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PORSCHE OWNERS CLUB

Member of the Year

Driver of the Year



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OTTO
1944-2013

Volume 58-1 April 2013



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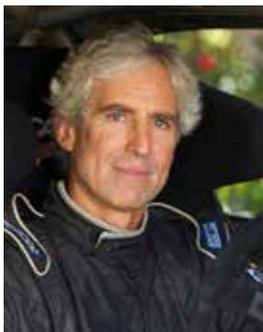
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EDITOR'S NOTE

JOHN ARMSTRONG



Just as John Williamson (aka Otto) inexorably tracked down every race car in front of him in his storied career, mortality inevitably caught up with him, too, on February 7. Otto was an icon on the Porsche racing scene and especially

in the POC. He was, to put it mildly, a multifaceted personality: big-hearted, generous, and hilarious, but sometimes gruff and politically incorrect. Soft-spoken but sharp-tongued, he courted controversy and never minced words. Love him or not, you wouldn't forget him. As a driver he was smooth, fast, and aggressive; as an instructor analytical, precise, and patient.

When he died of a heart attack in his home, comments came pouring onto the Porsche forums. Otto would have been surprised to know he had so many admirers. A selection of remembrances from our members and forum writers appears on page 36 in "An Appreciation." For those of you who never met Otto at POC events, I recommend Sandy Isaac's

article about him in *Velocity* issue 56-1, which you can access on the club's new website porscheclubracing.org. I'm going to miss Otto, my driving mentor. A true original, there won't be another like him.

As I begin my second year at the helm of *Velocity*, I'm encouraged by responses from the readership. Nobody has asked for my head on a platter (well, almost nobody), and it seems that quite a few of you look forward to receiving our quarterly publication in the mail, habitually late though we are. That makes me feel that the magazine is worth doing, and it's fun to be part of a publication that has a half-century of tradition behind it. Non-Porschephiles to whom I've shown the magazine are quite surprised to see that a volunteer club is able to come up with such high production values.

I want to thank all of you who contributed your fine articles and photos last year. And ever so meekly, with but small incentives to offer in the form of Porsche bucks and measured flattery, I once again appeal to those of you with bottled up creative hankerings: set those urges free, here in this magazine. Someone might actually come up to you in the pits afterwards and say "Attaway," which beats "Hey, you squeezed me in Turn 2." 🏁



Every time Otto instructed me, he drove the first session. It was always a revelation.

*Photo: Cathy Robson
Virtual Access Photo*

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On the Cover:

Dan Aspesi,

Driver of the Year

*Photo: Cathy Robson/
Virtual Access Photo*

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FROM THE PRESIDENT

ANDREW D. WEYMAN



The day before Thanksgiving, someone left a note at our front door saying that he and his wife would like to buy our house. We did not know these people, and our house was not on the market. Long story short, they made us an offer we

couldn't refuse, and less than 48 hours later we reached an agreement. Without a hitch, we closed before Christmas. The whole thing was unreal, until reality hit.

So, now we're leaving our home of twenty years. My wife Terry started getting anxious and questioned our decision. "What were we thinking? This change is going to be very challenging. Everything's happening so fast."

I told her, "We're having an adventure!" All the while I was thinking, "I hope we did the right thing."

Several weeks after the deal closed, I returned home from our January Board of Directors meeting having been elected President of our club. It was almost 1:00 a.m. and Terry was fast asleep. In the morning, I told her my news. She looked at me with that look of hers that says, "What are you, nuts?" And then she actually said the words, "What are you, nuts?" I told her not to repeat herself, but she had a point.

We just threw a wedding for our elder daughter who is now pregnant with our first grandchild. Our younger daughter recently got engaged, so we're planning another wedding. We have to find a place to live, and we've got precious little time to pack and move. With everything else going on in our lives, it seemed like being President of the POC was one thing too many.

Well, this is a very exciting time, and I know serving as President is the right thing. HRG has agreed to sponsor our PDS Series. Pacific Porsche is sponsoring our Cup Race Series, and JE Pistons will continue to be our Enduro Series

sponsor. We've launched our ambitious new website. While at the track, you can now view live timing results on your smartphone or mobile tablet with the Race Monitor app. *Velocity's* design and editorial content continue to impress and draw new advertisers with each issue. Chuckwalla and Miller have been added to our racing schedule.

Your 2013 Board members are Mike Takaki, Carolyn Pappas, John Gordon, Leonard Schenkel, Dave Elliott, and Eric Oviatt. I'd like to thank departing Board members Marty Mehterian, Jim Steedman, Kip Waterhouse, and Martin Schacht for their service on the 2012 Board.

Special thanks to Mike Takaki for all the support he has given me and for his service as President the past four years. It's also important to recognize Marty Mehterian, who has served as Chief Driving Instructor for ten years, and Kip Waterhouse, who has been our Director of Motorsports for the past four years. When you see them at the track, feel free to express your appreciation. These guys are superstars and have contributed tremendously to our club.

Serving the club I call "home" is, by no means, a job for a few dedicated people. We are all volunteers who have the opportunity to give something back to the POC. Start earning your Service Points now! Instruct, help set up at a PDS event, recruit a new advertiser for *Velocity*, assist Laurie at registration—the opportunities are endless.

Our club is in excellent shape, but there is still a lot of work to be done. Many policies and procedures need to be reviewed. It's time to look at past practices and decide if they are relevant as we move the club into the future. We need to create new ways to look at things and make adjustments as quickly and precisely as a picture-perfect transition from T8 to T9 at Willow.

My wife had it right when she said that change is challenging, but I'm having a heck of an adventure. I look forward to serving as your President. Please feel free to contact me at president@porscheclubracing.org. ■

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Photos: Top, Cathy Robson/Virtual Access Photo. Center, Andy Comins.



Kip Waterhouse



Drew, Kip, and Janice relax at their trackside home. Photo by Jim Steedman

Member of the Year

Words: John Armstrong

We have so many devoted volunteers in this club that to single one person out as Member of the Year would seem to be an exceedingly difficult task. And yet when I learned it was Kip Waterhouse, my first reaction was, of course, who else?

As Director of Motorsports, his job is unfathomably complex. He's responsible for selecting and booking the tracks, scheduling the year's calendar, creating event notices and entry forms, arranging for fire, safety, ambulance, and tow services, coordinating timing and scoring, overseeing track control and processing with the Chief Steward, prepping the Racers Clinics, coordinating trophies, organizing dinners at the tracks—the list has no end.

When Kip was first elected to the Board four years ago, he figured that the existing members would give him an easy job that he couldn't mess up: "And the next thing you know they're voting me into the Director of Motorsports position," he recalls with wonder. "Whoa! I didn't know what I didn't know, nor much of anything else for that matter. I had always just shown up at the track and received the morning Drivers Meeting lecture, and everything just seemed to happen."

Kip learned pretty quickly that he couldn't please everyone all the time, so he vowed to "try to do what is best for the most." Going to new venues is his personal passion, and he set a goal of taking the club to as many far-flung tracks in the southwest as possible. He has succeeded wildly: Spring Mountain, Laguna Seca, Thunderhill, Infineon – and this year, Chuckwalla and the holy grail, Miller Motorsports Park in Salt Lake.

Kip says, "Booking tracks can be very time-consuming and frustrating. I've learned that you must ask for more than what you can use, so that we have options as the tracks declare availability." His negotiating acumen was recently on display when he turned a huge disappointment into a coup for the POC. Laguna Seca's management had denied the club its traditional August weekend in 2013, but Kip managed to secure a co-rental deal for the club with no sound restrictions in October. Kip surmises that "An unlimited sound partnership event may actually prove to be a better opportunity for those that have given up trying to make sound."

Incoming President Andrew Weyman marvels at Kip's nimbleness: "His ability to problem-solve and juggle all the variables involved in scheduling our events is nothing short of miraculous."

By all reckoning, he fulfills his role flawlessly, with grace and equanimity. To see him relaxed and smiling at the track, effortlessly delivering streams of detailed information at Drivers Meetings, you'd never know the pressure he is under. Outgoing President Mike Takaki says, "I could not have performed my duties as President of this club without Kip these last years. Absolutely one of the most dependable guys I have ever run across. As a friend, one of the most hospitable, especially when it comes to sharing of the Scotch."

"As straightforward as they come," states Marty Mehterian. "You always get the same Kip – a trait I really respect."

Andrew Weyman adds, "He enjoys knowing that our club members are having a great time at the track, and his laugh is infectious."

Kip's early racing influence was his dad, who competed in a 1956 MGA with the SCCA until his mom threw a pot of mashed potatoes at him for arriving home late one night after an event without calling. At that point, his dad turned to go-karts, and Kip got his karting start in the parking lot at Santa Anita Racetrack and at Irwindale.

When he was 19, he bought his first Porsche, a '61 356 B Roadster from the bass player of "The Peanut Butter Conspiracy." The cost: \$1,300. He loved the quality of the Porsche's build, the smoothness of the transmission, and the driving performance, but he didn't actually get into racing until 2000, when he bought a race-modified '69 911 T car with a '74 911 S motor. For the first year, he shared his car at the Short Track Series (now Performance Driving Series) with his son

Drew, his daughter Ashley, and her husband Caine. "What a fun way to have a great time with your kids," he recalls. "I wouldn't trade this time for anything." Over the last seven years, Kip has been a consistently strong racer in the club's most competitive class, V3/R5, finishing third three times and never lower than fifth.

Kip, who retired from his diesel remanufacturing business in '06, is now stepping down from the Board. He has plans to relax a little and take some long road trips in his RV with his wife Janice. We expect to see him back with the club at some point this season. "I'm not gone, just taking some time to smell the roses," he declares.

When I ask Kip what all the hard work has meant to him, he thoughtfully replies, "Contributing to the professionalism of the POC racing program, from the entrance of participants at the PDS level, following through to the Time Trial series, the Racing Clinics, and Cup Racing, and demonstrating that the POC provides the foremost club racing on the west coast and maybe in the whole country, is a considerable responsibility. It's been a great challenge and opportunity."

Kip offers this advice to his successor Dave Elliott: "Only do what you can do. Remember that the absolute goal is to have fun, and if you can leave an event and say to yourself this is a great way to spend the weekend, you've done a great job and met your goal."

Summing up Kip's importance to the POC, Carolyn Pappas observes, "When he took over the job, there was no 'cookbook' that went with the responsibility. He started pretty much from scratch. The POC now has a big 'ole binder for all of the events, with all the info that the next Director of Motorsports needs to move forward. We have some big shoes to fill." ■

"His ability to problem-solve ... is nothing short of miraculous."

Bill Bartee Memorial

Driver of the **Year**

Words: Paul D. Young Photos: Cathy Robson/Virtual Access Photo

The 2012 POC season was filled with many epic battles for class championships. One of the fastest and most hotly contested classes also featured some of POC's truly gifted drivers. In GT2 there were a number of great drivers in well-prepared Porsches competing for that coveted year-end award. Among the top drivers in GT2, Dan Aspesi, Jesse Menczer, and Drew Waterhouse all had their share of crafty maneuvers, close races, disappointments, and victories. But in the end, Dan triumphed. It is worth noting that Dan also won the GT2 class championship in 2010 and 2011, proving his consistency and commitment as a driver.

These achievements alone would seem to be adequate reason to name Dan POC's top driver. But just as Bill Bartee was not simply a talented driver, Dan also brings much more to POC than his keen driving skill. He is the owner and very active manager of Speed Gallery, a full-service Porsche shop. Besides car sales, maintenance, and body part upgrades, Speed Gallery offers track prep and support at any and all levels. A number of successful POC racers rely on Dan and Speed Gallery for their fully-built and prepared race cars. He also often provides lunch to the attendees at PDS events, a service of great value to POC as it helps retain new drivers who will eventually become racers and core members. Dan is well known for helping out many event participants with trackside emergencies – even if they aren't regular customers.

According to Drew Waterhouse, "Dan Aspesi is a very fair driver, a very clean driver, and a very fast driver. He always allows racing room, yet can make himself wide when needed to secure his position. Dan so rarely makes a mistake that you have to set him up for a chance to get by him if he's in front. You never know what he will show up at the track with; I think in 2012 he drove three or four different cars in GT2. Dan is also always there to help a competitor out. He has loaned me time, tools, and parts on many occasions. Dan is simply a great guy."

Jesse Menczer puts it this way: "Dan is a very fair competitor and always leaves racing room. He also has a big heart and is always helping others out. He used a different car at nearly every race. He builds, buys, and sells cars for a living. Yet he managed to be competitive every weekend to make our racing intense and exhilarating. He just keeps pushing and pushing, as do I, which made it a fantastic year of rivalry. An example of Dan's commitment was at Sears Point in the Saturday race. On the penultimate lap, Dan's shifter assembly failed, but he managed to reach down and move the rods directly into gear so that he could finish the race!"

In Dan's own words, "2012 was an exciting and challenging year. Jesse Menczer really applied pressure and was very fast in a GT3 Cup car. I ended up driving I think six different Porsches trying to clinch the GT2 title. Many of these cars were not anywhere near optimized for the class. For example, one was a Boxster, yet I still managed to get second. These were often cars I was selling or would end up being bought before the next race, so I'd spend Friday sorting it out, then race on Saturday and Sunday. It was difficult to get used to all the different cars – not like you can build up a proper relationship with them! In some cases, I tried to get the cars set up to accommodate really wide tires, as that allowed the car to sustain competitive lap times throughout the race. This was one of the successful strategies I employed. Overall a fun and thankfully, incident-free year."

So while Dan is definitely one of POC's most highly skilled drivers, he also embodies much of what we stand for in our club: competitive spirit, sportsmanship, fostering new drivers, helping others out, and supporting POC. Many have benefitted from his presence on and off the track. Without a doubt GT2 and all of POC are better due to Dan's involvement, dedication, and superb driving. And like Bill Bartee, Dan Aspesi serves as a driving inspiration for us all. **■**

“He just keeps pushing and pushing.”

Who Was Bill Bartee? (And why did we name this award after him?)

To many POC members, it's just a name. To some, though, the name is a legend. I remember seeing him at a Porsche driving school not long before his untimely death in the early 2000s. He was feeling ill from his lung cancer and treatments but was still enthusiastically instructing and assisting with the event. That was the kind of person he was: always there helping out, mentoring others, and driving hard. Bill served as our Chief Driving Instructor for a number of years and was monumental in improving the quality of the program. Of the several Porsches Bill drove, I recall mostly his 914, which he managed to make go a lot faster than it should have. I feel lucky to have known Bill as a friend. He was the kindest gentleman and always inspiring.



Bill Bartee in 1989 at the old Las Vegas track. Photo by Paul Young



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**CLUB RACING
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57th Annual Banquet

Words: Andrew D. Weyman Photos: Andy Comins



Rookie of the Year
Nathan Johnson



Most Improved Driver
Alex Bermudez



Spirit Award Winner
Kevin Favell

Competition Points Champ
Brad Keegan

Service Points Champ
Andrew Weyman

The POC's 57th Annual Banquet was a great celebration. Many of us took the opportunity to dress in something other than track attire. I must say, we clean-up real good! It was a blast to see fellow members looking spiffy and anticipating the special awards.

Outstanding achievements were recognized, valuable raffle prizes were won, and guest speakers Jack Bair and Connor de Phillippi shared inside information about the world of Porsche Motorsport. Connor, a 19-year-old rising star, enthusiastically shared his experience of being selected as one of two drivers in the world to participate in the 2013 Porsche Juniors program.

Terry Davis and Carolyn Pappas put together an exciting evening – and showed off their special raffle ticket-selling talents. Drew Waterhouse was the host with the most. Mike Takaki introduced the 2013 Board of Directors and thanked support team members, committee members, and committee chairs. Sponsors were recognized for their support. Katie James and Dave Janson sent along the Dare to Soar Award to be presented to Arnulf Graf in recognition of his outstanding track etiquette and respect for our corner workers. Patrick Brass, Jack Greening, and Kip Waterhouse awarded the PDS, Time Trial, and Cup Race Championships. Jerry Roche presented the JE Pistons Enduro Series Awards to Paul Young, Nathan Johnson, and Doug Baron.

Mike Takaki presented President's Awards to Duane Selby for his exhaustive overhaul of the General Competition Rules, and to Dave Gardner for his steadfast service as PDS Chief Driving Instructor and organizer of the Racers Clinics. The John Deere Weed Harvesting award went to the Kemper brothers, Drake and Derek. Drake Kemper also took home a Panamera-size load of raffle prizes. Nathan Johnson was surprised and delighted to receive the Rookie of the Year Award. Andrew Weyman was Service Points Champion for his 2420 Service Points.

Our Competition Points Champion for 1st place wins in PDS, TT, and Cup Racing was Brad Keegan, who set out to achieve this honor at the beginning of the season and did it! Kev Favell was in total shock when it was announced that he was the recipient of the Joel Ratliff Memorial Spirit Award for his outstanding enthusiasm and volunteer marketing work. Alex Bermudez was honored as Most Improved Driver, and Kip Waterhouse proudly received the coveted Member of the Year Award. The Bill Barte Memorial Award for Driver of the Year went to Dan Aspesi.

The celebration was made even more festive with the attendance of many members who did not win awards or championships. It is clearly a testament to the unique spirit of POC. Our club is special. 🍷

Thanks to Magnus Walker for kindly allowing us to shoot his 911 collection for background plates.



President's Special Award Winner
Dave Gardner



Guest speakers Connor de Phillippi and Jack Bair



PDS 1st Place Winners: Steve Radenbaugh (GT4), Neelson Lawrence (GT5), Kevin Favell (BSX), Mark Low (GT6), Brian Green (BSR)



PDS 1st Place Winners
 Barton Hale (I), Brad Keegan (JP), Joel Silverstein (KI),
 Troy Evarts (L)



Time Trial 2nd and 3rd Place Winners
 Carolyn Pappas (2nd, GT6), Steve Radenbaugh (2nd, GT4),
 Mike Takaki (3rd, V3), Don Neville (2nd, JP),
 Alex Bermudez (3rd, BSR), Steve Alarcon (2nd, V3),
 Drake Kemper (2nd, BSR)



PDS 2nd and 3rd Place Winners
 Alex Bermudez (2nd, BSR), Fred Husted (2nd, BSX),
 Patrick Brass (2nd, JP), India Favell (3rd, BSX),
 Farshad Saghatchi (2nd, L), Glenn Orton (2nd, KI)



Cup Race 1st Place Winners
 Duane Selby (GT3), Mike Monsalve (V3), Dan Aspesi (GT2),
 Doug Baron (GTC3), Vali Predescu (GT4)



Time Trial 1st Place Winners
 Nathan Johnson (BSR), Steve Vandecar (GT4),
 Kevin Favell (BSX), Paul Young (GT5), Chet Kolley (CSX),
 Gunter Enz (GT3)



Cup Race 1st Place Winners
 Keith Hulley (R7), Brad Keegan (R6), Walter Airth (R8),
 Carolyn Pappas (GT6), Paul Young (GT5), Mark Foley (BSR)



Time Trial 1st Place Winners
 Eric Olberz (V3), Doug Baron (GTC3), Brad Keegan (JP), Walter
 Airth (HP), Mark Low (GT6)



Cup Race 2nd and 3rd Place Winners
 Steve Vandecar (2nd, GT4), John Gordon (2nd, GT3),
 Nathan Johnson (2nd, BSR), Eric Olberz (2nd, V3)



JE Pistons Enduro Champs
Nathan Johnson (2nd), Paul Young (1st), Doug Baron (3rd)



Cup Race 2nd and 3rd Place Winners:
Don Neville (2nd, R6), Marty Meherian (2nd, GT6),
Steve Alarcon (3rd, V3), Ron Palmer (3rd, GT3),
Andrew Weyman (3rd, BSR)



Administrator Laurie Taylor, MC Drew Waterhouse (also 2nd, GT2 Cup Race), Organizers Terry Davis and Carolyn Pappas



John Deere Award
Drake Kemper (accepting for himself and co-winner, brother Derek)

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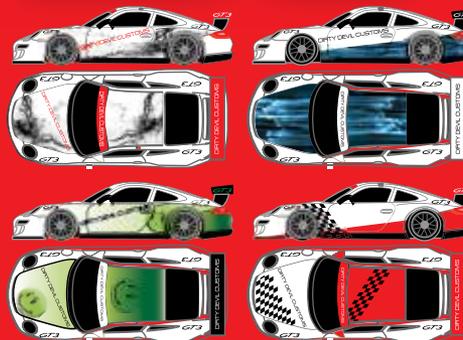
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Late afternoon, early winter, wrapping around the Omega. Photo by Nathan Fredrickson

The season-ender at Willow Springs December 1 and 2 promised to be a great weekend with a few drivers vying for class championships and many other drivers eager to get some exciting racing in before the two-and-a-half month winter break. It didn't disappoint. In fact, you could say there were one or two thrills too many.

The Red Races

In the Red Race group, there were two separate class battles coming down to the wire. One of the big showdowns was a convoluted dual for the GT2 championship between second-year racer Jesse Menczer and the seasoned Dan Aspesi, who was looking to win his third consecutive crown. Depending on the prism through which you were viewing, either Dan led in points, 170 to 144, or Jesse led, 172 to 165. The discrepancy was due to the fact that Jesse had not been credited for winning both races at the previous event at Sears Point because in NASA's byzantine registration process he had signed up to run with the PRC, not with the POC. At this juncture, it was anybody's guess as to whether or not the POC would award Jesse those points. In either scenario, the title was still up for grabs.

However, Jesse had another problem. He had not yet earned the 300 service points required of all drivers to be eligible for a championship, and although he was now eagerly offering to volunteer wherever he could, his prospects were in doubt.

In Saturday's qualifying, Dan out-qualified Jesse with a scorching time of 1:21.791 to Jesse's 1:23.373. Dan would start the race second on the grid, with Jesse two rows back in

fifth slot. James Sofronas, incidentally, took pole in a fabulous new Audi race car (in EX class), with a 1:19.31 – the fastest time posted all weekend.

The other Red Race face-off was in GT3 class between John Gordon and Duane Selby. Gordon, trying for his third championship in a row, led Selby 175 to 154 coming into the weekend. But Gordon's 996 car had developed engine troubles at Laguna and had finally blown up at Sears Point, and he was driving this weekend in a borrowed Koni car with an untested suspension. During Saturday's qualifying, John spun in Turn 9 and flat-spotted all four of his new Patrón tires. While Duane qualified his Cayman S first in class with a super-quick 1:24.990, John managed to qualify only eighth.

The race got off to a bumpy start. In the first lap, with cars bunched up behind the leaders, Brent Smith missed a shift going over the top at Turn 6, giving momentum runs to everyone coming up behind him. Gunter Enz cleared him on the right as they came into Turn 8, while Kent Harmon tried to freight-train inside behind Gunter. Meanwhile Jeffrey Childers came into T8 high on the outside, so now there were three cars almost abreast in the fastest turn on the track. In that big sweeper, Childers pinched Smith in the middle, who in turn pinched Harmon on the right. Harmon went two off, caught the edge, and spun across the track, making contact with Smith and Childers. Vali Pedrescu, coming up right behind this mess, drove left into the desert to avoid a collision. Smith, Childers, and Harmon all had to retire on the spot. Vali got back on the track, but his front end was so damaged he couldn't see, and he retired after one lap. That incident brought out the full-course yellow for a few laps.

Wrap-Up at WSIR

Words: John Armstrong

When the course went green again, James Sofronas ran away with the overall victory. Blake Rosser blazed across the line 10 seconds later to take second overall (and first in GT1).

The Aspesi-Menczer duel for the GT2 win was hard-fought, but Jesse just did manage to move up the grid and beat Dan by .2 second. (taking third overall). According to the POC official count, this gave Dan an insurmountable lead of 185 to 164-match over. But according to Jesse's hoped-for count, Jesse now led in total points, 192 to 180, and Sunday's race would be the decider.

Meanwhile, in GT3 John Gordon just couldn't get the unfamiliar racecar's suspension to respond – and the flat-spotted tires slowed him some more – while Selby ran a perfect race flag to flag, taking the victory. The talented 22-year-old Andrew Enz took second in GT3, 2.23 seconds behind Selby. With John finishing seventh, Duane had cut John's season lead to six points. The season would come down to Sunday.

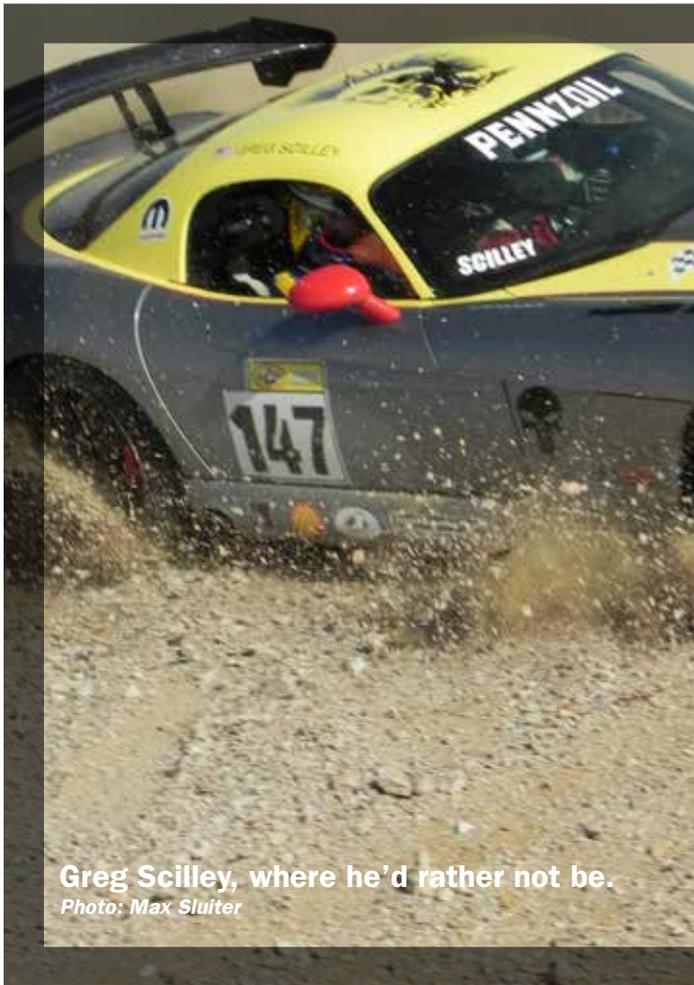
Several Red Race winners Saturday were uncontested in their respective classes: Loren Beggs (GTC-4), Doug Baron (GTC-3), Jeremy Bernath (R4), and Jerry Roche (R2).

In GT4, Vali Pedrescu's early retirement from the race had no bearing on the standings, as he had locked up the championship several weekends prior. This, though, was Steve Vandecar's time to shine. Steve's been competing in the same '78 SC for 22 years in the POC. Over the years the car has undergone so many exterior and interior mods that it's a bit of a Frankenstein. The outside appearance has morphed from an SC to a Carrera, to a 964, to a half-993/half-930. Mechanically, it has changed from Continuous Fuel Injection to Mechanical Fuel Injection, and back.

Steve has been struggling for the past year-and-a-half with transmission, cooling, and suspension gremlins. But he recently got his car prepped at AASE Motors, the suspension dialed in at GAS, and took some tire advice from the boys at Trackside Performance. Suddenly he was turning 1:29s – very fast GT4 times. "It seemed to all come together and Turn 9 never felt better!" Steve enthused. He had reason to feel good – in a nine-car field, he beat the second GT4 finisher Tyson Schmidt by seven seconds.

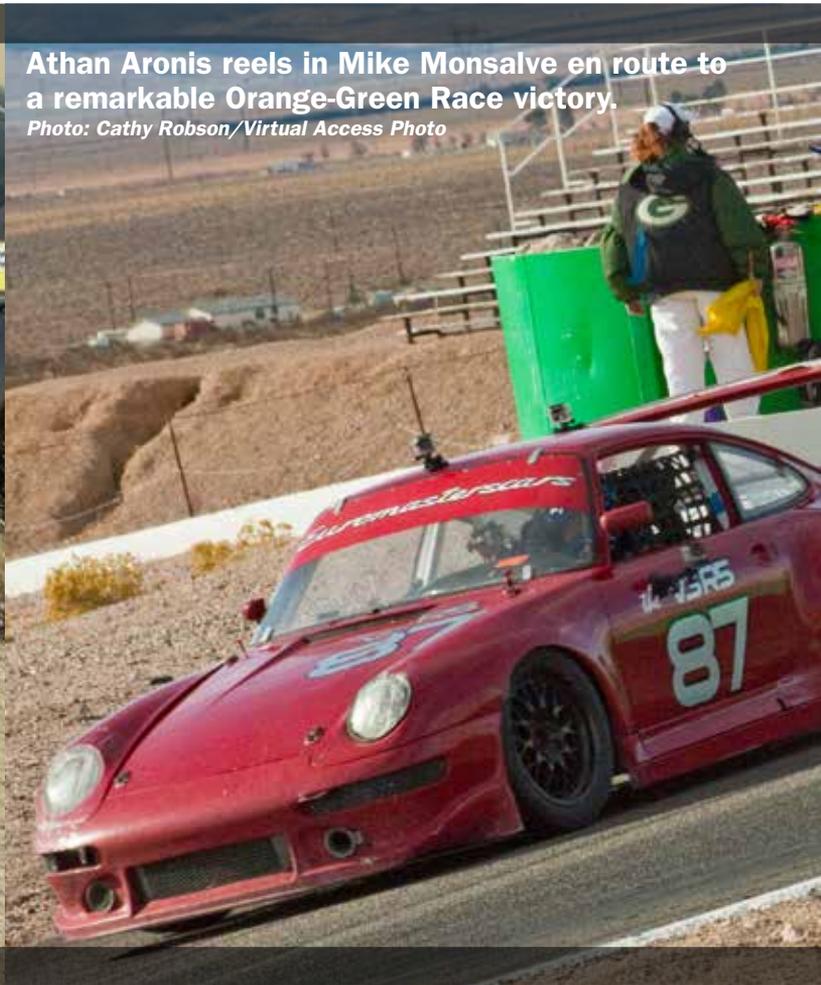
Steve, who says you can call him Vande, The Master, or just Satan (my favorite), shared a little secret about how an SC with only 215 hp can achieve such times at Willow: "It's called momentum. My tip is . . . going through Turn 9 in 5th gear without braking!"

Cut to Sunday. In Red qualifying, there was no Sofronas. Guess he'd proved his point. Jesse Menczer took pole in 1:22.370, while Dan Aspesi qualified second, 1.7 seconds slower, a reversal from Saturday. In this final Red Race of the year, with the championship on the line, Aspesi got his mojo back, winning the race overall by 21 seconds! Loren Beggs took second overall (first in GTC-4), and Menczer completed the overall podium in third (second in GT2). This gave Aspesi an "official" 205-179 final tally over Menczer for the season in GT2. But Jesse still reckoned optimistically that he, not Dan, had won the championship, 207-200. By day's end, however, the Board had ruled that, regardless of the competition points total, Jesse was not eligible to win the championship because he had fallen short in his last-minute quest for service points. It was a tough lesson for the out-standing young driver.



Greg Scilley, where he'd rather not be.

Photo: Max Sluiter



Athan Aronis reels in Mike Monsalve en route to a remarkable Orange-Green Race victory.

Photo: Cathy Robson/Virtual Access Photo

Meanwhile, the GT3 showdown between Duane Selby and John Gordon once again fizzled as John, using old practice tires, got a flat and had to retire after three laps. In his stead, Andrew Enz gave Duane another run for his money, but Duane eked out the victory by just half a second. With that win, Duane gained another 19 points on John and thus took the GT3 season championship.

Satan Vandecar put a pitchfork in the competition again in GT4, this time stretching his win to 18 seconds over Tyson Schmidt. Vande's quickest lap time in the race – 1:28.886 – was silly-fast.

Doug Baron (fourth overall) again won unopposed in GTC-3, as did Jeremy Bernath (R4), and Jerry Roche (R2).

The Orange-Green Races

The Orange and Green Race groups raced together in the same races this weekend, with separate starts several seconds apart. V3 comprised the first group, while the second group was made up of BSR and all the rest of the classes that normally race in Green. The biggest showdown in

the Orange-Green Races was for the BSR championship. During the course of the year, 32 cars competed in BSR, making it the largest class in the club. (V3, the next largest group, had 27 cars compete during the year.)

Coming into the final weekend, only 10 points separated the first two BSR drivers: Mark Foley had 121 to Nathan Johnson's 111. Steve Weiler, the darkhorse with 87 points, also still had a numerical chance to take the crown.

Saturday's Orange-Green Race was one we'd all just as soon forget. Nathan started on the BSR pole with a qualifying time of 1:33.075, while Mark started in the second spot on the first row. As the race got underway, Mark slipped cleanly by Nathan on the outside of Turn 2. But back in the pack, coming out of Turn 2, Will Marcy tracked his BSR out left too far and put two wheels into the dirt. His car then slingshotted back to the right, into oncoming traffic. Dave Schlocker had no chance to avoid him. The collision upended Dave's Boxster, which rolled over several times. To everyone's great

relief, neither driver suffered injuries – a credit to the club's stringent safety equipment requirements. But Dave's car was totaled.

The race was quickly red-flagged and subsequently canceled for the day. Club officials decided that there would be two Orange-Green Races on Sunday. The first race would start with the same grid order as Saturday's cancelled race. For the BSR class, the championship would come down to a lot of hard racing on the final day of the season. Both Foley and Johnson spent an anxious Saturday night, with Mark suffering a case of stomach flue and "paying homage to the bathroom gods."

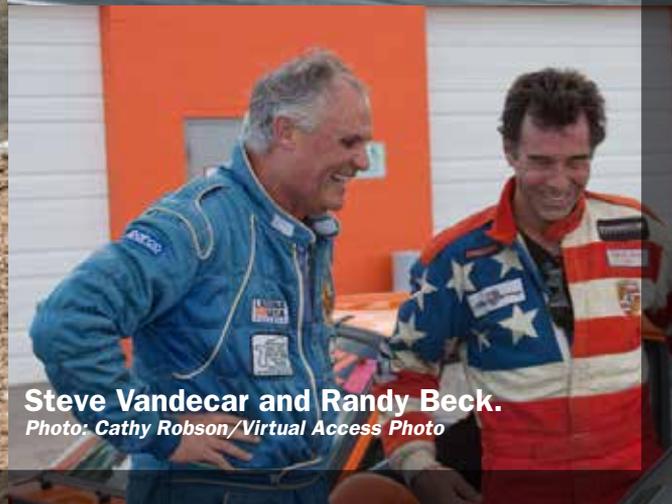
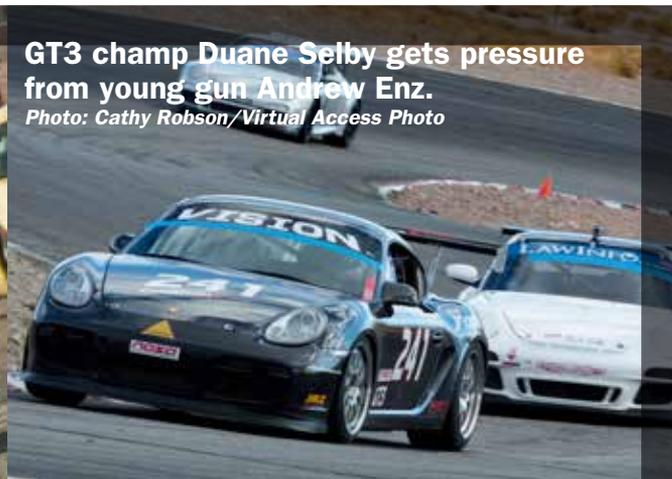
On Sunday morning, Nathan made a surprise decision: "I couldn't in good conscience take the pole position back since he had passed me in Saturday's race before it was red-flagged," Nate explained, "so I told Foley he could have the inside position on the start of the first race on Sunday, and I would take P2.

Said Mark, "Props to Nathan for that. He was very unselfish."



GT3 champ Duane Selby gets pressure from young gun Andrew Enz.

Photo: Cathy Robson/Virtual Access Photo



Steve Vandecar and Randy Beck.

Photo: Cathy Robson/Virtual Access Photo

Nathan might have given away more than he bargained for. Mark has a crew chief, Brad Roberts, with whom he communicates by radio. With the split start, the BSR cars were so far behind the V3 cars up front that they couldn't see the green flag, so Brad called the flag-drop for Mark over the radio. Mark was able to get a great start, while Nathan started poorly and was quickly passed by Drake Kemper. However, Kemper came in too hot at the entrance to Turn 9 and shot across the track. Nathan regained second place and chased Foley for several laps. Coming up on traffic, Nathan was unable to defend his position and was passed by pro-racer Anders Hainer, who hadn't raced with the POC all year.

Mark said, "So now I had a buffer. That was great for me. I just wanted to run a clean race at that point."

Nathan chased them both for a couple of laps, then a yellow Carrera beached out on the left in Turn 2. A waving yellow flag was thrown at 2 and remained for the rest of the race, and a standing yellow was put out at Turn 1.

This threw a wrench into Nathan's strategy: "My strength on the lap was getting a good run out of Turn 9 and onto the front straight," he said. "In the Boxster with low horsepower, doing so means that at best you draw even with someone you're trying to get by at the entrance of Turn 1. But with the standing yellow there for the rest of the race, this meant I couldn't make a pass there, and I had to back out all the way until the exit of 2."

Mark said, "About lap eight, entering Turn 9 Anders went inside. I considered blocking him, but then I figured Nathan might try to go outside and get by. I was thinking that I wasn't really racing Anders – I just had to keep Nathan behind me. So I kept my normal line and momentum, Anders went by, and I was able to hold Nate off for the next four laps and finish second."

With Nathan finishing third, Mark had stretched his championship lead to 15 points going into the final race. To win the championship now, Nathan would have to win the race while Foley would have to finish no better than sixth. And if

Anders got by Nathan and won the race, all Mark had to do was keep the car on the track to win the championship.

But after the first race, Mark was still feeling ill, and he only managed to qualify seventh. Meanwhile, Nathan took the pole with Anders slotting alongside him in P2. There was still a glimmer of hope for Nathan.

Despite starting in seventh, Mark had a strategy for quickly moving up the grid: "I knew I had much more experience than the guys in front of me. Many guys don't realize that on the first lap you're not up to speed. It's not like later laps when you have a full head of steam coming out of Turn 9 and onto the first straight. You're already going 20 mph slower than normal as you approach Turn 1, so the trick is you brake less and just go faster than everyone else into the turn."

Sure enough, coming out of Turn 1, Mark had already passed four cars and was in third place. Nathan and Anders went side-by-side for the first four corners, then Anders boldly slipped inside at the downhill, off-camber entrance to Turn 5

Jack Greening returns to the scene of the Time Trial.

Photo by Cathy Robson/Virtual Access Photo.



Ah, to tow home an intact race car after a weekend of hard driving.

Photo: Max Sluiter



and came out in the lead. Exiting Turn 9, Nathan got a good run on Hainer and had just enough momentum at the end of the straight to pass him on the inside of Turn 1 – exactly what he hadn't been able to do in the previous race because of the yellows. Nathan opened up an eight-car gap for about 12 of the 15 laps until he caught traffic in front. While threading his way through, he was unable to defend against Hainer, who went on to win the race. Nathan took second, but it didn't matter, as Mark cruised to an easy third place in the race – and sewed up the season championship.

Another good story in the Orange-Green group this weekend was that of Athan Aronis in V3 class. Aronis wasn't competing for the championship – Monsalve had nailed that down already for the third year in a row. Aronis had had to work Saturday, and when he showed up to run Sunday morning he was unaware that the previous day's race had been rescheduled for Sunday. He went out in what he thought was Sunday's first practice session, only to find out afterwards that it was the qualifying session for the second race. He qualified ninth; it's fair to say he probably would have qualified higher had he known what was happening.

Aronis was then pleasantly surprised to learn that the next session would actually be the postponed Saturday race. He had to start DFL because he hadn't qualified the day before, but the Fates

Jim Steedman.

Photo: Max Sluiter





Nathan Johnson, Anders Haines, and Mark Foley dicing, with the BSR championship on the line. Photo by Cathy Robson/Virtual Access Photo

were smiling on him. Within a few laps, he was able to advance through the grid to within sight of the leaders. According to Aronis, “Starting DFL I never expected to see Monsalve and Alarcon, much less compete with them. It was a surreal experience. I know Alarcon has been experimenting with his suspension, and he graciously let me by. He had set up my suspension better than his own. That’s AASE motors for you.

“In the last lap, Monsalve and I were nose-to-tail coming over Turn 6. A Boxster was positioned in the middle of the straight between 6 and 7. As Monsalve chose the inside, I drifted to the outside with the Boxster in-between. We were side by side through 8 and part of 9, but my momentum from the outside of 9 proved greater and I was able to take the lead on the front straight for the checkered.”

After that remarkable win from last place, Aronis was feeling a bit better about the next race a couple hours later. Starting ninth didn’t feel insurmountable. Once again he passed everyone in his path, until he came upon the number one qualifier Monsalve. Said Aronis, “In the last lap of the

second race I was coming over Turn 6 and Monsalve was past Turn 7. But as Monsalve approached the apex of Turn 9 he was slowed by traffic that was positioned so as to make it impossible to pass. This enabled me to close the gap. By the time we hit the front straight I was traveling at racing speed, and the difference in momentum was too great for him.”

Aronis beat Monsalve by one tenth of a second. “It wasn’t quite a photo finish, but close enough,” Aronis said.

But to complete a whacky weekend, when Sheriff Parker took the class podium winners to the scales after the second race, both Monsalve and Aronis’s cars came out a few pounds light—the equivalent of about half a gallon of gas—and they were disqualified, giving the V3 victory to Steve Alarcon. Also DQd for weight was Nathan Johnson, whose car was eight pounds too light.

In other Orange-Green action, Regan Steedman picked up both GT5 class wins, with Paul Young taking a pair of seconds. Since entering the GT5 class mid-season at Laguna, Regan has been more than a handful for Paul. Nevertheless Paul had already clinched the title prior to

this weekend. In R6, Rich Yochum won Saturday while Don Neville took Sunday’s class victory. In GT6, Carolyn Pappas ran unopposed to take the title. Other uncontested class winners were Rick Yap (R11), Jeremy Bernath (R4), Don Matz (R7), and Ted Fuch (R9S).

The Time Trials

In the two-lap Time Trials Saturday, Robert Todd (GT2) took Fastest Time of the Day, posting a 1:25.563. On Saturday, Tyson Schmidt set a new GT4 record with a time of 1:29.6. Sunday’s FTD was won by Dan Aspesi (GT2) with a 1:21.810. That time established a new track record in GT2 at Willow—a fitting final feat for the POC Driver of the Year.

And so the curtain came down on another great year of POC racing, and what did we get out of it? Well, 1) thrills that cannot adequately be put into words, 2) satisfaction in getting to test our skills, nerves, and strategies among great competitors, 3) camaraderie that can only be forged through shared adventure outside the comfort zone, and 4) diminished net worth. But hey, three out of four ain’t bad. **■**



AASE MOTORS

Words: Craig Trask

As you turn left off of East Elm Avenue in Fullerton, into the grey and white muted cast of the industrial complex where AASE Motors is located, long before you see any sign or identifier that you are in the right place, you are hit with an overwhelming barrage of color. Every employee and delivery person entering this bustling network of businesses must enjoy seeing this rainbow of Porsche race cars so neatly lined up for 200 feet across the front of Jeff Erickson's building. Only Timothy Leary or Jimi Hendrix could fully appreciate the Experience. To those of us in the POC, those objects of brilliant color are nothing more than our friends' race cars, but to those simply driving by they must invoke inspiration or longing, and give them a glimpse into the world we are all so very lucky to be a part of.

On the day I visited recently, lined up outside the shop were Kip and Drew Waterhouse's Gulf orange V3 car and multi-colored GTC Cup, Mike Takaki's Speed Yellow V3 car, Steve Vandecar's silver and white GT4 car, Jimmy Bouzaglou's bright blue '73 RSR complete with factory "Lollipop" seat, Chad Elliot's white Spec Boxster, a red Turbo, a Bahama Yellow '72 911, my Viper Green hot rod, and a few other race cars of vibrant color. These were the cars of the POC Director of Motorsports, the President, a Competition Committee member, and a past Chairman. Sitting in that shop on that given day was a combined 150 years of POC membership. No shop has serviced more POC Presidents, Drivers of the Year, Members of the Year, or Class Champions than Jeff Erickson's AASE Motors.

As I walked inside it looked more like the Porsche Museum in Stuttgart than a typical independent Porsche service shop. Just inside the door to the right was a real, yes real, Tangerine 1973 RS Touring car, and behind that a black original-owner '73 911E in the final stages of restoration. On the four lifts were several newer cars having routine service. On a rack in the back was Gunter Lennarz's very early short-wheelbase Tangerine 912 about to undergo a face-lift. Here was every single era of Porsche in one facility at one time waiting for some spa treatment or another: 997 daily drivers, a half-million dollar RS, my backdated '75S (soon to be a race car if I don't seek help), and a black Cayenne Turbo owned by a world-famous heart surgeon.

Jeff Erickson's relationship with Porsches began at age six riding around in the very small back seat of his father's



Top Left: Balcony seat.

Photo: Craig Trask

Top: The Clean Room.

Photo: Jim Steedman

**Center: Jeff installing
Craig's 917 throttle pedal.**

Photo: Craig Trask

**Bottom: Jeff Erickson,
AASE team captain.**

Photo: Jim Steedman

'57 Speedster (not bad, having a father with a '57 Speedster as a daily driver). At 17 he'd saved enough money to buy a used 1967 912. Jeff used that 912 as his autocross car until he discovered the POC in 1971. That was the year he ran his first POC time trial at the terribly missed, and very fun to drive, Riverside Raceway. "Back then, the 912 was very popular in the POC, and I remember 26 cars in B stock, all 912s. I was happy to finish 6th," says Jeff. After years of abusing the 912, Jeff determined she was in desperate need of an overhaul. He went to see Joe Schneider at Porshop. Joe let Jeff help him rebuild the engine. With that experience under his belt, going forward Jeff was on his own. There were many more time trials and many more rebuilt engines. In 1975 Jeff bought a 914-6 and back to the POC he went, winning the Class X championship (under 2.5L modified). He still has this car today, but no longer for the track.

Jeff soon landed a full-time job with The Porsche Factory in Marina del Rey, working for Marc Rothman and Tom Marx. Marc and Tom raced a real 911 race car with POC and made a couple of trips to Daytona for the 24 Hours with their co-driver Michael Hammond (Mike's no stranger to current POC members). After gathering some real hands-on experiences working on 911s at The Porsche Factory, Jeff moved on to Porshop, then owned by Vern Covert and Kurt Kubler, and later by Bob and Connie Fern. Vern and Kurt sequestered Jeff in the very back room where he could build all the engines in a clean workspace, and in peace (engine rooms tend to attract distracting visitors). Jeff still does this today with the famous engine "Clean Room" at AASE Motors, only now it's Allan Faragallah stuck back there, and he's doing engines AND transmissions. Those of you that have seen the AASE Motors Clean Room, and know Allan, know not to touch anything while you're in there. The consequences could be a missing digit or appendage.

In 1978 Jeff moved over to Peter Zimmerman's Red Line Service in Santa Monica, again as the engine builder. Finally, two years later, Jeff settled in with Randy Aase who was a one-man operation in 1980. Randy was swamped trying to get RSR engines out for the IMSA teams. There were slide valve injections and titanium rods everywhere! Dennis Aase's race shop was right next door, and next to that was GT Racing Services, with a GT-40



A psychedelic rainbow of race cars brightens the AASE lot.

parked inside. A 917 engine hung from an engine stand supported on each end due to its tremendous size. A dyno in the back room could be heard for miles. Parked in the dyno room often was a 935 or 962, “And always POC cars, LOTS of POC cars,” Jeff remembers. This was the place for Jeff, a kid in a candy shop.

Randy Aase left the shop in 1998 to open AASCO Performance with his brother Dennis, bequeathing Randal Aase Motors to Jeff, who was running the shop at the time—the shop we all know today as AASE Motors. Randy still does most of Jeff’s machine work and has one of the best-instrumented dynos in the area. Randy and Dennis also make aluminum flywheels and racing clutches that most AASE customers use in our race cars today.

Allan Faragallah joined Jeff at AASE Motors in 2002. Jeff had known Allan for many years, beginning in the mid-80s when Allan worked for Best Deal. Allan had been the primary engine and transmission man for other shops for decades. “It’s his thing,” says Jeff. “Cup motors down to 356s, Allan does them all. Not that he can’t change a CV boot, but he is much happier working on an engine stand and left alone in his Clean Room.”

The AASE Motors we know today is a state-of-the-art Porsche service center, performing routine service, maintenance, and major repairs on all generations of Porsches. AASE does it all. The shop’s

7,000 square-foot facility is equipped with five service bays, four hydraulic lifts, and both Durametric and Bosch Porsche diagnostic computers. On any given day you might see a 997S getting its oil and fluids changed, a Cayenne getting new brakes and rotors, a 996 GT3 having suspension damage repaired, or a 1972 911S going through a complete restoration. “And always POC cars...lots of POC cars,” says Jeff again.

AASE Motors collaborates with Steve Alarcon of Suspension Specialties to provide unsurpassed full-service track support. At the racetrack, Jeff and Steve rarely encounter a problem their combined skills cannot resolve. Jeff and Steve have been a fixture at every POC race event now for over 35 years. Their commitment to keeping AASE Motors and Suspension Specialties customers running, racing, and winning is almost hard to explain to somebody who does not know them. I personally went over three years without missing a single session of any practice, qualifying, or race, and that was attending *every* POC event during that time frame, in a 34-year-old race car. It seems almost impossible, considering all the damage I’ve done. Once Steve was under my car between practice sessions with a sledgehammer pounding out bodywork and replacing a control arm, while Jeff changed an axle after I slammed a berm at WSIR. Another time they rebuilt my brake caliper between sessions on a towel when there

was ice on the puddles in the pit. I told them both they were crazy. Jeff just told me to find some gloves, and Steve told me to go change my tires and get ready for qualifying.

Every AASE customer has similar stories, and Jeff’s enthusiasm emanates throughout the AASE customer base. It truly feels like being part of a team, one unit. Many of you read Bob Thacker’s article regarding his blown transmission at Laguna, when Allan Faragallah picked up Steve Alarcon’s spare transmission and flew it up in his private plane. Jeff and Steve skipped dinner and worked late into the night to get Bob back on the track. There was another situation where Carl Tofflemire was out with a weekend-ending mechanical failure. Carl volunteered his car as a parts donor to keep other AASE Motors and Suspension Specialties cars running. By the end of the weekend Carl’s car looked like it might have after being left for a couple days on the old free road between Tijuana and Ensenada. Still, Carl was happy to support the “team.”

That’s the club-within-a-club AASE Motors spirit, and it stems from Jeff, the heartbeat of the team. The beauty of it is that it radiates outward to the general club membership and helps to create and nourish a positive POC spirit as well. ▀

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Paranoid at the Point

Words: Paul D. Young

side the oval.



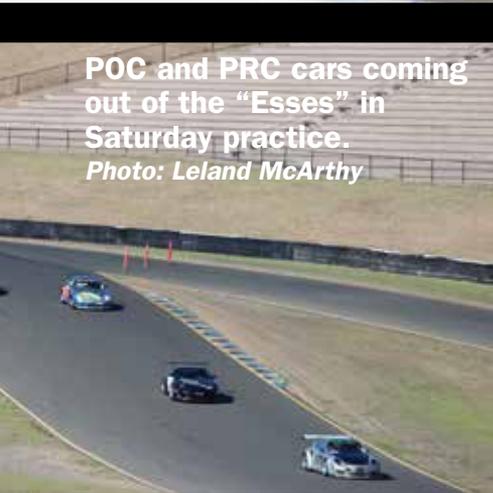
The POC paddock, mid-frame: parking to the beat of a different drum. Photo: Leland McArthy





Eric Olberz takes the checkered flag. No wait, it's just practice.

Photo: Leland McArthy



POC and PRC cars coming out of the "Esses" in Saturday practice.

Photo: Leland McArthy



A sterile 911-Spec engine.

Photo: Paul Young

You know, POC friends, we have it really good. We get to drive many great tracks in a well-organized environment that truly offers "Club Racing at its Best." One of those great tracks a number of us were looking forward to was Sonoma Raceway, north of the Bay Area. Just as I was getting used to calling it Infineon instead of Sears Point, they changed the name to Sonoma Raceway. I guess they're in-between sponsors, so the name is due to be changing soon. Again. I think I'll just call it Sears Point – I'm an old fart anyhow.

I had heard about how fun, challenging, and exciting this legendary course is. Indeed, a number of drivers claim it's their absolute favorite. My son Paul Jr. had taken the formula car racing school there a few years ago, but I had only passed by the track while visiting the Napa and Sonoma wine country. POC had not been to the track since 2007.

This would be an unusual event from the standpoint of Sanctioning Bodies. The overall event was organized and run by NASA. We (POC) were running in the event under the umbrella of PRC (Porsche Racing Club), which is – in reality – like a semi-autonomous arm of NASA. The PRC event portion was called "11th Annual Porsches at the Point."

As such, all the POC drivers were required to sign up with NASA as members and licensed racers (if they weren't already). This included complying fully with their licensing requirements (experience, medical, etc.), safety gear, car preparation, and regulations regarding racing and behavior.

While this might not seem like too big a deal, many of us were overwhelmed by the rigor and detail in the NASA rules. Like, five pages describing the roll cage requirements. Four pages just to detail the conduct of driver, guests, and crew in the pits and paddock. And nearly 15 pages covering passing situations, responsibilities, and fault for contact. In the end, they effectively say to expect minor contact to occur, and unless there is significant damage, forgetaboutit! Sheez, my head was reeling!

With still over a month to go before the event, I became more anxious. First, all these rules governing cars, safety stuff, and conduct were a bit intimidating. Then there were logistics of when and where to get safety/tech inspections, details of arrival, mandatory meetings, who was in charge, etc. Others were looking for guidance as well, and there were a number of emails going around and posts to the POC Forum to try to get answers. Kip had been relentlessly persevering, doing all that he could to get information and be helpful. Still he was rather helpless, being at the mercy of the other organizations, their procedures and systems, and communication issues.

While the 10-hour drive up was not too bad, I was totally unprepared for East Bay rush-hour traffic. Plus the "surprise" \$20.00 toll for the Benicia-Martinez Bridge (guess they want to discourage trailers, eh?). I kept the toll receipt, figuring I could frame it as my trophy for the weekend.

Arriving at the track, I found the garage space I had rented and relaxed a bit as I saw BSR friends Andrew Weyman, Rich Yochum, and Leland McArthy. Also saw John Gordon, Dan Aspesi, Jesse Menczer (who was running with PRC only this weekend), plus some NorCal PCA folks I recognized.

Next was a 5:30 p.m. meeting for POC drivers with the PRC staff. Here we went over all the rules of the road, especially the passing rules, which are definitely different from what we are used to. I was n-n-nervous! After the meeting I needed to get "Snickers" inspected—now I wasn't just nervous, I was as nervous as a whore in church. After some gyrations and dead-ends, I finally found out who and where the PRC inspector was. Thankfully, everything turned out just fine. Whew.

Although tired, I had a somewhat fitful night's sleep but arrived at the track Saturday morning excited and ready to go. Each of the two PRC/POC groups would have three sessions each day – warm-up (practice), qualifying, and a race. Definitely not what we're used to, but with eight groups running, we knew track time would be less. Our warm-up sessions would occur before our first real PRC meeting at 10:00 a.m. – again, not what we're used to.

I was again anxious, thinking about all the on-track rules, regulations, etc. There seemed to be so much of it, I thought both of my brain cells would burst. I considered writing down a list of rules and protocols and taping it to my dashboard, but there simply wasn't enough space.

This was a busy event. The eight groups designated by NASA were: one DE group, one Time Trial group, two PRC Race groups, and four NASA Race groups. POC drivers were mixed into the PRC groups, and in fact, our numbers allowed



Making sound. *Photo by Paul Young*



Dan Aspesi finished his race with a broken shifter. *Photo: Paul Young*



Kip Waterhouse fends off Vali Predescu – and keeps off the ubiquitous wall, too. *Photo: Paul Young*

there to be two PRC groups instead of the usual one. The PRC/POC Race group PRC-1 included the GT cars plus the 944 Spec contingent, while PRC-2 had the BSR cars, over two dozen 911-Spec racers, plus one lone Production Porsche (that would be me in Snickers).

The overall variety of cars was interesting. On the NASA side there were a number of Vintage drivers, and many were also driving Vintage cars (I should talk). One group had BMW Spec-E30 racers mixed in with Mazda Spec Piñatas, another group featured various open-wheel formula cars, while a third group was a mix of Legends, Thunder Roadsters, plus Super Touring and other classes. The fourth NASA group was Historic Stock Cars, and although I am not a NASCAR fan, there was a Torino from the early '70s that seemed pretty cool and really appealed to me with its bellowing exhaust note.

Speaking of exhaust, the track has a noise limit, but it is not as strict as we have at Laguna Seca (103dB instead of 92dB). Beside the noise being tight, the parking was very tight, with hundreds of race cars and support vehicles precision-crammed into their specifically designated area of what felt like a smallish paddock. Traffic flow was tight, to say the least, but NASA had a number of workers to help keep things at least halfway orderly. And with eight run groups (some combined for practice), the schedule was extremely tight as well; tight exhaust, tight parking, tight traffic, tight schedule, and tight rules – no wonder I'm so uptight!

Some of the BSR friends I was garaged near (Andrew, Rich, and Leland) had driven practice on Friday, so I would try to follow them around a bit for the first Saturday warm-up session. I found the elevation changes

fairly steep in places, and initially tricky, with turns and camber changes mixed in at what seemed like awkward places. As I slowly got used to the course, it started to feel like there was a rhythm to it, although I never really found a satisfying line through the uphill section after Start/Finish (between Turns 1 and 2). Turn 4, a downhill, off-camber righthander, seemed to really appeal to me, but the "Esses" (Turns 8, 8a and 9), had both of my brain cells working overtime. Turn 10 is deceptive. Many of us felt like we could have taken it faster, but the unforgiving wall on the outside kept us cautious (and safe).

The POC drivers in PRC Group 1 did well in qualifying, running right up there with the PRC folks who drive this track several times per year. Dan Aspesi and Drew Waterhouse were at the head of the Cup cars, although we would separate out the POC classes later from the PRC mix.



Duane Selby giving John Gordon advice on how to improve his driving.
Photo: Leland McArthy



John Gordon listening to advice about how to improve his driving.
Photo: Leland McArthy

It was odd that the 944 Spec cars were mixed in with PRC-1, the generally faster of the two PRC groups. However, the 944 drivers *know* the track, and seemed to blend in well, with minimal disruption to and from the faster cars.

Although the weather was beautiful, it turned out to be a bit warmer than anticipated – a bit above 90°F. In PRC Group 2, most of the 911-Spec cars were definitely the fastest, claiming the first 16 places on the grid. I was astounded to learn that these cars make 230-250 hp at the wheels. Some of the BSR cars were intermixed in qualifying times, but the Boxsters would be gridded separately for a split start. I qualified 29th out of 35 at 2:00.4. I was hoping to be well under the two-minute mark, but this was just my second session on the track.

In the Saturday afternoon race for Group 1, the POC competition was close and interesting. In V3, Eric Olberz

out-qualified Mike Monsalve at a great 1:48.492, and he managed to keep just a few-second lead over Mike through to the checkered flag. GT3 featured the usual Selby-Gordon battle. After the race, I asked Duane how it went. “I didn’t hit anything” was his response. I noted to Duane that “Not hitting anything” must include apexes, as he ended up a somewhat distant second to John.

Vali Predescu was smooth and fast in GT4, running laps under 1:50. Problem was that the NASA officials disagreed with the smooth part. They voiced concern about his aggressive driving (the correct term in the enormous array of NASA literature is “rough” driving). Hey, we all know Vali, and he’s just fine in our book.

Dan Aspesi seemed to have a “handle” on things in GT2 until his shifter completely broke off a couple laps from the finish! Thankfully, he had

built up a bit of a lead over Drew. And thankfully he has good knowledge of Porsche mechanical operations. I can’t recall ever seeing Dan so animated as he exited his car. He described how he had to steer with his knees so he could use both hands to work the shifter cables in the center tunnel. He struggled with getting it into gear before Turn 11 and ended up coasting for quite a bit. Finally got it cabled in and was able to take the checkered flag under power! Good thing he wasn’t trying to text on his cell phone at the same time. Dan then had to head to the airport to get home in time for his own birthday party. Oh, the busy lives we lead.

Our Group 2 race Saturday was fun and went well. Mark Foley and Nate Johnson were in the pack of BSR drivers that passed me after a few laps (remember they started behind in the split group at the start). Mark and Nate

drove really well, finishing second and third respectively overall in the BSR group, and first and second in the POC BSR results. I had fun playing with some of the slower 91-Spec cars, though there were only a few as slow as I. I managed a low 1:58 lap-time in the race.

Sunday morning brought us the same good weather – beautiful and warm, but not blazing hot. I actually felt a bit more relaxed and comfortable, and turned my fastest time – a mid-1:57 – in the morning’s practice. I decided to celebrate by partaking of some of the sale items at the nice motorsports store they have at the track.

One of the more amusing sights was a worker dressed in a Scottish kilt, tooling around the grid on a Segway (and maneuvering very adeptly, I might add). I overheard a lady driver of one of the many Mazda Spec Piñatas say to him, “Nice outfit! Is anything worn under there?” His reply was, “No ma’am, it’s all in perfect working order.” Hmm...

In the Group 1 qualifying session Sunday morning, Dan Burnham unfortunately backed one of Aspesi’s

cars (a Turbo or GT2) into the tire barrier near Turn 9. Dan was okay, but the car was rather compacted. Since I was garaged next to him, Drew asked me if that was Aspesi’s car. I said, “Not any more – it’s Dan Burnham’s car now.”

Thankfully our Sunday races were scheduled not too late so we could get a bit of a head start going home. The Group 1 race proved to be interesting in GT3, where Duane Selby was struggling with a fried clutch. He had to keep his revs below about 5000, so was short-shifting and turning slow laps. As it turned out, John Gordon had his engine go kaput after eight laps, so Duane just needed one more painful, agonizing, slow lap to place ahead of John for that race. Mike Monsalve figured out the track and was definitely fastest in V3, with a lap-time of 1:48.043. Drew finished first in POC GT2 and sixth overall.

In the PRC Group 2 race, I got to dance with some of the BSR cars for a couple of laps (after they passed me from the split start). This time Nate Johnson edged out Mark Foley for first

and second overall in BSR, as well as top POC honors. They are both good drivers and fun to be on the track with. I didn’t have too much company – not even slower Spec-911 racers – until Brad Keegan came to play. He had transferred from Group 1 and he was really cooking. We had fun charging around that great track until the checkered flag.

All in all, the POC drivers did very well, racing cleanly (mostly, at least), and putting up a strong showing. For me it was personally a satisfying weekend – I didn’t f-f-foul up, and actually drove reasonably briskly, and within my limits.

While not to badmouth NASA or PRC, it gave me an even deeper appreciation for how extremely well-run, friendly, and accessible our POC events are. With all the logistic and communications issues, mysterious rules, and car safety questions, the POC staff – and especially Kip – really did an awesome job in the effort to make it as easy as possible for the POC contingent. Yes indeed, POC friends, we have it really good. 🍷

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SHOWDOWN AT THE ACS CORRAL

Words: Keith Hulley

Dwain Dement lays down Saturday's Fastest Time of the Day.
Photo by Chet Kolley



to accommodate Time Trial activity; and secondly, it was an opportunity for the PDS drivers to see the Time Trial format. This was a well-attended and successful weekend for our members, with many first-time drivers to Auto Club Speedway.

Several 2012 PDS class championships were in contention. The BSX leaders Kevin Favell and Fred Husted were only seven points apart going into the weekend. Realistically, Fred had to win both the Saturday and Sunday events to beat Kevin. Things started looking up for Fred when Kevin could not start his car by mid-Saturday morning due to a faulty mass airflow sensor. He tried once more to get to the grid on the last session of the day, and happily the engine started. Then he went out and achieved best time on Saturday, with Fred taking second. That put Kevin 12 points ahead of Fred coming into Sunday's final competition.

Kevin, who hails from England, has been a POC member for about four years. He ran his Cayman until early 2012, when he realized the potential

“collision economic pucker factor” was holding him back. He switched to a more budget-friendly BSX Boxster race car, and now he is more comfortable driving aggressively. Fred, a second-year member, is very competitive—he qualified for the 1980 Olympics in both pole vault and triathlon. (Unfortunately, those were the Moscow Olympics the U.S. boycotted.)

No one wishes a colleague problems, but Fred was watching Kevin's pit closely Sunday morning. If Kevin's car wouldn't start, Fred could still win the championship. However, Kevin borrowed the sensor from his daughter India's car, and he managed to run Sunday with no issues. Once again he bested Fred and took the title.

Given that a 40-point pickup was possible if you won your class both days and your rival was unable to run at all, three other PDS classes – GT6, JP, and KI – were still in contention entering the weekend.

Mark Low held a 13-point lead in GT6 over a scrambling Scott Marshall. Both contenders showed up, as they had all season – the veteran Mark in his 944, and the younger driver Scott in his Miata. Mark has owned several different Porsches and competed with them for many years. Otto was his first instructor years ago, confirming his veteran status! Scott recently came to POC from PCA looking for more track activities. Scott also owns a 911T which he is considering running in our club events. We welcome Scott and look forward to seeing him in his P car. Mark won both days to take the 2012 GT6 crown, while Scott had to settle for deuces – a pair of 2nds and the 2nd-place plaque.

Brad Keegan was 33 points ahead of Patrick Brass in JP entering the weekend. Brad competed on Mulholland Drive in his “youth” and is pleased to be running under the safe conditions in the POC events. He was at the track with his young family as usual, yet managed to stay focussed and get to the grid on time. Patrick, our self-sacrificing PDS Chairman, also managed to escape his duties long enough to compete in his sessions. Brad won the class both days, thus claiming JP top honors for the year. A good sport and friend, Brad modestly attributes his wins to Patrick's knee surgery earlier in the season.

Joel Silverstein was 22 points ahead of Glenn Orton in KI when both arrived at the track Saturday morning. Glenn

In mid-October, just as the weather was mercifully cooling, the POC returned to the Auto Club Speedway for the third and last time of the season. Performance Driving Series events #11 and #12 on the Infield Course were the final 2012 competitions. The semi-final Time Trial events #12 and #13 were also dovetailed into the weekend. Mike Takaki, our club president, explained there were two reasons for combining these events: first, the next POC Cup Race venue, Sears Point, was not going



A fun-filled infield finale. Photo: Chuck Sharp



Kevin Favell gets a timely push start. Photo: Chuck Sharp



Eric Tung. Photo: Cathy Robson/Virtual Access Photo

has had a challenging year after blowing his Cayman's engine a few months ago. Displaying impressive tenacity, he ran all day Saturday in his Toyota Camry to earn points, only to be told he would earn only 1 participation point for the day. Meanwhile Joel was running his non-KI car, a stripped and caged 996, that he had purchased from Bill Fox's estate recently. The car DQd him from winning KI competition points both days. Seeing an opportunity, Glenn was able to borrow Jim Bailey's car Sunday to compete in KI class, but he took second to Roy Stone, a late season entrant, who wound up winning KI both days. When the points were tallied, Joel had retained the overall lead and won the KI championship by a scant six points.

Although Brian Green had already clinched the BSR championship over Alex Bermudez prior to the weekend (he was 51 points ahead), these two rivals had been dueling hard in the last half of this year, and they continued to compete in these last two events. The difference in their performances is minimal. It's often a matter of which track they're competing on, with different tracks giving one or the other a slight advantage. Brian has been a club member for four years, running a Boxster S in K class his first three years. He bought his Boxster BSR race car earlier this year, after first renting it. He is so hooked that he attended his first



With a pair of weekend victories in GT6, Mark Low took the championship. Photo: Chuck Sharpe



Fred Husted came within a jump-start of winning the BSX title. Photo: Cathy Robson/Virtual Access Photo



Time Trialer Debby Sharp looking, yep, sharp. Photo: Chuck Sharp

Cup School in December. Alex, who is originally from Trinidad, has been a member for 18 months. He had his significant “memorable” off-track excursion on Turn 9 at Willow last December. Submitting to the wisdom of “get back on the horse,” he had Marty instruct him with many repeat runs through this corner, and now he’s “excited” by it.

The Time Trial championship standings were altered a bit over the weekend. In NP class, Keith Shishoda and Eric Huetter picked up 40 and 30 points respectively, reducing the gap between them and absentee points-leader Frederick Chin. Nathan Johnson and Alex Bermudez in BSR class also picked up 40 and 30 points respectively, which effectively locked the championship for Nathan over the absent Drake Kemper – and gave Alex a shot at second in the Willow Finale in December.

Fastest Time of the Day on Saturday was won by Dwain Dement in his modified Boxster with a 1:11.201. Gunter Enz’s 1:12.063 in his GT3 car took FTD on Sunday.

Apart from being the amateur reporter, I instructed Troy Everts in his Cayman. Troy is on a fast learning curve, and he rose to the challenge of breaking into the chicane corners at the end of the front straight entering the “Playground” area. His time improved as he practiced looking well ahead when approaching close-coupled turns. I had forgotten how amazing the new Porsche cars are, even on road tires!

The POC management team was very much in attendance. Working alongside Chairman Patrick Brass were Chief Driving Instructor Dave Gardner, Laurie Taylor, Carolyn Pappas, Susie Amundson, Andrew Weyman, Steven Polk, Colleen Mauer, and Sheriff Steve Parker. These people are indispensable to the smooth and successful running of these events. They richly deserve our thanks and recognition.

And let’s not forget our instructors. As Patrick declared, “The willingness of instructors is the key to sustaining the PDS series. Their durability, enthusiasm, and experience inspire new and continuing members to improve their track skills and enjoy our sport.” Clearly all of these volunteer efforts are part of the essential glue that keeps our unique club functioning. ■

An Appreciation

John Williamson, aka Otto

In what might be as fitting an homage as any to Otto, we present a sampling of comments gathered from POC members and forum contributors across the Porsche landscape. And these are just the printable ones.
-Ed.

Sandy Isaac, POC

The only time I ever saw Otto lose his poker face at a track event was during a PDS event at Streets of Willow where he had brought Rudy, his untamable 300+ hp tube-frame 914/6. Otto took great pride in running as few laps as possible at a Streets event before taking Fast Time of Day. In a perfect world this meant one warm-up lap. Two hot laps. And done.

After a lengthy engine idle in the pits, Otto put Rudy through his clockwise warm-up lap. Then coming out of the skid pad, Otto dropped the hammer. Rudy responded like an angry T-Rex from hell. Rocketing up the front straight. Screaming past the Turn 1 sweeper. Violently accelerating up the hill towards the Turn 2 braking zone as if the earth's laws of gravity were temporarily on a coffee break. But then... Otto and Rudy went off the track. Not two wheels off. Not four. We're talking over the berm. Gone. Buh-bye. There was a beat of disbelief among us in the bleachers.

Before anyone could utter a word, Rudy came roaring back over the berm onto Turn 2 like a bucking bull desperate to shed his rider. Soon after, Otto arrived in the pits with a wild smile on his face. I asked him what happened. He gave me the same answer he would give to thousands of his students, including me (especially me) over thirty-plus years riding in passenger seats, "Just ran outta talent."



I had a feeling the truth was that his talent and a bit of luck prevented some unthinkable disaster behind Turn 2. And yes. He did take home Fast Time of Day. But he needed a second run session to do it.

Chuck Moreland, Elephant Racing

Always set up camp with his posse at the far end of the paddock. Set apart from everyone else, sorta black sheep style.

His cars showed rude and crude engineering, his crusty style an affront to Porsche weanies. A renegade – Otto's style. Then he'd take home the FTD.

Maxnine11, Pelican Parts

There was no filter between what he thought and what you heard.

Jackie Ginsberg, POC

I first met John through the POC. John was a crusty curmudgeon, but one with many redeeming qualities. Always willing to jump in the right seat at POC Short Track events, it was John who taught me on several occasions how and why being smooth was the key to being fast. When I needed Porsche trivia questions for an event, he went digging through his PCA Parade archives and found a bunch of fabulous information for me. After I became a member of the POC Board, John wouldn't hesitate to call me when he thought I needed to know something or his opinion. Usually, he was right on target.

On the other hand, he wasn't an instructor for the timid. I've seen a few newbies get out of the car with him and swear to never come back. I've been to dinners with him and his posse where the drink did not stop flowing. Many nights were spent dancing at the "Space Bar" (a very colorful collection of local characters that John loved to be in the middle of) on Sierra Hwy in Lancaster.

For many years, this is how our conversation went before a track event:

John: "Where are you staying?"

Jackie: "The Devonshire."

John: "Why don't come share a room with me?"

Jackie: "Thank you for the offer John, but I think not!"

John: "OK, see you at the track."

Speeder, Pelican Parts

I first wandered into his shop sometime in the '80s when I had champagne taste and a beer budget. I remember once when he tried to sell me his 911E. I wasn't interested because it had some beach rust on it. I told him that I wanted



one with zero rust and nice cosmetics. He replied, "Well, I want to f..k Sharon Stone and fly the Space Shuttle! You can't always get what you want!"

Mark Bixen, Pelican Parts

Willow Springs back in the '80s, John in a 914 eating up 911s. There was one clown in a 911, and John couldn't get past him because of the 911's hp. But John ate him up under braking and through the twisties. So I'm watching from the pit wall and I can see John, who is by this time honking his horn at this guy. Now, the car had no horn button, so John has the horn ground wire in his hand, and he's touching it to the wheel to honk while trying to get past the guy in the 911. Eventually they black flag John and reprimand him for honking his horn. Imagine John's reaction, hands in the air, yelling at the starter. Another classic Williamson moment.

JW was a true character in the great tradition of moonshiners who became the early stock car drivers. I found him hilarious and a great lover of life. His driving ability in a Porsche was pure magic – to be with him driving your car at Willow was bliss. Very smooth – it reminded me a lot of ski racing.

Campbelicj, Pelican Parts

Some found his personality polarizing, but he truly knew and loved his trade and our 914 cars in particular – no one can deny that. Once he literally diagnosed a problem with my car – and told me how to fix it – by listening to the engine running over the phone. No joke.

McLovin, Pelican Parts

I once brought a 901 trans in for him to look at. Before I could even say anything, he said, "Let's have a look." I thought he meant look in an inspection hole, or the outside of the case, or something. Instead, he put it on a workbench and had the thing apart in 60 seconds!



Heeltoe, Pelican Parts

I was a 20-year-kid going to school in West Los Angeles. I wanted so much to get into 914s. But I had the below-average college funding. I found a \$1000 non-running 914 and needed some advice to get it going. I found John, aka Otto. First thing he said to me was, "Take the motor out, bring it in, we will look at it."

The next week I bring the motor in, and before I can even go relieve my bladder he had the heads off. I said, "Whoa! Stop, I can't afford this." Anyone who knew Otto will agree that it does not matter what you say, he is going to do it his way. From that day he showed me all the little tricks on how to do 914 motors. Never did I pay anything but blood and sweat, working around his shop from time to time.

Peter Zimmerman, Pelican Parts

I was a journeyman tech working alongside JW in 1972. I noticed a puddle of oil under an older 911 and commented on it. JW looked at me and said with a drawl, "Son, the only 911 that doesn't leak oil is one that doesn't have any oil left in it."

Martin Schacht, POC

He truly loved POC and mentored many a member. He was totally old school, a man's man . . . rough, tough, and gruff. But it was all a bluff. John was a real softy when you got to know him. If you never took the time to get to know him, you really missed out.

One of John's signature phrases: "Was your car delivered from the factory with mirrors? Well then, why don't you try using them?"

996 Twins, Pelican Parts

I will never forget when I gave an Acura Integra a point-by. He said that guy will be bragging for weeks that he passed a 996 Turbo. Then he said it was okay to turn off my windshield wipers since it was not raining.

Checkbook Chuck, Pelican Parts

I met John at a PCA time trial at Riverside in '77. New to Riverside, I asked for an instructor and got this guy named John Williamson. They said that he was the best. So on second day, John jumped into my bone-stock sepia-brown 1971 911, and on the FIRST hot lap went faster than my best time on Saturday, all with his cigar still in his mouth. We became friends that day. I will never forget going to the social after the event and drinking beer from John's 914 ice chest. Those who remember those days will know what I mean.



Ed Mayo, Early 911 S Registry

I know that many could be put off by John's gruff exterior, but I'll say that you didn't win his approval unless you earned it, and then you really felt like you accomplished something. I wrote the tech quiz for the Keystone, CO Parade in 2009. I really worked hard to make it the kind of tech quiz that I would have wanted to take. When John finished his quiz he walked up to the front of the room where I was sitting. I thought, uh oh, I'm gonna get ripped! Instead, John thanked me for "putting the tech back in the tech quiz" I was *soooo* pleased, because if John liked it, then it was a *good* quiz! Believe me, he wouldn't have said so just to be *polite!*

EJM, 914 World

Passing cars with twice the hp and putting his cigar in the ashtray when he needed both hands on the wheel. He was one of a kind and will be missed.

George Rudd, 914 World

I first talked to him years ago when I wanted to start my conversion. He sent the parts that I needed, with the instructions to send him a check if I liked them, or send them back if they weren't what I needed. Unheard of these days!

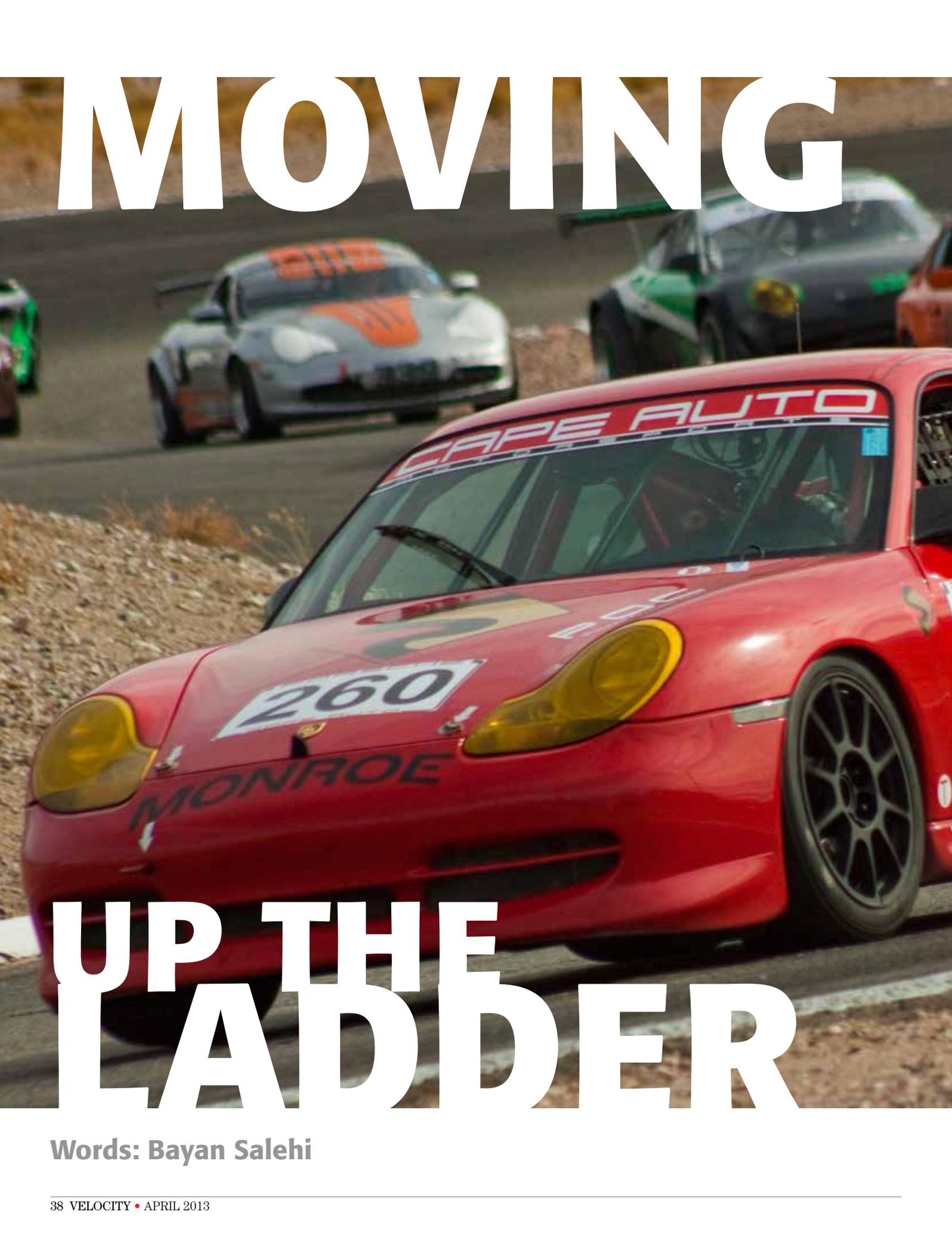
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Williamson was an old school man of honor, his handshake sealing all deals.

Carolyn Pappas, POC

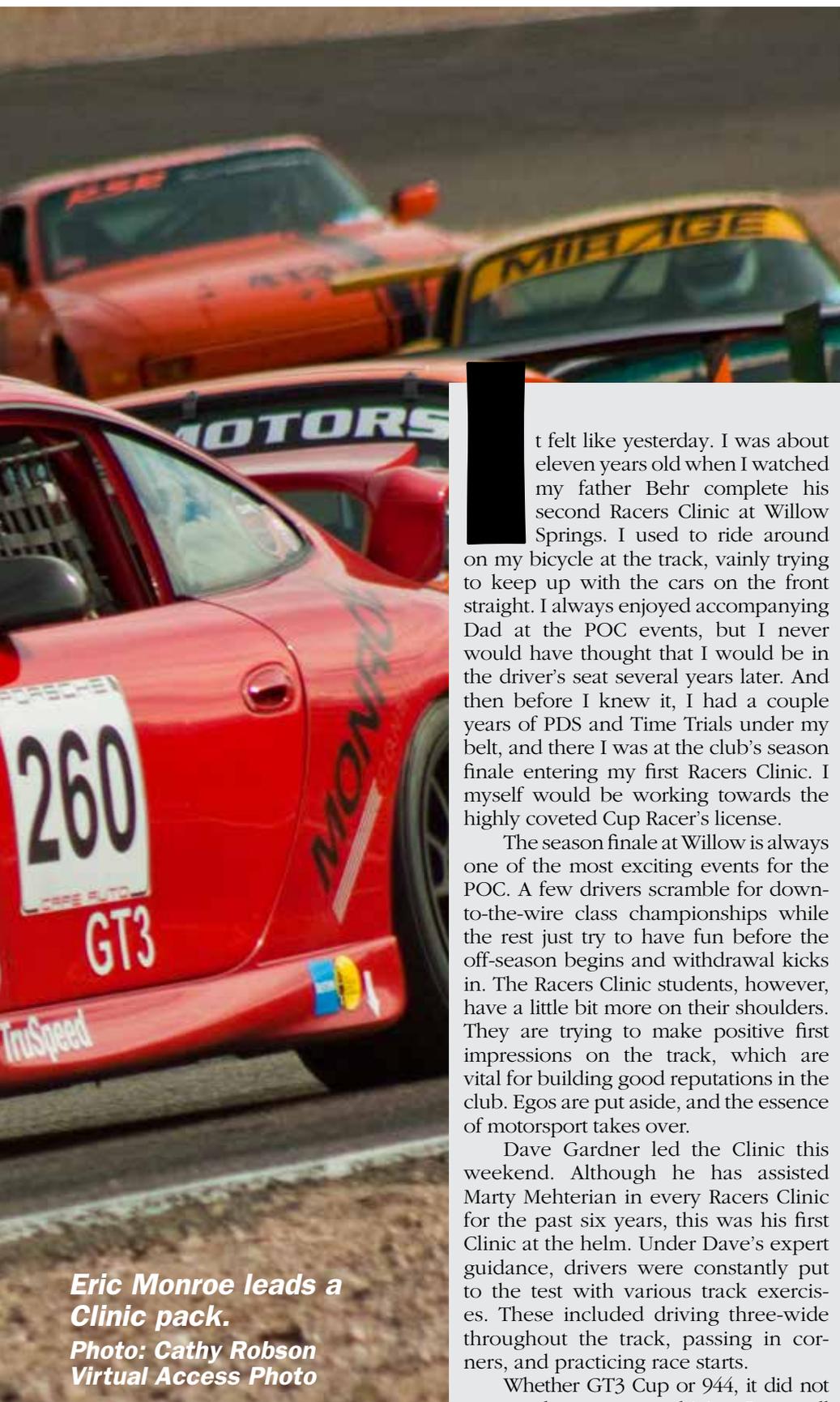
RIP to a guy who will be missed by many more people than he ever imagined. ■

MOVING



UP THE LADDER

Words: Bayan Salehi



Eric Monroe leads a Clinic pack.

***Photo: Cathy Robson
Virtual Access Photo***

I felt like yesterday. I was about eleven years old when I watched my father Behr complete his second Racers Clinic at Willow Springs. I used to ride around on my bicycle at the track, vainly trying to keep up with the cars on the front straight. I always enjoyed accompanying Dad at the POC events, but I never would have thought that I would be in the driver's seat several years later. And then before I knew it, I had a couple years of PDS and Time Trials under my belt, and there I was at the club's season finale entering my first Racers Clinic. I myself would be working towards the highly coveted Cup Racer's license.

The season finale at Willow is always one of the most exciting events for the POC. A few drivers scramble for down-to-the-wire class championships while the rest just try to have fun before the off-season begins and withdrawal kicks in. The Racers Clinic students, however, have a little bit more on their shoulders. They are trying to make positive first impressions on the track, which are vital for building good reputations in the club. Egos are put aside, and the essence of motorsport takes over.

Dave Gardner led the Clinic this weekend. Although he has assisted Marty Mehterian in every Racers Clinic for the past six years, this was his first Clinic at the helm. Under Dave's expert guidance, drivers were constantly put to the test with various track exercises. These included driving three-wide throughout the track, passing in corners, and practicing race starts.

Whether GT3 Cup or 944, it did not matter what you were driving. It was all about executing the drills properly and with speed. In the first few sessions on Saturday, we went through the drills me-

chanically, as though we were practicing synchronized swimming. But as we got more comfortable with each other, the racing behavior became more natural. Session after session, we kept shedding seconds from lap times without sacrificing the objectives of the drills. We gradually looked more racy. And then reality hit.

During our breaks, watching the Cup Races was highly instructive for us. In the Red Race, we were amazed with James Sofronas' driving in his Audi R8 LMS as he pulled away from the entire field. But in the Orange-Green Cup Race we were stunned to see two Spec Boxsters collide between Turns 2 and 3. One of the cars barrel-rolled into the dirt. We waited anxiously as the red flags came out and the paramedics rushed to the scene. Fortunately, the driver suffered no injuries, thanks to the advanced safety equipment that the POC strictly enforces on all cars and drivers. Those moments during the crash caused some of us Clinic drivers to re-evaluate the risks involved with club racing. However, watching the driver walk away helped build our confidence in our safety mechanisms, and it reminded us to gain the most out of the Racers Clinic.

Guest speakers in the Clinic included Steve Vandecar, Dwain Dement, Kevin Roush, and Marty Mehterian, each of whom gave us a unique angle on club racing. We were very lucky to hear from these guys.

All of us would probably agree that the practice starts were unbelievably fun. From the anxiety of waiting for the green flag to the burst of adrenaline when the flag dropped, the practice starts made us feel like real club racers. The reverse grid also accounted for constant shuffling through the first lap. There were lots of close calls and some bold passing moves. This is what racing's all about.

On Sunday we got to watch another set of exciting club races. In the last Orange-Green Race of the season, Athan Aronis took the checkered flag, with Mike Monsalve a very close second. In the final Red Race, Dan Aspesi clinched the victory comfortably ahead of Loren Beggs. Along with the other guys in the Clinic, I was keeping an eye on the big dogs in my class.

At the end of the day on Sunday, the moment arrived. We would finally drive our Clinic Race. After all that we had learned in the classroom and on the track, everything came down to this proper race. It was the final test to see if we really had absorbed the lessons of



Racers Clinic class.
Photo: Cathy Robson/Virtual Access Photo



Alex Bermudez and the Clinic gang charge the hill.
Photo: Cathy Robson Virtual Access Photo



Author Bayan Salehi following in Papa Behr's tire tracks.
Photo by Max Sluiter

the weekend. With the rest of the club watching, we raced wheel-to-wheel and showed everybody what we were made of.

I started the race in fourth, and I had to prove that my father's early 911 could keep up with the Cup cars in front of me, not to mention Garry Grant's Viper ACR. My reaction time on racing starts had been mastered through years of competitive karting, so I picked up two spots on the start. Shortly after, my lack of power caused me to settle back to fourth.

I had thought that a club race would be far less tiring than my kart races in the past, but halfway into the race my muscles were tense, and I began to fatigue fast. I reminded myself

of the importance of being relaxed and mentally strong. I stuck with it and cruised through a clean race, finishing fourth. Chip Romer, who had driven his GT3 Cup car into the gravel on the first lap, managed to work his way back up the grid and clinch the victory.

Driving into the impound, I was greeted by Dad with a big smile on his face and a "good job, son." I got out of my car and joined the other drivers giddily chatting about that great race. After completing my first-ever club race, I was ecstatic about what the future holds. This race would be one of many, each with its own twists and turns. It felt great to finally accomplish my dream of club racing, something

my father wished he could have done at my age. What a great way to finish off the season at Willow. I'm definitely counting the days until my second Clinic this year at Buttonwillow. If all goes well, I'll get my red dot just in time to do the Tribute Enduro with my dad.

During the off-season, we Clinic students tinkered with our cars and reflected on ways to improve for 2013. Now, the new season is underway and the anticipation has finally ended. New memories and new friendships are to be made as the season rolls through. On behalf of the Clinic racers and most recent graduates, I can say we are looking forward to joining the well-respected POC club racing grid. ■

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Porsche Owners Club, Inc.

Statement of Revenue and Expenses for the year ended December 31, 2012

Revenues

	Tech Fees 400.00
Revenue	Registration Fees 601,101.00
Revenue	Advertising 17,647.50
Revenue	Banquet 8,963.00
Revenue	Membership Dues 57,599.88
Revenue	License Fees 8,200.00
Revenue	Track Partners 20,900.00
Revenue	Sponsorship Fees 18,475.00
Revenue	Merchandise Sales 180.00
	Misc Income 2,900.00
Total Revenues	736,366.38

Program Costs

Services	Corner Workers 75,884.60
Services	Points 4,739.31
Services	Registration 34,743.49
Services	Timing 15,202.78
Services	Race Steward 6,870.00
Services	Fire 18,491.95
Services	Other 4,026.02
	Garage Expenses 3,000.00
	Rental Expenses 6,553.00
	Rental-Emergency Vehicles 36,590.25
	Rental-Equipment 2,206.40
	Rental-Track 253,936.00
	Refreshments 3,510.58
	Catering 14,049.89
	Promotions 10,898.08
	Security 2,000.00
	Track Supplies 1,259.04
	Magazine Production 30,536.16

Printing 3,294.76
Awards 17,756.88
Banquet Food 8,269.25
Banquet Supplies 242.45
Travel-Event 3,126.90
Insurance 27,617.00

Total Program Costs 584,804.79

Expenses

Contract Services-Admin 32,700.00
Auto & Gasoline 12.00
Bank Charges (243.30)
Credit Card Service Charges 19,591.66
Dues & Subscriptions 110.00
Meetings 1,675.34
Miscellaneous Expenses 150.00
Office Expense & Supplies 3,740.25
Postage 2,676.10
Professional Fees 7,600.00
Member Relations 95.04
Member Recruitment 20,834.50
Member Services 1,080.00
Storage 936.00
Taxes-Other 8,133.14
Travel Expenses 1,101.12
Website 7,566.00

Total Expenses 107,757.85

Other Income

Interest Income 505.71

Total Other Income 505.71

Net Revenues over Expenses 44,309.45



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2013 Porsche Owners Club Schedule

Check porscheclubracing.org regularly for exciting news and updates.

Date	Track	Description
April 5-7	Auto Club Speedway	Cup Races #5 and #6 Time Trials #5 In association with PCA Festival of Speed
May 11, 12	Buttonwillow Raceway	Cup Races #7 and #8 Time Trials #6 and #7 Racers Clinic #1
May 18, 19	Streets of Willow	PDS #4 and #5
May 31, June 1, 2	Auto Club Speedway	POC Guard Transmission Tribute to Le Mans Round Two of JE Pistons Enduro Series Cup Races #9 Time Trials #8
August 24, 25	Auto Club Speedway	Round Three of JE Pistons Enduro Series Cup Races #10 and #11 Time Trials #9 and #10
September 7, 8	Streets of Willow	PDS Drivers Clinic #2, Sat. PDS #6, Sun.
September 20, 21, 22	Miller Motorsports Park Salt Lake, Utah	Cup Races #12 and #13 Time Trials #11 and #12 In association with PCA Intermountain Region
October 5 & 6	Mazda Raceway Laguna Seca	Cup Races #14 and #15 (unlimited sound) In association with Competent Motorsports
October 26, 27	Auto Club Speedway Infield Road Course	Time Trials #13 and #14 PDS #7 and #8
November 23, 24	Streets of Willow	PDS Finale #9 and #10
December 7, 8	Willow Springs Raceway	Cup Races Finale #16 and #17 Time Trials Finale #15 and #16 Racers Clinic #2