Marty Mehterian	1:41.053
David Gardner	1:24.222
Mark Low	1:36.492
Chris Andropoulos	1:32.091
Andrew Bulczynski	1:33.868
Patrick Brass	1:28.170
Brad Keegan	1:29.497
Brent Gokbudak	1:30.282
Steve Wong	1:31.181
Don Neville	1:34.591
Richard Kline	1:46.604
Barton Hale	1:44.086
Dave Buckholz	1:41.169
Brian Green	1:32.204
Glenn Orton	1:41.662
Joel Silverstein	1:42.346
Mark Nelson	1:31.141
Rodney Hersberger	1:34.321
Jam Attari	1:39.549
Rochelle Booth	1:48.510
Craig Booth	1:30.600
Michael Young	1:31.569
Eduardo Mezapena	1:34.167
Keith Shishido	1:33.502
Anwar Thomspson	1:35.575
Chris Campbell	1:28.574
Craig Trask	1:23.461 FTD
Jim Steedman	1:24.476
Mike Takaki	1:26.943
Bob Brand	1:26.684
MaryAnn Friermor	2:06.876

TRIPLE CROWN 2011...

by Willy Leon
photos by Alexander Bermudez

The last days of April brought the POC to beautiful Willow Springs Raceway for the highly anticipated Triple Crown Weekend. This special event was created a few years back to bring the entire POC family together – Cup racers, Time Trialers and Performance Driving Series drivers – to tackle our favorite high speed venue.

With my V3/R5 class scheduled to run in the Red race group, I was lucky enough to come up on Friday to get some much-needed practice before our race weekend. By the end of the afternoon, trailers, rigs, and street-driven cars started to straggle in. Getting to see your buddies and trash talk before the event is as much of the experience as getting your car on the track. Well, almost. If you haven't started the weekend with an early check-in at Coach's on Friday, do it. It's just down the street from the track, and the food and beers are top-notch. The POC takes up the back room.

Saturday morning began early with a 7:15 AM drivers meeting. We went through the normal business items including introductions, schedules and sage advice. The weather was good, but the ever-present wind was already starting to build. It was an impressive turnout of 34 Red group cars, 35 in the Orange group, and 30 Time Trialers in White. But only 11 PDS participants? Come on, PDS drivers! You know the POC is the best place to travel down that slippery slope with experienced drivers to mentor you through the process and ensure you have fun and safe days at the big track venues. Don't miss out on the next opportunity.

The Red and Orange groups went through their practice and qualifying runs. Dan Aspesi, Jim Copp, and Bill Dawson topped the time charts among the Red racers while Dave Gardner, Steve Vandecar, and Dave



Tony Moradian



Dave Gardner

TRIPLE CROWN 2011

Elliot qualified fastest to lead the Orange racers to the green flag. The Time Trialers and PDS Drivers left pit lane for their run sessions and immediately showed us some quick, safe driving. There were definitely future Cup race candidates out there.

Everyone on the track put on a great show during the races. Having such large fields made it real interesting for participants and spectators alike. I don't believe I've ever seen the track so crowded with this kind of action.

In the Red race, Dan Aspesi (GT2) finished first, with Bill Dawson (GT1) second and Donn Vickrey (GT2) third. The Orange race checkered flag went to Dave Gardner (GT4), over second and third place finishers John Flynn (GT4) and Steve Vandecar (GT4).

We had a big group turn out for Saturday's Time Trial action. Drew Waterhouse (GT2) turned the Fast



Les Long



Kent Harmon

Time of the Day at 1:25.262. Nathan Johnson topped eight other BSR entries with a 1:34.832. Other notable winners in the larger classes included Randy Takaki (BSX) 1:40.355, Jason Huang (CSX) 1:38.325, Dave Gardner (GT4) 1:31.204, Brent Gokbudak (JP) 1:36.141, Steve Radenbaugh (NP) 1:34.417, Kent Harmon (V2) 1:32.447, and Steve Alarcon (V3) 1:27.944.

How do you top an exciting day on the track at Big Willow? With the tasty Triple Crown Bar-B-Q, of course. Always a great opportunity to enjoy some delicious food with fellow members, have a few drinks (some more than others), and enjoy some good cigars. Damn, the drive to the hotel that night was long....

Sunday morning started bright and early at 8 AM with practice sessions. I did have a chance to talk to some PDS participants, and they were really starting to get into this deal. It's always great to see their enthusiasm. In addition, after their track time the day before, the Time Trialers were preparing to set some fast hot laps while dealing with the wind, which always makes Turns 8 and 9 challenging.

Sunday's Time Trial saw some new drivers rise to the top. Fast Time of the Day was recorded by Donn Vickrey (GTC-4) with a 1:26.391. Eric Oviatt was the top BSR driver at 1:34.093. Robert Buchheit took KS with a 1:43.256.

Qualifying in both Red and Orange featured the usual cast of characters. The mix of cars and speeds kept everyone on their toes. The Red race was marred by some yellow flag incidents but all in all was a great show. The Orange group reflected the growing impact of the ever-increasing number of Boxsters in our club. Mix Boxsters with some of the other R6 cars and the race is sure to be a real crowd pleaser. In addition, the V4 and GT4 racers put on a hell of a show. Mike, Vern, Dave – all I can say is, "Wow!" It was really fun to watch the action.

Sunday's race results in the Red group were Bill Dawson (GT1) in first, Dan Aspesi (GT2) in second, and Donn Vickery (GT2) finishing third. The Orange race finishing order was John Flynn (GT4), followed by Steve Vandecar (GT4) and Dave Gardner (GT4).



Jan Sussman

2011 TRIPLE CROWN

CLASS PODIUMS

CUP RACE #5 4/30/11

BSR Eric Oviatt
Jeffrey Childers
Joel Lepoutre
CSR Duane Selby
GT1 Bill Dawson
Jonathan Levey
Jim Copp
GT2 Dan Aspesi
Donn Vickrey
Gary Tolar
GT3 John Gordon
Bob Ehrman
Gunter Enz
GT4 David Gardner
John Flynn
Steve Vandecar
GT5 Steve Floyd
Steve Ruckmick
GTC3 Guido Rietdyk
Al Tiley
Mark Brouse
R3 John Armstrong
Jan Sussman
R4 Paul Young
Kent Harmon
R5 Steve Parker
Michael Monsalve
Steve Alarcon
R6 Dave Elliott
Michael Takaki
Vern Buwalda
R7 Rick Mills
R8 Walter Airth
Matthew Bickell
R9 Carolyn Pappas
R9S Ted Frech
EX John Payne

CUP RACE #6 5/1/11

Eric Oviatt
Vali Predescu
Jeffrey Childers
Duane Selby
Bill Dawson
Jonathan Levey
Jim Copp
Dan Aspesi
Donn Vickrey
Gary Tolar
John Gordon
Bob Ehrman
Iain Stobie
John Flynn
Steve Vandecar
David Gardner
Steve Ruckmick
Guido Rietdyk
Al Tiley
Mark Brouse
Jan Sussman
Kent Harmon
Michael Monsalve
Steve Alarcon
Steve Parker
Vern Buwalda
Michael Takaki
Dave Elliott
Rick Mills
Walter Airth
Matthew Bickell
Carolyn Pappas
Dennis Bennett
Ted Frech

TIME TRIAL #5 4/30/11

BSR Nathan Johnson 1:34.832
Eric Oviatt 1:35.185
Joel Lepoutre 1:35.611
BSX Randy Takaki 1:40.355
Robert Lazar 1:43.403
CSR Duane Selby 1:28.161
CSX Jason Huang 1:38.325
Bob Wilt 1:41.880
Chet Kolley 1:42.333
GP Carolyn Pappas 1:44.821
GSR Matthew Herrill 1:39.660
Dennis Bennett 1:41.859
GT2 **Drew Waterhouse 1:25.262 FTD**
Dan Burnham 1:30.512
Kenneth Hyman 1:33.701
GT3 Gunter Enz 1:30.439
GT4 David Gardner 1:31.204
Steve Vandecar 1:31.494
Jeffrey Schmidt 1:31.787
GT6 Mark Low 1:45.412
GTC3 Guido Rietdyk 1:29.184
GTC4 Donn Vickrey 1:25.857
HP Michael Hammond 1:36.087
Walter Airth 1:40.794
JP Brent Gokbudak 1:36.141
Kurt Gokbudak 1:38.289
Patrick Brass 1:40.127
JS Arnulf Graf 1:41.423
KI Martin Schacht 1:36.432
KS Brian Green 1:44.335
Robert Buchheit 1:44.592
LS Philip Korycinski 1:57.612
MI Victor Villard 1:44.998
MS
NP Steve Radenbaugh 1:34.417
Shannon Lew 1:38.410
George Meeker 1:40.778
V1 Glenn Marlin 1:32.791
Scott Craig 1:39.147
V2 Kent Harmon 1:32.447
Jeremy Bernath 1:34.328
Chris Campbell 1:44.214
V3 Steve Alarcon 1:27.944
Craig Trask 1:29.081
Kip Waterhouse 1:30.014
V4 Dave Elliott 1:31.781
Mike Takaki 1:31.940
EX

TIME TRIAL #6 5/1/11

Eric Oviatt 1:34.093
Nathan Johnson 1:34.650
Chad Elliott 1:37.327
Randy Takaki 1:40.091
Robert Lazar 1:45.781
Jason Huang 1:35.889
Chet Kolley 1:41.449
Kevin Favell 1:47.278
Carolyn Pappas 1:48.455
Matthew Herrill 1:40.378
Dennis Bennett 1:42.845
Drew Waterhouse 1:26.829
Dan Burnham 1:31.481
Kenneth Hyman 1:31.863
Gunter Enz 1:29.868
David Gardner 1:32.283
Steve Vandecar 1:32.989
Sohaib Kureshi 1:33.796
Mark Low 1:43.524
Guido Rietdyk 1:27.872
Donn Vickrey 1:26.391 FTD
Walter Airth 1:39.322
Brent Gokbudak 1:37.091
Kurt Gokbudak 1:39.449
Patrick Brass 1:39.543
Arnulf Graf 1:40.722
Martin Schacht 1:36.708
Robert Buchheit 1:43.256
Brian Green 1:44.007
Philip Korycinski 1:56.708
Victor Villard 1:45.353
Donald Dickey 1:47.387
Steve Radenbaugh 1:34.577
George Meeker 1:38.269
Glenn Marlin 1:30.517
John Armstrong 1:32.004
Kent Harmon 1:32.689
Jeremy Bernath 1:33.820
Chris Campbell 1:44.464
Steve Alarcon 1:28.479
Craig Trask 1:29.642
Kip Waterhouse 1:31.288
Dave Elliott 1:32.636
Mike Takaki 1:33.064
Michael Bolten 1:40.483
Drake Kemper 1:44.769



Rick Mills

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BEYOND THE TRIBUTE TO LE MANS



by Jason Huang • photos by Virtual Access Photo

"How are these racers going to get up for tomorrow's Cup race?" That's what I was asking myself on Saturday as the four-hour endurance race came to a close. It was my first year as a pit marshal and Jon Wierks had been nice enough to throw me on the Unlimited Division winning GMG team. The endurance race was so exciting to watch and participate in, I wondered if the Cup race on Sunday might feel like a letdown.

I ran into Eric Oviatt in the pits and asked him how he'd get up for the following day. His response was, "Tomorrow is even more important for me because I'm trying to make up points to catch Joel in BSR."

I chatted with fellow Cayman driver Duane Selby briefly after his successful second place stint with Team GSR in the endurance race. He was very excited to race in the GT3 class for the first time the next day.

Shahin Mobine, who gave Team HRG such a great start on Saturday, was just as amped to run in his first Cup race on Sunday. He told me that Cup races are "the most fun on wheels I've ever had." It was clear that the Sunday Cup race would not take a back seat to the Saturday endurance race by any means.

It was easy for me to wake up early to get back to Auto Club Speedway on Sunday because it was my first PDS event on the Roval, and I had spent all night awake in my bed worrying about it. Is the banking that scary? Like Turn 8 to Turn 9 at Big Willow scary? What is this talk about tire pressures on the right side of the car?

Sunday morning's PDS drivers meeting goes smoothly with Craig Trask and Dave Gardner reminding us of the abundance of vertically shaped concrete surrounding the track.

I am lucky enough to have Duane Selby drive me around for three quick, smooth laps in the morning session, which gives me a goal for the day and inspires some much-needed confidence. After dropping him off, I rush to get back out for the rest of session one. But why is this new Hans device such a pain in my...? Why did I strap myself in before I closed my door? Gloves on. Ready to go. Session one is over?

Over the course of the day I do get three full sessions in and fall in love with this track. I can't wait to drive here again. It's possible that one day I'll race here with all of these guys that I look up to.

Speaking of races, as the 21 BSR racers lined up, I grabbed my camera and ran to the infield bridge to check out the Green race. The shortage of tires for the BSR class had created a very interesting situation. Eric Oviatt and Nick Richards were the only



Shannon Lew

BSR cars running Hoosiers, and it wasn't a surprise to see them qualify one-two, with Oviatt taking the pole with a 1:54.688. The first lap showed them running nose to tail, but a problem with Nick's car allowed Eric to grab a big lead. While Eric cruised to an easy 22-second victory, there was plenty of good racing mid-pack. Regan Steedman, who qualified seventh, made some great moves to get near the front. In all her pink and glitter glory, she attempted a pass on the back straight of the infield for third place, but her transmission gave out and she had to park the car. Regan wasn't alone with mechanical issues, as the BSRs of Steve Weiler, Bob Baird, and Leland McArthur all failed to finish. Joel Lepoutre came in second place and retains his position as points leader in BSR. Third place went to Darin Kajioka. Mark Powell, who just recently purchased a BSR car, made a respectable fifth place out of 21 BSR entries. Other class winners included Ted Frech in R9S and Carolyn Rouzier in EX.

In the Orange race, Mike Monsalve won in R5 to continue his amazing 2011. Steve Alarcon finished

second, with Carl Tofflemire third. Tawfik Benabdeljalil edged out a win in GT4 over Dave Gardner and Steve Vandecar. Michael Takaki won R6 ahead of David Elliott and Vern Buwalda. In R7, it was Paul Young in front, followed by Matthew McFadden and Don Matz. Walter Airth (R8) and Carolyn Pappas (R9) were lonely at the top of their respective classes.

The Red race looked like a continuation of the Saturday endurance race with Darren Rushin qualifying first with a 1:39 in his RSR. He led from the green flag to the checkered to take GT1. Drew Waterhouse held off Dan Aspesi in a tight GT2 contest. With John Gordon, Bob Erhman, and Ron Palmer unable to finish the race, Fred Poordad beat Duane Selby and Shahin Mobine for the GT3 class win. Doug Baron won GT3C to pull within 15 points of class-leading Guido Rietdyk heading into Laguna Seca. Bob Balsamo (R2), Jesse Menczer (R3), and Kent Harmon (R4) were also winners.

Another exciting aspect of our Tribute weekend was the autocross competition that Porsche Cars North America ran in the adjacent parking lot. They came

with a Christmas wish list of the newest Porsche vehicles – Boxster S, Cayman S, Panamera 4S, Cayenne S and 911 C2S – and a team of talented Porsche School driving instructors from Birmingham, Alabama. Heather Brant, Porsche's Western Regional Marketing Manager, told me the autocross focused on various dealer and customer relations, but promoting the POC was also a top priority. Eric Oviatt won the autocross for the second year in a row. Congratulations Eric, and a big thank you to PCNA for coming out to support us!

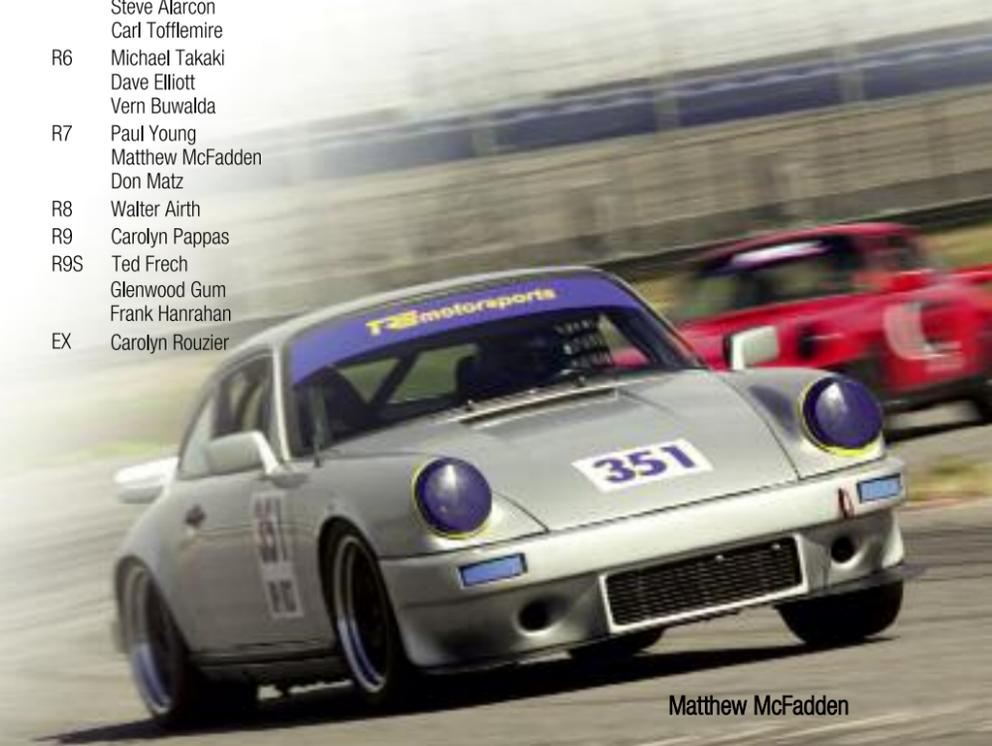
Over 50 Time Trial drivers had an exciting weekend of practice leading up to Sunday's two hot timed laps on a near-empty track. Eric Oviatt (it's okay to be tired of reading his name at this point) won in BSR with a time of 1:54.68. Drake Kemper won in BSX with a 2:00.60, setting a new class record. Tawfik Benabdeljalil edged out four other drivers in GT4 with a 1:50.48. Jesse Menczer won NP with a 1:47.36. In a fun V3 battle, Craig Trask (1:51.897) narrowly topped Steve Alarcon (1:51.91). That's about as close as it gets!

TIME TRIAL 6/5/11

BSR	Eric Oviatt	1:54.688
	Nathan Johnson	1:56.895
	Will Marcy	1:58.808
BSX	Drake Kemper	2:00.605
	Derek Kemper	2:04.551
	Robert Lazar	2:07.474
CSX	Chet Kolley	2:01.024
	Michael Clark	2:02.501
GP	Carolyn Pappas	2:07.286
GT1	Darren Rushin	1:39.585 FTD
	Garry Grant	1:51.425
GT2	Drew Waterhouse	1:43.180
	Kenneth Hyman	1:48.165
GT3	Andrew Enz	1:48.807
GT4	Tawfik Benabdeljalil	1:50.482
	David Gardner	1:51.022
	Steve Vandecar	1:52.068
GT6	Mark Low	2:08.919
	Sandy Isaac	2:12.768
GTC-3	Doug Baron	1:43.662
	Guido Rietdyk	1:44.271
GTC-4	George Arzente	1:42.640
HP	Michael Hammond	1:56.955
	John Dilger	2:04.119
	Walter Airth	2:06.469
IP	Paul Young	1:58.073
	Edward Lane	2:08.523
J1	Chris Andropoulos	2:03.850
JP	Brent Gokbudak	1:58.599
	Kurt Gokbudak	1:59.013
	Don Neville	2:00.197
JS	Arnulf Graf	2:07.369
	Thomas Doczi	2:14.175
KI	Martin Schacht	1:59.612
LS	Phillip Korycinski	2:03.669
MI	Victor Villard	2:02.108
MS	Donald Dickey	2:04.431
NP	Jesse Menczer	1:47.365
	Steve Radenbaugh	1:55.448
	Alexander Marmureanu	1:56.464
V1	Scott Craig	1:56.881
V2	Jeremy Bernath	1:53.723
	Brendan Shea	1:58.509
V3	Craig Trask	1:51.897
	Steve Alarcon	1:51.913
V4	Michael Takaki	1:54.096
EX	Shannon Lew	1:51.815

CUP RACE #6 5/1/11

BSR	Eric Oviatt
	Joel Lepoutre
	Darin Kajioka
GT1	Darren Rushin
	Robert Rodriguez
	Jim Copp
GT2	Drew Waterhouse
	Dan Aspesi
	Charles Wirken
GT3	Fred Poordad
	Duane Selby
	Shahin Mobine
GT4	Tawfik Benabdeljalil
	David Gardner
	Steve Vandecar
GTC-3	Doug Baron
	Guido Rietdyk
	Mark Anderson
R2	Bob Balsamo
R3	Jesse Menczer
	Jad Duncan
R4	Kent Harmon
R5	Michael Monsalve
	Steve Alarcon
	Carl Tofflemire
R6	Michael Takaki
	Dave Elliott
	Vern Buwalda
R7	Paul Young
	Matthew McFadden
	Don Matz
R8	Walter Airth
R9	Carolyn Pappas
R9S	Ted Frech
	Glenwood Gum
	Frank Hanrahan
EX	Carolyn Rouzier



Matthew McFadden

BEYOND THE TRIBUTE TO LE MANS



Stephen Jones

Glenwood Gum



Michael Harley



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Shahin Mobine



Behr Salehi



Marty Mehterian driving for Team Rat Race

THE BEST TRIBUTE RACE EVER?

by Jerry Roche • photos by Virtual Access Photo

The first Saturday in June has become the most important day of the Porsche Owners Club calendar – The Tribute to Le Mans race. The club has tried several twists to the race formula by using different tracks and different start times (to finish in the dark), but seems to have settled on a four-hour, all-daylight format run on the full Auto Club Speedway Roval course. For now.

The racers are split into two groups. The first division, Unlimited, is composed of one, two, or three drivers sharing a single car. The second group, Handicapped, consists of tag teams with multiple cars driven by their respective owners. During the changeovers in the pits, a single team transponder is passed between the cars. In order to level a playing field containing such a wide range of cars, the

required pit stop times are varied depending on the specific car's race class. Thus, some cars are handicapped more than others.

This year was our largest Tribute race ever with twenty-two Unlimited teams looking to win the overall checkered flag and sixteen teams racing for the Handicapped division title.

The Tribute race always attracts a wide assortment of POC drivers, and this year was no exception. Longtime members we don't often see, like Randy Beck, Steve Cross, Jeff Sadinsky, and Dave Bouzaglou, came out to do battle. With a sizable entry list, great weather, and a track with one of the largest pit lanes in the country, we were in for a great race.

The green flag dropped exactly on time and pole-sitter James Sofronas of Team GMG Motorsports was gone like a rocket. Randy Beck surprised several drivers going into Turn 1 and passed about five cars before they got to Turn 2. All the cars made it through Turn 3 without trouble and the pack started to string out.

Soon enough, the faster cars started lapping the field. The speed differential between the fastest and slowest cars was enormous. GMG Motorsports posted a fast lap of 1:36 while the R6 Team Up To Your Elbows posted a 2:04 – a 28-second spread!



Stephen Jones and Eric Oviatt



Tony Garcia

Running a four-hour enduro meant every team had to develop its own race strategy for pit stops. I looked for the big horsepower front-runners to stop at about the 1^{1/2} mark. Sure enough, one by one, the leading Unlimited division cars started heading for the pits. Some would change drivers. Some would change tires. All would fill their empty gas tanks.

Once this first round of pit stops was completed, we all appreciated the timing and scoring screen in the pits as those cars quickly cycled from the bottom of the standings back to the top. When

the GMG entry pitted for the first time, they gave up the lead to Team Mass Film. But fifteen minutes later, GMG was back in first.

At the halfway, two-hour mark, the leader board listed the overall leaders as GMG, LA Law, Truspeed 3, P7 Racing Werks II, Mass Film, Rat Race, and Hopkins.

After 2^{1/2}, the lineup was GMG, P7 Werks II, Mass Film, Air Power, LA Law, Rat Race, and Hopkins. During the next hour LA Law would make its move to take over third place.

The final laps saw some of the closest racing ever for the POC's most important enduro. Team GMG would relinquish the lead to team P7 Werks II one last time for a fuel stop. But GMG was not to be denied and regained the lead to win, with P7 Werks II finishing second and LA Law third.

To say this was a terrific race would be an understatement. Mr. Waterhouse should be proud.

Darrin Rushin & James Sofronas, 2011 Tribute Champions



Guido Rietdyk



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BREW WATERHOUSE - GTC-3 CUP RACING / FIRST PLACE



WIP WATERHOUSE - R5 CUP RACING / SECOND PLACE

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- GT1 P7 RACING WERKS II -- Robert Rodriguez, Galen Bieker
- GT1 LA LAW -- Michael Avenatti, Bob Faieta
- GTC-3 MASS FILM -- Bill Earon, Mark Anderson, Doug Baron
- GTC-3 AIR POWER PIRATES -- Mark Brouse, Les Long, Kevin Roush
- R2 RAT RACE -- Neil Alexander, Marty Mehterian, Dwain Dement
- GT2 HOPKINS -- Dan Aspesi, Fred Poordad, Cort Wagner
- GT3 TRUSPEED -- Sloan Urry, Bryce Miller
- BSR NARW -- David Schlocker, Marc Holthaus
- R6 BRYSANI -- Renan Pulecio, Bryant Pulecio
- GT3 SALEHI RACING -- Behr Salehi
- R5 DEPUTY DOGS -- Kevin Roush, Steve Parker, Michael Monsalve
- R2 MOAN AND GROAN -- Jeff Sadinsky, Dave Bouzaglou, Neal Rouzier
- GT1 TRUSPEED 3 -- Jeff Lewis
- GT3 TRUSPEED 2 -- Tom Haacker, Greg Hodges
- GT1 BECK 904 -- Randy Beck, Steve Cross
- R5 PAUL BARNES -- Paul Barnes
- GT2 BAD COPP -- Jim Copp

HANDICAPPED DIVISION

- R5 TOFFLEHOUSE -- Carl Tofflemire, Kip Waterhouse, Lance Stewart, Drew Waterhouse
- BSR GSR AUTO SPORTS -- Nick Richards, Duane Selby, Joel Lepoutre, Vali Predescu
- R6 TEAM REGANETTES -- Michael Takaki, Vern Buwalda, Jim Steedman
- GT3 N2 WIN -- Bob Ehrman, Tawfik Benabdeljalil, Jad Duncan, Dave Gardner
- R5 MANFUL AND MANLY MEN -- Robert Dalrymple, Michael Monsalve, Dave Elliott, Steve Alarcon
- BSR HRG -- Shahin Mobine, Regan Steedman, Eric Oviatt
- BSR BOXSTAR RACING -- Darin Kajjoka, Mark Powell, Bradley Pierce
- BSR DEAD PETS RACING -- Paul Young, Ed Lane, Stephen Jones
- R6 UP TO YOUR ELBOWS -- Herman Carstens, Glenwood Gum
- BSR BOXSTER BASTARDS -- Steve Weiler, Richard Yochum, Leland McArthy, Andrew Weyman
- R6 FLAT OUT -- Don Neville, Willy Leon, Kurt Gokbudak, Brent Gokbudak
- GT4 - 240-2-1sts -- Peter Czajkowski, Roland Schmidt, David Quesnel, Sohaib Kureshi
- GT5 ANGRY BEAVERS -- Ron Palmer, Jeffrey Schmidt, Gunter Enz, Mike Copp
- GTC-3 STARS -- Guido Rietdyk, Bill Fox, Jonathan Levey, Dan Burnham
- R6 FOUR FOR PLAY -- Kary Clements, Frank Hanharan, Martin Schacht, Brent Smith



Carolyn Pappas

MY WEEKEND AS AN PDS AS AN

PERFORMANCE DRIVING SERIES



Richard Kline



Mike Kinna

EXHIBITIONIST

by Steve Thorsen • photos by Greg Trigeiro & Vanis Buckholz

Growing up in Southern California during the '60s and '70s, one would have had to be living under a rock not to be bombarded by the all-pervasive car/racing culture. I still remember the drag racing commercials on KLOS and the Mighty MET: "Sunday! Sunday! Sunday! See Big Daddy Don Garlits and Shirley 'Cha Cha' Muldowney battle it out under the lights at OCIR!" Throughout my misspent youth, I haunted Lions Drag Strip, OCIR, Riverside International Raceway, and Irwindale, just to name a few. When I saw the Porsche Owners Club Performance Driving Series was holding two events this year at the Pomona Fairplex, I was not going to miss the opportunity to flog my car around this long forgotten track.

Did you know that the city of Pomona was named after the ancient Roman goddess of fruit? And when I arrived on Saturday, the first thing I noticed was that the Porsches were certainly fruitful. In addition, there was a diverse group of non-Porsches, including my '04 BMW M3, that had come to compete in the EX (Exhibition) class.

In between run groups, I sought out my fellow

"Exhibitionists" for their take on the weekend. Mike Kinna was piloting a Blue/Black BMW 2002 in full race trim. Mary Ann Friermore was deftly picking her way around the track in her green Jaguar XJ8. Eddie Chang ran his black Acura NSX in the Blue run group. Screaming around the track was Joe Yang in the V10 powered BMW M5. Another non-Porsche, running in GT6, was the red Toyota Celica driven by Mark Low. Finally, there was David Friermore, Mary Ann's son and my student, in his silver Audi.

ST: How many times have you attended the PDS?

MK: This is my third time attending the PDS.

MF: So far, this is my second time.

EC: I would have to say this is my fifth time.

JY: Just a little less than a year now.

DF: Well, my stepdad Joel Silverstein has been attending for the last few months, and my mom has been bringing out her Jag, and I'd thought I'd come down this weekend and give it a shot.

ML: Since about October of last year.

ST: What do you hope to achieve today?

DF: I've always been a car fanatic, even as a young kid, and obviously this is the next step in actually taking my daily driver to the track. I just graduated from college, and once I can afford a Porsche I plan on being right there next to the GT2 RSes.

ST: How did you find out about the club?

MF: From my boyfriend.

MK: One of my friends races the cup cars.

ML: I'm a friend of Marty's (Mehterian). In fact this used to be his. When his Porsche wasn't running, he would drive this car. We've been friends for a long time, so I got free driving instructions when I bought the car.

ST: Prior to the PDS series, have you participated in any other clubs or organizations?

MK: I've attended some events with PCA and Speed Ventures, but I'm pretty much a novice.

MF: No, this is my first.

EC: I've been with the Alfa club, I've run with a bunch of the 'Vette people and the Cobra/Mustang club.

JK: Just Speed Ventures.

ST: What keeps you coming back to POC events?

EC: For one thing, the rules and regulations are

important to me. And one day, I feel there's a potential for me to buy a Porsche, and I want to see how the rear engine Porsches handle. I can't drive the same lines as the Porsches.

ML: The courses are fast!

JY: It's well organized and safe!

DF: I think this is absolutely great and everyone should try! I've learned more about my car in the last ten laps than in the last four years of driving it.

ST: Obviously to your instructor's credit.

DF: Absolutely to my amazing instructor's credit.

Honestly, I didn't pay him anything to say that.

On Sunday, when I wasn't dodging rain drops or attempting to dry out the track vis-à-vis copious parade laps, I got an instructor's point of view from Andrew Weyman, who coached Mary Ann Friermore from the right side of her Jaguar.

ST: I see you're driving a GT3 today, but that's not what you take to the track.

AW: I race Spec Boxster.



Julia Trigeiro

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ST: How do you feel about your student and her EX car?

AW: Mary Ann is doing great. She's learning to smooth out her braking. Her car is heavy, and it's almost like the old turbo lag where it has to spool up before you get any kind of revs or any kind of torque out of it. So she has to get into the throttle prior to apexing in order to get the torque to pull out of the turn. We are experimenting with different brake points and weight transfer, making adjustments in small increments to accommodate the changes we want to accomplish. She's only going to improve, and she's having a blast.

ST: So, how do you feel about some of the non-Porsches that the club has graciously extended the track time to?

AW: I think it's absolutely great. Let's face it, the reason we are all here is because of our love of driving, and because we feel so passionate about it. To be able to share it is one of the joys of this experience. I'm not competing this weekend as a driver. I just came out to instruct. Having a student listen, learn, and enjoy the experience is why I instruct. I still remember my instructors. Each one taught me something different, and I put all the pieces together to become a decent driver. To pass that on is great.

In closing, I would be remiss if I failed to mention our sponsors and contributors who make events such as this a complete success. I want to thank Hergesheimer Racing Gruppe for sponsoring the delicious lunch on Saturday and Racing Lifestyle for providing the adult beverages after the track went cold. Sunday's lunch was generously contributed by the fine folks at Werks II Motorsports.

I also want to acknowledge all the volunteers who helped with registration, tech, and instruction, the corner workers, fire and safety, and the Porsche Owners Club board members. To all of you, I wish to extend a monumental thank you for a stellar weekend!



PDS 8

PDS 9

BSR	Eric Oviatt	1:38.925	Eric Oviatt	1:38.266
	Joel Lepoutre	1:40.690	Will Marcy	1:41.522
	Will Marcy	1:41.791	Regan Steedman	1:43.625
	Chad Elliott	1:43.099	Dennis Bennett	1:44.898
	Regan Steedman	1:44.507		
	Dennis Bennett	1:45.412		
	Alexander Bermudez	1:45.805		
BSX	Robert Lazar	1:45.086	Robert Lazar	1:46.573
	Fred Husted	1:49.578		
CI	India Favell	2:13.126	India Favell	2:13.665
CSX	Jason Huang	1:41.370	Michael Clark	1:45.344
	Michael Clark	1:45.315	Kevin Favell	1:45.536
	Robert Ota	1:46.717	Ramiro Ramirez	1:56.054
GS	Paul Romero	1:51.108	Paul Romero	1:48.900
GT1	Donnell Cameron	1:43.255	Donnell Cameron	1:41.227
GT2	Marty Mehterian	1:36.393*	Marty Mehterian	1:35.994 *
GT3	Chet Fortney	1:39.764		
GT6	Mark Low	1:50.519	Mark Low	1:49.235
HP	James Bailey	1:52.727	James Bailey	1:51.421
II			Tom Stone	1:52.505
IS	Bart Hale	1:53.533	Bart Hale	1:54.619
	Jeff Cordill	1:54.410		
JI	Tony Moradian	1:56.568	Andrew Bulczynski	1:47.383
			Tony Moradian	1:50.400
JP	Patrick Brass	1:42.134	Patrick Brass	1:42.275
	Jack Ehrman	1:45.603	Donald Neville	1:48.477
	Scott Romanos	1:47.367	Richard Kline	1:53.081
	Donald Neville	1:50.472	Paul Friedman	1:55.692
	Richard Kline	1:52.979		
	Paul Friedman	1:55.650		
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KP			Steve Buckholz	1:51.664
			Dave Buckholz	1:54.369
KS	Glenn Orton	1:49.517	Glenn Orton	1:50.367
	Joel Silverstein	1:58.463	Joel Silverstein	1:56.340
			Randy Blaeski	1:57.098
LI	Mark Nelson	1:44.469	Mark Nelson	1:42.322
LS	Farshad Saghatchi	1:47.437	Bob Primes	1:50.924
	Rodney Hersberger	1:48.936		
	Randy Palombi	1:50.047		
MI	Greg Trigeiro	1:42.449	George Pappagelis	1:41.510
	Steven Shaffer	1:44.823	Greg Trigeiro	1:42.894
	Alicia Trigeiro	1:53.866	Julia Trigeiro	1:52.181
MS	Zachary Isler	1:49.125	Jam Attari	1:48.557
	Rochelle Booth	1:51.406	Don Adams	1:50.738
	Jam Attari	1:52.011	Rochelle Booth	1:52.377
	Glenn Vega	1:52.199		
	Don Adams	1:54.027		
	Jason Lin	1:59.456		
NI	Robert Buchheit	1:43.019	Robert Buchheit	1:41.175
NP	Craig Booth	1:42.382	Craig Booth	1:41.103
	Eduardo Mezapena	1:45.478	Eduardo Mezapena	1:43.025
	Juan Alva	1:46.015	Elisa Bakhshi	1:44.318
	Alan Smith	1:47.470		
	Elisa Bakhshi	1:59.869		
NS	Dwight Moore	1:43.678	Les Tolnai	1:43.629
	Tigran Guledjian	1:44.790	Tigran Guledjian	1:44.124
	Anwar Thompson	1:45.733	Anwar Thompson	1:44.591
	Keith Shishido	1:46.177	Keith Shishido	1:45.689
	Les Tolnai	1:46.617		
V0	John Manning	1:40.717		
V1	John Armstrong	1:41.890		
V3	Steve Parker	1:44.108		
V4	Vern Buwalda	1:42.098	Vern Buwalda	1:41.850
EX	Eddie Chang	1:45.686	Michael Kinna	1:52.695
	Joe Yang	1:46.058	David Friermore	2:07.454
	Michael Kinna	1:51.793	Mary Ann Friermore	2:11.768
	Mary Ann Friermore	2:15.799		

*FTD

COMPETITIVE DRIVING VS. COMPETITION AIRPLANE AEROBATICS



by Tony Moradian

Early this year, I was reading the PCA's "Panorama" flyer from the L.A. Chapter when a classified ad caught my eye for a 1987 Porsche Targa with multiple POC class championships under its belt. I had no experience driving cars on track or in a competitive manner, but suddenly a whole set of exciting scenarios started playing in my mind. It had been several years since I had last participated in the competitive motor-driven sport of competition aerobatics, or aerial ballet.

I called the owner of that Porsche for sale, none other than Leonard Schenkel. He was very informative and gracious enough to let me drive his car on Mulholland and the 170 Freeway. It was a rush and reminded me of what I had been missing since I had stopped doing aerobatics in my airplane. Mid-drive, Leonard did mention that he had never gotten a ticket on the street. I must have been driving well over the posted limit in my exhilaration. He told me about the POC and what the club is all about. I signed up for the club as soon as I got home that day.

Upon joining, I immediately received welcoming emails from Craig Trask and Laurie Taylor. Now that I had joined, it was time for me to find a car.

After further research and talking to folks, I was introduced to AASE motors and Mike Takaki.

I met with Mike to discuss the possible purchase of his car, a 1984 911 (JI/R7). Back then, I had no idea what JI, R7, or V4 all meant. I bought Mike's car and met up with Jeff Erickson at AASE to get the car fitted and tuned for my first track day in Pomona in March. Jeff was most helpful and informative in setting me up and getting me ready.

I remember the overwhelming feeling of how much I didn't know and would I ever get it? I remembered a common term used in the military when I served over 20 years ago – "Information Overload: Having your mouth filled with a fire hose." I showed up bright and early that Saturday morning with no idea what to expect: A car set up for the track and a driver with no experience, a big trailer with a set of thick floorboards and a jack to avoid scraping the low spoiler when I offloaded the car. I didn't have the right tools or the right knowledge. But to my relief, everybody was most helpful in gathering around and lending a hand.

At the drivers meeting, I got paired up with Jim

Steedman, an awesome, analytical instructor. I learned so much that day, including terms that I had heard before but had never experienced – oversteer, blip, heel-toe, early apex, etc.

My newbie experiences in Pomona during my first POC event reminded me of what I had lived through over 12 years ago, when I first started doing competition aerobatics in a Pitts S-2C Biplane. I remember showing up to my first aerobatic competition, and just as in Pomona, not having any idea what to expect. What if I screwed up, or do the wrong maneuver? What will happen? How am I judged and how am I scored? All of these questions would eventually get answered as I gained more experience and progressed through the ranks of competition pilots within the International Aerobatics Club.

I had been flying airplanes since I was 15 years old and had served as a Naval Aviator in the U.S. Marine Corps. However, aerobatic flying in a competition arena was brand new to me. Unlike competition driving where your time around the track is absolute, competition aerobatics is a very subjective sport.

Your flying is graded by a panel of three judges on the ground. Your grade is based on how straight your lines are when you are going straight up, down, and on the 45-degree lines pointing up or down. Points are deducted for every five degrees you are off from a perfect line. You are also graded on the symmetry of your flight. For example, if you point the nose to vertical up and you are supposed to do a maneuver in between, the judges look for an equal distance between the maneuvers. In addition, you must keep your maneuvers within "the box" – an area measuring 3300' x 3300'. If any part of your airplane is outside those boundaries, points are deducted by corner judges looking through a homemade device that dates back to navigating the seas with a sextant.

The POC has PDS, Time Trials, and Cup races. In competition aerobatics there are five categories:

1. Primary
2. Sportsman
3. Intermediate
4. Advanced
5. Unlimited

Some of the basic maneuvers conducted during a competition are:

- Roll: The plane rolls about the horizontal axis.
- Snap Roll: Horizontal spin. Somewhat violent maneuver. It can be done straight, going up or down, on 45-degree lines, upright, or inverted.
- Spins: Upright or inverted.
- Point roll: A roll performed in a precision manner in four or eight sections.
- Cuban eight: Vertical figure-8.
- Rolling turn: The plane yaws and rolls at the same time. A maneuver to get anybody sick for sure.
- Negative maneuver: Painful. It feels like your eyeballs are stuck to your sunglasses.

A competition form consists of many of these maneuvers sequenced one after another. During each competition, a pilot usually flies three times. The first program is a known sequence that everybody flies for the season. The second is a freestyle program designed by each pilot. The third is an unknown sequence of maneuvers that is flown on the last day and is given out to each pilot the night before.

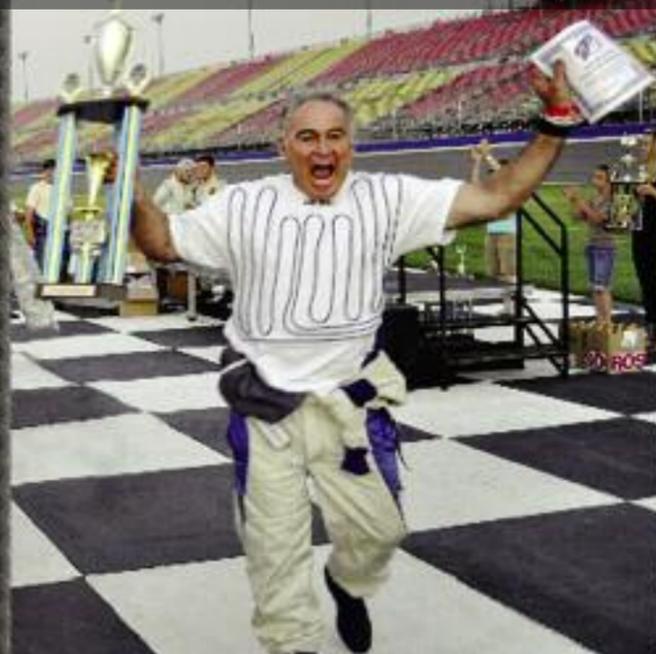
The maneuvers become more complex and difficult as you progress upward through the five categories,

requiring more capable, more expensive airplanes. The slippery slope exists up in the air, too.

Some of the folks competing at the Advanced and Unlimited levels, like Kirby Chamblis and Mike Mangold, later went on to become Red Bull Air Race Champions. I had the privilege of training with them and utilizing them as coaches. Competing at these elite levels also puts you in contention for competing against other pilots from around the world on behalf of the USA Aerobatic Team. These teams come together every four years, like the Olympics. The US team is composed of volunteers, but other countries such as France and Russia recruit pilots from their active military ranks. The competition is spectacular.

There are so many similarities between competition aerobatics in IAC and high performance driving in the POC. They are two great organizations run by volunteers. We don't do it for the money, but for the love of flying and driving, a wooden trophy at the end of the day, and best of all, for the bragging rights.

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RUNNING THE TRIBUTE TO LE MANS. LITERALLY.

by Joel Lepoutre • photos by Virtual Access Photo

Team GSR Autosport on paper was a winning team in every way with three strong Spec Boxsters and a Spec Cayman running as an R4 car in the Handicapped group of the POC's Tribute to LeMans. Lots of effort was put into strategy and reliability, including bringing in a strong crew chief and trackside support.

Nick Richards qualified the team ahead of all the other Boxsters in the field. The start was clean with everyone getting past the dreaded Turn 3. Nick was turning laps in line with or faster than our target times when Duane Selby asked me, "Is the transponder working? We should check."

So off I went to check the monitor and as I approached it, Mike and Suzy Holgate said, "Hey, we don't see you guys up there. Something's wrong". Have you ever felt a sense of total dread deep in your stomach? All I could think about was all that preparation down the tubes 15 laps into a

four-hour endurance race.

I found myself running to Timing and Scoring to check with Aaron and Laurie. Aaron said, "Nope. I'm not getting any hits on it. It must not be on the car."

Laurie told me to go to the office and get another transponder. "But don't use #37."

So, I run to the office. Grab the first transponder I see. Not #37.

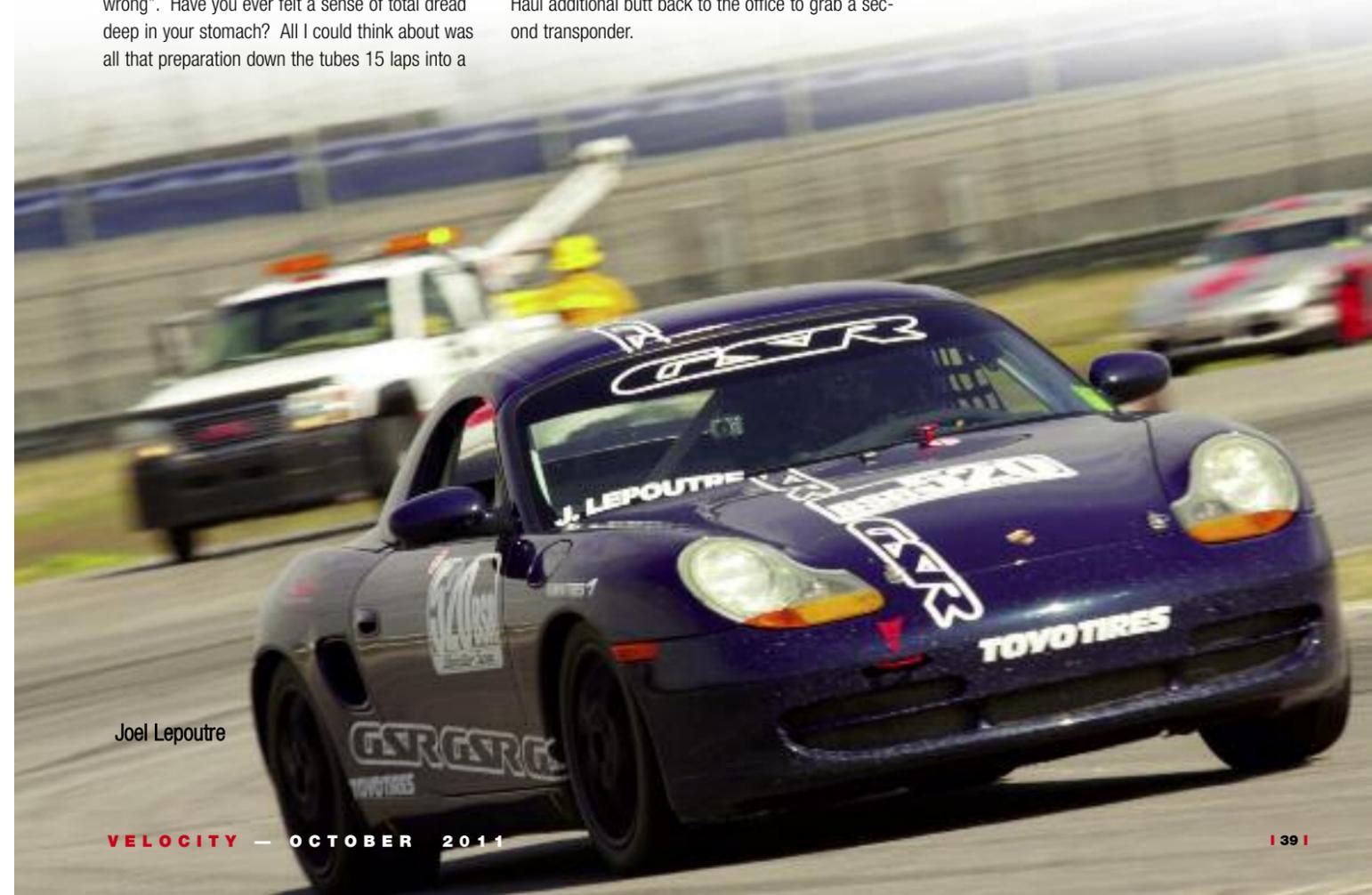
I haul butt to our pit box to announce the bad news. "We need to bring him in. The transponder isn't working or must have fallen off. Here's a replacement." Which is when I noticed the one I grabbed had a broken hoop and no way to attached it. #%*&!

Haul additional butt back to the office to grab a second transponder.

As I run back, slowing down by now, I hear Aaron announce our team in third place! WTF?! How can that be? Our transponder isn't working. What's going on?

As it turned out, Aaron discovered that if multiple car numbers were assigned to the transponder, as they would be for the Handicapped group, the times didn't show up. But when he eliminated all but one of the car numbers, there we were, with all our laps accounted for.

Tah Dah! What a relief! (Water, please.) Team GSR Autosport made up of Nick Richards, Joel Lepoutre, Vali Predescu and Duane Selby came in second place and celebrated on the podium with the other top teams at the POC's Tribute to LeMans.



Joel Lepoutre



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