

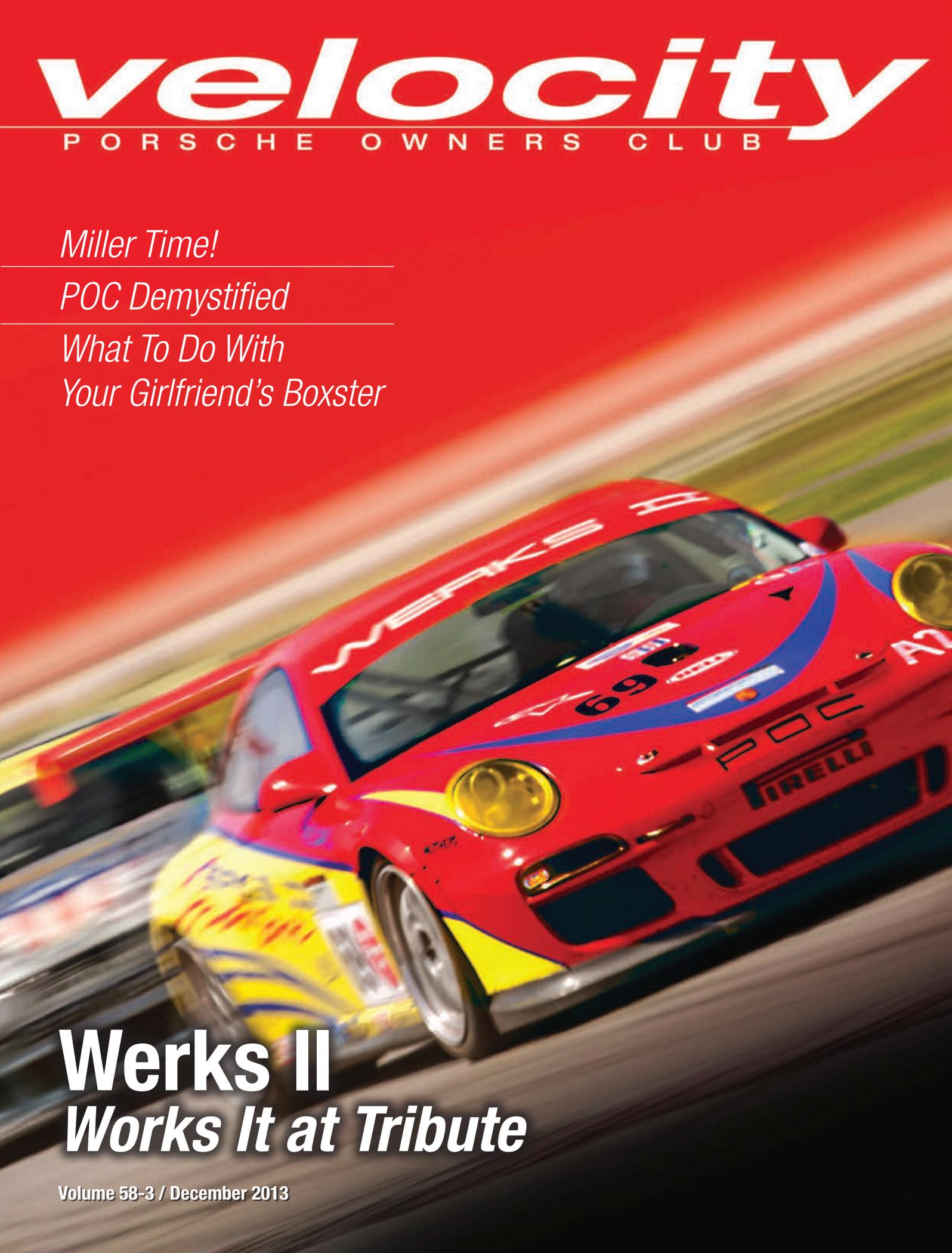
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Werks II Works It at Tribute

Volume 58-3 / December 2013



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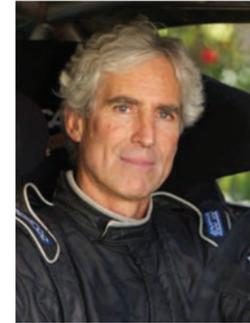
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EDITOR'S NOTE

JOHN ARMSTRONG



As the year comes to a close, I want to take a moment to reflect on our club. We are incredibly lucky to be able to participate in one of the world's most exciting sports with such passionate, like-minded individuals, who for nearly three generations have dedicated their time and energy to keep this club focused on one thing—driving fast on race tracks, as safely as possible.

It's a good time to consider the tremendous efforts made by our current Board of Directors to maintain the club's forward momentum and financial solvency. So, a huge round of applause for Leonard Schenkel, John Gordon, Carolyn Pappas, Dave Elliott, our past president Mike Takaki, and especially our indefatigable current president Andrew Weyman.

Andrew was Production Manager of **Velocity** for three years, including my first year as Editor. He supported me through some challenging times, and I still look to him for his calm and reasoned opinions before each issue goes to press.

Another thanks goes out to Cathy Robson, our under-rewarded chief photographer, without whose efforts this would be a slim magazine indeed. Thanks also to Dave Bruder, who took over Production Manager duties this year when Andrew became President.

I especially want to express gratitude to club administrator Laurie Taylor, our one and only full-time employee, who has been an endlessly patient source of information for me, day and night. As each issue gets close to deadline, she may cringe as she awaits my barrage of fact-checks, but she always gets back to me right away with answers.

Thanks to our outgoing Art Director Kevin Favell, who completely overhauled the look of **Velocity** over the last six issues. And welcome to our new Art Director, long-time POC member Don Matz, who brings a career's worth of design experience to the magazine.

Finally, lavish thanks to our writers and photographers this year for keeping the magazine vibrant. And to those of you who bailed, we'll save space for you in 2014.

In many ways, racing is a cruel master (or mistress, depending on your point of view). It's costly, of course, even for those with older Porsches—and that's when everything is working. When things go starkly wrong—and they do in a hurry—the pocketbook takes a big hit. You don't have Mommy or Daddy there to pick you up, kiss the scrape, and fix your bicycle. In fact, racing kind of has a pitiless aura, where hard luck is met with hard stares.

But I can tell you from recent experience that we have a lot of compassionate people in this club. They won't buy you a new car, but they will help stanch the psychic bleeding. After I hit a tire wall at Miller in September, Mark and Laura Hergesheimer were right there to make sure I was OK and help me get the car on the trailer. During the lonely nighttime drive home across the vast deserts, with an eternity to relive my mistake and beat myself up, I got calls of commiseration from Laurie, Mike, and Andrew (who wasn't even there). Afterwards, emails came from other members: Carolyn, Rich, Kip, and Renan. And I knew they all felt my pain. That's the kind club I want to be in. 

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On the Cover

Robert Rodriguez drives a stint at the Tribute to Le Mans. He and teammate Galen Bieker won the Enduro by six laps.

Photo by Alex Bermudez

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From the PRESIDENT

ANDREW D. WEYMAN



Terry and I have two daughters. Our eldest, Sarah, got married in July of 2012. Our youngest, Karen, just got married in October of this year. After Karen's wedding, I half-jokingly clapped my hands and flipped my palms right side up and upside down, you know, for the eye in the sky, Vegas blackjack dealer-style. "My job here is done," I smiled with a sense of relief.

Terry gave me a look that said, "Being a parent is never done, even after you've paid for your children's education and weddings." I asked her how it is that she can communicate so much with just one look. She gave me another look that said, well, never mind. I realized that Terry is right. Once you're a parent, you're a parent for the rest of your life. And then it hit me. It's kind of like being a track junkie.

When I first joined the POC, I remember hearing the phrase "slippery slope" repeated many times. Well, I got on the slope and have been sliding ever since. I don't think I'll ever give up my commitment to POC racing. Every time I'm behind the wheel, I learn something new. Chasing down a competitor or watching one disappear in my rear view mirror (it happened once!) is thrilling and makes me feel more alive. It never fails. I love it. Race, fuel, repeat.

A significant part of my POC experience has been volunteering. I have volunteered for everything I could, and opportunities have been plentiful. As an instructor, I've been able to help new drivers improve their laps times by several seconds. Helping at the PDS Clinic or setting up the track has been a ton of fun. I've had the opportunity to work with many fantastic members of the club. Setting up apex cones at The Streets and discussing the finer points of a turn exit can be exhilarating. Behind the scene, serving on the Board of Directors for the past two years has been an incredible journey. It has taken a lot of time, energy, and patience but has been worth every moment.

Your Board of Directors has worked diligently to improve the POC membership experience for every driver, competing at every level. By the time you read this you will have seen our track event schedule for 2014 as well as our new event format and pricing policy. These innovative changes did not come easily. There was lots of research, analysis, innovative thinking, planning, and discussion before any decisions were made. I believe these changes for 2014 will be effective in keeping the POC a safe, fun place to fully explore the passion you feel behind the wheel of your Porsche.

A few minutes have passed since I wrote the last paragraph. My daughter has been texting me about borrowing our Boxster S for a ride up north to Santa Cruz. "It'll b so mch fn!" I've gotta go be a parent now. I'm going to call her. It'll probably go to voicemail. She won't listen to my message but rather call me back and say, "What's up?"

I'll say, "Listen to your voicemail."

She'll say, "Just tell me."

I'll say, "You can take the Boxster."

She'll say, "You're the best dad ever."

I'll say, "I know." Another beautiful parenting moment.

Now, how to tell my wife that her track junkie husband is planning to test and tune on Friday. . . .

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by John Armstrong
with Dave and Chad Elliott

Trial & Triumph at Tribute

The 20th annual running of the Tribute to Le Mans four-hour Enduro Race took place Saturday, June 1 at Auto Club Speedway, and despite the 95-degree heat, it was another champagne-popping success. Of the twenty-three teams that started the club's most prestigious race of the year, eighteen took the checkered flag, which is a pretty good result. It would have been nice to have a few more teams in the mix, but some members had already used up their fun tickets at the three-day California Festival of Speed six weeks earlier. With practice on Friday and Cup Races and Time Trials on Sunday, Tribute was another full three days of committed driving at the same track that perhaps came just a little too soon. Nevertheless, many of the club's best drivers in all classes showed up and displayed their dazzling prowess.

The Unlimited Story

Most impressive were Bob Rodriguez and Galen Bieker. Their two-man team Werks II, competing in the Unlimited division in Bob's 2010 GT3 Cup car, won the race by an astounding six laps. Considering they only ran 121 laps compared to last year's 126 in the same time period, and considering their fastest lap was 1:42.110 compared to their fastest lap last year of 1:40.874—when they finished fourth—it's tempting to conclude that Rodriguez and Bieker didn't have to push too hard this year.

Champions celebrate
after the four-hour Enduro Race.
Photo by Cathy Robson



The second place team in Unlimited, Vision Motosports, competed in a vastly less powerful car, a '99 V3-class Boxster. Their fastest lap was a 1:50.741—more than 8.5 seconds slower than Werks II's best lap. One has to marvel at the execution of Vision's drivers Dwain Dement, Marty Meherian, and Duane Selby to beat all the rest of the teams in the race, many of whom had much faster cars and best-lap times. Third place was taken by Jewel Speed, another Unlimited team, comprised of Brandon Griffith in his first race ever and veteran Gene Sigal in Brandon's 2007 Cup car with a 4.0-liter engine.

Winners Rodriguez and Bieker are hardly newcomers to Porsche racing, nor are they ad hoc partners. They drove together from 2005 to 2010 in the IMSA/ALMS Patron Series, and they ran in the 2009 and 2010 IMSA Challenge Series. They've also driven

World Challenge and Grand Am together, and Galen drove in the 24 Hours of Daytona in '08 and '09. They have partnered at Tribute many times, winning in '05.

With a thorough understanding of the increased challenges and discipline involved in endurance racing over sprint racing, Bob and Galen knew what they needed to do for a successful outcome in this Tribute. Having a crew they trusted was key. This year they brought a smaller version of the same crew that they've had at IMSA/ALMS over the years. They used a "safe" set-up for the race car, compromising with one another a bit so the car would be agreeable to both of them. It might not have been as fast for qualifying, but with a longer race they knew they would have to pace themselves and the car, and use good tire management to reduce the number of pit stops. To

combat the effects of the heat during the race, they wore Sparco Ice underwear and had drinks waiting for them during pit stops, but they didn't go all-out with a cool shirt cooling system or in-car hydration system.

Galen is usually a bit quicker than Bob, so he drove the qualifying session and placed the car second on the grid. As is their custom, Galen started and finished the race, and Bob drove the middle stint. They had good radio communication, so the driver always knew his lap times and what was happening on the track with competitors.

Although on paper it looks like it was a pretty easy victory for Werks II, the team was seriously challenged for two-thirds of the race by Men of Steel, the two-driver team of Barry Zekelman and Kevin Roush, in Zekelman's Cup car. Zekelman had never been to the

track before, but he qualified the car in the third spot and drove the first leg. He maintained position for an hour and fifteen minutes until he had a little dust-up with another car in the "Playground" and had to nurse the car back to the pits with a flat left rear tire.

The incident set the team back two or three laps, but Roush, perhaps the POC's most seasoned pro, took the wheel and made up the gap over the next hour and a half, turning the fastest lap of the race (1:39.736) in lap 77. Suddenly, with no warning, the car got another left rear flat going into the Playground. Roush pitted to replace the tire, giving back at least a lap.

"The no warning bit alarmed me," said Roush. "Serious conversation ensued about whether we had just experienced a puncture or delamination. Since we could not figure it out to our comfort—

I've had many delaminations before at 150-plus miles per hour that all provided vibration first—I was taking it a little easy in the NASCAR 1-2 oval turn."

In lap 81, Rodriguez brought the Werks II car in for a pit stop. At that point Roush took over the lead for Men of Steel. During Rodriguez' stop, the Werks II crew accidentally spilled fuel. (Roush later commented, "They went Valdez.") The marshals slapped Werks II with a three-minute penalty, and suddenly Men of Steel were sitting pretty.

They say bad luck comes in threes, though, and for Roush's team that third incident was right around the corner: "I turned into Turn 1 at 161 miles per hour, decelerated to 151, and . . . you know the moment when you turn into Turn 1 and that little voice is whispering in your head, 'Don't blow the right rear?' Well, the worst happened, and the right rear blew. The flat happened so early after turn-in that the car snapped one hundred eighty degrees and hit hard at 141 miles per hour on the driver's side. The stout Cup car halo seat and lucky side hit that distributed the load widely helped me walk away with only a little bell ringing and a bruise on my right foot from 'pachincoing' between the pedals."

When Bieker, back behind the wheel of the Werks II car, realized that their only threat had crashed out, he slowed down a bit to preserve the car and tires and to avoid taking any unnecessary chances in the last third of the race.

While the reliable Werks II car cruised to an easy victory, the drivers of the now-second place team Vision Motosports were turning in a fine performance in the little Boxster-that-could. And what a team of drivers: Dwain Dement, the car owner, and current Chief Driving Instructor for the club, has won a USA GT title at Daytona and a Grand Am at Laguna Seca, and has raced at the 24 Hours of Daytona; Marty Meherian is



Team Vision Motosports surprised and impressed everyone in their Boxster, taking second overall in the Enduro.

Photo by Cathy Robson



Small but mighty Carolyn Pappas won GT6 class in the Orange Cup Race Sunday.

Photo by Max Sluiter

POC's former Chief Driving Instructor, who has raced in seven previous Tributes; Duane Selby is the reigning GT3 champ.

Dement said their strategy was "not to be the fastest, as we had less than half the horsepower of most other guys on the track, but to be reliable and to have the shortest pit stop times. We also wanted to make sure our car didn't break, so as not to cut into our barbecue time later in the day." Dement figured that flawlessly executed pit stops by his crew—the same gang that crewed for him in Grand Am seasons—gained his team three minutes over the competition during the course of the race.

Marty was pleased that Dement chose him to drive on his team because, "Like me, Dwain is a no-frills guy. We just get in the car and drive. We adjust to the car we're given. He has a little of the wild west in him, and I do, too."

Marty added, "Without even getting a chance to drive in Dwain's car before the Enduro weekend, I trusted that he



The Werks II pit crew jumps into action.

Photo by Terry Davis

would have it solid and well-set-up. And if there's one thing that he and I know about Tribute, it's that you gotta have a car that will finish."

As for coping with the heat, Marty expressed disdain for cool suits. "Nobody on our team used a cool suit. The day I start using a cool suit will be the day I stop racing."

The team was actually more concerned about beating the other V3 teams in the Unlimited division than winning the whole division, and they had some great battles with teams Copperheads (Olberz, Predescu, and Oviatt) and Deputy Dogs (Parker, Monsalve, and Mueller). Copperheads had to drop out at 95 laps due to overcooked brakes, while Deputy Dogs were strong until their car broke in lap 111.

But Vision Motosports, too, had stressful times when heat from the engine melted something on the shift linkage. The problem began during Selby's drive on the second stint, but it really manifested during Dement's stint at the end, when the tranny lost two gears, and Dwain had to finish the race using only third and fourth. Marveling at that final performance, Marty commented that "Dement might be the best driver in the POC."

Shrugging off kudos, Dement noted, "We had a fantastic post-race celebratory barbecue. However, we ran out of Bratwurst early."

And how about the unlikely pairing of Gene Sigal and Brandon Griffith, good for third place in Unlimited? Brandon completed his second Racers Clinic last December at age 29, becoming one of the youngest Cup racers in the club. He hadn't intended for Tribute to be the first Cup Race of his life, but his racing career was delayed until Dan Aspesi could finish building his car at Speed Gallery.

With youthful verve to spare, Brandon had originally planned to drive the

You know the moment when you turn into Turn 1 and that little voice is whispering in your head, 'Don't blow the right rear?'

center, top right, middle right: Chad Elliott, Dave Elliott, and Nathan Johnson of the Handicapped winning team Furious and Fast.

bottom right: Brandon Griffith of Team Jewel Speed took third in Unlimited in his first race ever.

Photos by Cathy Robson



entire four hours of Tribute as a one-man team, "to get a lot of seat time . . . and just to practice mixing it up with the big boys." But a couple of weeks before the event, he had lunch with Gene, who had coached him a few times. Gene, who has raced several years in the Grand Am series, offered to partner up and help get the car dialed in before the event, and Brandon gladly agreed.

Sigal drove the practice sessions Friday morning so he could work on the car's setup. He was just about to turn over the car to Brandon when the rear window blew out. It took the rest of the day to fix, so Brandon didn't even get a chance to drive the car until the Saturday morning practice session before the race.

Fortunately, said Brandon, "Gene had set the car up great. It was on rails, so getting up to my speed wasn't too hard."

After Brandon's one practice session,

Gene told Brandon to go out and qualify the car. Gene said, "We spoke about the track and what to expect of the car, and when he got in for qualifying he was flawless." So flawless that he won pole position.

Brandon admitted that at the start of the race, "I was a little bit nervous knowing my first race would be an Enduro. But after a few minutes in the car the nerves went away, and it was some of the most fun I've ever had." Brandon led the race for awhile until he had an off on Turn 4 and broke the middle of the front splitter. "I didn't feel the difference in aero but was black-flagged by a corner worker. I went down one lap for that."

Gene drove a solid second stint and then handed the car back to Brandon in third place. Brandon related, "My second stint started great, but then the sequential transmission started to get harder and harder to get into gear. At the end of the stint I had to use all my power to force it into gear."

If things were hard for Dwain Dement to be limited to third and fourth gears in his Vision Motosport car, the situation became even tougher for Gene Sigal during his final stint: "At first we thought that the gear oil might be overheating and breaking down as the shifter became harder to pull and engage gears. Then the box started to false shift and fall into neutral while not engaging gears. All of a sudden no matter if I pulled that shifter up or down I was stuck in one gear or neutral.

"So basically the whole last double stint I was stuck in fourth gear. At that point the game plan changed, and we knew that in order to bring the car home we had to monitor and conserve the fuel, because if we were forced to pit for a fuel stop then we were in danger of burning up the clutch while exiting the pits from a standstill. All I had to do was drive in fourth gear around the whole track following the awful instructions to 'slow down!' I crossed the finish line on fumes with zero fuel in the car."

Summing up his maiden race, Brandon said, "I had a great crew that did amazing work to make my first race experience stress-free, memorable, and just an absolute blast."

Sigal had praise for his young teammate: "He has come a long way in a very short time. I think he's proven what he's capable of and what to expect from him in the future."

The Handicapped Story

In the Handicapped division, the three-car team Furious and Fast came out on top, nipping team Under Armor by just 32 seconds. No strangers to success, two of the members of Furious and Fast, Dave Elliott and son Chad, were on last year's Handicapped winning team, and the third driver, Nathan Johnson, was on the second place team. This year Nathan and Chad drove their BSR Boxsters, and Dave drove his V3-class narrow-body 911. The runner-

up Under Armor drivers were Anders Hainer and Steve Cross. Third place was claimed by team Thunder Road, made up of Don Neville, Keith Hulley, and Rick Mills.

Dave Elliott submitted this journal to *Velocity* about his busy weekend wearing two hats, as Director of Motorsports and race car driver. Chad Elliott also sent comments, which we've sprinkled into the narrative.

Dave: Thursday, May 30th

I am on the 60 Freeway heading to Auto Club Speedway. This is my first Tribute event as Director of Motorsports. In

my mental checklist I'm going over everything that I needed to do before arriving at the track, knowing that there must be something I've forgotten. Finally arriving at the track about 3 o'clock, I start unloading my car and trailer into the garage. My mind is still spinning as I try to review everything that I still need to do. Trucks and trailers are starting to fill in the paddock area. Everybody has a big smile knowing this is the weekend of the Tribute to Le Mans, the POC premier event.

First thing I do is grab Dwain Dement. We jump in my truck and head out to the track to check the track surface and cone setup. It takes us a good part of an hour to arrange the cones.

I finish setting up my garage. By now it is about 6 p.m. I grab my clipboard, head out to a nice, quiet restaurant by myself, order a beer, and start going through my checklist yet again. It looks like a roadmap of red ink and highlighters.

Friday, May 31

Up early, grab my coffee, and head to the track. As soon as I arrive, I jump on my bicycle and make the rounds. I find Katie and Dave to go over some last-minute details before the drivers meeting. It's a good thing for all of us racers that these two have been the Chief Stewards of Tribute for a lot of years and know the drill. Next I head over to see Aaron Roth to make sure we are good to go with timing and scoring. However, we do have a glitch. He has no microphone hookup in his booth for announcements, so he will have to relay info to Katie so that she can make the announcements during the Tribute Race.

Next up, I check in with our tire supplier Brian Shackelford at Track Fast, and he is good to go. Back to my garage to review my drivers meeting notes that I've been preparing for the last couple of weeks. Man, am I nervous. I make a few adjustments, head over to see Kip and Drew Waterhouse, Tribute Eventmasters for the weekend, and

go over some last-minute details with them. I thank God that Kip and Drew are my Eventmasters. Now it's time to head over to the 8 a.m. drivers meeting, with a lot to cover.

About 8:50 a.m., after finishing up the drivers meeting, I head back to my garage, prepare my car for the first practice session. So far so good. The rest of Friday, Chad and I work on sorting our cars. Being defending Handicapped champions adds to my nervousness.

Chad: We all ran new tires, and really worked on our own cars in the garage leading up to the race. And of course, lots of running around checking out everyone else's cars and helping others out when you can—definitely what my dad always does.

Dave: Saturday, June 1

Up early and head to the track after yesterday's long test and tune. The 8 a.m. drivers meeting is first up. Meeting goes well. I head out for a couple of practice laps and back to my garage for some last-minute preparation. I go over my checklist, including radio check, tire pressures, cool suit, and fuel.

I head over to the sanction office to see Laurie. I need to pick up a transponder and give her our team name. We really had not decided on a name. Blair Boyce was in front of me and told Laurie that they would be Team Fast and Furious, so I thought, well, Laurie, our team will be Furious and Fast. I don't think Blair was too happy with that, and there was some good ribbing after the race.

12:30 p.m. It's time to head to yet another drivers meeting to go over last-minute rule clarification and some minor changes with the drivers and Pit Marshals. This year's Chief Pit Marshall is Rich Yochum. Rich has been doing a great job this year with the Enduro series and the Tribute event. Volunteers like him make this club successful.

Well, it's 2 o'clock and almost show time. Chad, Nathan, and I confirm our strategy among our three cars. Because

of fueling capacities we've decided I will run two stints. Nathan will qualify and start the race. I will go second and Chad third. While Chad is on track after my first stint, I will head to the garage, top off my fuel, and restage my car in the pit box for the final stint.

Chad: We really went with the same strategy as last year, which worked. Our method was to be "quick and fast," and that's it! Quick and fast in and out of the pits, and quick and fast on the track. Also, it was great having my new cool suit, finally catching up with my dad.

For the race we didn't have a separate pit crew, just ourselves helping each other out with the cars. I think we all enjoyed that because it allowed us to be more involved in the race and really appreciate each other's hard work.

Dave: Nathan qualifies second in Handicapped, has a great start, and lays down some fast laps. He has no issues or problems and completes his stint like clockwork. Having radio communication is key.

We are ready for the switch-off as Nathan pulls into the pit box. I am belted up and ready to go. Unbeknownst to our fellow competitors, we have the super-fast, patented Joel Lepoutre transponder transfer method, which we perform in record time. Kip and his team in the pit box next to us see that switch-off. I think Kip's jaw drops to the ground.

Off I go. I complete about 40 minutes, and I get the call from Nathan on the radio that it's time to pit. Chad is ready to go.

Chad: At the beginning of my stint we had a problem with one of the walkie-talkie headphone sets. We didn't get this resolved until about 30 minutes into my stint during the caution. I was glad to finally have communication back with my team. Another car blew a tire and hit the wall during my time out. Those

laps during yellow—I think there were eight—felt like forever, making the race seem like it was never going to end.

Dave: Chad gets off to a good start and lays down some really fast laps. About halfway through his stint I hear some chatter on the radio. I think it's something about . . . %*#@#@#ing Cup cars. Those cars are so fast and make such unbelievable passing maneuvers that you can wet yourself if you're not ready for them. Chad is so amped up on the radio the whole time during his stint that Nathan, our Pit Marshall Brett Gaviglio, and I are in tears laughing.

Nathan is back on the radio with Chad, letting him know he has two laps to go, then we need him to pit. I am in my car belted up, cool suit switch at my fingertips, ready for the final stint of the race. Chad comes in, we make the transponder switch to my car, and out I go. Keeping my cool and being careful not to speed in the pit lane, I lay down a nice burnout out of the pit box (I've seen them do that in NASCAR). About three quarters into my stint I'm on the radio asking Chad what position we are in. He tells me we're doing okay.

As I'm exiting Turn 6, I know there is a Cup car right on my heels. Nevertheless, upshift to third, upshift to fourth heading toward the chicane. I'm watching my mirror and here he comes. I'm thinking to myself, I'm almost to the turning point at the chicane and he's not lifting, but there's no way he's going to try it. Yes, he does. Just as I'm turning in, he pulls alongside me, so I have to touch my brake ever so softly for him to make the pass. It is a great pass. With only a few laps left in the race, I'm on the radio asking my crew how we're doing, and all they will tell me is, "We're doing fine, but whatever you do, don't spin or go off" (like I've ever done that before). It isn't until I see the checkered flag that I hear my crew on the radio tell me that they think we've taken first place!



Handicapped winners Dave Elliott, Chad Elliott, and Nathan Johnson. This was Chad and Dave's second consecutive Tribute victory together.

Photo by Cathy Robson



Team Men of Steel gave Werks II a run for their money in Unlimited before a third flat and a wall ended their day.

Photo by Max Sluiter



Steve Cross helped steer team Under Armor into second place in Handicapped.

Photo by Max Sluiter



Keith Hulley and team Thunder Road took third in Handicapped.

Photo by Cathy Robson



Don Matz drove exuberantly to R7 victory Sunday.

Photo by Max Sluiter

I'm almost to the turning point at the chicane, and he's not lifting, but there's no way he's going to try it. Yes, he does.

On my cool-down lap all I can think of is, is it really possible for Chad and me to win back-to-back? At victory lane, trophy awards, champagne toast, a cold beer with your fellow POC competitors, guys and gals highlighting their race to one another.

Chad: Then I helped my dad and other members clean up the track. We were so exhausted and sweaty but talked for hours about the race and bored our significant others. Overall, this was such a fun event. Coming in first place again makes it that much sweeter.

Dave: Slowly, everybody packs up and heads out. Auto Club Speedway goes quiet. During the drive home from the track I have time to reflect on the race weekend. I think to myself, I am so lucky to have my family show up to support Chad and me and share the victory with us. I am also fortunate to be involved with a club that has so much passion for Porsche—racing and winning.

Olé! Unlimited Enduro champs Bob Rodriguez and Galen Bieker enjoy the spoils.

Photo by Cathy Robson

The Sunday Cup Races

On Sunday, those with intact cars and reasonable rubber got right back on the track to compete in the Cup Races for season championship points. Only 14 cars were left to run in the Red Race, and half of those were in GT3 class. Many of the drivers ran unopposed in their classes, including Robert Rodriguez in GT1, who finished off his highly successful weekend with the overall win in the Red Race. Dan Burnham seemed to have no problems jumping into a loaner from Dan Aspesi and took second place overall (unopposed in GT2), while Eric Oviatt topped the GT3 field and took third place overall.

The Orange Race, which had 33 cars due to the merger of the traditional Orange and Green groups, was dominated by the V3 cars, with Mike Monsalve taking the overall win, followed less than two seconds later by Steve Parker. In GT4, Steve Vandecar ran away with the victory, as did Francesco Tedeschi in R6. Don Matz won comfortably in R7, Nathan Johnson finished out his winning weekend by smoking the competition in BSR, and Carolyn Pappas nipped Marty Mehterian by less than a second to triumph in GT6.

The Sunday Time Trials

Eric Oviatt led all Time Trialers with a 1:44.081, garnering him the GT3 class win. There were 20 different classes represented among the 41 drivers entered, a fact that always begs the question of whether some of these classes ought to be consolidated for the event. Winners in classes of three cars or more included Nathan Johnson in BSR, Steve Vandecar in GT4, Alex Bermudez in GT5, Paul Young in GT6, and Brent Gokbudak in JP. Our oldest active driver, 80-year-old Mike Hammond, won the two-car class of HP in 1:58.957. Pretty impressive. Comprehensive results are posted on our website porscheclubracing.org and mylaps.com,

Looking ahead

After this year's somewhat light turnout, the Board has taken measures to insure that next year's Tribute, to be held at Willow Springs, will draw quite a few more drivers. There won't be a prior conflict with Festival of Speed, we'll have the novel experience of running at night, fees will be lower, and PDS drivers will have run sessions as well. You will not want to miss Tribute #21. 



My Star-Crossed Tribute

by John Armstrong

It was my first one, and I was a little embarrassed calling people to form a team. My record as a Cup racer in GT3 has been undistinguished, to put it mildly. I had run only two previous enduros and had finished neither. In my first at Spring Mountain, I'd blown a coolant hose on the last lap and had to be towed off the track. In my second, earlier this year at Festival of Speed, I'd gotten a flat tire on the last lap and had limped into the pits a few yards short of the checkered flag.

But I really wanted to snap the jinx, so I called my classmate Kent Harmon from the Racers Clinics, who despite having a lot of talent, has had some bad breaks—some self-inflicted, some inflicted by others, and some inflicted by his car. We bond over these misfortunes. Harmon agreed to join me in forming a Handicapped team, and we decided to try to recruit a couple of other hard-luck drivers. We got Dan Burnham and Mary Anne Melnik to join us, and we proudly dubbed ourselves The Underdawgs.

The name was prescient: by the end of Friday's practice sessions, we were a team no more. Kent's car had launched a piston through the head of his engine, Mary Anne's new tranny was jammed up, and Dan's brand new engine had flatout blown up.

There I was, all dressed up with nowhere to go. I began to comb the garages, looking for stray drivers. No luck. Then I remembered that Paul Young, enduro driver extraordinaire, and Dave Bruder, who had grown up in the same neighborhood as I, were a two-man team. They each planned to drive two hours, which is a fair piece of driving in the extreme heat. And that's what I told them. They had a meeting and came back a little later to welcome me to team Dead Pets Racing. Thanks, can we change the name? Just kidding, Paul.

Each of us will run an hour twenty or until his fuel gets low. Paul qualifies the team with his GT6 car Snickers, and he starts the race for us at 3 p.m. sharp. He more than holds his own for a number of laps and comes in a little early to serve his handicap stop. Since his 200-horsepower car is in one of the slower classes, his handicap time is basically a stop-and-go. I leap over the wall to bring him a beverage, and he tells me he thinks he's got a tire problem. I look at each new tire and see nothing wrong. He decides he'll run a slightly shorter first stint, just in case, and come in at 4. Off he goes. I'll run second. Dave will help with the changeover of the transponder. But where is Dave?

By 3:45 Dave still hasn't shown up. Suddenly Paul comes rolling very slowly into the hot pit with a flat tire after all, catching me totally unprepared. I throw on my helmet, and Paul jumps out of his car to

change our transponder with the help of our pit marshal Chet Kolley. We lose at least three minutes in that awkward changeover. Note to self: bring walkie talkies all the way around next time.

I get out there and just have a blast. I wasn't sure how I would deal with the anxiety of running the high-speed banked turn lap after lap with all the angry-throated Cup cars, but I settle into a blissful state, comfortable in the car, admiring the grip of the tires, gaining a few positions, and just feeling altogether alive and lucky to be there.

I come in for my five-minute handicap stop, and it's all smiles in the pits. Dave is there with his car now. He has had a little engine trouble, which explains his absence at the start, but now it's fixed. We agree that I'll pit at 5:15, and I head back out. I finish my stint—all joy—and come in with a nearly empty tank. Dave's in his car already, the way it 'sposed to be, and Paul quickly transfers the transponder. Into the fray roars Dave. I think my day is over, but just in case, I drive to the pumps to refill the tank. Realizing I seriously need hydration and cool air, I then take five in the garage before driving to the edge of the paddock and walking back to our pit.

Just as I arrive at the pit, Paul is peeling out in Snickers. WTF, where is Dave? Chet tells me that Dave has had an engine failure in his very first lap and has just been towed off the track. Without radio communication, Paul didn't realize this until we had already fallen behind the leaders fifteen laps. Well, that does it for our team. The rest is form. Paul runs about an hour, then comes in—again catching me not quite ready. Fortunately Cathy Robson is there to help with the transponder changeover, and off I go to finish the race.

Again it is a great experience, but now the tires are going away, and my lap times are slower by two or three seconds. Driving into the blinding sunset in Turn 3 is a real horror show, with Cup cars diving in at the last second. What a relief when the sun sets, and I can see again. I run about another hour fifteen and finish the race. We wind up almost last in Handicapped, down six laps to Furious and Fast. I'm moderately heat-exhausted, and my right eye keeps twitching, which forces Terry Davis to retake a photo of Paul and me several times. Dave, understandably, misses the photo op, having already begun the tow home.

Despite the spate of bad luck all weekend and the enormous expense and psychological toll of participating in a race with a foregone conclusion after the first flat, I can't help but feel some satisfaction. Sure, go ahead and put an asterisk by it, but as far as I'm concerned, I've broken that enduro jinx. Next year will be all flawless cars and radio comms . . . or at least flawless comms. 

What To Do With Your Girlfriend's Boxster



by Bill Byron

My girlfriend Gina and I weren't really sure if we were going to make it to the Streets of Willow for the POC's second Driver's Clinic and sixth Performance Driving Series event of the year.

After all, I did have to work until 10:30 Friday night covering a high school football game for the Palm Springs newspaper, and how practical would it be to work until that hour and then drive two hours to Rosamond, only to get up at 6 a.m.?

Not very.

But sometimes practicality isn't everything, especially when it's your first chance to take the 2013 Boxster S, with a PDK transmission and Chrono Package that Gina bought in June of last year, to a track. Actually, it would be the first chance either of us had ever had to take anything to any track.

Anyway, everything leading up to our first POC event was a little spontaneous, so we thought, why not continue with the theme?

A few months ago our friend Silvester Soianovici, who owns Dorauto Mobile Detailing and washes and details our cars, had suggested we join the POC and meet him at the track on the weekend of September 7 and 8. I should mention that Silvester probably appreciates the Boxster at least as much as we do, scolding us on a regular basis for exposing it to sandstorms, acid rain, and other unholy elements.

Silvester wouldn't be going to Willow Springs to drive, but instead he'd be helping Mike Hammond, of Hamlain Ltd., sell his Porsche boutique items at the two-day event. Mike has quite a Porsche resume, having raced his 1967 911S for the past four decades, and Silvester takes the opportunity to glean as much information from him as he can.

So after determining that we'd probably be able to survive on four hours of

sleep, Gina and I packed our bags. Having read a couple of articles on "your first day at the track," I told Gina that we needed an extra bag for track stuff like snacks, water, Gatorade, window cleaner, paper towels, masking tape, extra engine oil (although the thought crossed my mind that if you use more than a quart of oil on the track, maybe you should consider changing vehicles), a tire pressure gauge, and a torque wrench.

We split up the list, and I was put in charge of the car-related stuff. I picked up almost everything in one stop at the local AutoZone, then hit Sears for a 19 mm deep-well socket for the Boxster lug nuts. The tire gauge I already had in my glove box. I found the torque wrench in the dark recesses of my garage, which was surprising since I probably haven't used it since I sold my last Alfa, a 1974 Spider, in 2004. My half of the track bag was good to go.

Gina, of course, came through on her half of the list. She picked up copious amounts of bottled water, a package of

salami and cheese, some gummy bears, ice, an ice chest with wheels, and some stay-wet towels, which she correctly thought would come in handy in the 100-degree weather expected in Rosamond over the weekend.

Following the Boxster's navigation computer, we made it from the Hampton Inn in Lancaster where we stayed, to the Willow Springs track without a hitch, and waited in a short line of cars at the entrance gate behind a late-model black Mustang GT that I found myself following again on the track several times the next day.

Once inside the raceway entrance, we wound our way along a narrow road in what I hoped was the right direction. After half a mile or so, an enclave of Porsches to our left gave me a pretty good idea we had found the right spot, so we grabbed an empty space along the pit wall to park the Boxster and made our way to the garage for the drivers' class.

Dave Gardner gave about 30 of us students lessons on how not to make an ass out of ourselves while on the track. Things like: what a line is, what a black flag means, how to hold a steering wheel, why there would never be any accidents if nobody had any brakes, and how to avoid blowing your engine with an unintended downshift.

There may have also been some mention of the occasional car fire, running off the track into sand, and a general suggestion to avoid crashing into berms.

While I was studiously taking notes on the finer points of maneuvering around a track, Gina, on the other hand, had just a handful of takeaways from the meeting.

"Fire. Berms. Sand," she muttered as we walked away from the meeting. "And did he say he was going to be yelling

'Gas! Gas! Gas!' the whole time we're in the car together?"

"I may not be up for this," she added.

What she was up for, however, was taping. She definitely heard the part in class about using the masking tape on the car to keep rocks and rubber from chipping the paint.

Anyhow, I tried to point out to Gina that probably only a small percentage of students in each class end up in the sand, and while I didn't pack a fire extinguisher, the odds of our newish car meeting its end via conflagration this weekend were probably minimal.

Just as I was making some headway with her, we ran into our pal Silvester, who had arrived at a more reasonable hour than us, not having to be at the 8 a.m. drivers meeting.

Needless to say, it didn't take long for Gina to offer her spot in the first day of events to our 22-year-old detailer. So Silvester, who was jumping out of his skin at the chance to drive with the club, and I traded turns in the Boxster for the day's first exercise . . . braking.

It turned out that panic braking is not my forte as I casually brought the car to a stop that my mother would have appreciated. Apparently this was not the goal, however, as I soon learned by the firm grip placed on my shirt by Steve Radenbaugh, who was waiting for me in the pits with some advice.

"What the hell are you doing?!" Steve asked with some sense of urgency.

I didn't have a great answer, but vowed to improve my next time out. I guess I made enough improvement to avoid any more physical contact with Steve, but the verbal exchange wasn't much better.

I guess it's just a little difficult to change

25 years of driving mentality that tells you to hit the brakes lightly and come to as gradual and soft a stop as possible. Silvester had better luck, not having nearly the concern for the brake pads on the Boxster that I did.

Next up was the apex challenge.

Driving up to Turn 8, or the bowl turn as it's known for its rather extreme embankment, Silvester asked if I was nervous.

"Why do you say that? No, not really nervous . . . anxious maybe."

"Because I'm nervous," he volunteered.

That was more honesty than I had expected.

I fared a little better with the apex exercise than I had with the braking, while Silvester's nervousness turned out to be justified. He missed his marks by a smidge each time, while I was able to improve a little by deciphering the hand signals the flag guys were sending to the instructor at the makeshift finish line--the ones that meant, "Tell the driver he missed both apexes."

There was a break just long enough for Gina to use what was left of the masking-tape roll on the front, side, and headlights of the Boxster. I think I later heard an instructor refer to our Boxster as "the masking-tape mobile." Then it was out on the track for the first full time around, and I was teamed with POC President Andrew Weyman as my instructor.

The takeaway from Andrew: "You're a very impatient man."

From what I gather, he was referring to my propensity for turning into the corners too soon, which apparently had a direct correlation with my ability to turn in quick lap times.

It would be my own little battle for the rest of the weekend and, not surprising-

First, buy a roll of blue tape. Photo by Leo Olli

"Fire. Berms. Sand," she muttered as we walked away from the meeting.



The author, his girlfriend Gina Olli, and her new Boxster.

Photo by Leo Olli

Photo by John Armstrong

ly, Silvester received a much better report than I did after our laps that first day.

Far more responsible than I was at 22, Silvester wasn't able to stick around for Sunday, as he had business obligations in the Coachella Valley the next day. Afterwards I learned that he spent the night reviewing what he had learned, watching race videos, and figuring out how to buy a Porsche of his own to participate in upcoming events. He later offered to transport and maintain any vehicle we might buy as a dedicated race car—apparently because, to him, the idea of a car that doesn't require 50 pounds of masking tape to get on the track is appealing.

I spent the rest of the night trying to convince Gina that “fire, berms, and sand” had very little to do with novices at Willow Springs.

By Sunday she was finally ready to get behind the wheel, when we learned the student-driver turnout on Sunday was beyond anyone's wildest expectations—somewhere around 34—and that some instructors would have to take on two students. Not wanting to make the instructors' schedule any more hectic than it already was, and still traumatized by the discussion of infernos and dirt, Gina stayed firmly planted in the garage for the entirety of the day.

I, on the other hand, was introduced to Bill Sander, one of the friendliest and most relaxed men I have ever had the pleasure of meeting. Bill, with his 2009 Cayman S with a PDK transmission, was my instructor for the day.

It occurs to me that these instructors must be able to pass a courage requirement to put their lives in the hands of someone they have never met and know has nearly no experience driving at these speeds.

While he has only been driving competitively for two years, as opposed to Andrew's 12, somewhat surprisingly Bill had one thing in common with the POC president. Oddly enough he, too, thought I turned into corners too soon.

He also pointed out that I failed to use the entire width of the track, noting

that on one turn I had “at least three feet of track between the car and the edge of the track.”

I pointed out that I thought three feet was a perfectly reasonable distance between my girlfriend's daily driver and sand. But with some prodding from Bill I gradually tried to move closer to the edge of the track and wait until my nerves couldn't take it anymore before turning into the corners.

It mostly worked, as evidenced by lowered track times in each of my four sessions. In the second session it worked so well that I broke the rear wheels loose on Turn 6. Suddenly I saw visions of fire, berms, and sand.

I managed to keep the Boxster on the track, although the incident didn't do much for the rest of my lap times in that session.

Back in the pits I remembered that Dave Gardner had said something about using a torque wrench—if you brought one—on your lug nuts between sessions. I asked Bill if he thought this was a good idea, to which he gave a vigorous nod in the affirmative.

That's when I pulled out my old torque wrench and began cranking it up to the 118 lbs. of pressure dictated by the Boxster's owner's manual. And that's when I realized that this formerly cutting-edge wrench is no longer such a technical achievement. The knob stopped at 80 lbs.

Note to self: buy new torque wrench when I get home.

Bill had given me an ultimatum between sessions: hit 100 mph on the start/finish line straightaway. Quite a goal since I started the day maxing out at the breakneck clip of somewhere around 85 mph.

I can without hesitation recommend Bill Sander as an impeccable instructor, as on the final lap of my final session I came across the start/finish line at 103 mph. I think this made Bill happier than me.

That was good enough for me to bring home some hardware in the KS Class,

with a time of 1:41.679. Good enough for third in class . . . out of three.

The driver who really did have a good time Sunday, actually the best of the day, was Peter Jungwirth, coming in at 1:22.636 and winning the OI Class.

Other winners in their respective classes were:

Peter Jungwirth	OI	1:22.636
Brad Keegan	GT4	1:23.571
Jeremy Bernath	V2	1:24.451
Vali Predescu	V3	1:25.690
Justin Heil	GT2	1:26.435
Jerry Hoffman	GT5	1:26.747
Jean-Sebastien Gagne	NP	1:27.438
John Armstrong	GT3	1:28.125
Brian Green	BSR	1:28.257
Jay Barton	MS	1:28.629
Arnulf Graf	EX	1:29.291
Glenn Orton	KI	1:31.209
Henry Hinck	JI	1:32.141
David Tung	GT6	1:32.263
Vinh Tran	NS	1:33.732
Matthew Bickell	II	1:33.773
Corey Garnett	JP	1:35.263
Aleta Pearce	KS	1:36.965
Mark Lever	OP	1:36.626
Lloyd Willmott	LS	1:37.030
Terry Davis	BSX	1:37.256
John Cliff	IP	1:38.570
Aspasia Zouras	JS	1:40.477
Eric Poliquin	CI	1:46.274
Walt Chenoweth	AS	1:47.346

For me, the seed has been firmly planted. I understand the attraction. And something that Andrew said to me at the end of the day makes perfect sense: “A lot of it has to do with the people. Until I joined the POC, the famous quote from Groucho Marx had been my mantra: “I would never want to be part of a club that would have me as a member.” That's no longer the case. I have truly been enriched by the many friendships I've formed through the POC. In addition, every time I get behind the wheel, I learn something new. The only regret is not having joined the POC sooner.”

I only hope that at 40 I didn't start too late to learn a few things about myself.



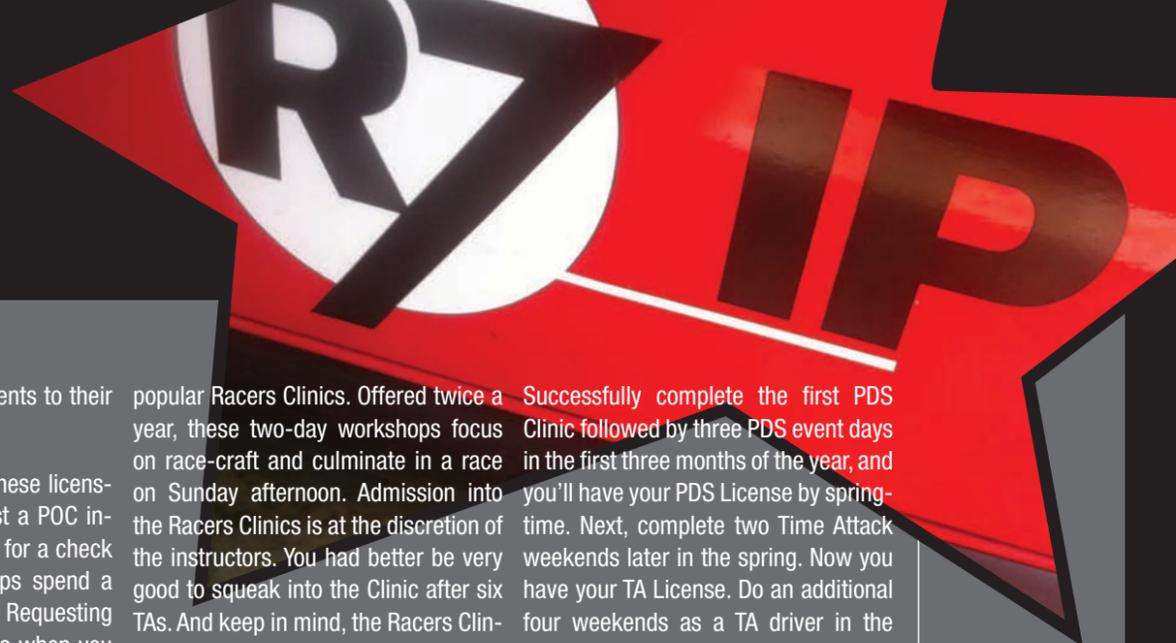
Tom Lawrence driving into the sun.

Richard McLeod, Sandy Isaac, and unidentified driver.

Car #231: Jean-Sebastien Gagne
Car #424: Alexander Ehrath
Car #729: George Puckhaber

All photos by John Armstrong

How We Roll



by Martin Schacht

If you have yet to attend a POC track event, you probably want to know about the three different driving series the club offers: the Performance Driving Series (PDS), Time Attack (formerly known as Time Trial), and the Cup Racing series. You likely also want to know how to classify your car. First we'll look at the various driving series, the processes involved to become licensed in these series, and the changes in store for 2014. Later we'll help demystify the Porsche car classification rules. Most of the following information is presented in great detail in the General Competition Rules (GCRs), available on the club website at porscheclubracing.org.

The Series

PDS, our entry-level series, is a Driver Education (DE) program in which drivers with instructors learn to drive on tracks and coexist with other drivers at speed. In 2014, unlike in past years, PDS will not be a competitive series. Timing will be available, but only for drivers to measure their progress. In PDS, passing is limited to specific straightaways, and a "point-by" is required from the driver in front before a pass may be initiated by a following driver. The camaraderie and spirit among PDS participants are palpable. These folks just love every minute of it. Some choose to remain at PDS their entire POC driving careers. I ran here for about three years.

Obtaining a PDS License is straightforward. Drivers must attend a one-day driving clinic and three one-day PDS events with in-car instruction from experienced POC drivers. The complimentary instruction, which is offered by very few other clubs, is one of the POC's greatest features. (Professional driving instructors charge about \$1,000 a day

for their private services.) After each run session, there is classroom discussion and debriefing.

In the past, the PDS series has been run on the smaller tracks at Streets of Willow and the Auto Club Speedway infield on separate weekends from the Time Attack and Cup Racing events. In 2014, the PDS Series will be run at the same big tracks as the Time Attack and Cup Racing events, on the same weekends.

Why the consolidation? It's a way to fast-track (pardon the pun) our new drivers into more competitive events. Also, by running all series on the same weekend, there will be a greater pool of instructors on hand to support both the PDS and the Time Attack series.

At the end of each day of instruction, students must be signed off by their instructors. The sign-off is not automatic; student drivers must demonstrate they are capable of developing the necessary competence and situational awareness to be safe. Once a driver has earned a PDS License, he or she is no longer required to have an in-car instructor at PDS events. Some exceptional drivers with significant prior high-speed driving experience may be signed off for their PDS license after one or two events. Don't count on this.

Upon earning your PDS License, you may request your permanent competition number from Laurie Taylor, POC's Administrator. No more 700-series blue painters tape temporary numbers for you. Laurie will also issue you your Driver and Car Logbooks. You'll need these if you move on to Time Attack and Cup Racing. Now you have your "big boy" pants on (to borrow a term from PDS Chairman Eric Oviatt).

With PDS License in hand, many driv-

ers set off to further refine their driving skills and prepare to compete in the new **Time Attack** series. In Time Attack run sessions there will be more liberally delineated passing zones. At the discretion of the Chief Driving Instructor and Director of Motorsport, there may even be open passing at some tracks, but point-bys will still be required. There will be two levels of Time Attack: TA2 (beginner/students), and TA1 (advanced licensed drivers). Time Attack competition will differ from the Time Trial it replaces. Whereas Time Trial was a competition to drive the fastest lap (of two consecutive timed laps) with only a few widely spaced cars on track at a time, in 2014 Time Attack class winners will be determined by their best lap times in full driving sessions with all cars in their respective run groups on track at the same time.

Why the change to timing on the fly? The traditional Time Trial chewed up the clock because cars had to wait in a long line to get their two timed laps in. With the new rules, there will be more track time for all. Club officials have made assurances that all series drivers will have roughly the same amount of track time over the course of a weekend.

Prospective Time Attack licensees must complete, at a minimum, two Time Attack weekends (four days) with in-car instruction. As with PDS licensing, drivers need to be signed off by their instructors at the conclusion of each of the two Time Attack weekends in order to qualify for their license. The instructors really sacrifice to provide this service. They not only ride three-plus sessions with their TA students, but they also drive their own practice, qualifying, and race sessions, and somehow

find time to make adjustments to their cars.

Even after you've earned these licenses, you can always request a POC instructor to accompany you for a check ride in your car, or perhaps spend a session or two with you. Requesting a check ride is a great idea when you drive a new track for the first time.

The Time Attack series, as with the PDS, may be the final destination for some. Others, having participated in Time Attack for some period of time, may be bitten by the racing bug and now want to compete in the Cup Racing Series. They will need to prepare their cars to race car safety standards before commencing to earn their Cup Race License.

Cup Racing is wheel-to-wheel racing. Passing zones are defined by common sense, but none are proscribed, and point-bys are not required. However, dangerous passing is strongly discouraged. The series is more intense and requires significantly greater investments in the car, and as you would expect, the possibility of contact is greater.

In all POC series, contact of any kind is unacceptable. Penalties are meted out to those that violate this basic tenet. The "13/13 Rule," as it is called, works like this: first incident, the driver receives 13 months of probation. If another infraction occurs within that probation period, a 13-month suspension follows.

A Time Attack-licensed driver must complete four additional incident-free Time Attack weekends (eight days) with no car-to-car contact and no contact with an immovable object before becoming eligible to apply to the very

popular Racers Clinics. Offered twice a year, these two-day workshops focus on race-craft and culminate in a race on Sunday afternoon. Admission into the Racers Clinics is at the discretion of the instructors. You had better be very good to squeak into the Clinic after six TAs. And keep in mind, the Racers Clinic teaches racing, not driving.

Should you be at fault in an incident in your Clinic, you will receive no credit for the Clinic. You'll have to reapply and hope to be accepted to the next Clinic. When you successfully complete your first Racers Clinic, you'll be given a red vinyl half-dot to put on your rear windshield.

Most drivers must complete two incident-free Racers Clinics in order to obtain a Provisional Race License; super-talented and experienced drivers may be signed off after just one Clinic. You'll now be given a full red dot for your rear windshield, which you'll keep on the car until you've earned a full Cup Race License. On the track, the red dot serves to notify closing Cup racers of your rookie status, so they can approach you accordingly.

With a Provisional Race License, you can actually race in POC Cup races. In order to obtain the full Cup Race License, you must next complete six incident-free POC Cup races within a year. Let me assure you, when you get your POC Race License in the mail, you will be rightfully proud of your accomplishment.

OK now, let's assume you are a very focused, dedicated newbie, attending your first PDS event. You are committed to becoming a POC Cup racer. How long will it take you to get a Cup Race License?

Successfully complete the first PDS Clinic followed by three PDS event days in the first three months of the year, and you'll have your PDS License by spring-time. Next, complete two Time Attack weekends later in the spring. Now you have your TA License. Do an additional four weekends as a TA driver in the summer and fall, and then you apply for the December or January Racers Clinic. If you get in and are successful, you can then take the next Racers Clinic, which might be held mid-year. If you pass, you will have earned a Provisional Cup Race License after about a year-and-a-half.

Next you will have to complete six Cup Races, which you can do in three weekend events in August, September, and October. In theory, you could earn your Cup Race License about two years after your first track day. Of course, to actually achieve this in such a short time, you would have to have excellent track department, above average driving skills, a reliable and safety-compliant car, and be incident-free throughout.

Car Classification

Although car classification appears complex initially, it is actually pretty straightforward. The club offers three separate systems of classification: the "Letters," "Grand Touring" (GT), and "Spec." All car owners decide for themselves which system they want for their car's classification.

In the Letters system, there are two parts to a car's class designation: the leading letter and the trailing letter. The leading letter indicates the car's model and vintage, while the trailing letter identifies the class subset, be it Stock, Improved, or Prepared.

An "S" signifies that the car is 100%



stock and has street tires of a Uniform Tire Quality Grade (UTQG) of 100 or greater. A car graduates to Improved Class, designated by "I," by incorporating certain modifications delineated in the GCRs. More modifications will bump up a car to Prepared Class, or "P." Consider as an example a stock 993 car. What is its designation? We see in the GCRs that the 993 is a K class car, and since it is stock, its two-letter designation is KS.

POC also offers V Classes, with numbers (1-5) replacing the trailing letters, for thoroughly prepared race-cars. The lower the number, the higher the class. V1 is the quickest and V5, limited to 4-cylinder cars, not so much.

The second classification system, Grand Touring (GT), with classes 1-6, was added a few years ago, and is gaining in popularity. Placement in this system is very simple. Cars are classed according to their weight-to-horsepower ratio, as the grid below shows. The weight of the car includes the driver and the anticipated amount of remaining fuel at the end of a race. Horsepower is determined and documented by the best of three successive pulls on a club-specified dynamometer.

The other options for POC classification are the "Spec" classes. There are separate Spec classes for 944s, Boxsters, 996s, Caymans, and Cup cars (which

are Spec by definition from the Porsche factory). Every car in a spec class must be essentially the same, with identically specified modifications. In some classes, that includes tires. Some say that the Boxster Spec drivers are having more fun than anyone out there. I tend to believe this. New in 2014 will be the Carrera Spec class for '84-'89 Carrera cars. Details on this new class are still in the works.

With this many options in Letter, GT, and Spec classes, what class will be the best for you? If you are a driving "duffer" as many of us are, determine your car's class and get yourself to the track, make new friends, and have fun. In the opinion of many, the most congenial series is the PDS. Don't take yourself too seriously. And by the way, if you hadn't heard, the Porsche factory is full up on professional drivers, with a never-ending pool of world-class talent already in line ahead of you.

Maybe you want to become a POC class champion! You had better be gifted with a more than an average allotment of talent. How bad do you want to win? Your car should incorporate all modifications allowed in its class and be set up by a car preparation professional whose cars are proven winners. Look around at a POC event and talk to some of the quicker members in your class. They can tell you what shops are best in your geographic area.

You should always plan to run on the freshest tires available. The car should carry the minimum class weight allowable. With your well-prepared and fully developed car, you must make every effort to gain as much seat time as possible. In the process of mastering basic driving skills, take every opportunity to utilize our excellent POC volunteer instructors. Become an instructor yourself and start paying the club back . . . another way to gain more seat time.

When you want to take it to the next level in your quest to become a class winner, install a Traqmate or similar data logger in your car. You will then be generating metrics to quantify your performance. If you want to make a quantum leap into competitive driving, hire a professional instructor. These professionals will want to look at the track data.

Will this championship quest be expensive? Please! As we have so often heard, "What part of Porsche racing did you think was going to be cheap? The Porsche part or the racing part?"

In the final analysis, regardless of the level of competition, the goal should always be to have fun and socialize with people that share your passion. Have fun; don't forget it! Did I say have fun?



From Appendix "D" in the 2013 POC GCRs

GT Class	D.O.T Tires >= 100 UTQG	D.O.T. Tires < 100 UTQG	Non-D.O.T. Tires (Slicks)
GT1	Less than 6.01 lbs/HP	Less than 6.51 lbs/HP	Less than 7.01 lbs/HP
GT2	6.01 to 8.00 lbs/HP	6.51 to 8.50 lbs/HP	7.01 to 9.00 lbs/HP
GT3	8.01 to 10.50 lbs/HP	8.51 to 11.00 lbs/HP	9.01 to 11.50 lbs/HP
GT4	10.51 to 13.00 lbs/HP	11.01 to 13.50 lbs/HP	11.51 to 14.00 lbs/HP
GT5	13.01 to 15.50 lbs/HP	13.51 to 16.00 lbs/HP	14.01 to 16.50 lbs/HP
GT6	Above 15.50 lbs/HP	Above 16.00 lbs/HP	Above 16.50 lbs/HP

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Miller Time

I asked Les Long if he had ever done a perfect lap on the full course. His answer was "almost."



Miller's 23 turns presented a learning challenge.
Photo by Jeff Erickson

At last it was September, and the Miller Motorsports Park weekend had finally arrived. Many of us had been drooling on our calendars all year in anticipation of this event in Tooele, Utah, as it would be the first time the POC had ventured to this much-heralded track. The 670-mile distance from LA would also make it the farthest-flung track the club had ever journeyed to as well. *by Craig Ames*

While the logistics of making this haul from California took some major effort, I knew that the others attending would be just as excited to race this track as I. And since we were sharing the rental with Intermountain PCA, the opportunity to race against their drivers made it even better.

Miller Motorsports Park in its full track configuration of 4.5 miles is the longest road course in North America. Built to FIA standards in order to attract world class events, it has hosted American Le Mans, Rolex Grand Am, and NASCAR in its seven years of operation. It's

located about 35 minutes west of Salt Lake City, tucked behind the Ophir mountain range just minutes from the Great Salt Lake.

The Utah fall climate with cool mornings and mild daytime temps was certainly a pleasant change from the sweltering days at Buttonwillow and Auto Club Speedway. However, we did have to battle with big winds from the north on Saturday and from the south on Sunday. Thirty mile-per-hour gusts set the massive flags at Miller's entrance wailing all weekend.

For most of us it would be our first time driving the track. Friday practice day was full of laughs for the locals, as they watched us exit many of the 23 corners and not know which way to go. With so many corners (several off-camber) that look the same, and with little elevation to see the track, it was a difficult task to learn. It took even the fastest cars three minutes to complete a lap on Friday, so at most you would only get about six to seven laps per session.

The track has several high speed sweepers that reward the driver who can consistently glide speed through the corners. There are also essentially two straights, both with banked corner entries challenging the driver to carry as much speed as possible onto the straights. The last quarter of the track is very fun indeed, with several second or third gear turns, elevation change, esses, and a top-of-the hill, off-camber left-hander. The track is just a thrill once you figure out which way to go. And you really do appreciate both straights as a short break from the constant activity the rest of the track brings. I asked Les Long, the effusive owner of onsite Air Power Racing who has countless laps at Miller, if he had ever done a perfect lap on the full course. His answer was "almost." It was definitely a challenge to be consistent at a 23-corner track.

Taking advantage of the option to double up and run both PCA and POC run groups, many of us had eight sessions on Friday, which was just a ton of track time.

I have to say I was completely worked by the end of the day, and I still didn't feel very comfortable or fast out on the track. I awoke on Saturday morning feeling like I'd been hit by a truck. At the drivers meeting that morning Chip Romer asked how my neck was feeling. Obviously both of us were feeling it from Friday's practice and the Gs we were getting flying around Miller. Saturday morning gave us a chance to complete another four practice sessions before POC qualifying. During these sessions everyone started to lay down some fast times with developing rhythm and confidence.

PCA kept their end of things running on schedule and to the letter of the rules. Several of our members participated in their races, and I'm gratified to report that we held our own and then some. On Saturday, Brandon Griffith and Gene Sigal teamed up to capture the overall victory in the PCA's one-hour Enduro, beating the monster (ex-GMG) World Challenge car driven by David Donner. A few weeks earlier David had placed seventh overall in this car at the Pikes Peak International Hill Climb. It was an incredible performance by Brandon and Gene, who were also given the "Workers' Choice" award by PCA. Craig Ames also won the PCA 40-minute Super Sprint Race on Sunday morning. Starting from P3, he beat local Les Long and just edged David Donner.

In the POC Cup Races (#12 and #13), all classes raced together Saturday and Sunday. Qualifying in the top positions for Saturday's race in GT2 were Craig Ames (2:53.8), Chip Romer (2:55.3), and Gene Sigal (2:57.8). As we started to grid for the race Gene was a no-show, which was really strange. Little did we know, poor Gene was in his race car still in his garage. Someone had parked their car in front of his garage, blocking him from getting out. Gene got out just in time to start at the back of the pack. After the green flag waved for the start of the race, Ames was able to keep his pole position



into the first corner, followed by Romer, Griffith, Aspesi, and Leyvas. As the race progressed, Ames kept his lead and buffered it by a few seconds, while a battle of several laps between Romer and Griffith ensued.

Midway through the race, Mother Nature decided to join in and send a freak sandstorm that greeted drivers as a thick wall of dust with zero visibility for a few hundred feet. When the dust cleared, Griffith managed to pass Romer for his best finish this year. At the checkered it was Ames first, Griffith second, and Romer third. Sigal managed to take fifth place, coming all the way from the back of the field.

top: Blair Boyce, who took a pair of victories in GT4, leads a pack down the front straight.

middle: Don Neville is dogged by Kip Waterhouse and Renan Pulecio.

bottom: Craig Ames on pole Saturday. Ames won the race both days.

Photos by Jeff Erickson



top: Les Long
bottom: Brad Keegan
Photos by Jeff Erickson



A stiff wind blew most of the weekend.

Les Long, our gracious host.

Photos by John Armstrong



In V3 class Mike Monsalve dominated Saturday's race to finish first (eighth overall), bettered only by GT2 cars. Kip Waterhouse took second and Mike Takaki third. In the very competitive GT4 class Blair Boyce took first, followed by Drew Waterhouse and Steve Vandecar.

Qualifying in the top positions for Sunday's race in GT2 were Ames, Romer, and Sigal again. Into the first left-hand corner it was Ames holding the lead, with a train of GT2 cars close behind. Halfway through the race with the field stretched out, Ames had a comfortable lead, but Romer was never far behind. It was at this point that there was a BIG off and the race went under full course yellow for two laps. On restart with everyone back together, Ames led again, but everyone else was close behind. A big battle developed between Romer, Griffith, and Sigal as the three drivers vied for second place in the closing laps of the race. In a standout performance, Griffith laid down his fastest lap of the weekend (2:56.1) on lap 12 and managed again to secure second place, finishing on Ames' rear bumper. Top three finishers: Ames, Griffith, and Romer.

In V3, with Mike Monsalve out for Sunday's race, Eric Olberz was able to claim first in his class over Kip Waterhouse and Mike Takaki. In GT4 the battle from Saturday's race continued between Blair Boyce, Steve Vandecar, and Drew Waterhouse. The trio battled until the final laps of the race when Drew developed serious trouble holding third gear; that gave Steve the chance he needed to secure second place. At the checkered it was Blair, Steve, and Drew. These three drivers all finished within 14 seconds of each other. Looks like some big battles are brewing in the future in GT4.

A pleasant surprise of the weekend was seeing POC member Garry Grant out in his new Cup car after years in a Dodge Viper. Can't wait to see more of him mixing it up in GT2 class as he gets settled into his car.

Due to the time constraints of the shared event with PCA, there was no dedicated Time Trial group. All Time Trial times came from the qualifying sessions. In TT #11, the top finishers were Dan Davis (3:04.6, GT1), Brandon Griffith

(02:58.8, GT2), Gunter Enz (03:14.1, GT3), Steve Vandecar (03:15.0, GT4), Nathan Johnson (03:24.2, BSR), Richard Yochum (03:25.1, R6), and Eric Olberz (03:14.5, V3).

In TT #12, the top finishers were Dan Davis (3:06.2, GT1), Brandon Griffith (02:58.3, GT2), Gunter Enz (03:09.0, GT3), Steve Vandecar (03:13.3, GT4), Nathan Johnson (03:23.0, BSR), Richard Yochum (03:24.2, R6), and Eric Olberz (03:11.7, V3). Unfortunately, because these times were set in qualifying sessions and not the dedicated Time Trial format, they will not be recorded as track records. So we will have to go back next year and set some fast laps for the books and bragging rights.

Miller as a destination race track was even better than expected and well worth the time and travel to get there. The weather was perfect, the track challenging, and the racing tough. I would vote on it being added to each year's POC calendar, especially during this time of year. A special thanks to the POC members whose extensive planning made this event possible. I would also like to mention how great Les Long and his Air Power Racing team were. Each day they had stacks of tires to mount, cars and racers to support, spare parts to lend (even off Les' own car), and he somehow still found time to host beer and barbecue. Did I mention no sound limits at this track? Let's do Miller again. It's spectacular!



The giddy post-race social at impound.



Drew Waterhouse, Blair Boyce, and Steve Vandecar yuk it up at Les Long's Air Power Pirates party.



Loren Beggs gives turn-by-turn pointers. (His listener was completely lost by Turn 13.)

Photos by John Armstrong



Eric Olberz raises a little dust.
Photo by Jeff Erickson

Dan Burnham, Dan Aspesi, Mike Monsalve, and Eric Olberz get familiar with the labyrinth.

Photo by Jeff Erickson



LAGUNA SECA

REPORT

by Craig Ames



Brandon Griffith preparing for action. / Photos by Don Matz

Who would have expected 85-degree weather all weekend at Laguna Seca in October? With no coastal fog, sunny skies, a slight breeze, unlimited sound, and championships in the balance, it was sure to be an epic event.



LAGUNA SECA REPORT

Although track management wouldn't concede us our customary test-and-tune day on Friday (anybody take Ec 10?), many drivers and teams took advantage of a "Hooked on Driving" event to get in some extra practice--albeit limited to a torturous 90db.

Arriving Friday afternoon, I found the paddock already packed with Pirelli Cup folks, POC racers, and BMW drivers. The atmosphere was charged. It was exciting to have so many racers and teams at this historic track together.

Laguna is a world class track, but it's known for its low grip surface under the best of conditions. The first practice session on Saturday morning was filled with spins. I must have seen at least seven cars spin in the first session, probably due to a mix of excitement and pleasure listening to our cars at full pop at Laguna Seca. It sure was nice to give the county sound workers a day off and spread the joy to our friends in the surrounding Salinas community through unsuppressed Porsche exhausts.

Saturday Qualifying

With only one practice before qualifying, you had to be on your game fast, and a few notable performers showed up. In the Red group, young GT2 phenom Brandon Griffith seized pole with a 1:29.81, while Rob Tachovsky edged Mike Monsalve by 0.110 to get the inside line for the V3 class. In my mind, though, the standout qualifying performance was turned in by Dan Aspesi, our 2012 Driver of the Year. Driving his 2001 996 Cup with a stock H-pattern gearbox, he qualified fourth overall, beating six other 997.2 Cup cars. All weekend Dan was just terrorizing cars much newer and faster than his.

In Saturday's Orange group qualifying session GT4 continued its tight competition, with the top four drivers all qualifying within one second of each other. Drew Waterhouse took P1 with a 1:37.876, followed by Blair Boyce (1:38.360), and Steve Radenbaugh (1:38.479).

Saturday Red Cup Race

Saturday's race started with Brandon Griffith and Craig Ames on the front row; Dan Aspesi and Dan Davis shared row two. As the green flag dropped, Griffith got stuck in the wrong gear. He quickly lost

his inside position to Ames and had to fight desperately to hold off Aspesi and Davis going into Turn 2. Aspesi dogged him relentlessly for three laps before Brandon got some distance and settled in to begin the pursuit of Ames. But Ames drove his fastest laps of the day in the middle of the race—three sub-

1:30s—to keep Griffith at bay. The fight for third ensued between Aspesi, David Donner, and Gene Sigal. In a shortened race, the podium's three steps were claimed by GT2 drivers Ames, Griffith, and Aspesi. In V3, Monsalve ran away from the field, winning by 15 seconds over Tachovsky. Steve Parker was somewhere back there in third.

Saturday Orange Cup Race

With Blair and Drew on the front row and a hungry field behind them, it was another strong battle in GT4. Drew had a problem with third gear and had to give up the lead to Blair within the first lap. Blair held on to win the race, with Drew second. But the real battle took place behind them between Steve Vandecar, Steve Radenbaugh, and Brad Keegan. Radenbaugh, who started in fourth, dropped to fifth within the first lap. Keegan, now in fourth, was able to hold him off for six laps, while Vandecar for now was in third unchallenged. On



Andrew Weyman's color-coordinated Boxster.

Photo by Don Matz



lap seven Radenbaugh passed Keegan for fourth and then began his pursuit of Vandecar. On lap 11 Radenbaugh passed Vandecar and went on to finish third. In BSR Nathan Johnson clinched his class championship with his dominant win.

Sunday Qualifying

In Red qualifying, Craig Ames secured P1 (1:29.971) with David Donner 0.3 behind in P2, followed by Brandon Griffith and Gene Sigal. In V3 Vali Predescu (1:37.691) edged Rob Tachovsky by .2 while Mike Monsalve was uncharacteristically back in fifth, which augured a monumental battle in V3 in Sunday's race.

In Orange qualifying, Shawn Howard threw down a commanding 1:35.947 to secure P1. He was more than two seconds faster than Blair Boyce, his closest competitor in GT4. Drew Waterhouse qualified third.

Sunday Red Cup Race

In the formation lap of the Red Race, P2 driver David Donner had a mechanical and was forced to pull out, which brought a rematch of Craig Ames and Brandon Griffith to the front row. Into Turn 2 Ames took the lead and then managed to maintain a safe distance from the pack throughout the race. Gene Sigal on lap one was able to overtake Griffith for second place and hold it to the end. An intense battle ensued between Aspesi and Griffith for third, with Aspesi passing Brandon on lap nine and Griffith overtaking Aspesi on the next lap, to finalize the podium: Ames, first; Sigal, second; Griffith, third.

In V3, it turned out to be a big showdown between Vali Predescu, Rob Tachovsky, Eric Olberz, Bob Mueller, and Mike Monsalve. On lap three, Tachovsky was able to overtake Predescu for the class lead. Once in the lead, Tachovsky held on tight, while a race-long battle full of back-and-forths took place between the other four. As the

Jim Cullen and curious crow.

Photo by Don Matz

Dave Gardner heads down the Corkscrew with Martin Brauns and Chas Wirken in pursuit.

Photo courtesy of Chas Wirken

Randy Beck gives last-minute advice.
Photo by Don Matz



race progressed, so did the intensity of the racing between Monsalve, Olberz, and Predescu. The race came down to the final corner, as Monsalve and Olberz went two abreast into Turn 11. Monsalve went wide to give racing room, but his rear tire hooked the sand and rocketed his car towards the pit wall, hitting Olberz at full speed. Eric's car launched into the pit wall, crashing hard and catching on fire. It then rolled back across the track, while other drivers alertly took evasive moves to avoid contact.

The mood was somber in impound. We could still see the smoke billowing from the main straight, and we all hoped that everyone was OK. Fortunately, the drivers involved were able to walk away, although Eric suffered a broken rib. (As we were about to go to press, Eric informed us that he was sufficiently mended to drive in the Willow Springs Finale.) Final results in V3 for Sunday's race: Rob Tachovsky, first; Bob Mueller, second; and Eddie Marseilles, third.

Sunday Orange Cup Race

With such a dominant performance in qualifying, it was no surprise to see Shawn Howard winning from the front row in GT4. Blair Boyce took second and Drew Waterhouse, third. Each held his position from lap one through to the checkered. There was a big battle between Steve Radenbaugh, Brad Keegan, and Steve Vandecar as they traded fourth, fifth, and sixth places throughout the race. Nathan Johnson won first in BSR, starting from the back of the field.

The Laguna event lived up to its hype. The weather was just beautiful and the competition fierce. I really enjoyed the atmosphere generated by a multi-club event, and I especially liked watching the Pirelli guys race. I would like to see more of that in the club's future. It was also a treat to be back at a tight track that requires your constant attention, which really brings out close racing.



Blair Boyce follows Andrew Weyman out to the track.
Photos by Don Matz



Shawn Howard, the winner of Sunday's Orange Race.

The Laguna event lived up to its hype.



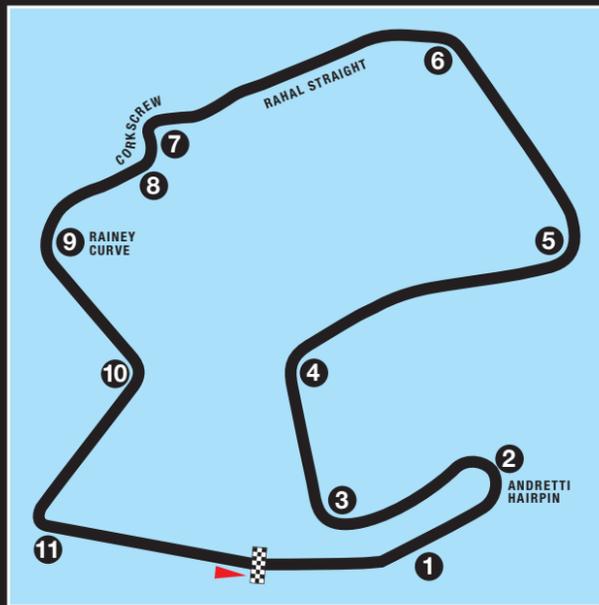
Garry Grant



Keith Meggs
Photos by Don Matz



Fred Poordad in his clean, green machine.
Photo by Don Matz



Turn by Turn

On a final note, I want to share how I mentally prepare for Laguna Seca. Below is what I constantly roll through my mind before and during the race weekend. It's one thing to know exactly what the lines, braking zones, and apexes are, but executing your knowledge lap after lap consistently and fast is a whole different challenge—and how I judge my improvement as a driver.

So here we go, one lap around Laguna Seca in my mind. Onto the straight; it's so short you only have a brief second to wave to your fans, and then it's back on for **Turn 1**, flat on the gas over the blind hill. Car gets a little weightless, but you trust it and stay flat.

Turn 2: straight braking, then trail brake to rotate the car. Wait for it—must be patient for the rotation to complete—then flat on the gas, clipping the inside curb of the second apex, and track out to the right.

Turn 3: set up far left, mild braking, wait, don't turn in too early, run the inside curb, track out left, use all the track.

Turn 4: tap the brakes to get the nose down, turn in and get all the curb, gradual to the throttle as you track left—careful out here, no wheels in the dirt—go flat.

Turn 5: once under the bridge, brake hard and straight, then trail almost all the way to the inside curb, get all of the curb, then back to flat as you track right and head up the hill.

Turn 6: medium brake to get the car settled and the nose down, then flat on the gas, only running the flat part of the inside curb; track out right, stay in the gas.

Turn 7 (Corkscrew): stay straight and to the right on approach and stay off the right curb under hard braking. Trail brake to the curb, look down the hill and head for the special tree.

Eyes up, gradual to the gas and touch **Turn 8's** curb. Track left, then flat until past the bridge.

Go further than you think into **Turn 9**. Look down the hill and turn in—no need to get the side curb; track right, stay off outside curb if you can.

Into **Turn 10:** set up left and parallel to the track, brake and trail, clipping inside curb, stay in the gas, track left on exit.

Turn 11: set up to the right, get car straight and brake at the “3,” trail to the inside curb, track out right, get the right rear tire on some solid surface, then go flat. Wave to the fans and do it again—*just faster!*



A little more to go.



Club spirit on display as Matt McFadden and Ed Mineau lend a hand.



Mike Sutton talks it over with Dan Davis.



Brandon Keegan, the other half of Brad's pit crew.

Photos by Don Matz





Golf Man has turned in his driver to become a Porsche driver.



Get Ready for a New Porsche Experience

by Rick Mills

You know that 30-foot statue of Golf Man overlooking the 405 Freeway, next to the Dominguez Hills par-3 golf course? Well, he's had a change of wardrobe. In place of his painted-on golfer's duds, he now wears a giant fabric driving suit with "Porsche" stitched across the chest. And that golf club he used to hold in his outsized hands? He's traded it in for a checkered flag. The transformation of Golf Man to Porsche Man, courtesy of the tailors at Stand 21, is the symbol of the exciting change happening behind him: the golf course is being transformed into a Porsche Experience Center.

Like all Porsche enthusiasts, I have had a keen interest in the progress of the much-anticipated Porsche Experience Center, which was announced to us at the Los Angeles Auto Expo in November, 2012. James Taylor, the manager of this entire project for Porsche Cars North America (PCNA), was kind enough to meet with me for an update.

James is based at Porsche headquarters in Atlanta, but he frequently comes to the west coast to oversee the development of the Center. Simultaneously he is supervising the construction of another Porsche Experience Center in Atlanta. He has much expertise in building these Experience Centers, having created one in Silverstone, England near where he spent his youth involved in motorsports.

Porsche has broken ground on the 53-acre site in Carson. "Broken ground" is actually quite an understatement, as grading of the former golf course and importation of up to fifty truckloads of topsoil per day have been ongoing over the last several months to prepare the site for construction.

The most visible parts of the construction have yet to begin. They include the tight road course and training track, a skid pad to simulate varying road conditions, an all-terrain track, and the facility's main building. The building will house classrooms and a driver fitness center focused on motorsport. According to a Porsche press release, "This unique facility, the Porsche Human Performance Center, will feature a leading sports science laboratory and training programs, incorporating the latest techniques used in preparing Porsche race car drivers." There will also be a gift shop, a casual family style restaurant on the ground floor, and a more businesslike dining room upstairs suitable for corporate meetings.

Porsche Motorsport North America will be relocating to this facility from its current location in Santa Ana. It will bring its collection of vintage race cars for display. In the press release, Jens Walthier, President of PMNA, said, "Our future home will offer us the space needed to expand our operations from engine and transmission building, parts supply, and race support to developing our vintage racing services to the many owners of Porsche's historic race cars in this country."

James' vision for the Porsche Experience Center is to bring more people into the Porsche family and engage prospective and current customers in the enthusiasm that we all share for the brand. This can

be done with new product rollouts, dealer support events, and club involvement (that would be us, folks). Driver training will be available for those who want to discover the immense capabilities of Porsche vehicles. Porsche drivers might want to include members of their family, since the Center will have a focus on youth and developing street-driving awareness.

Detlev von Platen, PCNA's President and CEO, said in the press release, "Aside from offering a modern, purpose-built working environment, the motorsport-specific operations will provide additional energy and dynamics to a facility that is all about performance both on the vehicle and human side. Thus our new Experience Center will perfectly symbolize the core of the Porsche brand, which has always been a successful blend of a passion for racing and for spirited yet responsible driving on open roads."

This effort by Porsche really distinguishes it from any other brand of auto manufacturer. It's exciting to imagine the endless possible uses of this facility. I'm sure we all have great feelings of anticipation for the grand opening scheduled for the fourth quarter of 2014. I look forward to our club hosting events at the Center, which we're fortunate to have in our own back yard. 



Welcome to Our New Members

- | | | | |
|---------------------|------------------------|------------------------|-----------------------|
| ARA AKARAGIAN | ROTH DESKO | KENTON KOCH | CHRIS RULE |
| AMIR AKHAVI | EMMANUEL DIDIER | CLAY KOEVARY | MARK RUTHERFORD |
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Stand 21 seamstress assembles the suit.

Photos courtesy of Stand 21



Artist's rendering of the new Porsche Experience Center in Carson.

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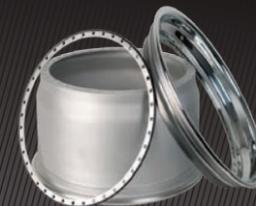
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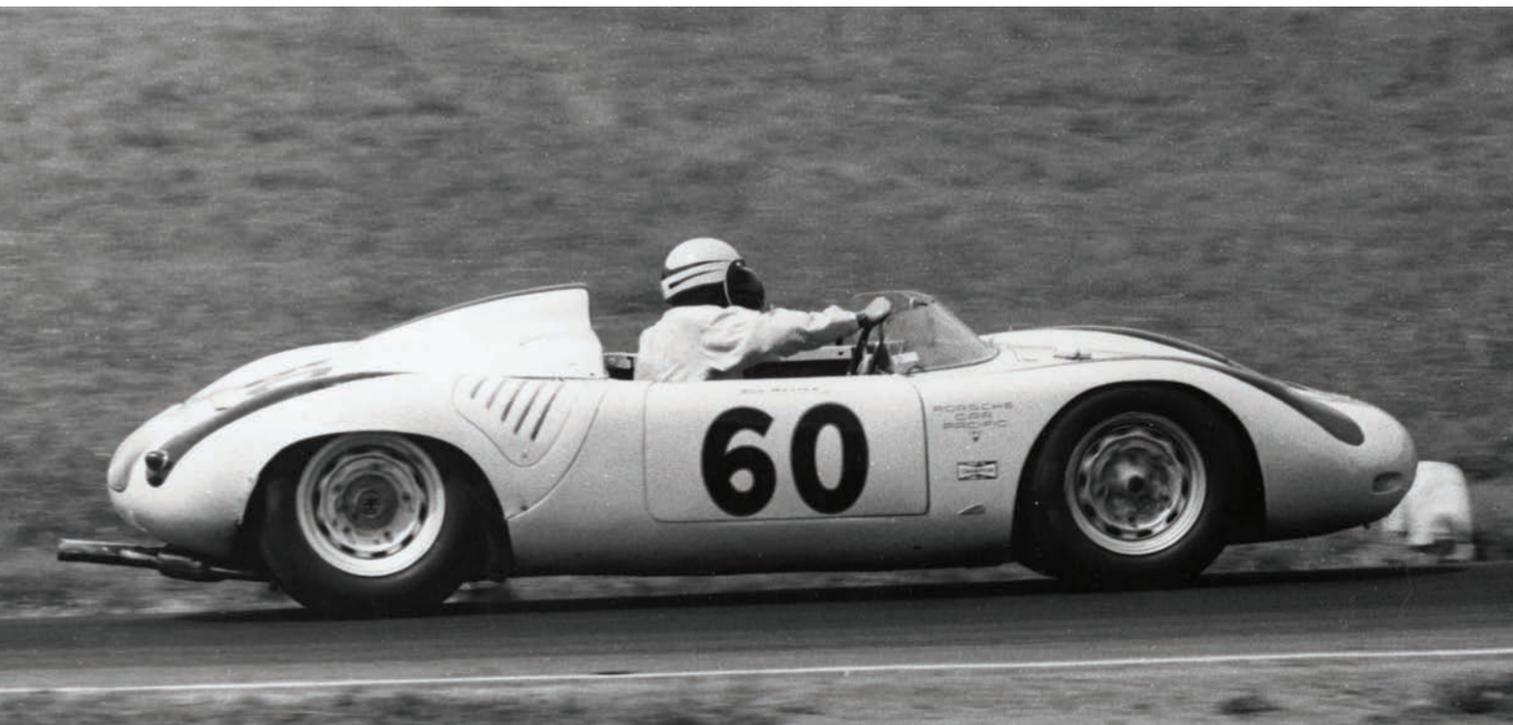
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Auto Club Speedway, March 2007 (didn't win, again)

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58-2 Errata (ie, we're so sorry)

Bob Mueller on p. 27 was listed as taking 2nd in Sunday's Blue Sprint race in V3 at the Festival of Speed. In fact, he won the V3 class and took 2nd overall in the race.

Drake Kemper, also on p. 27, had "In His Own Words" cut off in midsentence. The final paragraph should have read: *I then tried to run the final fun Blue/Green race in the GT4 just to get more laps, but the tires were so done that it was more like a drift exhibition. I pulled in after six laps for my own safety. I had actually corded my tires, I had used them so much.*

All photos attributed to Nathan Hendrickson on pp. 36-40 were actually taken by Nathan Fredrickson.

It Was A Very Good Year



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2014 Schedule

Check porscheclubracing.org regularly for exciting news and updates

Date	Track	Description
January 18	OLD RANCH COUNTRY CLUB, SEAL BEACH, CA	58th Annual POC Banquet
January 25 / 26	WILLOW SPRINGS INTERNATIONAL RACEWAY	Racers Clinic #1 PDS Clinic #1 Open Testing
February 8 / 9	WILLOW SPRINGS INTERNATIONAL RACEWAY	Cup Race #1, #2, #3 Time Attack #1, #2 PDS #1, #2
March 8 / 9	CHUCKWALLA VALLEY RACEWAY	Cup Race #4, #5, #6 Time Attack #3, #4 PDS #3, #4
April 12 / 13	WILLOW SPRINGS INTERNATIONAL RACEWAY	Cup Race #7, #8, #9 Time Attack #5, #6 PDS #5, #6
May 2 / 3 / 4	WILLOW SPRINGS INTERNATIONAL RACEWAY	Saturday, May 3 Tribute to Le Mans four-hour Enduro Cup Race #10, #11 Time Attack #7, #8 PDS #7, #8
May 31 / June 1	AUTO CLUB SPEEDWAY	Cup Race #12, #13 Time Attack #9, #10 PDS #9, #10
June 28 / 29	MAZDA RACEWAY LAGUNA SECA	In association with Competent Motorsport- 105db sound limit Cup Race #14, #15 Time Attack #11, #12
July 26 / 27	WILLOW SPRINGS INTERNATIONAL RACEWAY	Racers Clinic #2 PDS Clinic #2 Open Testing
September 6 / 7	WILLOW SPRINGS INTERNATIONAL RACEWAY	Cup Race #16, #17, #18 Time Attack #13, #14 PDS #11, #12
October 4 / 5	CHUCKWALLA VALLEY RACEWAY	Cup Race #19, #20, #21 Time Attack #15, #16 PDS #13, #14
November 8 / 9	BUTTONWILLOW RACEWAY	Cup Race #22, #23, #24 Time Attack #17, #18 PDS #15, #16
December 6 / 7	WILLOW SPRINGS INTERNATIONAL RACEWAY	Cup Race #25, #26, #27 Time Attack #19, #20 PDS #17, #18