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Volume 57-3 September 2012



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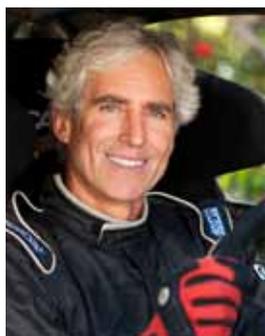
Sunday 10:00am - 6:00pm



**PORSCHE**

# EDITOR'S NOTE

## JOHN ARMSTRONG



This first half of our season has really, well, raced by. And yes, I'm frustrated that I had to miss almost every event due to the vagaries of my work as a television cameraman. But there's consolation in reading about how the class battles have

been shaping up, and I'm grateful to our writers Paul Young, Glenn Orton, Bradley Pierce, and Chet Kolley for their illuminating articles about the Tribute to Le Mans, the Triple Crown, and the Streets of Willow PDS, as well as Chet's summary of the Grand Prix of Long Beach.

A reminder: all our race results can be found at [porscheclub.com](http://porscheclub.com) and [mylaps.com](http://mylaps.com).

Although I didn't intend it this way, this has become kind of a meet-and-greet-issue. We have a couple of special interviews with professional racers. The first is with Kevin Roush, our 2005 Driver of the Year, who has been racing at the pro level for several years. The other is with Patrick Long, the only Porsche factory-sponsored American racer, who has occasionally participated in POC races. Chet snagged a lengthy talk with Pat during the rained-out qualifying period at Long Beach. These chats are fascinating windows into what is involved in

racing in the big leagues of American Le Mans and Rolex Grand Am.

One of the great things about the POC is that at every racing event there are several shops providing trackside services. These shops have saved many a weekend for drivers with ailing cars, and they also provide full race car services at their off-track locations. The shops are owned by club members, many of whom race themselves. As a benefit to our readers looking for mechanical solutions, we've decided to present a series of articles about these shops and their owners. In this issue, Jason Huang introduces you to Hergesheimer and owner Mark Hergesheimer, while I take you to The Speed Gallery and owner Dan Aspesi. We plan to spotlight two shops per issue until we've covered them all.

Lastly, we've got an article everyone should read. Jack Greening attended Stand 21's safety conference and came back with a lot of info to help us live to ripe old ages.

And by the way, this is our biggest issue ever: 44 pages. Kudos to Andrew Weyman for bringing in the advertising to justify this expansion.

See you at Infineon. No job is going to keep me from that classic event. All that dough I've saved on track fees this year has gone into prepping – it wouldn't feel right to actually have excess money – so the car is ready even if the driver needs to be sprayed down with WD-40.

## PORSCHE OWNERS CLUB CALENDAR

DATE	TRACK	EVENT
September 29-30	Auto Club Speedway	Cup Races and Time Trials #10 and #11
October 13-14	Auto Club Speedway	PDS #11 and #12 and Time Trials #12 and #13 (Infield Road Course)
October 13-14	Mazda Raceway Laguna Seca	Cup Racers - Unlimited Sound
October 27-28	Infineon Raceway	Cup Races #12 and #13 with PRC and NASA
December 1-2	Willow Springs Raceway	Cup Races and Time Trials #14 and #15, Racers Clinic #2

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**On the Cover:**  
Steve Alarcon leads team Manful and Manly Men to the Handicapped victory at Tribute to Le Mans.

*Photo: Cathy Robson/  
Virtual Access Photo*

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# FROM THE PRESIDENT

MIKE TAKAKI



I want to speak to the concept of maintenance. Just as I must get maintenance on my car, we must maintain our club.

A couple of behind-the-scenes guys doing their part with upkeep are our two newest Board

members. Andrew Weyman, who hails from the entertainment industry, has been coordinating *Velocity*, advertisers, sponsors, brochures, and countless Club activities. Jim Steedman, an entrepreneur who owns a sound and vibration engineering company, has become Secretary and has bulldogged tasks for member relations and other functions with Carolyn. Give these guys a little pat on the back the next time you see them. They deserve it.

We are going to miss our Treasurer Martin Schacht. Martin stepped down from the Board due to responsibilities on his vineyard. When I visited his place he took me on his various chores for the day. There's a lot to do watching those grapes grow. Thank you, Martin for your five-and-

a-half years of service. We're also grateful to Leonard Schenkel, a retired Board veteran of nine years, whom we convinced to fill Martin's shoes until the end of the year.

This is the time when we get some important club administrative functions taken care of. General Competition Rules proposals are reviewed by the Competition Committee. The resulting changes are then reviewed by the Board and approved for incorporation into our GCRs.

Also during this time our Director of Motorsports is busy finalizing next year's driving schedule, and I can tell you that Kip will have another exciting calendar for us.

We will be soliciting interest for the various functions that make our club tick, so start thinking about your level of involvement. I know this sounds like a cliché, but it's your club. It is not a commercial business venture, so we all have to pitch in. If you're not sure where you may be able to help out, please get hold of me or one of the board members and we can figure something out.

Don't forget we still have five good events left this year, so check your schedules and get out there. See you all at the track.

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The crack pit crew of the G22-Truspeed team.  
Photo: Greg Trigeiro



# The Tribute Diaries

**Words: Paul D. Young  
with Bob Faieta, Jesse Menczer, Joel Lepoutre, Rich Yochum, and Greg Trigeiro**

TUESDAY, MAY 29, 2012

## Paul Young, Dead Pets Racing (Handicapped)

The Tribute to Le Mans at California Speedway in Fontana is one kickass huge event and the pinnacle of the POC season. The weekend features Time Trials, a special PDS event Sunday, and Cup Racing. The highlight is the four-hour Tribute Enduro with hundreds of participants and workers, sponsored prizes, huge trophies, and more excitement than I have ever experienced (at least in the front seat of a car). We who are budget-racers (i.e., driver, mechanic, preparation team, and sponsor all in one) know how it goes – all the prep, ordering tires just in time for trackside delivery, getting the exhaust changed, and having the car tech-inspected, only to find out a wheel bearing is fried and needs to be changed pronto; then scrambling for parts, taking time off work, etc. It can be a bit nerve-wracking. While I admire and envy the teams with big bucks and big crews, it's satisfying when you know you made your car truly ready yourself.

My GT5 911 SC “Snickers” and I are teamed up with Kary Clements and Dave Bruder (each in GT4) for team Dead Pets Racing. We are running the Handicapped Enduro, where each of us drives his own car and has to serve out an extra pit-stop time depending on car class (faster class = longer time). We also have to run a single transponder which gets swapped between cars when we change over, like a relay team.

## Bob Faieta, Team Competition 2 (Unlimited)

Got three Porsches to prepare – all GTC-4 Cup cars — but the team knows the drill forward and backward. Steam-clean everything; crawl all over the cars looking for anything loose, needing repair, or otherwise suspect. Also adding an extra seven-gallon fuel cell to the car Michael Avenatti and I will drive. The seven-gallon cell actually replenishes the main 26-gallon one with an internal transfer pump we use about 20 minutes into the stint. The 33-gallon total should make it such that we need just one fuel stop. Our three cars are running the Unlimited Enduro group. There is no required pit stop or handicap time, so minimizing time in the pits is a key element here. Despite all the IMSA and ALMS events we race, really looking forward to Tribute this year – POC does such a great job, and the events always run smoothly.

## Jesse Menczer, The Unlikelys (Unlimited)

The preparation for the Unlimited Enduro was as intense as it was complicated. We had to coordinate a crew of eight and three drivers (Robert Dalrymple, Dan Aspesi, and me). The list of to-dos and issues was pages long... the emails flying around from the technical director Bruce Todd (BR Racing principal) were very, very detailed. For example, how do we ensure that the three different brands of cooling shirts for the three drivers will connect to the cool box? And where does one find a re-fueling rig without



**The indomitable Team Competition 2 car.**

spending \$20K? We got special torque impact wrenches so we don't need a separate step with a torque wrench.

**Joel Lepoutre, Manful and Manly Men (Handicapped)**

I do my regular track prep, as that is all that's needed. Added the wired-in radio communications wiring to my helmet. Teamed up with Steve Alarcon, Dave Elliott, and his son Chad in the Handicapped group.

**Rich Yochum, The Boxster Bastards (Handicapped)**

Although I thoroughly enjoyed the experience as a pit marshal in the past, the planning, preparation, anticipation, and driving in this event as a part of a team is what it is all about. Our team name may be offensive to some, but I suspect it truly reflects what the rest of POC thinks of us — The Boxster Bastards. While other teams are planning, strategizing, and preparing their cars and team members for every eventuality during the race, we spend our time planning how we look — matching Boxster Bastards hats and T-shirts. Hey, win or lose, we wanna look great! Oh yeah, we did also acquire a radio system.

**Greg Trigeiro, Pit Marshal**

Last year, I helped Paul Young's Dead Pets Racing Handicapped team, cleaning windshields and giving the drivers water and encouragement during penalty pit stops. Plus, the all-important task of transferring the transponder as

quickly as possible to the next car on the team during relay pit stops. So I guess I was the pit crew. There was a lot of watching cars race by; the four hours passed quickly. This year I have only one Racers Clinic under my belt, so in lieu of racing, I will serve as a pit marshal.

**FRIDAY, JUNE 1**

**Paul Young, Dead Pets Racing (Handicapped)**

Sometimes the battles off the track are just as tough, and can be just as satisfying, as when we're wheel-to-wheel with our good POC buddies. Other times they are a pain — literally. Having been diagnosed with cancer (Non-Hodgkin Lymphoma) in March, I was dealing with the fatigue from chemo treatments, and getting cleared event-to-event by my physicians. Hey, I got my priorities — I need to go racing. Trailering the car on the way to Fontana this morning, I noticed a pain and rash around the right half of my torso. Yep, it was shingles — just what I needed on top of everything else. Screw it, Tribute is calling! Unloaded Snickers and garaged next to teammates Kary and Dave. I'll only do whatever practice I am comfortable with today. I will definitely pace myself, as I am keenly aware of my responsibility for the safety of my friends and fellow racers this weekend.

**Greg Trigeiro, Pit Marshal**

I am making it a three-day event of driving for me again this year. Friday is always a lighter crowd than on the weekend and a fun day to sort things out in the Time Trial group. I also chat and visit with everyone.

**Bob Faieta, Team Competition 2 (Unlimited)**

After a restful night in the motorhome, we will just test and tune the three Cup cars today. Thanks to all the great prep, all we need is to dial in final suspension settings. Having done this A LOT, I know good planning is better than relying on good luck (though we'll take the good luck, too). Had a great barbecue with the team tonight.

**Jesse Menczer, The Unlikelys (Unlimited)**

Our crew arrived looking more tired than I had ever seen them. They worked on my car up to the last minute before the haul from San Jose. They were slurring from sleep deprivation, and the racing hadn't even started yet. Our three drivers met briefly this morning, then tested all day in our Enduro car built by Dan Aspesi at the Speed Gallery. Late in the day we realized that this car was not competitive for Tribute. Though pretty light, its 3.6L engine was a definite disadvantage on the big track. At 6 p.m. we made the executive decision to mothball the custom GT2 class car and use my 2011 GT3 Cup instead. More prep, like figure out how to cool the drivers in a car with closed windows, stealing parts off of the "original" car (refueling valve of the fuel cell, the NACA duct side window, new pads and rotors, etc.). The crew still hadn't slept, yet we needed to get the "new" car ready.

**Rich Yochum, The Boxster Bastards (Handicapped)**

The individuals on our Handicapped team practice to get used to a place we haven't been to for many months. Somehow it seems slower today (and hotter, too).

**Joel Lepoutre, Manful and Manly Men (Handicapped)**

Friday practice – I am having a tough time with the hairpin. For some reason, the track seems greasier going into this corner. I am focused on braking smoothly, rather than looking way ahead down that long, all-important straight.

**SATURDAY MORNING, JUNE 2**

**Paul Young, Dead Pets Racing (Handicapped)**

After a decent rest last night, discuss strategy with Kary and Dave. While they are faster per lap, it is decided that I should qualify and start, as it doesn't make too much difference (a few dozen feet of distance at the start). Plus, more traffic and yellow flags are expected earlier rather than later in the four-hour race, so it makes sense to slow down the guy who is already slower. I qualify a decent 1:57.58 which puts us 18th on the grid of 24 teams for the Enduro. Our pit assignment is #1, which at least should make the launch and exit easier since it's just before the "End Speed Limit 35 MPH" zone.

**Bob Faieta, Team Competition 2 (Unlimited)**

We each take several laps to get used to the track conditions, and to have a bit of fresh seat time before the Enduro. We're

really quite prepared and ready to go. Michael puts our GTC-4 car on the outside of the first row (2nd), at 1:41.500. The team moves all our equipment into the assigned hot-pit area, including two complete refueling rigs. Cool suits? We don't need no stinkin' cool suits – we're endurance racers!

**Jesse Menczer, The Unlikelys (Unlimited)**

Having previously raced "only" 70 minutes (45 before pitting), I was wondering if I could survive the 100-degree cockpit for 80 minutes without losing focus. I decided to drown my fear and uncertainty with special anti-dehydration elixirs and as much water as I could stomach all day long. The pit-stop rehearsals were alarming. The crew was doing a magnificent job, but the drivers struggled to adjust belt lengths and seat padding in anything less than several minutes (driver height difference 7" and chest difference 5"). Dan Aspesi, our closer, had to remove all the seat padding to fit in the seat. Qualifying went to plan. My second lap was 1:40.7, the fastest lap of the Tribute, which put us in pole position. YEEHAW!

**Rich Yochum, The Boxster Bastards (Handicapped)**

Final practice as the intensity of the looming race mounts. We arrange our team order – Leland, then me, Andrew, and Dave. Plan is one-hour stints each. Leland qualifies us at 1:58.25.

**Joel Lepoutre, Manful and Manly Men (Handicapped)**

Strategy. It's amazing how competitive Steve Alarcon is. And that's great, too, as he arranged the team. Plan is Steve to qualify and drive first, and I will go second. Then Chad Elliott (like me, in a BSR) third, and his father Dave in JP/R4 finishing out. Steve qualifies at a superb 1:49.25, putting us mid-field. We have the cool-suits for the hotter part of the day (although we're lucky -- the weather is a bit cooler than it could have been).

**Greg Trigeiro, Pit Marshal**

Randy Takaki ran the marshals' meeting well, patiently answering all the questions we came up with. I was assigned a Handicapped team, and made sure to review all the rules and marshal requirements for Handicapped teams. Then, I was moved to a different pit – an Unlimited team (Team The Unlikelys: Jesse, Robert, and Dan). Oh boy, now I need to become completely familiar with the Unlimited rules, as there are many differences (fueling, allowed people over the wall, tools, etc.).

**SATURDAY, JUNE 2, 4:00 P.M.**

**Paul Young, Dead Pets Racing (Handicapped)**

Got the cool suit tub full of ice, windshield clean, fresh tires, and a full tank of fuel. I'm gridded next to Kip, and our pit is set up with Kary staged, ready to take over when my approximately 80 minutes is done. As we motor along for two laps of pace, I am staring down about 6,000 HP worth of eager, snarling tailpipes. What a rush! The green drops and we're off. I'm passed by more Cup cars, who must have gridded late. Into the dust of Turn 3, and on through the infield, we all merge back onto the oval unscathed. I try to set a



**Driver change during a Team Unlikelys fuel stop.**  
*Photo: Greg Trigeiro*



**Paul Young in Snickers.**  
*Photo: Cathy Robson, Virtual Access Photo*



**Overall and Unlimited winners Faieta and Avenatti of Team Competition 2.**



**Handicapped champs Manful and Manly Men: D. Elliott, Lepoutre, C. Elliott, and Alarcon.**

decent 1:58-1:59 pace, but traffic makes it tough. (Yes, I'm mostly being passed.)

Just as I'm remembering that somebody suggested it's best to take the mandatory handicap pit stop right after the 10-minute initial lock out, the full-course double yellow comes out! It's lap eight, and somebody (GMG Pure Performance?) is off the end of Turn 3 with what looks like an oil problem. The caution continues for five or six laps. Nice to have a bit of a break, but man, it seems like forever, and I'm kicking myself for not pitting just after the 10-minute mark. Other than some traffic, the remainder of my session goes well. I am balancing trying to turn consistently fast laps with managing the tires and myself. The mandatory handicap pit stop provides a welcome splash of Gatorade and a chance to catch my breath.

**Bob Faieta, Team Competition 2 (Unlimited)**

Our team suffers a fuel spill behind the pit wall shortly before the start. Not a good sign, but it could have been worse. Michael serves out a black flag at about five minutes into the race, then charges back out. The double yellow comes out at lap eight. While the bunched field prevents us from extending any sort of lead, it also is a blessing. Our fuel calculations with the extended fuel cell is cutting it really close, so the time spent on part throttle really extends the range for us. Unfortunately one of our teams (PC Tools) suffered a debris-punctured radiator and had to retire a bit after the halfway mark.

**Greg Trigeiro, Pit Marshal**

Jesse started the race, and came in about 80 or 90 minutes later. The car got gassed, new tires, and new driver Robert Dalrymple, and out it goes. It was fun watching the fueler on the pit #29 team. He was so professional and experienced. I found out he was the fueler for the GMG ALMS team at Laguna Seca. He also added ice to the cool shirt box on the passenger side while fresh tires were being put on the car.

**Rich Yochum, The Boxster Bastards (Handicapped)**

For the first three hours things went pretty well and without incident. In fact, we really lucked out during the first stint because seconds after Leland came in for his four-minute handicap pit stop, the yellow flag came out. Thus, we got a time advantage over the field. Turns out those blasted radios really didn't work well during the event itself. Fortunately, Dave Schlocker actually had his own radio, and it turned out we really needed it.

**Joel Lepoutre, Manful and Manly Men (Handicapped)**

Steve came in to serve his handicap and our pit marshal had wandered off to BS with someone and wasn't in our pit box at the time Steve came in. We had to take it upon ourselves to start the clock and made sure the marshal from the next pit box was involved. Then Steve stalled on his way out, which pissed him off, and he ended up speeding in the pit lane. Had to come in for a stop and go. Ho Boy! My stint went well, but it was tough dealing with a changing track. The cones in the chicane before the hairpin seemed to be in a different spot each lap. And I still struggled somewhat with the surface into the hairpin.

**Jesse Menczer, The Unlikelys (Unlimited)**

I decided to push for the first two laps to try build a gap and

lessen any chance of dogfighting or damaging the tyres. It worked, and we led the race for several laps in clean air. I had to keep in mind the overall distance and preserve the tyres. I led the race for eight laps, then Avenatti passed me. However, on the same lap Avenatti was black flagged, so I was in the lead again. After the full-course yellow on lap eight or nine, I slowed to allow the whole field to catch up. Strangely the numbers board showed #167 in the lead, not my #484. The flaggers and other racers told me to speed up. When everyone tells you you're losing your mind, you actually start to believe it. I didn't recall being passed — perhaps the heat and the focus. After many painful laps of self-doubt, the powers-that-be realized the error, and the leader board showed my number.

The 13 minutes under double yellow felt like eternity. After the restart, Chang passed me and held the lead for five laps, until he spun in the hairpin. I led again until our first pit stop on lap 45. What a fantastic feeling! The BR Racing boys nailed their marks during the first pit stop. Not a drop on the ground. Both myself and Robert Dalrymple were a bit slow and made some mistakes. He went out in fifth place and drove for 75 minutes. Robert had spent very little time in my car, and so was still adapting during the race. He dropped to sixth, but then fought hard to come back to second and finished his stint in third.

## SATURDAY, JUNE 2, MID-RACE

### Paul Young, Dead Pets Racing (Handicapped)

I have a smooth handoff to Kary, who roars out and immediately starts setting fast laps; 1:54, 1:53... great stuff. His wife has brought a huge plate of Mexican food, which sure hits the spot after sweating it out for 90 minutes. After Kary's smooth stint, Dave takes over and again starts clicking off successively fast laps. While the handicap stops don't favor us, we have a chance. I wander over to the big-screen scoreboard to see the real-time results. Dead Pets Racing is bouncing back and forth in the standings. When the race ends, we're in 12th overall (out of 24 total teams), and fifth in the Handicapped group (13 teams). Sure, I wish we could have done better, but hey, that's actually really good. What a fun team, and certainly the most thrilling event, year after year.

### Greg Trigeiro, Pit Marshal

After another hour-plus the changeover process repeats, and it seems to go smoothly, with no violations and a good handoff from Robert to Dan Aspesi. He's the lucky guy who gets the glory of going to the checkered flag. Being the last driver, you get to get out of the car at the end of a four hour race and have the crowd come up and congratulate you. Your fellow drivers, who took the earlier stints in the heat of the day, tend to get mixed in and diluted with the crowd, while everyone is telling you what a great drive you had. When I drive in the Tribute Enduro I want to be the last driver on a team and take the checkered flag.

### Rich Yochum, The Boxster Bastards (Handicapped)

As noted, the first three hours went well, and I thought we were heading for a podium finish. Unfortunately, our last driver David Schlocker had transmission failure halfway

through his stint, and we were not as prepared as we should have been by having a relief driver on deck (another lesson learned). We lost our time advantage, but at least finally managed to finish, thanks to Andrew getting it together and finishing the race with his car.

### Joel Lepoutre, Manful and Manly Men (Handicapped)

Our third driver Chad Elliott kicked ass in his Boxster, putting down faster and faster lap times throughout his run. Sheez, it sucks getting old and seeing these young, new drivers like Chad run circles around me. Dave Elliott had a couple of offs dodging cones and lots of clack, but recovered quickly. We finished first in Handicapped, and eighth overall -- a few laps behind Iron Man Behr Salehi running solo in Unlimited.

### Bob Faieta, Team Competition 2 (Unlimited)

Michael comes in on schedule, and we refuel and switch drivers. Just a few minutes for the stop due to awesome teamwork. I'm out on the track, and the car actually handles well with the extra fuel up front. We dropped from first to fourth, despite the quick, efficient stop. It takes me a dozen or so laps to get back in first, due to others needing fuel. A bit more than halfway through my turn, I turn down the wick, as our calculations show we have a bit of margin on time, but no margin on fuel. It pays off, as we complete the race smoothly with about a lap lead over the next car.

### Jesse Menczer, The Unlikelys (Unlimited)

Another smooth pit stop, but this time much faster with the transition from Robert to Dan. After the stop we were in fourth place, and Aspesi was on the attack. He was reeling in Chang-McAllister, and after 13 laps of blistering pace we took third position (and second in class). But Werks II had a big lead on us. Our calculations showed that surely they must have to make another pit stop? With just 17 laps to go Werks II pitted. Phew! I felt bad for them as we watched their crew run out of compressed air in the middle off the wheel change.

Then came the crushing news from our data guru George that we may not have enough fuel to finish without a splash and go. A third pit-stop would kill any chance of a podium for us. Halfway through Dan's stint we had to start conserving fuel, slowing by 1-2 seconds per lap. George and Dan were communicating and calculating fuel consumption every lap. With eight laps to go the numbers showed we were still short, and Dan had to start chugging in the 1:49s instead of his earlier fastest lap of the race of 1:41.6. Still, he brought the car home second overall and first in GT2. Wow, what a roller-coaster!

## THE AFTERGLOW

### Rich Yochum, The Boxster Bastards (Handicapped)

Through all the trials and tribulations, we had a blast and we will forever be bound together as the Bastards. And most importantly, we met our goal. Although we weren't the fastest, we sure looked good!

### Joel Lepoutre, Manful and Manly Men (Handicapped)

Though this wasn't my personal best running, it felt great to

be part of a competitive and winning team, and especially to share in the overall thrill and camaraderie of Tribute.

**Bob Faieta, Team Competition 2 (Unlimited)**

Great to win overall, and have the third-place team as well. I think the last time we won was 2010 with Robert Dalrymple and Steve Goldman. What a great event!

**Jesse Menczer, The Unlikelys (Unlimited)**

The result had a very special place in my heart, since exactly one year ago I received my provisional race license. Here I was standing with so many talented drivers of significant experience on the podium at our club's longest and most challenging race of the year. It was magical. The champagne mega-fight that ensued is indelibly etched in my mind... I simply can't wait for next year!

**Greg Trigeiro, Pit Marshal**

Sunday turned out to be a special day as I ran my personal best in the Time Trial. Even more meaningful was that my daughter Julia participated in the special PDS event. Her instructor had left after the Red Race, so I asked Dave Gardner if I could go out with Julia as her instructor for the final session. I strapped myself into the passenger seat of my own car and got to experience my daughter driving into Turn 1 at over 130. Talk about a bonding moment with your kid.

**Paul Young, Dead Pets Racing (Handicapped)**

Survival. Some come to conquer, some to just partake, others to watch. I felt grateful to have been on a fun and successful

team. Sunday night, as I unloaded Snickers and the endless pile of racing Shtuff, I was exhausted, but satisfied. Do we really have to wait a year for the next one? And though I struggled with just being fit to drive, I reflect on those who have passed on recently... This one's for you, Bill. **▼**

**DIARISTS' RESULTS**

**Bob Faieta & Michael Avenatti (Team Competition 2):**  
1st Unlimited (1st overall), 1st GTC-4

**Jesse Menczer, Dan Aspesi, Robert Dalrymple (The Unlikelys):**  
2nd Unlimited (2nd overall), 1st GT2

**Joel Lepoutre, Steve Alarcon, Chad Elliott, Dave Elliott (Manful and Manly Men):**  
1st Handicapped (8th overall)

**Paul Young, Kari Clements, Dave Bruder (Dead Pets Racing):**  
5th Handicapped (12th overall)

**Rich Yochum, Leland McCarthy, Andrew Weyman, Dave Schlocker (Boxster Bastards):**  
8th Handicapped (15th overall)



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# Tribute to Le Mans The Rest of the Weekend

Words: Chet Kolley

Photos: Cathy Robson/Virtual Access Photo

Although the Saturday Enduro was the highlight of the Tribute to Le Mans event at Auto Club Speedway in Fontana, there was plenty of action throughout the June 1-2 weekend for Cup Racers, Time Trialers, and even PDS drivers.

Practice sessions for all began on Friday, and quite a few drivers skipped work to be there. Cup Racers, whether competing in Saturday's Enduro or not, had points races on Sunday to look forward to. So for drivers competing in the year-long championship, Sunday's races were more important than the Enduro. Time Trialers also had a Sunday points competition. And PDS drivers, while not actually competing over the weekend, had a chance to get a flavor of the big, fast track, with our instructors. The run groups were fairly small, so those of us playing hooky had plenty of track time and unimpeded laps.

## Cup Races

Loren Beggs jumped out to a fast start in Sunday's Red Cup Race with his mid-engine 911 creation, and he never looked back. He set the fastest lap time of the race on his third lap with a 1:41.145 and

finished over two seconds ahead of his nearest competitor, Drew Waterhouse. Drew and Jesse Menczer fought a tough battle throughout the race for GT2 honors, with Drew holding off Jesse by less than 0.2 second at the finish. Dan Aspesi took third in GT2 (fourth overall). In GT1, Carl Tofflemire took his new Cup car to the top step of the podium, with John Ball in second. Bob Rodriguez and John Manning got a little too close between Turns 3 and 4 and traded a little paint, with Bob emerging from the skirmish in the final podium spot in GT1. Jose Gomez made a nice charge from last to first in GT3, only to lose his hard-fought gains in a spin at the hairpin, dropping him to third. That left GT3 as a family affair with Andrew Enz finishing ahead of dad Gunter for first and second in class. Other class winners were Doug Baron in GTC-3, Sohaib Kureshi in R3, John Mulvihill in GTC-4, and Arnulf Graf in R4.

In the Orange Cup Race, Steve Alarcon got off to an early lead, chased by Eric Olberz for both overall and R5/V3 Class wins throughout the race. By the fifth lap, Steve began stretching the lead, but within a couple laps, as the overall leaders began to catch slower cars in the playground, Eric closed the gap considerably. Finally, once



Craig Booth and Patrick Brass running close in PDS.

they had gotten by most of the lapped traffic, Alarcon grew the lead once again, ultimately finishing eight seconds ahead for the overall and R5/V3 win. He also set the fastest lap of the race at 1:50.163 on the ninth lap. Kary Clements was the GT4 class winner with a fastest lap of 1:52.901, 26 seconds ahead of a close battle for second between Steve Vandecar (2nd) and Vali Predescu (3rd). In JP, Vern Buwalda took the win ahead of Brad Keegan (2nd) and Dave Elliott (3rd). In the hotly contested BSR class, Gene Sigal held off Chad Elliott for the win with Leland McArthur in third. Paul Young had a nice race in IP, besting Rick Mills (2nd) and Keith Hulley (3rd). Other class winners were Walter Airth (HP), Carolyn Pappas (GT6), Glennwood Gum (GSR), and Eric Lansangan (GP).



Brandon Griffith in the White group.



Time Trialer Terry Davis in her new BSX-class Boxster.

### Time Trials

Thanks to the tireless work of Jack Greening, the Time Trials went exceptionally smoothly. Throughout the weekend, the White group was treated to efficient gridding and starting and lots of free-running track time. Our new system of passing anywhere on track with a point-by is working better and better at each event as the usual suspects become more comfortable passing, well, everywhere. I think this system is helping us to be more situationally and spatially aware, more familiar with who our trusted track mates are, better overall drivers, and more prepared for Cup School. A big thumbs up on this idea. And thanks to Marty, Dave, and Jack for implementing it. The big highlight of the Time Trials was Doug Baron smashing the GTC-3 track record by more than eight seconds with a new time of 1:43.853. This beat Bill Earon's 1:51.941 set on 9/20/09. Fastest Time of the Day went to Dan Davis with a remarkable 1:40.485 in GT1.



Author Chet Kolley makes his Time Trial run.



Ira Ramin and Keith Shishido keep it tight in the PDS group.

### PDS

The PDS Exhibition was a big success. Six Caymans of various configurations came out for the event. Hopefully many of them become CSX or ultimately even CSR regulars. Of the Caymans, Jay Barton set a nice time of 1:58.288 in his Cayman R, which also happened to be the fastest time of the PDS group. Jay is no stranger to the track scene, having competed previously in a 944. Dave Buckholz had a great experience in his 911. He said the only reason he came out was because of the PDS Exhibition, and it was the only thing that would have gotten him to a big track anytime soon. Although the oval was a bit intimidating at first, it ended up being more so in thought than in actuality according to Dave. Troy Evarts also "loved it." Although Big Willow is his favorite, he felt he got the hang of ACS pretty quickly. India Favell, our youngest PDS driver, had a "scream" of a time as well in the BSX she shares with her dad, Kevin. It's really amazing how fast India is progressing. Getting her out on the roval was a nice step.

With competitive class battles in both Red and Orange Cup Races, an amazing track record set in the Time Trials, and lots and lots of smiles resulting from the PDS Exhibition, the events surrounding the Tribute to Le Mans Enduro were a big success. I'm sure we have lots of folks anxious for a return to Auto Club Speedway in the Fall, which is two weeks after the IndyCar finale at the same venue. ▀

# HERGESHEIMER MOTORSPORTS

Words: Jason Huang

As club racers and Porsche enthusiasts, we are constantly bombarded by branding and marketing. We become familiar with names like Brumos, TRG, and Flying Lizard when we watch racing on television. This is a byproduct of the marketing-intensive society we live in. With chain businesses dominating the landscape, from restaurants to big-box stores, family owned businesses are harder to find. Yet they can be gems. One we all know, Hergesheimer Motorsports, would be classified a diamond.

As a youth, Mark Hergesheimer always had a passion for mechanical things. He liked cars, especially Porsches. His first Porsche was a 1971 914, and shortly afterwards he acquired a 1969 911E that he still owns. He didn't want to rely on anyone else, so he learned to work on his cars himself. Pretty soon he was working on his friends' cars too. Thirty-three years ago in his dad's garage, he opened Hergesheimer Motorsports for business. From that humble

start, Hergesheimer steadily built the business into one of the most respected street/race shops in Orange County. And for the last 24 years, Mark has been racing with and supporting cars for the POC.

Upon entering the well-equipped 10,000 square foot facility, you may be greeted enthusiastically by his wife Laura. Her son (Mark's stepson) Eric Oviatt is usually somewhere in the shop. Eric is an active racer with the POC, and Mark, Laura, and Eric bring a family-oriented atmosphere with them to each POC event. In their garage, I see some Porsches getting factory service, but it's the race cars that grab my attention. Tyson Schmidt, their race mechanic, is prepping a pair of GT3-class race cars for the next POC race. Eric Oviatt and Eric Fullerton are busy fabricating custom wide fenders for a GT3-class Boxster race car. I can see Mark working on a machine, grinding away at a piece of metal next to a stockpile of engines and transmissions they are rebuilding. The

atmosphere is lighthearted, and the guys joke among themselves like family members at a dinner table.

They have four lifts on site, an alignment rack, and a variety of Porsche Diagnostic Computers. They can help you design graphics for your race car while doing an oil change on your Porsche daily driver. This is a one-stop shop for both street and race cars.

POC drivers out of the Hergesheimer camp include Eric Oviatt, who has recently transformed his Boxster from BSR to GT3, Shahin Mobine and Jose Gomez in their GT3-class 997 Carrera S race cars, and Regan Steedman in her ever-popular pink GT5 Boxster. They also work on the Cayman S cars of Michael Clark, Chet Kolley, and Kevin Favell. Favell, the winner of the inaugural CSX class last year in the PDS series, is a long-time Hergesheimer customer. "I took my brand new Cayman to the Porsche dealer only once," says Favell, "and then I found Hergie's. The service, super-fair pricing, and technical





**Left: Mark and Eric change a Boxster tranny at the track.**

*Photo: Courtesy of Hergesheimer*

**Below: Hergesheimer's spacious shop layout.**

*Photo: Courtesy of Hergesheimer*



knowledge are second to none. Over time they built my Cayman S into a winning street/track car." Favell recently purchased a donor Boxster which Hergesheimer has developed into a Time Trial BSX car for his 17-year-old daughter India.

Speaking with Mark and Eric in the front lobby, I can sense the pride they take in the many years they have dedicated to the POC. This isn't just a business; it's their lifestyle. The many trophies on display exhibit years of racing success.

Hergesheimer wants to focus on bringing their customers the whole Porsche experience. They offer full track support, driver instruction, mentoring, and catering services. From PDSers, to Time Trialers, to Cup Racers, Hergie offers services to accommodate the entire spectrum of POC members. This is the foundation of their success.

Dave Buckholz, who drives a '96 993, became a Hergesheimer customer a couple of years ago and recently enjoyed their services at the Streets of Willow PDS event. "My team received incredible track-side support and hospitality from Eric, Laurie, Mark, Evan, and the entire Hergesheimer team," he says. "Being new to the motorsport community and a rookie racer, I was looking for an organization that would genuinely welcome me and my family, take care of my car, plus offer me ample coaching and guidance. Hergesheimer was the perfect choice."

Mark speaks about bringing more of the camaraderie back to the POC race

weekends. Reminiscing with affection, he tells me, "The most fun I have ever had in this club was when we started the Tribute to Le Mans races. We had multiple shop owners sharing cars...the camaraderie was awesome...the feeling, the flavor were awesome. We fixed cars in the middle of the night — three shops fixing the same car to get it to grid."

Eric Oviatt devoted his younger years to helping out at the track and beating up on higher horsepower cars in his green 914. A few years ago, he joined the BSR class and racked up multiple wins before deciding to take the steps to convert his Boxster to a GT3-class race car. He is committed to the future of the club. "My experiences with the club in the past year have inspired me to become more involved in the club off the track," he says, hinting that he'll make a run for the Board of Directors in the next election.

A company highly regarded by the cognoscenti of Porsche owners, Hergesheimer looks to continue to be a full service track shop well into the future, and they are excited to expand their race program. My visit concludes with Mark proclaiming their shop motto: "We want our customers to have a fun-filled, successful weekend both on and off the track." Eric adds emphatically as I walk out the door, "With a focus on reliability and speed."

Hergesheimer Motorsports is located at 20612 Canada Road, Lake Forest, CA 92630 (949) 458-7223 [Hergesheimer.com](http://Hergesheimer.com) 



**Far Left: The Hergesheimer paddock world.**

*Photo: Cathy Robson/Virtual Access Photo*

# THE SPEED GALLERY

Words: John Armstrong

He is constantly in motion. All day long on any given POC track weekend you'll see his athletic 6'3", 200-pound frame hustling back and forth from his 26-foot stacker trailer with "Speed Gallery" emblazoned across the side, to the various GT3s, Cup cars, and Boxsters that ring his encampment in the paddock. Laden with tools, parts, and computer, he glides from car to car, here listening to an engine and studying his diagnostic reader, there checking rubber, pressures, and pads, all the while maintaining an Altmanesque flow of conversation with clients and friends about their setups and their driving. And then he is hopping into his own car to run in the Red Race in GT2 class, which he usually wins. He was GT2 champ in '10 and '11, and he's leading this year.

Dan Aspesi is Speed Gallery.

That isn't to say that he's not ably assisted by his tireless and affable mechanic Matt at the track, as well as three more mechanics and a general manager back at his shop in North Hollywood. But Aspesi has his thumb in every pie, and he calls all the shots. Personalized attention is his long suit. As customer Dan Burnham points out, "He has a real sense of paternity for 'his' cars, which is a real comfort to me."

"What makes Speed Gallery work for me is Dan's commitment to his clients and his really reasonable costs," adds John Gordon, 2010 Driver of the Year. "Dan's always coming up with sensible alternatives to expensive modifications."

The only hitch can be waiting in a seemingly endless queue to get Aspesi's attention.

Dan grew up on a farm in Michigan where he always worked on motorcycles, snowmobiles, and dirt bikes. He knew he didn't want to be a farmer, and his dad didn't try to influence him to take up the plow. A football scholarship brought him out west to the University of Northern Arizona, and after graduating with a degree in business he took a job with Pitney Bowes as a salesman. But he soon grew to hate the suit and tie.

In 1988, he bought his first Porsche, an '82 924, for \$3500. The engine failed the next day. It was a rude awakening when the repair estimate came to \$11,000. He sold the car for \$1000, then found a '67 (911) 912 and decided to fix it up himself. This time he sold the car for a profit. Then he did it again. Realizing he could make \$3000-\$4000 a car, he quit the office job and opened a shop on Robertson called By Design.

In 2004 he shuttered the Robertson shop and opened the Speed Gallery on Ventura Blvd., where there would be more visibility to well-heeled passersby in Studio City. The move was both a blessing and a curse. Business grew exponentially, but the quarters were cramped, and traffic was a nightmare — especially for customers trying to unload and pick up their cars.

Aspesi has just relocated The Speed Gallery to a 6,000 square foot building on Sherman Way near the 170 freeway, where he now has four lifts and indoor storage for customers' cars. He shares a sizable but crowded parking lot with the conveniently abutting Collision Center body shop, which does all his bodywork and painting. Getting your car in and out of the lot can still involve hair-raising logistics, but Dan says he's working on that.

Speed Gallery is a full-service Porsche shop, offering street car sales, maintenance, and body part upgrades. With track cars, it offers track prep and track support, which can range from à la carte to full-weekend service including transport. He can deliver up to eight cars to any POC venue. Speed Gallery also builds goodwill by providing

Speed Gallery's trackside setup.

Photo: John Armstrong



free lunch to all attendees at many of the Performance Driving Series events.

Speed Gallery's real claim to fame is full race car builds. In the last eight years, Dan says he's built 35 race cars: 10 GT3-class cars, 10 GT2-class cars, and 15 Spec Boxsters (including three "monster" Boxsters for GT4 class). He's currently building a 3.4 liter Cayman.

Aspesi's favorite car to convert is the '04 996 GT3 street car. His personal race car is one of these, but he seems to be constantly switching cars. "I like to build them, race them, make them fast, then sell them," he says. "So my buyers know the cars are capable when they buy them.

"Nobody likes to finish second," he continues. "And if you're in the back of the pack, you're frustrated. My responsibility is to figure out how to get cars to the front of the pack. I constantly go to the track to double-check my work. Being both a shop owner and a driver are my responsibilities."

John Gordon notes, "Because of his constant testing and personal success on the track, Dan has great knowledge regarding what works and doesn't work with respect to Porsche race cars. His customers' cars are always well set up and the proof is in the success of his clients."

Dan's full track-support customers include John Gordon, Dan Burnham, Brandon Griffith, Jan Sussman, and AndrewENZ. Other POC clients are Gene Sigal, Jon Levey, Vali Predescu, Mark Mitchell, Andrew Weyman, Terry Davis, and the Kemper brothers.

At the track Aspesi never turns away the unaffiliated driver who comes to him with an emergency. I was that forlorn guy two years ago at Spring Mountain when the coolant fittings on my street 996 GT3 popped out of the engine case in the last lap of Friday's Fun Race, and I had to be towed off the track. Dan diagnosed the problem immediately, went to dinner with his family, then sacrificed a peaceful evening in the motor home to drop my engine and re-glue the fittings, rescuing my racing weekend.

His biggest save was three years ago at Laguna Seca. Roger Rodas missed a shift in Friday's practice and blew the engine in his Spec Boxster. Aspesi called his mechanic back at the shop and had him remove the engine from a spare car. The mechanic loaded it in the back of a pickup and drove it the six hours to Monterey. "Roger made his first race on Saturday," Aspesi remembers with maybe just a hint of pride.

The Speed Gallery is located at 12311 Sherman Way, North Hollywood, CA. (818) 786-2321 [thespeedgallery.com](http://thespeedgallery.com) 



1. Dan Aspesi at work in the shop.

*Photo: John Armstrong*

2. Matt and Dan at the track.

*Photo: Jeff Melnik*

3. Inside the new Speed Gallery.

*Photo: John Armstrong*

4. Speed Gallery's new location on Sherman Way.

*Photo: John Armstrong*

# SOW WOW

Streets of Willow

Performance Driving  
Series #6 and #7

Words: Glenn Orton

The sky brightened in the east early on Saturday, heralding a great and cloudless day with no interference from the bad weather kahuna who had so often visited us last year. Looking down from my Lancaster Springhill Suites window at the first golden rays of sun glinting off the rows of Porsches in the parking lot, I wondered if a day could possibly ever begin more perfectly. And as I drove north to Rosamond, a hot-air balloon grandly punctuated the calm morning sky.

The drivers' meeting was a little more extended than usual. All those Porsches in the hotel parking lot had been a foretaste of the record number of cars and drivers at this event. "How many new people are here today?" began Patrick Brass, chair of the PDS series. It seemed like dozens of hands rose up, a sea of exclamation points, each dotted by a grinning or excited face of a track driver-to-be. Patrick, along with Dave Gardner, the PDS Chief Driving Instructor, and Katie James, head of the track workers, all took a bit of extra time to orient new drivers and experienced drivers unfamiliar with Streets. Katie appeared stunned for a moment at the end of her presentation about the significance of each of the track flags when nobody had a question. I, of course, felt obligated to return her to her senses by bringing up some detail that I'd not understood as a new driver when I first started.

This event brought out groups of extended families and friends, as well as first-timers. Dave Buckholz, who suggests that you all put the PDS on your must-do list if you have not yet experienced it, had these comments: "In many ways it was the same as always — technical, challenging, fast, fun, and hot. And as always, my nine-

year-old son Vanis was with me checking my times, helping me with my belts, taking pictures, and making friends. However, for me, this round at Streets offered something new. For the first time I ran the course clockwise, and for the first time my brother Steve joined me. He's the other tool in my fledgling team, Two Tools Racing. I encouraged him to join the POC and make the occasional pilgrimage from Provo to Southern California for some racing".

Dave continued, "Only one other thing could have made the weekend perfect — beating my brother. It's still racing. Going into the last session on Sunday our best times were split by only a half second, with me ahead. However, my victory was not to be. Let's just say he found the line and put it all together in one good lap and earned the trophy for himself. We talked about it the entire drive home. What a blast. Can't wait for the rematch."

In the hotly contested Boxster Spec Racer (BSR) class, the D. Kempers — Derek, Dana, and Drake — made a formidable presence, with Derek placing third in the class on both Saturday and Sunday. Drake averted an early disappointment on Saturday when his car failed the tech session; POC President Mike Takaki assisted him in properly mounting his battery. However, Drake reported that there was no fix for his bald street tires: "Those things seemed to be on their own mission — a mission to kill me. Any movement and the car was spinning. I ended up 15 seconds slower each lap than with my Boxster, which has 110 horsepower less."

Joel Silverstein and Mary Ann Friermor drove to the event together. I'm Joel's primary competitor in the KI class, but I was still

driving treadwear 280 Kumho street tires left over from my KS days. (Yes, I was too stingy to replace them with something street-legal but allowed in class, sooner than I had to. And I'm still too lazy to drive up with racier tires at the treadwear 100 level on a roof rack or trailer.) So I was surprised when I came in first place in KI in Saturday's clockwise runs, and not so surprised when Joel bested me on Sunday's counterclockwise track, where he has more experience.

Dave Gardner assigned me to instruct Mary Ann, who was striving to earn her PDS license. She indeed made the grade, which was also nice for me, as she became the first student that I've signed off for a PDS competition license. She also wanted to bring down her typically cautious times in her Jaguar, to prove wrong former PDS Series Chair Craig Trask, who predicted that she'd never get below 2:00 in "that car."

Among the new drivers was Allan Rosenberg, whom I'd originally met at a rain-soaked PCA event at the Fairplex in November of 2010 — the event that launched my own joyful journey into high-performance driving. We've met again in subsequent events and breakfast meetings held by the PCA's Grand Prix Region. Allan came in response to a promotional invitation from Pacific Porsche. He admitted that, while he's intended to drive in POC events for a long time, the "little extra incentive" helped. In the last three or four years he's driven over 30 track days with the Alfa Romeo Owners Club of Southern California, PCA, Speed Ventures, and Miata Club of Southern California. He mostly races in his track-prepared 1997 street-legal Miata that he drives to and from the track, like many of us.



**Dad Dana Kemper.** Photo: Cathy Robson/Virtual Access Photo



**Dave Buckholz.** Photo: 9-year-old son Vanis Buckholz



**David Tung's Cayman cousin.**  
Photo: Cathy Robson/Virtual Access Photo



**Mary Ann Friermor working with an Instructor.** Photo: Cathy Robson/Virtual Access Photo



**Joel Silverstein.** Photo: Cathy Robson/Virtual Access Photo



Patrick Brass, Chris Andropolous, Craig Trask, and Brian Green. Photo by Glenn Orton.

This time Allan drove his 2005 Boxster S, and one of his goals was to determine the best tire pressures for the track. “The Boxster is very sensitive to tire pressures,” he observed. “And at this event I was doing very well. I have street tires on the totally stock car, and I finally got my lap times down to the range (about 1:33-1:34 per lap) of the Miata, which also runs on street tires. I was very pleased with the whole event, from my calls to the secretary, to the tech with Gary Topal, to the actual organization at the track. Kudos to all involved. I thought it was very nice that water and lunch were provided, along with cold beer at the end — a very classy touch. And it provided a neat opportunity to meet and talk with other participants, who were all very welcoming and friendly. I was glad I went, and I will participate in the future. And Glenn, what tremendous improvement you have made since the first time I met you at Pomona in the rain!” (Now how could I have left out a quote like that?)

The new drivers found out that there’s a lot of information-sharing with instructors, seasoned drivers, and total strangers. That includes right-seat advice, which I’ve always found valuable at every level of my driving. And even competitors are forthcoming with information and experience. This is just a great group of friends sharing the expertise

and the fun. Craig Trask graced us with a cameo appearance on Saturday, still giving lots of advice and instruction. We PDS drivers are a pretty motley crew made up of both relatively inexperienced drivers and hard-core racing enthusiasts sliding down that slippery slope, slowly but steadily gaining track experience. Tips about setting up your car abound; they come from auto shop owners as well as others who know much less, but sometimes just what you need to know.

Clearly many of the new students not only took advantage of the help, but also brought to the event their native talent, as a record number of new drivers made it to trophy positions. Wife and husband Lorelei and Peter Jungwirth, for example, won trophies in their respective classes. This was Lorelei’s first time at the track.

There were also victories for our volunteer instructors. Drake Kemper, for one, proudly reported that his student picked up nine seconds over the course of the day. And what about my student Mary Ann Friermor’s quest? After being signed off, her best time was just over 1:52, well below Craig Trask’s prediction.

And the heat? It was really hot, pleasant, or relatively cool, depending on the person you asked. It was below 100 degrees, but not by a whole lot. To

seasoned veterans (or anybody who has driven at Chuckwalla, I think) it was cool enough to test your times and tire pressures under “normal” conditions. On the other hand, it was certainly too warm to set track records. Jay Barton noted, “I’ve been out in hotter weather, but this was hot enough to get my temperature gauge to nearly 250°. So you can remind new people to look at their gauges while they are looking down at their speedometers on the straights, marveling at their amazing speeds.” And it was certainly hot for one of our intrepid track workers, Fawn Height, who had to spend much of Sunday afternoon in the breeze of the cooler in the garage, recovering from a touch of heat exhaustion.

As I wove my way home to Arcadia over the twisting Angeles Forest and Crest Highways with the weekend’s excitement swimming through my mind, the moon tried to cool things off by providing an annular eclipse. Lots of Angelenos were gathered alongside the road with binoculars and telescopes, projecting images of the sun onto sheets of paper or with filters for direct imaging. It was a refreshing reminder of the fun incongruities of my life as both an astronomer and weekend track warrior. But someone needs to tell me how to survive TWS (track withdrawal syndrome) until the next event. ▀

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Laguna Hills, CA 92653

# Kevin Roush

*We decided to do a Q & A with long-time POC standout and pro-on-the-go Kevin Roush after he raced in the 50th Rolex 24 at Daytona this January. Not surprisingly, it took a while to catch up with him, and we missed last issue's deadline. But it was worth the wait. Here are his answers to questions we posed him via email. Ed.*



*In the dead of night at the 2010 Rolex 24 at Daytona. Photo by Bob Chapman/Autosport Image*



**Velocity:** How did you get into racing?

**KR:** I had always been a racing enthusiast, starting with BMX, then my first motorcycle in sixth grade, and several dirtbikes thereafter. I ski-raced some and am an avid skier. While in college I bought one of my first Porsches, a '74 Carrera, to restore and ultimately sell. I had friends that were POC members, and they invited me to come to famed Riverside Raceway just before it began winding down operations. Naturally I was hooked, as who would believe you could show up with your 911 and a helmet, receive some free instruction, and be turned loose to hammer down on a world class circuit as hard as you thought your car could take? A few years later, when partner Loren Beggs and I opened our first shop, we decided to build a dedicated track car and really have some fun, and not continue jeopardizing our street 911s.

**Velocity:** What's your history in club racing?

**KR:** Throughout the early 90s I raced this 911 in varied levels of modification, and I recall racing in the POC's first "gridded practice" (as racing was not allowed under the Club's insurance). The POC conducted operations under the guidance of Dave Bouzaglou in Phoenix at PIR in the mid-90s. This was prior to the PCA starting club racing, for the record. When the PCA followed suit with their season one later that year or early the next, I raced with a buddy in his turbo 911 at the Las Vegas Club Race. So I was happily part of the early days of Porsche club racing.

**Velocity:** I see you were time trialing/slaloming in '96, as far back as the POC website standings go; and you were Cup racing in '98, the first year POC Cup-raced. Then you won three R5 championships between '02 and '05.

**KR:** I had always been co-driving with clients in their cars in enduros and working to set up their cars on track, but I did not have time to dedicate to building or running my own race car until 2001. That was when I noticed a bunch of quality drivers building cars for the R5 class that were less involved than the crazy, full-blown GT1 or GT2 cars, and this time-commitment was something I thought I could accommodate and still be able to focus on clients. So we built my own R5 car from the ground up at my new shop, GAS Motorsport, and I had a great time running in that class those years with awesome competition.

**Velocity:** You were Driver of the Year in 2005, but you've just made occasional appearances at POC events since then. Did you give up racing in the POC to turn pro, or what happened?

**KR:** In '05, after three R5 championships, I got a break when Wheel Enhancement wanted to find someone with a bunch of Porsche racing experience to race their new 2005 996 GT 3 Cup car. I was lucky enough to get to drive and prepare that car for the last three of the five races of the Inaugural IMSA GT3 Cup Series. I put it on pole in my first race, and the two thereafter, winning two of the three (Laguna Seca and Road America). I finished 2nd in the Championship and enjoyed a trip with good friend John Brown to the annual Porsche Awards Banquet at Weissach.

Also in 2005 Steve Bernheim invited me to join other POC members Dwain Dement and Anders Hainer at the Rolex 24 of Daytona, my first. It was a huge eye-opener for me to get to race the big one.

The next year, 2006, Wheel Enhancement and GAS Motorsport partnered again, and we raced our new 997 GT3 Cup car. We also ran a three-to-four car team for clients in the IMSA GT3 Cup Challenge at iconic venues where I had always wanted to compete: Sebring, Mid-Ohio, Road America, Road Atlanta, Mosport... We won the most races of any competitor that year with three wins and five podiums in seven races.

In 2007, I received an invitation from O'Connell Racing to run a couple of events in the Grand AM Rolex Series, and this was my second opportunity to race the Rolex 24 at Daytona. We finished in the top 10 in a 996 against heaps of 997s. We also partnered for the 1000 km race at Miller Motorsports Park, finishing 8th.

In 2008, I again partnered with O'Connell Racing. GAS Motorsport prepared and raced the 997 and had some great results getting to run in Mexico City, Watkins Glen, Montreal, Laguna... In 2009 and 2010, I raced several more Grand AM races with Paul Miller Porsche and Farnbacher Loles.

**Velocity:** Did you stay connected to the POC?

**KR:** In that busy time I would come to POC events primarily to

support clients' cars and the drivers. Occasionally I would be invited to co-drive for Tribute, or guest drive friends' cars, so I gladly took the opportunity when possible. Frequently I work with POC drivers to develop their racing and driving skills and further refine their cars, and we compete with many other organizations.

The POC is still my racing home even though I have gotten to race across the country with many organizations and clubs at all levels. Part of my attachment is a geographic convenience, and part of it is appreciating super-talented drivers who are required to race cleanly (with our enforced, but not Draconian, 13/13 rules) in some well-prepared cars, which provide stout competition to hone one's skills against.

**Velocity:** Is POC a good training ground?

**KR:** Absolutely.

**Velocity:** How is driving in a pro race different from driving with the POC?

**KR:** There can be a bit more pressure. The higher level of expected performance is obvious, but mainly I feel a little added pressure to take care of the equipment that teams have entrusted to me. The pressure is intensified, I suspect, by the fact that since we prepare these cars, I know firsthand the obsessive amount of energy and gobs of resources it takes to prepare a competitive car.

**Velocity:** Tell us about Daytona. How did you hook up with your team owner Steve Paquette of Bullet Racing (out of Vancouver), and sponsor Matt Monson of Guard Transmission?

**KR:** I was stoked to be able to be part of the 50th Anniversary running as the field was the best ever, and maybe one of the best GT fields ever, anywhere.

Last year I worked for another team, Rick Ware Racing as crew chief, set-up driver, and driver coach, and we prepped the Porsche

**Roush in the Flex Box car that led over 17 hours at the 2009 Rolex 24 at Daytona.**

**Photo courtesy of Kevin Roush**



GT car at GAS for the Rolex 24 (finishing 11th in GT). I met Steve from Bullet at the race. He is of the same mindset as I: small team swinging away at the big teams, trying to exceed everyone's expectations. I was slated to run with RWR for the 50th 24, and I was supporting the team at the test when the car was crashed heavily on day one, session one, of the January test days. Without sufficient time to fix the crash damage, then prepare the car properly, the plug was pulled.

But just as things often fall apart at the last minute, this came together, as Bullet needed one more very experienced guy at that point to complete the lineup. Guard Transmission was one of our primary sponsors, and I know Matt from business at the shop. So it was great to strive together there, and his gears and ring and pinion worked as hoped.



**"The POC is still my racing home even though I have gotten to race across the country with many organizations and clubs at all levels."**

**Roush in the Miller-Barrett car at the 2010 Rolex 24 at Daytona.**

*Photo courtesy of Kevin Roush*



**Velocity:** Had you worked with your teammates before? (Randy Blaylock, Joe White, Darryl O'Young, and Brett Van Blankers.)

**KR:** All the Bullet Racing drivers and mainstays of the crew I joined were great, and I knew a couple crew from the year before. Joe White I had met a couple times in Northern California at Infineon and Laguna with TrackMasters. Darryl O'Young is a friend of another driver who's a friend of mine from Hong Kong, and I knew about him as a leading privateer in the World Touring Car stuff in Asia and Europe I watch on SPEED.

**Velocity:** What car did you run?

**KR:** The car was #22 in GT-997 GT3 Cup. Darryl did most of the testing and set-up driving and qualified the car 19th or 20th, which was real solid. Due to cancelled flights I was stuck in Houston and missed almost all of the first practice day. I had not run the test days with Bullet at all. So after qualifying, in the night practice I was able to complete my first handful of laps – seven or eight – and that was what I took to the car when I jumped in second about two-and-a-half hours into the race. We triple-stinted, Daryl and I, since we both had many hours in Porsches

at Daytona in the dark. With cautions they ended up amounting to two-and-a-half to three-hour runs. Brett and Randy I did not know prior to the race. They, along with Joe, do not have a lot of racing background in Porsches, but they both did a great job in their first outing at the Rolex 24.

**Velocity:** How did this Rolex 24 compare to the others?

**KR:** This year's field was super, super strong and I recall looking at the entry list thinking 22 cars could win this GT class on paper. There were certainly fewer full course cautions this year than in years past, but we completed 681 laps, even with some problems, which in several other "dry running" races in years past would put us way up into the top five. Since I came to Bullet Racing late and missed all the test days, I did not get to offer much in the way of feedback to the team setting up the car. I had the most experience in various Porsches at Daytona, and I might have been able to add something. The Bullet Team put together a strong and dependable car, but it did not have the ultimate pace of the latest, further developed Grand Am GT 997s with items like the \$100K RSR gearbox upgrade. Yet it is a 24-hour saga and we have a Porsche, and at Daytona they are a proven piece: strong in the top-speed department; great under heavy braking, which is what fast times at Daytona are all about; plenty of grunt for the infield with its four second-gear turns; and long on reliability.

The weather was great this year and a far cry from some cold and wet races that have taken place in the last decade. It is much, much easier to get out of the RV at 3:30 a.m. from a poor nap where all you hear is engines roaring over your noise-canceling headphones (and you hope part of it is your car, too), get suited up into something dry, splash some cold water onto your face, slam a double-espresso, and drive through the darkness on the golf cart to the pits through campfire smoke-tainted air from the party going on in the infield, when it is not raining and cold.

I believe I drove over 8.5 hours of this year's race with double stints or more each time. A fuel load/stint is at least 45 minutes of all green running. I usually make sure I do not try anything new driver equipment-wise, since one may drive much more than expected, and problems could arise.

**Velocity:** How do you deal with fatigue?

**KR:** I was grateful to have a massage therapist work her magic on my neck and shoulders in the pits before my last stints – they were the most enjoyable of the race. Teams do not always have another driver ready to go at all times in the pits, and I recall telling Steve P. on the radio about 3 a.m. that a triple stint might not be doable. I felt nauseous from a mega-stiff neck and building headache when the car slowed down under yellow and fresh air ceased circulating. Anyhow, I made it through a double stint without any messes. Back to fatigue: I recall a few years ago going flat out nearly 180 mph on the banking at 4 a.m., through the wet and cold early morning, in the warm cockpit heated from the car's engine and cooling lines, looking at the clock and thinking how surreal, strangely slightly slow motion, and awesome this is. Once in the car any weariness goes away.

**Velocity:** What was one of the more memorable moments of this year's Rolex 24?

**KR:** One of the more exciting moments of my stints came in the dark after a restart with all the GT cars lapping together in a bunch,

and as I was leading a pack of four coming into the tri-oval before start /finish I hit the rev limiter in sixth gear just as another Porsche with higher top speed potential was getting the aero pull. He had about 3-4 mph run on me preparing to pull out or hoping I would go high. As I hit the rev limiter I slowed down 4-5 miles per hour, and he smacked me in the back about 172 mph. I did a couple tank slappers flat-out with a Ferrari and another Porsche all there nearly four-wide and wide-eyed, I am certain. It is nice to get away with one once in a while!

**Velocity:** Your team completed 681 laps, finishing 20th of 43 GT cars. The highest placing GT team completed 727 laps. Was your car running at the end?

**KR:** Yes, we finished running a decent pace with the car balance pretty good, considering the bottom half of the front bumper and splitter were torn off hours earlier by a teammate getting run off in the bus stop while attempting to overtake another car. The Bullet crew never gave up and had the mindset that we were going to finish this thing no matter what. That alone is a tremendous achievement, as I have been part of teams that did not finish, and it is a real downer after all the work. They worked tirelessly in good spirits through extra brake pad changes, a couple minor mishaps, and several flat tires — the third of which tore off the clutch line in the left front wheel well, necessitating the costliest repair time of 22-23 laps in the pits.

**Velocity:** You competed five previous times in GT, finishing 5th once.

**KR:** Yes, this was my sixth Rolex 24 as a driver. In the 2009 race I was fortunate enough to join one of the event's strongest efforts: the #86 Farnbacher-Loles car. In terms of race car, support elements, highly experienced team personnel that had worked together all year, fast and experienced endurance-tested drivers, plenty of early testing as a team – well, it was awesome. We were the pacesetters and led 17 of the first 19 hours, until the CV failed. I am left with the lingering thought that it is so difficult to get all the aforementioned elements together with what is essentially a pick-up team (a majority of teams are assembled just for this race ) that I really hope to get another opportunity to win this great race again.

**Velocity:** What's next in your pro career?

**KR:** This tough economic/sponsorship climate makes for fewer teams out there to join, but I feel fortunate to join friends at Auto-metrics to compete with their Boxster in the Continental Tire Challenge Series race at Laguna Seca in September, with the support of JSA Shipping and Wheel Enhancement.

**Velocity:** It looks like you're back to compete for a title with POC this year. True?

**KR:** No. Parker's mishap at Willow Springs (resulting in a 13/13 for Parker) opened up a seat, and he asked me if I would want to drive his car in the R5 races. Having driven it a bunch prior, it was an easy fit. Sadly, he managed to get into a little fender bender at Spring Mountain which DQd him for the season, so when it fits within my commitments to working with clients, I may drop in for some additional races in his car.

I plan to try to make races in a couple other classes besides V3, sorting and refining a couple other cars we have built this year and helping develop drivers to be their best. ■

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# THE TRIPLE CROWN ROAST

**Words: Bradley Pierce Photos: Cathy Robson/Virtual Access Photo**

The fifth annual Triple Crown event was at Willow Springs International Raceway the 21st and 22nd of April, and there was NO WIND. That's right, Willow Springs and no wind. On the other hand, it was hot – really hot.

The Triple Crown event brings together cup racers, time trialers, and PDS drivers at one event. This year Triple Crown included Cup Races and Time Trials #5 and #6 of the 2012 season. There were 128 drivers registered for the event, including 13 PDS drivers that got a taste of the Big Track. And we all had a taste of the Big Barbecue hosted by the POC Saturday night at the Paddock Diner. Saturday started out in the high 60s and looked to be a great day for racing. The track was a little slippery, even with the relatively cool morning temperatures. By mid-day, the temperature was up to 95°, a record for Rosamond on April 21. We don't know what the track temperature was, but in the pits Steve Floyd set a wall thermometer on the asphalt, and it showed over 115°.

Red group qualifying was early at 10 a.m., before things really heated up. John Manning put his GT1 car on the pole with a 1:22.546. Blake Rosser completed the front row only .388 second behind him. The drivers for Red Cup Race #5 took the green a few minutes after 2 p.m. for 15 laps of action. Rosser pulled Manning at Turn 1 and led until the checkered flag. There were a couple of yellows that allowed Manning to get back into competition; however, contact with another car disqualified Manning and assured Rosser the win. Jeff Melnik came home second in GT1.

There was also a great race in GT2 with Jonathan Levey placing first over Dan Aspesi. This was a breakout win for Jon, a relative newcomer compared to the much more seasoned Aspesi. After Levey got the position, Aspesi made a couple of good runs on him, but Jon held him off at the end. Jon explained that perennial front-runner Dan was in a new car for

the weekend, so Jon made sure to take advantage before Aspesi got used to the car. In GT3 Duane Selby in his highly developed Cayman S mixed it up with John Gordon in his famed #30 996, but Gordon had the better of him in their one-two finish. There were a number of good battles throughout the field, including among the eight cars in GT4, with Vali Predescu taking first in class.

From the bleachers at the end of the front straight, the Red group cars were an awesome sight to behold as they braked hard from top speed into Turn 1 and got right back on the gas before the exit. At Willow you can see the whole track,

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**There is always good camaraderie at the POC events, but especially at Triple Crown.**

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and most of the class contests lasted the entire race.

Saturday Orange qualifying was another Monsalve/Roush battle. Monsalve took the pole in 1:26.827, with Roush less than .4 second slower. Dave Elliott took the R6 pole ahead of Vern Buwalda, and Shawn Howard put his Boxster up front in BSR just ahead of Gene Sigal.

The Orange group racing is as competitive as it gets. While there are a number of different car classes running, there were 13 V3 cars and 14 BSR cars. R6 was well represented with six cars. The Orange Race was set for 15 laps but was

shortened to 12 because of the heat. (Did I mention it was hot?) By the time the 47 Orange Cup racers took the green flag it was about 4 p.m., and the track was slick. You have to think that the drivers with the cool suits have the advantage on days like these, particularly during the pace laps where the cars are bunched up and the engine heat and exhaust come right in through the vents. However, once you get running, you forget about the heat. All you want to do is get into that next corner better than the car next to you. By the finish, Roush had edged Monsalve for the overall and V3 wins, reversing the starting order, and Sigal did the same to Howard in BSR. Dave Elliott was able to hold off a charge to finish ahead of Buwalda, with those two coming across one-two, the way they started.

Saturday night was the barbecue and an excellent end to a great day of racing. The stories of the day's events got better and better as the evening went on. In fact after a few adult beverages, the day's races began to take on epic proportions. The evening weather was outstanding and the company was better.

Sunday turned out to be cooler than Saturday. It only reached 94 degrees, and it was another low-wind day. Orange qualifying saw Kevin Roush up front with Monsalve completing the front row. Vern Buwalda and Dave Elliott switched places from the day before, with Vern now on the R6 pole. In BSR Joel Lepoutre took the pole, besting Gene Sigal.

The Orange Cup Race was the early race Sunday afternoon. The 43 drivers took the green at 2 p.m. For the overall and V3 wins, Mike Monsalve finished strong in front of Eric Olberz. In R6, Vern Buwalda held off Dave Elliott. In BSR, newly licensed Drake Kemper battled the entire race with Gene Sigal, passing him late in the race to take first. Helmets off to Drake for getting his first win in only his second race ever.



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2



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4

1. Drake Kemper holds off Gene Sigal to win epic BSR battle.
2. Jon Levey leads from pole in Sunday's Red Race.
3. But Guido Rietdyk gets by him to take the checkered.
4. Author Bradley Pierce scorches the track.

On Sunday afternoon Red group had the late race. Jonathan Levey stepped up to take the honors and start Sunday's Red Race up front, with Guido Rietdyk alongside. Row two included Dan Aspesi and John Gordon. There may have been fewer cars on track Sunday, but the racing was no less intense. Guido and Jon raced hard the whole 12 laps. Guido was first to the checkers for the overall win with his GTC-3, followed by Levey who was first in GT2, then Gordon who took the win in GT3. Blair Boyce finished fifth overall in his GT4 car behind Aspesi, but ahead of a number of faster cars.

Because of the heat, there were no track records in Time Trials, but Guido took Fastest Time of the Day both days. All of the weekend results are posted at the POC website [porscheclub.com](http://porscheclub.com) and at [mylaps.com](http://mylaps.com).

Triple Crown is an awesome event. If you are a POC driver, it is really worth the trip. The Big Track is a lot of fun: you can go through Turn 2 flat out (or close, depending on your car). After Turn 5 you can run full throttle until the braking zone for Turn 9. There is always good camaraderie at the POC events, but especially at Triple Crown. Maybe it's because of the barbecue. All that food and drink produces great lies, I mean talks, about racing. ▀



# Are You Safe?

**(Or Do You  
Feel Lucky?)**

Words: Jack Greening

Photo: Cathy Robson/Virtual Access Photo

**S**ome say safety equipment is boring. It doesn't make you go faster and you may never need it. But when you need it, it's not boring anymore. No, no, no.

Stand 21 sponsored its second Safety Seminar in Southern California in April at the Long Beach Grand Prix, and Carolyn Papas, Robert Lazar, and I attended. Yves Morizot, founder of the company, formed the Stand 21 Safety Foundation six months ago to promote safety in many forms of racing, including road and drag racing, and he expects to expand into other venues as interest and knowledge develop.

Dr John Melvin was again the lead presenter, and although his presentation was compressed, it was packed with empirical data from his extensive testing for NASCAR and road racing. (Dr Melvin is also a licensed PCA instructor.) New information covered car structure, chassis strength, and stiffness.

The maximum speed change recorded in a crash is about 70 mph, and the velocity change at 60 mph ranges from 75 to 130 Gs. The low speeds at impact are due to the angle of contact, which is usually less than 45 degrees. Dr Melvin measures all accelerations in G force from the static condition.

## Belts

Melvin again stressed the need for 6-point belts. He said there is no reason for a 5-point belt unless it is part of a 7-point system. The fifth belt is simply in the wrong plane of attachment to protect the driver and will do more harm than good, obviously. You ladies needn't snicker, you would share the pain. The 5-belt system also results in chest injury, which the 6-point belt does not, and its position disrupts the sequence of belt loading that protects the chest, neck, and head. The fifth belt is only designed to protect or suspend the torso in a roll-over. Military pilots use it as a negative-G strap. That's why it is mounted under the seat rather than behind the seat.

The 6-belt system is the minimum in Melvin's opinion, and the attachment points for the belt end anchors for both the lap belts and the crotch belts should be to the rear of the seat in a specific angle and on the same plane as the lap belt. They should be as far back as possible. The goal is to load the lap belt first, then the shoulder harness, and finally the HANS. The loading is not random; it is the sequence that ultimately protects the body from chest injury and basal skull fracture, the main cause of death in crashes.

As a side note, NASCAR drivers are going to 9-belt systems with four belts making up the shoulder portion: two, two-inch belts on the HANS and two belts outside the HANS. Belts should be short, straight and have good clearance. Two-inch belts have the same strength as three-inch belts and allow a better and tighter fit.



Prepping for a safety crash test. Photo: Courtesy of Stand 21

## Head and Neck Restraint

Crashes at 40 to 50 mph can result in 40 to 70 Gs peak deceleration. A 40 mph impact without a HANS system can kill (Dale Earnhardt). The physical injury has nothing to do with neck strength. The neck muscles cannot withstand a 40 G deceleration, and the result is a basal skull fracture which cuts the arteries to the brain. The HANS device is good to 140 measured Gs!

## Seat

Seat sides restrain the pelvis, shoulder, and head. If the seat fails, everything fails. The HANS works forward. The seat takes the side loads, and it must be strong. The Hendrick Carbon Fibre seat is excellent and costs \$20,000. The Kirkey seat costs \$2,500 and is just as good. Racetech and La Joie are also favored by Melvin. Cost is not a guide to the safest seat. Side supports for shoulder and head should be straight forward, not curved out or in.

A triangular net attached to the dash bar and the cage behind the seat strengthens the seat and adds protection for the head and shoulder at a very low cost. Melvin's advice: If you have a cheap seat, add a net. And forget neck collars unless you are on the skid pad at the Drivers Clinic. They are worthless without a HANS because they provide a pivot point for the neck in the event of a front or side impact.

## Exit

One thing we never see is an exit test. The Le Mans test requires exit from fully strapped in to outside the car in seven seconds, or nine seconds if the opposite door is used. Melvin suggests practicing the exit and doing it blindfolded because smoke and darkness inhibit vision.

## Track Design

Bob Barnard designed the Phillip Island track, rebuilt by Toyota, and he very briefly discussed track design with safety in mind. Track design and operation can cause injury. There are 3,000 racing facilities in the US, yet there are no standard design criteria for walls, fences, entry, exit, and runoff areas. There are FIA standards but no published rules. There is no standard on how to run a race track either, and there is no training.

## Helmet

Ed Becker, CEO of Snell, then discussed racing helmet standards. The Snell Memorial Foundation was formed in 1957 after Pete Snell died of head injury at a road race in Arcata. Snell, a non-profit corporation, is recognized for testing helmets and HANS devices, establishing standards for impact and energy management, and certifying helmets.

Snell tests a sample of every helmet model on the market with 60 impacts onto four differently shaped anvils, one rollbar, and one small, penetrating object, at five different temperatures. The helmets get hits at two different speeds, which is important because most crashes result in multiple impacts. The first hit is at 17 mph, and the second at 15.8-11.2 mph. The soft interior lining and polystyrene interior are examined, the chin straps are tested for retention, and the shell is tested for flame resistance.

A little-known fact is that Snell randomly tests one out of every 2,000 helmets sold on the retail market—even after Snell has approved the model. Snell buys each helmet anonymously from a retailer and puts it through the tests. If a helmet fails, Snell buys and tests three more samples of the same model. If any one of the three helmets fails, Snell informs the manufacturer and withdraws its certification of that model.

New standards for 2015 may result in a one-inch reduction of visual port from the top of the opening. You may have noticed that the 2010 helmets already have a reduced eye port.

Mr. Becker's advice is not to replace a helmet if it is dropped (from a reasonable height that is, not off the second floor). However it must be replaced or recertified (only Stand 21 recertifies helmets) if it is in a crash. He further advises not to purchase a helmet on Ebay. The useful life of a helmet is five years due to deterioration of the shell, and you can't tell if a five-year-old helmet can still protect you. He advises a helmet check every year to make



Snell's impact test stand. Photo: Courtesy of the Snell Memorial Foundation



sure the fit-pads are still within tolerance to keep the helmet snug. It's your head, folks.

Also, motorcycle helmets cannot be used in auto racing because they do not offer the same impact and flame resistance as auto racing helmets. Moreover the larger eye ports in moto helmets, which accommodate motorcyclists' need of greater field vision, add vulnerability to foreign object invasion.

**A Snell-certified auto helmet can used in any car race in the world. Photo: Courtesy of the Snell Memorial Foundation.**

**Safety tests. Photos: Courtesy of Stand 21.**



## Heat Stress

Dr. Gilbert Hakim explained that the body is 60 % water by weight. A 3% loss reduces muscle strength, 4% results in heat cramps, and the heart rate rises seven beats for every 1% in water loss. If heat loss is smaller than heat gain, we have heat stress.

Evaporative heat loss is required to cool the body; if core temperature goes up we have a succession of levels from heat stress, to heat exhaustion, to heat stroke, and finally death. Yes, drivers have died from heat stroke. Heat stress is a common disability in sports and occurs early in the succession. Radiation, convection, conduction, and evaporation are the cooling processes. Blood flow to the skin accompanied by body contact with a cool surface, such as sweat, is a solution.

Air Force type helmets and racing suits that blow air into the helmet or suit are good cooling sources. The head is a big radiator, just add air. Driving suits that breathe are the best, although there is no standard for comfort. Cost is a reasonable gauge of breathability.

So, how do we deal with heat stress? It takes three weeks to develop heat acclimation and only three days to lose it. Fluids are only good for light intensity efforts, and it takes 48 hours to hydrate the body; it cannot be done at the track.

Someone asked about the cool shirt, and the response from the entire panel was that the FIA does not allow the cool shirt because of heat transfer to the fluid and the risk of melting tubes. Nothing like a scalding shirt in a fire to add to the excitement!



**Jim Copp deals with heat stress on a hot summer day. Photo: Cathy Robson/Virtual Access Photo**

## Mental Skills

The final topic, Mental Skills, was presented by Jacques Dallaire. Focus and thinking correctly are the goals. How do we sabotage our performance?

The conscious mind looks at the options and makes choices. The unconscious mind accepts what the conscious mind tells it, whether true or not, and acts upon it.

Keeping focus and confidence when things aren't going well is the challenge. Confidence is high when results are good. Confidence drops when expected good results don't materialize, thus results are important. The idea is to not think about the results while you are doing the task. Worrying about the results while in the moment of action detracts from performance. Focus on the task of the moment.

Dallaire gave us a timed drill circling numbers in ascending order, starting with the number 1. The page had a grid with numbers randomly placed from 1 to 98. The object of the 10-second drill was to concentrate on the next number needed and ignore numbers that were three or four steps ahead as distractions. In the allotted 10 seconds few scored higher than 5, and none exceeded 10. In his experience coaching F1 drivers none exceeded 12. His point is that there is no benefit to thinking about Turn 9 when you are entering Turn 3. It is also distracting to think about crossing the finish line prematurely. It detracts from your performance. It works — I can key in my password 1.03 seconds faster now by not thinking ahead!

I came away from the seminar with the realization that what is accepted as good enough is only good enough until the crash shows it isn't. Rather than a new set of wheels, consider upgrading the harness, seat, or fire system. Or, when you buy something that might make you go faster, buy a safety part that reduces the additional risk inherent with higher speeds. Since we don't plan crashes, come prepared. **V**



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# Grand Prix of Long Beach

## The POC Connection

**Words: Chet Kolley Photos: Brian Sweeney**

**T**he Toyota Grand Prix of Long Beach is the premier West Coast professional racing event as well as the most prestigious street course event in North America. With qualifying and practice on Friday, ALMS on Saturday, and IndyCar and Pirelli World Challenge on Sunday, we are treated to three days packed full of racing action. Add in the various displays in the Expo Center, good food and drink, evening concerts, and open paddocks, and you have a massive racing-oriented party. Of course, the Grand Prix of Long Beach also features several POC members and friends — GMG, Competition Motorsports, TruSpeed, and Flying Lizard Motorsports — some of whom consider this their home race on a track that has historically been good to Porsche.

The fun began for Porsche fans on Wednesday night as Circle Porsche in Long Beach, supported by Porsche Motorsports, hosted a special event at their dealership. Flying Lizard Motorsports, Team Falken, and TruSpeed had cars and their drivers present, and Porsche had a display showcasing their new track planned for Carson. The drivers patiently mixed with the crowd for pictures, autographs, and conversation. Porsche also had some really good food and drink. Tom Croxton, GM of Circle Porsche, was a rightly proud and very gracious host. Truly a first class and fun party to kick off race week festivities.

Come Friday, ALMS qualification day, race teams and fans were in for quite a surprise. Instead of Southern California sun, we were greeted with a violent and sustained rainstorm that flooded the track and parts of the paddock area. With a mid-afternoon clearing, there was some hope that once the standing water was dealt with, qualification could go on. Unfortunately, with many cars on track attempting to put in good laps, the clouds quickly rolled back in and broke open once again. Qualification was rained out, and the grid would be established according to current standings. Not good for the home teams who were not off to a great start to the season.

Unfortunately, the qualification rainout was just the prelude to problems for the Lizards in the GT class. Pat Long made a great start in the #45 and was on a hard charge from tenth to fourth when he suffered a debris puncture and lost a lap. With Long Beach being such a short race at only two hours, there was no time to recover, and their day ended in a disappointing seventh place finish.

In the GTC class, Bob Faieta and Michael Avenatti of Competition Motorsports and James Sofronas and Alex Welch of GMG would be battling it out with four other teams for a spot on the podium. Bob started his racing career with several years of shifter kart racing, winning the KRC shifter kart series in 1999, 2000, and 2001.





2



3



4

1. Kevin Buckler's TRG Team holds off Green Hornet.
2. Rain spices up the Formula Drift competition for POC driver Michael Essa.
3. The Competition Motorsports car of Faieta /Avenatti snaking through the Esses.
4. Tommy Milner and Oliver Gavin drive their Compuware Corvette C6.R to the GT win.

He joined POC in 2004 and quickly scaled our ladder system. Bob moved up to IMSA in 2006, and he won the IMSA GT3 series U.S. Porsche Cup three years in a row, he began participating in ALMS in the inaugural GTC season.

With his reputation in IMSA Cup growing, Bob founded Competition Motorsports as more and more of his friends were eager for him to prep and support their Cup campaigns. He now has a focused and sophisticated operation strictly for Cup cars, which includes two alignment racks, a machine shop, a wood shop, and full welding capability in a 10,000 square-foot shop. He's currently supporting four drivers, and he has the equipment and staff to handle two races simultaneously.

Competition Motorsports does not use separate qualification setups. With the Competition Motorsports/Hollywood Studios car in ALMS GTC, Bob or Cort Wagner typically qualifies, and Michael starts the race. Bob has brought on a seasoned strategist for setup and race strategy. During the race the strategist will periodically check on tire performance and wear, and depending upon what's happening in the race, make pit and driver change calls.

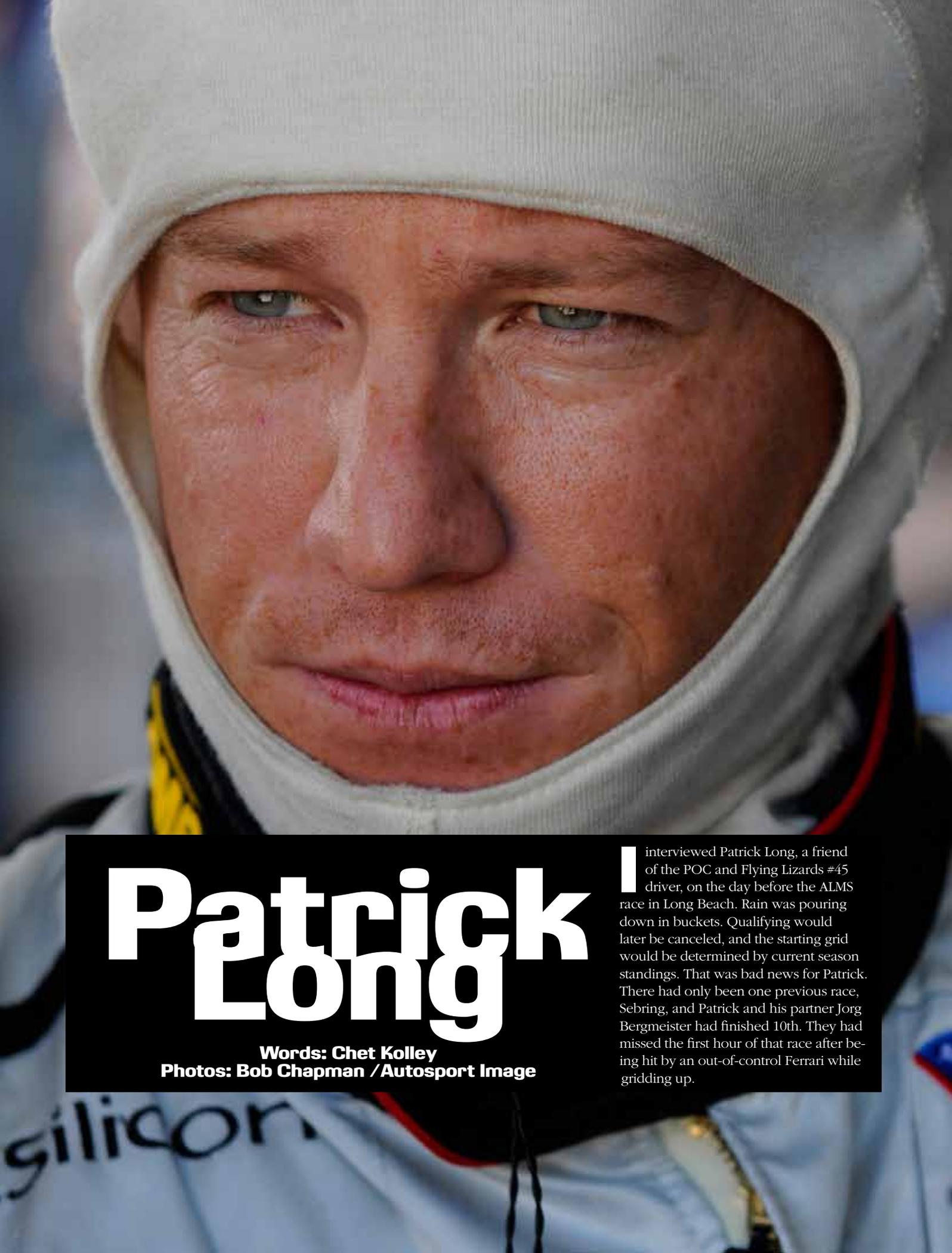
At Long Beach, Bob's co-driver and car owner Michael Avenatti got off to a good start and was running in second at the halfway point, just prior to pitting under caution. After pit stops, they cycled back to fifth with Faieta in the Competition Motorsports car just behind the GMG car. With less than five minutes to go, Bob had a mechanical issue at the hairpin that ultimately cost the Competition Motorsports/Hollywood Studios one spot. They finished sixth – two behind the fourth-place GMG.

By Sunday, the weather front was long gone, and TruSpeed and GMG had a beautiful day for the Pirelli World Challenge race. The highest qualifying Porsche GT3 was the TruSpeed/PrivacyStar car driven by Lawson Aschenbach, in fifth. The GMG cars of James Sofronas and Dino Crescentini started sixth and seventh. Tomy Drissi was in the Three Stooges car at tenth on the grid. A Volvo S60, two Cadillac CTS-Vs, and a Ferrari F430 started in the first two rows.

The Volvo with 4-wheel drive and the Cadillacs on pure grunt got off to fast standing starts, and they pulled away from the pack continuously. Into Turn 1, a hard braking zone that's the best place to pass at Long Beach, the GMG cars were fifth and sixth, having both passed the TruSpeed car of Lawson Aschenbach. By Turn 9, Crescentini and Sofronas were fourth and fifth. On lap 8, Andy Pilgrim in one of the Cadillacs passed Andy Pobst in the Volvo at Turn 1 for the lead. By lap 10, Sofronas was up to fourth for GMG. Three laps later, Tomy Drissi passed Crescentini for sixth. On lap 14, Aschenbach took seventh from Crescentini at Turn 9, the other good passing zone.

At the halfway point it was Pilgrim (Cadillac), Pobst (Volvo), O'Connell (Cadillac), Sofronas (GMG Porsche), Welch (Ferrari), Drissi (TruSpeed Porsche), Aschenbach (TruSpeed Porsche). Throughout the second half of the race, Pilgrim stretched his lead further. Then Welch in the Ferrari went too deep into the hairpin on lap 21, moving Drissi, Aschenbach, and Crescentini up. Andy Pilgrim went on to win, with Sofronas (GMG) fourth, Aschenbach (TruSpeed) fifth, Drissi (TruSpeed) sixth, and Crescentini (GMG) seventh. In the GTS class, Jack Baldwin, famous for his Trans-Am success, won a hard-fought battle to bring his really cool Hot-Wheels Cayman S home to a class victory over Justin Bell in the eBay Boss Mustang.

Overall, qualification played a significant role for all the Porsche teams. The ALMS rainout meant that the misfortune of Sebring became the start to Long Beach. In World Challenge, starting from row three back was just too much to recover from. Nonetheless, as the rain of Friday gave way to superb weekend weather, spectators had a superb time at the "Monaco of America." ■



# Patrick Long

**Words: Chet Kolley**  
**Photos: Bob Chapman / Autosport Image**

I interviewed Patrick Long, a friend of the POC and Flying Lizards #45 driver, on the day before the ALMS race in Long Beach. Rain was pouring down in buckets. Qualifying would later be canceled, and the starting grid would be determined by current season standings. That was bad news for Patrick. There had only been one previous race, Sebring, and Patrick and his partner Jorg Bergmeister had finished 10th. They had missed the first hour of that race after being hit by an out-of-control Ferrari while gridding up.

**CK:** Let's start with Sebring. When that happens, do you change the way you drive mentally the rest of the race just to survive?

**PL:** No, not so much. What you don't want to do is go for 12 hours just cruising around because you're actually more prone to a mistake by driving around at less than full focus and full pace, but you do have to be more wary of the race that's going on that you're not involved with. Because often-times if you are selfish about that or get into other people's business, it comes back to you twice in the future. Drivers remember. They're like elephants. So you're just very respectful to your competition who are on the lead lap regardless of how quick you might be or how much you want to be on TV. Other than that we push pretty hard for a lot of reasons — development, setup, to know what could have been with how hard we worked in the off-season.

**CK:** Can you be friends with guys on the other teams in the paddock?

**PL:** Yes, you can. More so in this culture; less so in the European culture. When I was a 19-year old aspiring driver, I had a mentor, Kenny Bräck (the Swedish-born IRL driver). And I asked Kenny, "So how does it work amongst you and all the other Indy Car drivers?"

And he said, "Well, the way I see it, the fewer friends I have that are competition, the fewer times I'm going to have to second-guess, you know, putting a wheel into a guy come the last lap, last turn."

I came back from Europe hardened after seven seasons and not really putting my best foot forward to reach out and meet my co-workers. Then I was enlightened by another mentor who just said, "Look you might not know that person officially, but you guys are all feeling the same thing. You're all on the road 300 days a year. Your families are at home. And this is your office. You might not know every department, but you can at least have the respect of others and give the respect to others, but still be competitive."

So I'd say that Corvette and the Extreme Speed Motorsports (Ferrari) guys, and there's a lot of guys out there — the Falken guys — they're main competitors of ours, but we still have a great amount of respect, and we still really get on well.

**CK:** Tell me about your path to being Porsche's only American factory driver.

**PL:** My ticket from Southern California wheels and engines-crazy toddler to being employed by a company such as Porsche really comes down to opportunity, and more specifically, competing against the best.

And it raised my game through osmosis and exposure. I don't believe if I took the traditional Americana route of road racing that I would be employed as a professional today. And that's nothing against our ladder system or our drivers or our teams. It's just that I don't consider myself a phenom, a genetic freak of nature. I think that I got to where I did because I had people who saw something and were willing to give me a shot.

It started with my family — my Dad specifically — leveraging every dollar he's ever earned out of a woodshop that started in our garage, to go-kart teams, to just people who really took me under their wing for no apparent reason other than to try to help out a hungry kid. But Europe is what solidified it all because at the go-kart level and the junior formula level it's the best kids from every respective country in the world in one little rainy, foggy island of the UK. That was sink or swim for me. There were a couple of touch-and-go seasons or parts of seasons where I was lying in the bedroom I was renting from a lady and

**“The difference between hero and zero at this level — that line is so small and so fine.”**

just asking myself, "Am I cut out for this? What is it going to take?"

And I just stuck with it. The timeline is go-karts locally, regionally, state, national, toe-in-the-water exercises international, full-time international, and then the formula ladder. Never had the money. There were a couple of contracts put in front of me where I could have signed my life away for 25% of my career and had money infused into a bank account and had managers and all that stuff. But I always remained primarily independent, and that was probably a good thing. Sitting today it would be hard

to write a check — a portion of every dollar that I worked hard for — to someone who invested in me, but I understand that there's a trade-off.

The last part of the question was the real pinnacle: being selected by Red Bull for their inaugural Formula 1 US driver search. It's a group of 16 that had people like Hunter-Reay, Almendinger, Speed, and Giebler — all the people I grew up racing hard against. Most were Californian. And at 21 years old I was mature enough to understand that all 16 of us were going to come out way ahead of where we were going into that deal. There were only going to be a couple of winners, but every single one of us was going to have the steps we needed in that "burst-onto-the-scene" type ride. I kept my options open because I had been through so many of those driver selection things, and it's a crap shoot. You're trying to look into a crystal ball to see where you put your money for your future. It's like looking at a bunch of puppies and trying to decide which one is going to be the best dog playing catch with. You're just grasping for little clues.

So along that way I met the Porsche guys: Uwe Brettel, who was head of Supercup (the world's most competitive all-Porsche race series that precedes many Formula 1 races) as well as the one-make Cup Organization, and the Porsche UPS Junior Team. And I met his colleague Helmut Greiner who really grandfathered the whole Junior Team Program that brought Lucas Luhr, Timo Bernhart, Marc Lieb, Marco Holzer, and Mike Rockenfeller along. I put a lot of energy into finding out who they were and spending some time with them, while some kids in that program were just destined in their minds for Formula 1 and no one else mattered. In their view Red Bull was the only way to the top, and piss on anybody else who wants a piece of them. I just thank my lucky stars that Porsche saw something in me, and we connected more on a personal level than what they saw on a race track. They wanted an American, but they didn't know where to access one.

**CK:** You make it look so easy: the pass on BMW two years ago at Long Beach, chasing down opponents at Laguna Seca. What's the toughest thing for you behind the wheel?

**PL:** Behind the wheel is walking that line. The difference between hero and zero at this level — that line is so small and so fine. Right now, ALMS, this era in GT racing, there has never been anything like this since I have been around as far as competition. So the hardest thing is — if we could just throw caution to the wind and pump our chests up and do whatever came to mind, and then just push a reset button if we screwed

up – it would be a whole different game. But because you're dealing with a piece of machinery that's worth close to a million bucks, and you've got other lives on the line, you have to be very selective in a split second and make fighter pilot decisions. We take some of the fun out of racing. Fun to me now is being out with my friends on a vintage weekend or a POC or PCA event and just barbecuing and driving with nothing really death defying on the line. Pro racing is what I love, and subconsciously it's still my fun, but consciously it's high stakes, high intensity. So that's the toughest part.

But it's tough right now. No one's going to deny that we're behind the eight ball. We rode a three-year glory train where we could do no wrong. We won five in a row; it was our heyday. And we're doing our best to bring that back, but we're not there right now. And last year was a completely grounding, humbling scenario of situations for all of us, team-wide. It put me back to a realm of reality where I just had to look in the mirror and say, "You thought you were invincible, you thought you were the best." But we're all human. Things go our way some days and other days they don't, and lots of things are in your control and lots of things aren't. Sometimes that's just how the cards fall. We were sitting at that blackjack table, and they kept dealing us 21. Through preparation, through timing, through hard work, through a lot of things that people deserve credit for.

But I also believe there was a little bit of... I won't use the "L" word. I just think it's overused in racing and it's overabused. Too many sum up their screw-ups as luck. But I do believe you make your own fortune. And we'll be back. This makes it so much more gratifying when we do well, because we've gone through so much challenge and struggle. But still, a bad day at the race track is better than a good day at a real job. We've got to remind ourselves of that. Results — that's what drives us all — lap times and podiums and all that. But really, what all of us struggle with in this room and this paddock is a sickness of racing. We're getting to do that, and if I thought it was easy, it would become boring.

**CK:** How is the new car; how is it different? Does it make you more competitive?

**PL:** We're right on Ferrari's heels. It didn't equate in Sebring, but I think we'll learn more tomorrow, and as we get on into the summer months. Sebring's its own apple, and so is a street course. We're always going to be pretty good on street courses and at Lime Rock — the smaller road courses. But when you get to the Road Americas, the Mo-sports, the Mid-Ohios, that's kind of when

Patrick in Turn 10, Long Beach.



Patrick in Turns 2-3, Long Beach.



Patrick leads the pack at Mid-Ohio Keyhole.



the cream rises to the top. We're not oozing with confidence, but we know we're a lot better than we were last year. It's just that a lot of our competition is substantially improved as well. But that will all kind of even out as we get into the thick of the season; it's still too early. But for us, a wider front track, a taller front tire, a much more aerodynamically efficient car — those are huge, huge steps in the right direction. It's not just aesthetics. These guys have worked tirelessly in Weissach, and we're just kind of cracking the surface. We got our car right before Sebring, and we're going to go test after this for a few days and get into some trial and error stuff. On a race weekend you're basically just fielding limited track time and trying to get everybody comfortable.

But with this new car and the tires constantly evolving, a lot of what we know from Sebring gets translated to Long Beach. There I believe we have the best guys in the business, Craig Watkins and Roland Kussmaul. They know how to just compute it and calculate and somewhat just go by intuition and gut and put something on the car that's always good. A lot of that is a testament to differences in thinking and their ability to listen to one another. They really balance each other. They have such different backgrounds. Roland's an old school driver turned engineer who's worked on everything from a 959 at Dakar to 962s and GT1s and Spyders, and everything else. He's really just a 911 specialist, and bleeds Porsche. And then Craig has a background as a mechanical engineer. He's very innovative, and very quirky, and just brilliant. I mean, intelligence beyond computing. It's a cool setup there, and we just go with what they have to say.

And Jorg is very, very technically inclined. Very switched on. He can tell you about cuts in a rain tire and how it all works. So as a driver he's probably as knowledgeable on the engineering side as anybody in this paddock. And he's not shy to get in their face and tell them what he wants. I consider myself the best one at giving seat of the pants, inch by inch feedback, and tipping the scales if they ask me if we should do diff or aero, but I kind of pride myself on not getting into something that's not my expertise. I don't want them questioning how I turn into Turn 1, or how come you turn in early, or how come you exit late. Let me deal with that, and that's kind of how I let engineers deal with their stuff.

Bottom line is we've got a good team, and we'll be fine tomorrow — as good as anybody. And we've done this before. We have enough laps around these tracks that lap one you're pretty close to the limit straight out of the box. You don't need ten laps to get up to speed. That's one of those expectations at this level — it's incumbent upon you.

*Misfortune followed Patrick into Saturday's Long Beach race. While charging through the pack — thanks to the poor grid position resulting from their Sebring incident — Pat suffered a cut tire caused by carbon fiber debris from an earlier incident between other cars. He had moved up from 10th to 4th when the unexpected pit stop ruined their chances for a podium. Jorg Bergmeister took over for Pat just past the halfway point and ultimately finished 7th. In July, Patrick and Jorg finally broke the drought, winning at Lime Rock. ■*

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