

VELOCITY

MAGAZINE



No Dream Ending for Porsche 919 Hybrids Prototype Return to Le Mans



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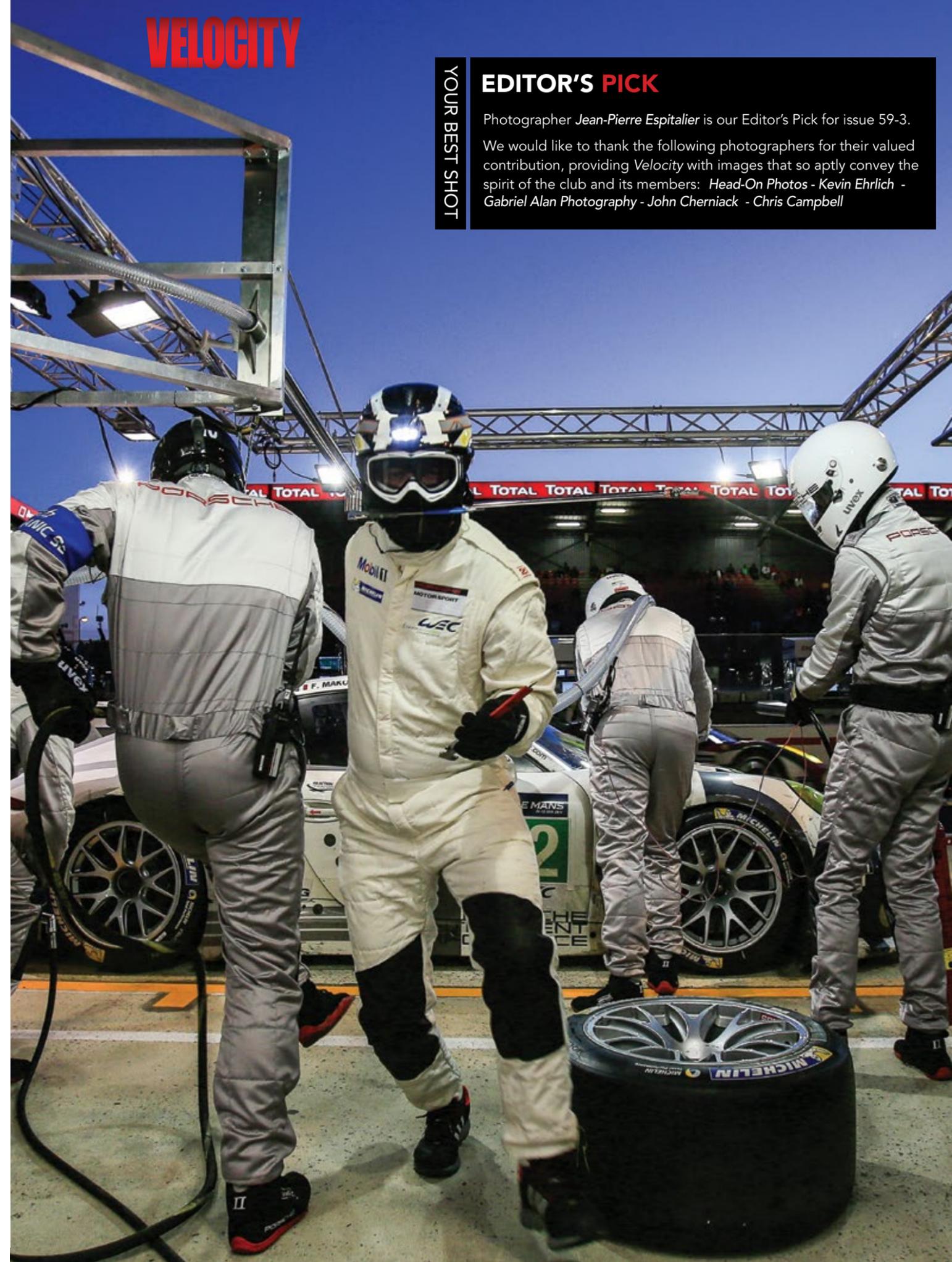
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VELOCITY

YOUR BEST SHOT

EDITOR'S PICK

Photographer *Jean-Pierre Espitalier* is our Editor's Pick for issue 59-3. We would like to thank the following photographers for their valued contribution, providing *Velocity* with images that so aptly convey the spirit of the club and its members: *Head-On Photos* - Kevin Ehrlich - Gabriel Alan Photography - John Cherniack - Chris Campbell



Inside this Issue

SEPTEMBER 2014

- | | |
|--|--|
| 7 In the News | 20 Experiencing an Early 911
Noah Weisberg |
| 7 Editor's Note
Nancy Jamar | 24 Mission 2014: Return to Le Mans
Kevin Ehrlich |
| 9 From the President
Andrew D. Weyman | 31 Laguna Seca, Baby!
Brett Gaviglio |
| 10 Awsome Day at the Track
Dave Buckholz | 36 Coming Home
Alain Jamar |
| 14 RPM
Andrew D. Weyman | 38 The Racer's Clinic
Mike Skinner |
| 16 Spring Time at the ACS
Eric Oviatt | 42 Road Trip to Car Heaven
Brett Gaviglio |
| 19 Putting on Lug Nuts
Brad Keegan | 48 Rearview Mirror |

24 Heures du Mans Strong Performance by Both Porsche 919 Hybrids

Porsche factory drivers Romain Dumas, Neel Jani and Marc Lieb.
www.spitoo-photos.com



John Cherniack

Chris Campbell

Scott Morvay

ON THE COVER Tribute winner Robert Dalrymple followed by Sohaib Kureshi's GT3 at Laguna Seca Mazda Raceway. — Photo courtesy of Head-On Photos

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In the News

New Special Racing Exhibition: 24 Hours for Eternity. Le Mans.

The Porsche Museum in Stuttgart-Zuffenhausen celebrated the return of the marque to Le Mans with a comprehensive special exhibition running from March 26 through July 13, 2014. Porsche took a look back, not only at its multiple previous successes at the French endurance race, but at the present day Le Mans commitment for 2014.



1970 Porsche 917 KH Le Mans winner on display at the Porsche Museum — Photo courtesy of PCNA.

EDITOR'S NOTE

NANCY JAMAR

I can honestly say I never anticipated sitting behind the keyboard again as editor of this publication. Never in my wildest dreams.

I took Andrew Weyman's phone call as I was pulling up in front of the house, and only picked it up because I had Alain's phone with me at the time. I could not have been more surprised at what he proposed.

It has not been the most opportune time for me to take on another project, and I initially rejected it out of hand. I have another business and it has swallowed me whole, but I could not find it in myself to say no to *Velocity*.

When you are present at the creation of a publication, and you run apace of the changes and evolution of it for more than a decade, there's a certain amount of attachment that occurs. I remember where I was sitting in our office when I proposed the name 'Velocity' for the magazine. This stuff sticks with you, especially when the glue is the heart and soul of so many great people. People that are passionate about what they are doing; who can go out on the track and compete with a ferocity that belies the friendships layered beneath it, and still pull off their helmets and share camaraderie at the end of the day.

So, we are back at the helm of this magazine, and will do our best to chronicle what is still an exciting and passionate sport—not only the rivalry of driver against driver and driver against track, but an ongoing history of the common thread that weaves itself through extended family, friendships, and sometimes heated competition.

This issue features content that pleased me with its quality, thoughtfulness, and ability to convey what the sport is about, how the community functions, and how drivers can improve their skills. I am thrilled to be a part of this conversation again. Enjoy!

New Products

Elephant Racing has announced availability of a unique chassis brace system for Porsche 964 and 993 cars. The system is available in single bar and 935-X configurations.

The single bar connects the strut towers to reduce flex, and is the basis of the system. The 935-X supplements the single bar by connecting the strut towers to the front corners of the trunk in an "X" configuration. The system is inspired by the chassis braces used on Porsche 935 race cars. The 935-X increases torsional rigidity by triangulating the relatively flexible trunk area of the chassis.

According to Chuck Moreland, Elephant Racing founder, "The big benefit of the 935-X system is the enhanced chassis stiffness. With a stiffer chassis, the car corners faster and swaybars become a more effective tuning aid."

The system incorporates quick release pins to allow fast, tool-less removal for service access or expanded stowage capacity. The system can be quickly converted between 935-X and single bar configurations as needed.

The system uses over sized aluminum tubing that has a beefy appearance, yet remains lightweight and has a purposeful frosted anodized finish. Single bar weighs in at 2.4 lbs., and the 935-X weighs in at 6.3 lbs.

The strut brace system is available for immediate purchase at elephantracing.com. Worldwide shipping is available. The single bar strut brace is priced at \$250, and the 935-X at \$580 US. An upgrade kit to convert single bar setup to 935-X is also available and priced at \$350.



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INTRODUCING...



Photos courtesy of PCNA

Boxster GTS Cayman GTS

For the first time, the Porsche Boxster and Porsche Cayman will be offered as GTS models. As is typical for Porsche, these models feature more powerful engines and additional standard performance equipment. The new Boxster GTS and Cayman GTS models are visually defined by more than just a badge: they offer as standard equipment unique front and rear fascias, blacked out Bi-Xenon™ headlights with the Porsche Dynamic Light System (PDLs), 20-inch Carrera S wheels, and a sport exhaust system with black tailpipes as standard. The Boxster GTS and Cayman GTS are built specifically for maximum driving pleasure.

The 3.4-liter 6-cylinder boxer engine of the Boxster GTS and Cayman GTS models delivers an additional 115 hp compared to their "S" model counterparts. This means that the Boxster GTS has 330 hp and the Cayman GTS has 340 hp. Torque has been increased by 7 lb.-ft. in each model: 273 lb.-ft. in the Boxster GTS and 280 lb.-ft. in the Cayman GTS. The Sport Chrono package is now a standard feature with either the 6-speed manual or the optional 7-speed Doppelkupplungsgetriebe (PDK) transmission. This means with the optional PDK transmission and Sport Plus button activated, the Boxster GTS reaches 60 mph from a standstill in 4.4 seconds and 4.3 seconds in the Cayman GTS. Top track speed for the Boxster GTS is 174 mph with a manual transmission and 177 mph for a Cayman GTS equipped with a manual transmission.

The Boxster GTS is priced from \$73,500 and the Cayman GTS is priced from \$75,200, excluding destination charges of \$995. Both models are now available for delivery in the U.S.



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POC PRESIDENT

ANDREW D. WEYMAN



Photo by John Cherniack

An important topic to cover when instructing students about high performance driving is the contact patch. Weight transfer and balance affect the patch. Turning, accelerating, braking, elevation changes and camber as well as tiny imperfections in the track surface can add up to more or less adhesion. Knowing how to make use of the dynamics involved can mean the difference between a great lap and merely completing a lap. The contact patch, to borrow a phrase, is where the rubber meets the road.

Your Board of Directors has been working diligently to keep our club moving in the right direction. We have been focused on organizing quality track events while controlling costs and paying close attention to what our members have to say.

Our schedule for 2015 is getting closer to being finalized. The amount of information that needs to be processed in order to put together a schedule is staggering. Telephone and email communications with various tracks involve juggling dates, investigating venue availability, avoiding sound limitations, making sensible financial decisions, taking into consideration the willingness of members to travel, weather conditions, and so on. Simply put, it ain't easy. Details of our 2015 schedule will be rolled out as soon as they are finalized.

Recently, I put out a call for candidates for our board of directors. Our election is coming up fast, and now is the time to declare your candidacy. Eligibility requirements are 36 months of membership and a minimum of 200 Service Points in each of the years 2012 and 2013. Serving on the board is an excellent way to give back to our club. If you're interested in making a difference and keeping our club moving towards a healthy future, please contact Laurie Taylor ASAP.

This issue of Velocity is being designed and edited by Alain and Nancy Jamar. The Jamars are returning to Velocity after focusing on other projects for the past few years. Welcome back Alain and Nancy!

So what does all this have to do with the contact patch? Well, it's important to stay in contact with what's going on in our club. I'll continue my periodic e-blasts to help keep you up to date. In the meantime, stay informed, participate in discussion, volunteer and join us at the track for the best in club racing.

As always, please feel free to email me at: president@porscheclubracing.org



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BY DAVE BUCKHOLZ

IT STARTED NEARLY FIVE YEARS AGO WITH MY FIRST PDS AT AUTOCLUB SPEEDWAY. I HAD CALLED THE NUMBER ON THE BACK OF A POC FLYER PICKED UP AT TRUSPEED. CRAIG TRASK ANSWERED THE PHONE. I ASKED A FEW PREDICTABLE QUESTIONS, BUT WAS CAUGHT OFF GUARD BY HIS DIRECTNESS. "WHY DON'T YOU JUST COME OUT NEXT WEEKEND AND TRY IT?" HE ASKED. BEFORE MY BRAIN COULD PROCESS THE SITUATION AND CONDUCT A MODEST RISK ANALYSIS, MY MOUTH OPENED AND OUT CAME A SHAKY, "SURE." MORE THAN LIKELY, HE ALREADY KNEW WHAT I WANTED TO DO AND WAS JUST SPARING ME THE UNNECESSARY CONTEMPLATION AND ANGUISH.

That first event was extraordinary. Truthfully, the car did all the work. Hard to upset a 2007 997 Turbo with ceramic brakes and various track tweaks. I was just along for the ride. Yet my takeaway was clear—I needed to do more of this, a lot more. Later that night, sitting at home with the car's momentum still swashing around in my head, I called my Uncle Wayne in Florida. "You did what? In a Turbo?!!" Are you okay... is the car okay?" he asked in utter disbelief. After a litany of questions, we settled into a conversation about track days and racing that few people can relate to. In the end his advice was this—"If you're going to do this, get some training, get the right

car, always put your first money into safety (which includes tires) and don't be stupid." (I could have edited out that part, but it sets the tone.) I took his advice and the journey began.

By the way, having been an SCCA GT-1 National and Regional Champion and a NCCC Time Trails National Points Champion and track record holder at Nelsons Ledges and Mid-Ohio, Wayne had the credentials to guide me. So it began. First order of business was to get schooled. Signing up for Ford's two day High Performance Driving School at Chuckwalla seemed like a good place to start. Why I choose that particular program, I'm not

sure. Perhaps it was the first one I found, the closest to home or most likely it was just the first available! Yes, I am *that* impatient. Not wanting the driving school experience to be a solo endeavor, I called my older brother Steve and threw out the invite. Not a hard sell. One month later we were two of only three students thrashing around in track prepped ponies under the watchful eyes of our instructor. The third student happened to be a guy named Dean (as in Tori Spellings husband) who spent an inordinate amount of time checking in with his movie star wife within our earshot. I digress. The school was epic fun and my take away was again crystal clear—I had to do more.

Next move, out with the Turbo and in with the 993. Perhaps not the ideal track car but it's always been my favorite.

After an extensive search, the car transporter arrived from New York carrying its precious air-cooled cargo, a silver '96 coupe that had called Watkins Glen home. Within weeks it was reborn as #263, "Two Tools Racing." Over the course of the next four years and the accumulation of many track days, a PDS license, a Time Attack license, an instructor license, membership duties happily fulfilled and thrills shared with many bright eyed students, I can only say that it's been an awe-inspiring journey.

The cars, the tracks, the sights, smells and oh, those glorious sounds. But it's been so much more. It's the people.

The track day friendships are different and special. I am lucky to know so many of you and appreciate the opportunity to enjoy this obsession together. However, this all takes a back seat to the joy of sharing my passion with my wife and son. None of this would be possible without the support of my wife of 25 years (boy, did I get a good one!), and I would not even think of attending an event without my son. It's both of us or nothing! And for him, the earlier we need to wake up to get to a drivers' meeting the

better! In a blink he will be on the track with me, although it should be said that he sees a Boxster as a better tool for the job. We'll see. For now, the journey continues.

Back to Wayne...since that initial conversation, there has been one consistent story line: how fantastic would it be if one day we were on the track together?! It was always just fantasy talk and we knew it, but the idea was just too cool to ignore. Maybe all it would take was a certain spark. Who knew that spark would come from my brother Steve, the "other tool." Steve and I were canvassing the 2014 event calendar, searching for any date that would allow the ▶

AWESOME DAY—RIGHT!

From left to right: Dave at speed on the Autoclub Speedway banking; Dave and his young son and future race car driver Vanis; Vanis Buckholz and Steve Buckholz Junior behind the car; Uncle Wayne Holmok, brother Steve Senior, and Dave. *Photo by Gabriel Alan Photography*



I'm sure the sign has been there for years, but it was ironic that this was the first time I ever noticed it! It said it all.

"Tools" to align and share the event, but Steve lives in Provo, Utah so the odds were stacked against us. This year was no exception, and making it more challenging was my plan to skip several "local" events in favor of a bigger trip to Laguna Seca. A bit frustrated, Steve threw out a Hail Mary play: skip Laguna and reconsider an ACS event on May 31 and June 1. Sorry, no. Laguna trumps ACS. Then came the idea that sparked the chain of events. "Why not see if Wayne wants to fly out and join us?" asked Steve. He continued, "If Wayne is willing to do it, I will bring along my son (Steve Junior) and we'll make it a mega boy's weekend." Hmm... that sounded awesome, and just asking Wayne couldn't hurt, so I took the challenge. The conversation went something like this: "Hey Wayne, would

you ever consider flying out to California and running in a POC event with me and Steve? It'll be a huge endeavor and we could..." His abrupt "Yes" put the brakes on my plea, and then all I heard next was a simple "Let's do it." By the way, did I mention Wayne is pure Chevy? A diehard Corvette man. This should be interesting.

Two months of planning and preparation ensued. The anticipation was agonizing. The punch list was ever growing, and the anxiety of knowing that any little thing could derail this mission was almost unbearable. Time dragged on and then suddenly it was here. As we were driving to the track that May 31st morning with AC/DC blaring it hit us all—we did it. We had assembled ourselves and our cars and were about to

experience a track day together for the very first time. Unlike many other hyped-up outings, this one had the potential to actually deliver, and it did. I tend to smile a lot. I'm a happy person. Don't quite understand how people blessed with the opportunity to spend time doing what they love are not overflowing with joy. Seeing my brother and his son, our uncle and my boy all smiling, laughing and loving every second of the weekend brought out a super-sized smile that made Carolyn Pappas take notice. "You're wearing your big smile again," she said as I passed her on my bike near the garages. Yes, I certainly was.

Two weeks have passed since that weekend. There were too many highlights to recall. Too many special moments to single

out just one. Sure, I had my best runs ever while playing with a pair of silver Boxsters, but that paled in comparison to taking my nephew out onto the Roval. His question following that run was all but predictable "Uncle Dave, could I come out and try a PDS in your car some day?" he asked. Yes, of course. Let's do it. And who knows—maybe the stars will align again and the entire Two Tools Racing family will be there as well. As we were leaving the track late Sunday afternoon I saw a sign alongside the road just inside the main gate. I stopped the truck and took a picture. I'm sure the sign has been there for years, but it was ironic that this was the first time I ever noticed it! It said it all. ●

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Age: 43

Occupation: Mechanical Engineer and Partner at hVertical Systems LLC And VSI, a high tech Commercial HVAC supplier in Southern California and Hawaii.

Residence: Laguna Hills, CA

Cars: #428 911 Carrera Spec (ex Sean Howard V3 car) 2006 997S street toy 2014 Dodge diesel 4x4.

Length of POC membership: Three years

Level of participation:

Attendance at every event for the past 10 months, learning, driving, instructing, racing. Prior to that, attendance was just a couple of times a year.

Number of track events

attended: 22 events, including test days

What tracks have you driven?

Laguna Seca Mazda Raceway, Auto Club Speedway (infield and roval), Chuckawalla, Buttonwillow, Willow Springs

What is your favorite track?

Laguna Seca holds a special place in my heart, as I've been attending the August Historics car races there for 15 years. I've attended as a spectator and written about my experiences. We've enjoyed many fun times as my children have grown up with Monterey car week as a constant. The event allows exposure to racing's rich history and access to many famous cars and drivers. Just entering the paddock at Laguna overwhelms me with a rush of history and a feeling of home. The beauty of turn nine

coming down the hill in an off camber four wheel drift was my lasting impression at an open track weekend event in my brand new Mini Cooper S in 2003. I repeated that in 2005 with a few more modifications on the Mini. Blair Boyce and I took the Skip Barber three day school there, and that course was thrilling. We drove open wheel cars and I experienced some of my first race starts ever. Unfortunately, I had to wait until this summer to race there. Laguna's challenge and beauty doesn't disappoint.

What do you enjoy most about driving with the POC?

Everything, really. The POC has the vibe of a family and a fraternity at the same time. I love the anticipation of arriving at the track and unloading the car. I love the joy of seeing friends, the sensation of putting on the gear and helmet, and the pure focus that comes from simply sliding into the racecar and turning that magically transforming key. I love getting into the zone—being in a completely challenging, unpredictable environment, and having confidence that I will get the job done. At home, I ride my mountain bike and go off jumps to feel this sort of freedom to

focus at speed. The physical connection in the car is a completely different focus level. In POC, the quality of the competition is high. Several of the top drivers in the club could be professional racers if they didn't have day jobs. The commitment the club has placed on driver education, safety, and consequence for poor judgment makes the environment feel safe. Having all these great drivers around, it's easy to learn new things. What's not to like when you feel like you are at home around so many great people? So yes, everything really. Even writing about the POC makes me feel good.

What's the greatest lesson you've learned while on the track?

Rick Knoop told us during Cup Racing School, "Drive your first lap as hard as your last." He was right. It is strange, but out there in a Cup Race there is a completely new level of comfort with the edge of things. Races can be won or lost in the first half lap, but there is no room to really ever let up on your focus and determination. This is the hardest part of the process of becoming a better driver. You must learn to focus for an extended period while combining aggressiveness with smoothness. I've been in several races where I found a whole new pace while trying

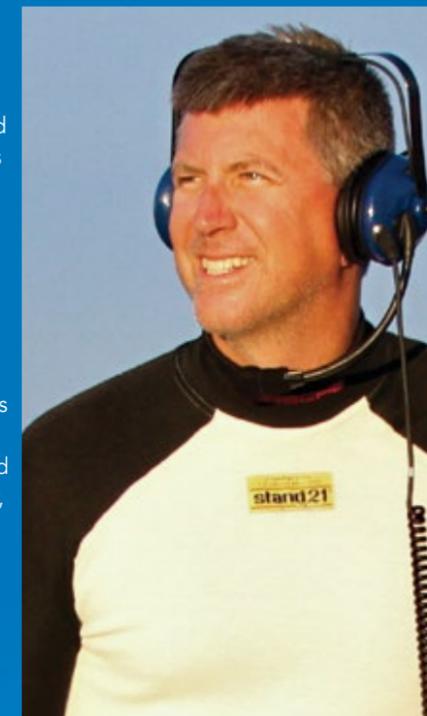
to catch someone. At the finish, I think, "Man, why didn't I listen to Rick?" I should have been that fast for 12 laps, not three.

What are your driving goals?

To do this for as long as I live. Be able to give back what the club has given to me. Become the top of my class through seat time, preparation and focus. I look up to all the guys and gals that have so much more experience and have appreciation for their skill and race-craft. Someday, once I have a lot more experience, someone might see my joy and passion and want to feel it the way I do.

What tips can you offer to new drivers?

One of my mentors, Karl Bonawitz, raced a Siata in the 50s. Karl always used to tell me I should just get a cheap race car, open trailer and then get after it. I didn't listen. I waited quite a long time to begin. Some people will question the expense of this sport. But if something connects to you as much as racing does for me, why would you delay? I would say, if you cannot afford a car, get a go kart. But if you are a racer...you better start. Karl was right. I wish he could see my car today. ●



Brett Gaviglio by Andrew D. Weyman



Spring Time Motorsports Love at AUTO CLUB SPEEDWAY

CUP RACES 12 • 13

TIME ATTACK 9 • 10

PDS 9 • 10

It was spring time, it was Auto Club Speedway, and it was another epic POC event!

By Eric Oviatt



What more could a motorsports lover ask for? Warm weather, sunny skies, and the high banked speedway are all attractive attributes for a spring track day. The San Diego and OC crowd loves the shorter drive, the LA crowd loves the absence of desert dust, and the PDS group loves to run the infield-only configuration. All of this spring love turned our Auto Club Speedway event into one of the highest attendance weekends in recent memory! The paddock filled up with over 130 drivers anxious to get their taste of speed during this great event.

My mornings at POC events can get pretty busy these days, and this event was no exception. My tasks of waking up at 4 a.m. to drive out one of the HRG semi-truck and race haulers, preparing for POC tech inspection, setting up our paddock for trackside support operation, dropping in on a drivers meeting, and getting the guys and gals in our camp out on track, don't leave much time to meet and greet with everyone or even think about breakfast. It always seems like I'm scrambling with my crew to finish up the final stages of unloading and

paddock setup when the cars fire up to get to grid. That's about the time I'm reminded of another task, spotting for Kevin Wilson in his GT1 class cup car. Yes, it's just the first round of practice, but sharing some information and guidance about what is going on out on track and with the car can be valuable. I was able to get over to the seats on top of pit row about a half a lap into practice when I spotted my target. Lap two is when things started to get exciting that day. A simple drop of two wheels on the outside of turn three looked

harmless enough from where I was sitting, but Kevin quickly radioed in coolant pressure failure alarms, soon followed by engine temperature warnings. Great...sounds like a busted radiator and a potentially fatal situation for the 4.0L engine. Luckily, the car made it back over to pit entry safely and a tow was able to get it back to the pits for us.

Did I mention there are a lot of things to do during a track morning? Let's just add in front bumper repair, front fender repair, radiator replacement, splitter replacement,

cooling line replacement, and a cooling system refill and bleed. We've got three hours until qualifying. Ready, go! One of those great attributes of Auto Club Speedway for me is the proximity of the track to my shop, which is a short 50 mile drive over the 241 toll road. Now, how fast could I do the 100 mile round trip in a Cayenne S? Faster than I'm willing to admit in writing, and fast enough to go get the supplies we needed from the shop to the track with an hour to spare. The crew was feverishly working to get everything torn down and ready while

I was gone, along with sending me numerous text messages and calling in their supply requests. Now it was up to them to get this thing running again for qualifying, and they did—half way through the session, with three laps left to go. Ok, back to spotting for Mr. Wilson and cheering him on as I saw one, two, and then three of the fastest laps in succession he's ever run at Auto Club Speedway. What a thrill! He put it P3 overall and second in GT1 class with less than half a dozen laps behind the wheel. Whew! Where is my breakfast, or maybe I get lunch now? ▶

Red group qualifying was led by Chip Romer in his Bud Light/GMG GT3R, followed by John Manning in the Radical, and then Wilson. The first car in GT2 was that of Brandon Griffith, followed by his Speed Gallery team leader Dan Aspesi; in GT3 was Duane Selby, and in C32 was Mike Monsalve. Orange Qualifying saw our Chief Driving Instructor Dwain Dement take pole position in GT4 and overall, followed by Brad Keegan and Ron Palmer. The top spot BSR class was swiped by Alex Bermudez from current BSR king Nathan Johnson, who was one of the beneficiaries of my parts run back to the shop for a shift linkage spare he needed. We were all set to race, and race they did! Chip held on to the lead through the entire red race, Wilson and Griffith battled hard late with Wilson edging him out for second overall on the lap. Brandon was hampered by a loose Cool Suit box making things interesting, but held on for the last overall podium and first in GT2. Selby and Monsalve held on for their class wins on Saturday as well. In the orange race, Ron Palmer surprised everyone with a blisteringly fast lap of 1:49:323 in

Top to bottom: Brad Keegan with all lug nuts on; Darin Kajioka and Justin Heil; Chief Driving Instructor Dwain Dement with a student; David Tung. **Photos by Cathy Robsonh**

his GT4 car, a full three seconds faster than his qualifying time and took the win overall! Keegan and Charles Wirken in his CSR Cayman S filled up the overall podium in Orange. The BSR battle raged on between Alex and Nathan in BSR, with Nathan taking the win followed by Bermudez and Will Marcy in second and third.

Time Attack drivers were out in full force at the Speedway and filled out two groups of mostly Porsche cars with some BMW, Nissan, and Fords in the mix. In addition to all the Time Attack run group drivers, we had a lot of cup racers using their qualifying time for competition as well. The cup racers took top honors in BSR (Johnson), GT3 (Selby), GT4 (Dement), and C32 (Monsalve), but there were several TA guys taking class wins also. Chris MacDuff took his Boxster



S to the top spot in GT5 both days, David Tung in his Boxster did the same in GT6, Patrick Brass in JB, Cory Dunherder in JI, Richard Doss in JS, Justin Daily in BSX, and Mike Hammond over John Dilger in HP. It was also great to see Eric Olberz in the right seat with his son Markus behind the wheel of a Cayman R. Markus took the spot in MI, and we're still not sure who was more proud of his lap times.

Close of day Saturday, as fun as it was, was a welcome sight for me. It was warm, it was eventful, and it was filled with some exciting races out on track. The last task on my list for the day was to spend some time with family, the crew, some friends I get to see once a month, and get a cold beverage from the ice chest. This is also around the time all the PDS drivers start floating back down from the clouds and regain the capacity to use complete sentences again. Their bewilderment and adrenaline gives way to the smiles and exhaustion of a Saturday well spent behind the wheel of a sports car. A few of them will be back tomorrow for another round, and we'll see who exhibits the signs of a new addiction.

Sunday brings another one of those busy mornings filled with tech inspections, car preparations, coaching, and visiting in the paddock. There is nothing quite like a warm, early morning filled with open race exhausts, air guns, and race car smells to remind you of those cold beverages shared with friends the night before. Sometimes the stories run a little long, and the excitement of a long awaited race day carries you deeper into the night than intended. But hey, what is your nearest competitor good for other than so generously providing you with couple swigs of (insert their secret weapon here)? I'm not saying it is intentional, I'm just saying it has been known to happen. I wasn't on the receiving end of such things since I wasn't racing this weekend, but the look on a few faces told a familiar tale.

The morning's practice sessions were not short on their own excitement with team cars, either. Unfortunately, a few of the failures were terminal for the weekend, and I missed out on the opportunity to make another mad dash in the Cayenne. The items we could fix, we did, and we readied everyone we could for another round of qualifying and time attack runs. I was on the radio again with Wilson, and

we had high hopes of getting onto the rear bumper of Romer in qualifying. Chip quickly squashed our hopes and took off for a ridiculously quick lap of 1:36:779. "Time to save your tires, Bud, let's call it a session," was the guidance over the radio, and we were all gridded again in similar fashion to the previous day. I suspect Chip was looking for a little excitement as he vacated his position on top of the grid for the race and hung way back behind the split start even, setting the table for a race to regain the top spot. Wilson, Griffith, and Manning spent lap after lap going at it at the front while I kept a close eye on what was coming up from behind. Meanwhile, the C32 race was really getting spectacular as Monsalve, Steve Alarcon and Bob Mueller went after position on each other. I know I'm supposed to be spotting, but darn it, these guys are giving a good show and I found myself distracted! As the closing laps came, Kevin Wilson was tracking down Brandon Griffith and Chip was quickly coming from behind. At one point they were all on the same straight with less than two laps to go. Wilson managed to get by Griffith, and Romer had a rare spin in the hairpin that ended his bid for the lead. They finished in that order, and then I focused on the C32 race with Alarcon pulling it out over Monsalve by 0.8 seconds, and Mueller rounding out the top three.

In the Orange group, Vali Predescu had taken over Steve Radenbaugh's Boxster S for the day and he put her on pole along with first in the GT4 class. Josh Matas took his first pole in BSR with Nigel Maidement and Will Marcy close behind. Nathan started from the back of the pack in similar fashion to Chip in the red race, and was intent on making himself a good video, I presume. He did just that by pulling off the worst to first charge through the pack, ending his weekend on a high note. Josh held on for second place, and Leland McArthur filled up the podium in BSR. Vali came home with the GT4 and overall win followed by Palmer and Rich Yochum. Another race day and weekend came to a close as the sun started to set on the bleachers at the speedway. The temps finally started to cool down, and it was time to get our toys loaded up and back home. Our last fling of spring was over, but we came, we loved, and we will do it again soon. ●

Putting on Lug Nuts the right way

BY BRAD KEEGAN

The POC always guarantees a great time at any of their events, and the event I attended was no exception. The weekend rolled out great, with good finishes—second on Saturday, and a qualification for fourth on Sunday. I had a decent start even after missing a shift, and was fighting to gain some ground and position when I felt a change in tire pressure coming off the oval.

I pulled off the track to the infield safety road, and figured my race was over. The safety crew was with me within a minute, asking if the car was drivable. I told them it was, and asked if I could follow them off the track. Off we went, and I mentally calculated that I had missed finishing half the race by one lap, and therefore had not qualified for any points.

It was a disappointing development, but my brain immediately went to work figuring out how I could come back from this. If I could get to my jack and spare tire, I might have a chance to make it back on the track.

I got the car up on the jack and the tire off as quickly as possible. Someone offered to help out, but I thanked them and said I had it under control. Their desire to help got the better of them, and they got in there despite my warning that the lug nuts were very hot and we should proceed with caution. Sure enough, a very warm lug nut was in hand and dropped just as quickly as they realized there were indeed hot!

I already had four on the wheel and tightened, and realized they were putting it on the wrong way. I was trying to be patient, but found myself wishing my four year old were there instead, who has become a pretty fair hand at putting on lug nuts – the right way. We finally got the last one in place, and with the help of my eager POC assistant, I was belted in and off to the grid.

I pulled up, got the go ahead, and was back in the race with two laps left to go. I managed to complete seven laps, and even though second to last in the field I managed to get a few points. I think everyone was surprised to see me pull into impound at the end of the race, figuring I was out of the picture.

I got a lot of good comments from the other event participants for my work as a one man pit crew that weekend, and for making it back onto the track to finish the race. Thanks go out to the POC for a great event, and for the assistance of fellow racers and the track crew! ●

EVERYONE should EXPERIENCE an early 911

BY NOAH WEISBERG

Everyone should get to experience an early 911 and, if they're fortunate enough, own one to enjoy on a regular basis. My first exposure to early Porsches began approximately seven years ago. The Palm Beach International Raceway was redone, and I was fortunate to become a founding member of the Palm Beach Driving Club. Through the Driving Club, I met Keith Ennis, an avid early 911 enthusiast.

At the time, I had a track-prepped E92 BMW M3 and enjoyed running it on the track, along with what invariably was mostly Porsches, ranging from Cup cars to GT3s to some early 911s that Keith would bring to the track. I always enjoyed watching these early cars run and Keith spent much effort trying to woo me into early 911 ownership, but at that point I was not ready. As time went by, I actually noticed that most of the cars being tracked were Porsches, and when the 991 came out, I purchased one as both my track car and daily driver.

Whereas my M3 required a fair bit of modification for track work, my 991 Porsche just required race track ready brake pads and SRF brake fluid to be ready to run. Approximately a year ago, the light switch clicked on and I decided I had the interest, time and passion to learn more about the early 911s. One of the sites that Keith directed me to was the Early 911S Registry. I read and educated myself as much as possible and decided I wanted a '73 or earlier car. Keith arranged for test drives of various

cars for me and I decided what would suit me best was a long wheelbase, long hood model. I also decided that I didn't want an all original car that I couldn't modify, as I had a growing image of how I wanted my early Porsche to look and drive I set out on a hunt to find a suitable car, and I soon learned how much the prices had risen for these early 911s and how very difficult it can be to find the right car. My focus was on a long wheelbase model that had already been well hot-rodged with the options I would choose, as the cost of doing a build-from-scratch was daunting.

With some perseverance, a suitable base car was found in California. I was thrilled when the car was delivered, as it was a solid and rust free car with a 3.0 liter engine and Weber carbs that had been rebuilt only 2,000 miles earlier. The car had also been repainted in the original Tangerine color. The 7" and 8" Fuchs were already redone by Harvey Weidman in the RSR anodized finish and were covered by period correct RS steel fender flairs. The suspension had been freshened with RS Blistein struts, Turbo front tie rods, 26mm Turbo rear torsion bars, adjustable trailing arms, fresh poly bushings and rebuilt SC steel calipers with cross-drilled rotors. The interior was completely redone by the previous owner as a lightweight build with lightweight sports seats, RS door panels with leather pulls, light weight Perlon carpet, new

headliner, an ST-style roll bar, lightweight RS-style door panels and a period-correct 4-point Repa harnesses. All of the gauges were redone by Palo Alto Speedometer and were factory fresh.

When I received the car, it had not been run for approximately a year, and the carburetors were gummed up. The car went to Klub Sport Racing for some rehab. On our first test drive, it was not running perfectly, but showed promise to be an excellent starting point for my project. I had a clear vision of what I wanted it to look like. I did not want to build a particular style, as far as an ST or RS clone or RSR; I wanted my own hotrod. The only person this car needed to make happy was me.

I wanted something that took bits and pieces and design cues from the short wheelbase cars up through the long wheelbase cars of '73. I wanted to modified this car visually as it could have been done in the early 70s, while doing the mechanicals to a later Porsche standard.

This car was a great starting point as the suspension, wheels, engine and interior were clean and done. I could focus upon taking the car to the next level. I met with Keith, and Bruce Ellsworth and Phil Bagley at Klub Sport Racing, which by good fortune is only about ten minutes from my home. It is a gift to have a passionate and talented shop in your backyard. We talked through my vision and they gave me guidance as what would work and their opinions on different build and design cues. Klub Sport typically works on vintage correct early 911 race cars and 356s, so my hot rod amalgam was out of the box for them.

As anyone who has embarked upon a project like this knows, it takes countless hours and a real love of the hunt to find all of the proper bits and pieces to assemble a truly personalized build. My goal was a sports purpose hotrod that maximized the tactile feedback and driving enjoyment so lacking in modern cars. My thanks for the inspiration I received from all of the posts on the Early 911S Registry forums and to all of the vendors who produce the parts that made my build possible.

We decided to proceed with a 100-liter center-fill race fuel tank, which is period correct and, in my opinion, sets this car apart. KlubSport sourced the tank from Mash Motors, then they custom fabricated the filler neck and dog bowl before fitting the tank to the car. An RSR strut brace was fabricated,

welded into place with a stainless steel rod, and the smugglers' compartment and blower covers were replaced with black anodized Rennline products.

As we put in this gorgeous new tank and the new fittings, we decided to clean up and detail the entire trunk compartment, adding an OEM charcoal canister to vent the tank fumes, clean up all the electrical wiring and replate all of the hardware in the trunk. This would be a Florida car driven in high heat, so the trombone oil cooler was removed and a radiator-style cooler was installed in the right front fender with a custom slotted bumper. I retained the original T front bumper as, for my build, I preferred the shape of it over the S style bumper and the fog light cutouts provided even more airflow.

Klub Sport fabricated 911R-style expanded metal grilles for the horn grilles, the slotted bumper, and the fog light cutouts for a look I liked and a functional improvement of airflow to the oil cooler. The battery compartments were cut out and welded flush to further increase air flow.

While I liked the look of the Rennline products in the trunk, I did not like their badging. So, I utilized some extra grille badges I had in order to cover up the Rennline badging and further dress up the front trunk and smuggler's hatch, where the battery was relocated.

The suspension was left as it was when I purchased the car, however, Klub Sport lowered the suspension to obtain the stance I desired, as well as corner balancing the car.

The initial Pirelli P6000 tires were too hard and needed to be replaced. I searched for suitable rubber and decided that the Toyo Proxy RA-1s would be the best fit for my 15-inch diameter 7- and 8-inch rims. 205/50-ZR15s were selected for the front and 225/50-ZR15s were selected for the rear.

Installing the center fill tank required cutting a hole in the hood and welding in a plate to cap off the original fender flier opening. During the touch up paint job I wanted to add vintage correct stripes to the car. I tried many colors in order to find the correct look. We tried swatches of all the vintage 911 grays, as well as the early ivory color for 911s, and none of these quite worked to my eye.

At the last moment, as the car was going off to the paint shop, Bruce at Club Sport said they had an Ivory 356 coming in from the warehouse and he thought that this color might work well for the stripes. For my build, I did not like the very clean white color of the 911 Ivory, but he said that the 356 Ivory was different and was more of a cream color. When that car arrived, I knew right away that was the perfect color for my car, as the cream color of the 356 Ivory really worked well against the aged creamy color of the Tangerine paint. There was extra paint from the build of the 356, and we used this to do my stripes. ▶

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The car came with a lightweight RS Porsche badge in the front, and that was replaced with a period-correct OEM Porsche orange bar hood emblem. All of the external lights were replaced with LEDs—brakes, flashers and side markers—and all of the dash lights were replaced with E-targa's LEDs in order to increase the legibility and brightness of the dash at night.

The spare tire was placed over the 100-liter race tank and I fabricated a strap system to hold the tire down. I fashioned it after a late '60s short wheelbase race car picture I had seen. A green army canvas belt was sourced from Amazon and an extra strap from my briefcase was tanned and distressed by a good friend. I fashioned the strapping using brass rivets to obtain that weathered look.

Further additions to the car included vintage decals that worked with my overall design. A suitable collection was placed in the back side windows. Initially, I had a 911 50th Anniversary of 911 grille badge mounted on the engine deck lid, but I wanted something more period correct. After searching through the many badges available on eBay, I found a vintage German doctor's driving club badge that caught my eye and worked with the design and color of the car. It also had some personal meaning

for me as I am a physician. This worked great on the 911R-style expanded metal grilles that Klub Sport had fabricated.

For the interior, I wanted a lightweight, racy feel. After going through many pictures, I decided upon an overall design theme. The seats that came with the car did not fit my frame, as the shells were too narrow. I spoke to a number of seat manufacturers and decided to proceed with TRE Motorsports; Dave Bouzaglou was very knowledgeable and willing to work with me to obtain the fit and style that I wanted. We discussed my build and that I wanted an ST-style seat. He thought the ST shell might be too narrow and he recommended a Scheel-style shell, which is a bit wider through the hip as well as taller in the back. Typically, this seat is finished with full vinyl on back, but he said he could get it to mimic an ST seat with the exposed back. I wanted vintage wide wale corduroy and brass grommets for that racecar feel and vintage correct appearance. Additionally, we put brass grommets on the seat backs as well as gel coating the back of the seats for a very high quality final result.

With Keith's guidance, I installed the seats from TRE. I replaced all of the interior bolts with black Allen head cap screws with brass washers to tie

everything together with the seats, as well as give it an aged feel.

While I was installing the seats, the floor mats were replaced with RS-style rubber floor mats, and black anodized Rennline floorboards. The Rennline badging was covered with period correct rubber pads from the RSR dead pedal. They were just the right size and don't look out of place. The gas pedal was replaced with a 917-style gas pedal from D-Zug and I had custom pedal overlays made for the brake and clutch pedals in an anodized finish to match the RSR Fuchs wheels.

I installed a 1-inch system of spacers to build up the clutch pedal in order to better fit my leg length and permit me to sit further back from the wheel. A dished Prototipo steering wheel was initially used, and that was later switched to a 380 mm RS wheel with a hockey puck horn button from Zuffenhaus, for what I consider the perfect period correct look.

The chrome bezel rings were added to the gauges to dress up the interior and to coordinate with the short wheelbase rearview mirror hanging from the headliner. A Rennshift shifter with a TRE-sourced 917-style wood shift knob was used to increase

shifting precision along with a Rennshift shift coupler. Shifting feel was much improved from stock and the wood knob feels perfect in hand. A 917 drilled key with a 356 key pouch with brass rivets was used to tie into the rest of the interior. A vintage correct Porsche radio delete plate was located and an early short wheelbase 911 emblem was placed at an angle on the glovebox door, as I like how that emblem was utilized on the '65 cars' deck lid. I wanted to bring that cue into the interior to tie in with the other short wheelbase cues I was using. In my opinion the SWB cars had a layer of style that was lost in the LWB generation.

On the front fenders of the car, Chronograph Heuer decals were used, as Heuer was the official timer of the FIA in the early '70s and their logo was often seen on vintage racecars. I located a Chronograph Heuer clock face and a reconditioned clock was built with this and installed.

A Halon fire extinguisher that I rebadged with Porsche script was installed on the ST bar so it could be seen through the right side quarter window. A 3.0 deck lid badge was recommissioned to be used on the rear fire wall, facing into the cabin. When the 911 50th Anniversary of 911 trunk badge was replaced with the German doctors' driving badge, it was moved into the rear to sit on the hump between the two deleted rear seats.

The engine compartment was pretty much complete when I bought the car. The only things we added were a fresh coil and starter. The carbs were cleaned and tuned and clear fiberglass rain shields from Sheridan Motorsports were added with brass wingnuts to secure them. Klub Sport fabricated an aluminum catch can for the oil breather line. The OEM heat exchangers were removed and replaced with powder coated headers appropriate for a 3.0 liter engine and a two-in two-out M&K 2.5-inch pipes. The RS-style fiberglass rear bumper was customized to delete the OEM exhaust cutout and to fit the new dual exhausts.

The final piece was the right license plate for this build. I spun my wheels thinking about options, fortunately my friend Brett came up with "NOP-DK," which I think fits this build perfectly. I like that Porsche people in stantly understand it and everybody else has no idea. No better car for this moniker than an early long hood 911. Florida even has a plate option that perfectly color matched the Tangerine paint.

The end result is a car I'm extremely pleased with. It drives wonderfully well and is extremely smile provoking for zipping around town. I built this car to drive, not to sit in my garage. So I do drive it to work twice a week and place it under a car cover.



All photos by Scott Morvay and Noah Weisberg

It is also my ride of choice on the weekends. Shortly after it was done, I entered it in the Arrive and Shine category of the PCA event at the Mandarin Oriental in Miami. The car was a blast to drive the 90 miles to Miami and was more than able to keep up with all left-lane traffic. The car was wonderfully well received at the show, with lots of people crowding around and asking questions about the various design bits that I added. It was really great to see such a positive reaction to the car and to see so many people enthusiastic over it. At the time of judging, the car was awarded the people's choice award for best in class of the non-concours cars.

The car is extremely well balanced and pulls well with the single plug Weber carbureted 3.0 liter engine. Driving back from Miami I hit torrential rainstorms and the car tracked perfectly with the Toyo RA-1 tires. There are not many tire options for 15-inch rims and it was great that Toyo reintroduced the RA-1s.

I also roadtripped up north three hours to the 24 hours of Daytona and had a front row seat in the Porsche paddock. It was great to see such an enthusiasm for the few early cars that made it to the race.

I will be enjoying the car as is through the winter driving months in South Florida while I plan my next steps for it. At this point, the car drives wonderfully, but the engine is limited by the original four-speed transmission. While it was rebuilt 2,000 miles ago, it is still in need of a fifth gear.

I will either rebuild the '73 magnesium transmission or source a later aluminum 915 unit to be

built out by Klub Sport with a close ratio 5-speed gearbox. We will strengthen the case with a reinforced side plate and internal brackets, redo all of the necessary seals, possibly add a limited slip differential, and add a WEVO internal GateShift to further increase shifting precision and feel. A lightweight clutch and flywheel assembly will also be integrated. Feel and feedback are very important to my enjoyment of this car.

Beyond that, I am debating if I want to do anything to the engine and brakes this coming summer. While this would be a big project, this is a car with which I plan on having a long relationship. That being the case I am inclined to fully build out my ideal early 911 and rationalize that I am amortizing things over many years of ownership. At least that's what I'm trying to convince myself of. If I do rebuild the engine it will be a torquebiased streetable twin-plug 7,000 rpm motor with 46 PMO carbs, with more aggressive cams and high compression pistons. It is important to me that it remains a tractable daily driver while adding more urgency to the pull of the motor. As slippery slopes go, if we are doing the motor we also need to consider more brales. My current iron SC brake setup is likely adequate, but I may invest in 930 brakes or even the Zuffenhaus RSR setup to optimize my braking potential while maintaining a vintage correct look.

Owning both an early 911, as well as a modern 911 has made me appreciate each of them that much more. The engineering of the current cars is pretty spectacular. However, the early car is much more fun at any speed. The raw feedback provided by my '73 puts a smile on my face every time. ●

MISSION 2014 PORSCHE RETURNS TO LE MANS



Photographs courtesy of Jean-Pierre Espitalier
www.spitoo-photos.com

By Kevin Ehrlich

In one of the most highly anticipated events of the motorsports calendar, and the subject of intense media and fan interest, the Porsche factory brought its two 919 LMP prototype entries and two 911RSR GTLM entries to the 2014 24 Hours of Le Mans on June 14-15. Porsche had not mounted a full-fledged factory effort to seek overall victory since 1998. The mere presence of a Porsche factory effort brought fresh energy to the race.

Banners, trackside signs and shirts everywhere were emblazoned with the Porsche statement of intent: "Mission 2014. Our Return." A steady stream of spectators filed through a large tent displaying ten Porsche cars with noteworthy Le Mans history—many of the cars coming from the factory museum. Early examples ranged from a 550 that ran in 1958 to a 904 that ran in 1964. Overall LeMans winners from 1977, 1987, 1994 and 1998 sat

side-by-side as a testament to Porsche's strength over many decades. A Porsche 908 that was used as a camera car during the 1970 race to film part of Steve McQueen's "Le Mans" movie was on hand as well. Former Porsche factory drivers such as Derek Bell, Vic Elford and Jackie Ickx circulated on site. Alan McNish—with Audi, Toyota and Porsche factory history—was the Grand Marshal for the event.

Le Mans is large enough that your specific experience will depend on how you spend your time, what you want to see and where you stay. Camping near the track with a general admission ticket is tradition for thousands—many are Brits and Danes who make the annual pilgrimage. With a general admission ticket, you can walk along the fences for most of the way from the Porsche Curves to Tetre Rouge—both on the inside and outside

of the track. Shuttles will transport spectators to other viewing points around the track.

Most grandstands are freely accessible on Wednesday and Thursday, so it is easy to move around and see different parts of the track with the benefit of shade and a seat during practice. During the race, however, each grandstand requires a dedicated ticket.

For those with credentials or attending as guests, the experience will be very different with better access to the cars, drivers, and comfortable places to eat gourmet meals with good wines. The commentary of Radio LeMans (race coverage in English!) is available on FM radio and internet stream, and is the common life-blood that keeps many spectators informed.

The three major manufacturers, Audi, Toyota and Porsche, dedicate significant resources both to the cars themselves and to the supporting hospitality, signage and support. In the paddock behind the pits, the team have polished transporters and extremely organized logistics efforts. The temporary hospitality structures are larger than most single family homes.

Audi brings so many guests that it takes over a local exhibition hall a 10 minute walk away from the track entrance, and builds hundreds of temporary sleeping quarters. Toyota alone brought to the track 100 crew members for its two cars. Bicycles, scooters, golf cars, shuttles, cars, helicopters and private airplanes circulate and navigate the venue constantly. ▶

Number 14 had gearbox problems but was repaired in time to take the checkered flag.

Sister car Number 20 led at times, but ultimately retired after 22 hours with engine failure.

From the days of the Porsche 917, Doctor Norbert Singer (now 75), has been involved with everything racing at Porsche Motorsports.

All Photos by Jean-Pierre Espitalier



Porsche Curves destroying the car in Wednesday practice. The crowd held its breath after seeing the aftermath on the large screens and fearing the worst. Duval ended up getting cuts and bruises and a visit to the hospital, but was otherwise unharmed.

The Audi team drafted Marc Gene from another car to take Duval's place in the race. The Audi team also

needed to build a brand new car overnight. Le Mans rules prohibit spare cars, so a new car was built up from a bare chassis. When the rebuilt car emerged from the pits for Thursday afternoon practice, the crowd recognized the accomplishment and greeted the car with a great roar. The car ended up finishing second overall. ▶

The Porsche's four cylinder engine note is the highest pitch of the group and the turbo's whistling sound is very distinctive.



Opinions varied, but the sense going into the event was that the Toyota was fastest, the Audi most reliable, and the Porsche a threat but a bit fragile.

The cars themselves are kept in the garages with team trailers parked at the back. Access is limited, so it is not easy for most fans to see cars or drivers up close other than the Friday traditions of the pitwalk or the driver parade in the town of Le Mans. However, Le Mans offers the fastest prototypes with the most professional teams and drivers along with some of the best prepared and piloted GT cars. Drivers range from life-long sportscar specialists to ex-Formula One drivers to well-funded and experienced amateur drivers. It is a unique opportunity to see them all mix together on a fast track comprised mostly of public roads.

Adjacent to the paddock is the "Village," a mix of manufacturer displays, boutiques, and creperies.

Here, both Porsche and Michelin had a 919 LMP show car on display. The Porsche boutique also had a 911 Cup race car and various merchandise for sale. Nissan had a large display of various cars and a big screen showing marketing videos and on-board footage from Nissan cars on track. Corvette and Audi boutiques sold clothing, hats, jackets and die cast models. Another "avenue" housed booth after booth of independent sellers with a wide variety of shirts, hats, and shelf after shelf of die-cast cars. High quality artist prints and posters were for sale for those looking to adorn their empty walls. The Village also provided televised race coverage on a large screen, but the race always gave way to World Cup coverage when a game was on. Masses

of spectators assembled late on Saturday night, during the race, to watch the England-Italy match. Surveying the resulting carnage in the early hours of Sunday morning, it wasn't easy to tell who prevailed.

Announced attendance was 263,300, well in excess of the 255,000 from the previous year. Many of those didn't wait for the weekend—the grounds were very busy on Wednesday and Thursday for practice and qualifying.

Opinions varied, but the sense going into the event was that the Toyota was fastest, the Audi most reliable and the Porsche a threat but a bit fragile. The event got off to an ominous start. The Audi of Loïc Duval crashed in the



One aspect of the cars that doesn't translate well to television is the sound—or in the case of the hybrid prototypes, the lack of sound. The Audi whistles by like a jet engine. The Toyota has more of a traditional roar with its V8. The Porsche's four cylinder engine note is the highest pitch of the group and the whistling sound of the turbos is very distinctive. The Corvette clearly is the loudest car in the field followed closely by the big Aston Martins.

Similarly, the Prospeed Porsche 911 crashed on Thursday heading up the hill just before the quick left/right sequence before the Dunlop bridge. The driver lost consciousness and was unable to take further part in the weekend. Attempts to add a replacement driver were unsuccessful, which left the remaining two drivers to handle driving duties. However, that was only part of the story. The car was damaged beyond repair, so the team had to source a bare chassis and build a brand new car. The car made the start, Jeroen Bleekomolen drove 14 hours and young American Cooper MacNeil drove the remaining 10 hours as the car made the finish claiming 5th in class and 33rd place overall. It was an amazing effort and only one story of the many up and down pit lane, but a good example of the magic of endurance racing.

Toyota took the pole (its first since 1998 and the first ever for a Japanese driver) and third spot in qualifying, with the two Porsche 919 prototypes qualified second and fourth. Audi claimed the fifth, sixth and seventh spots on the starting grid.

The start is a spectacle of pageantry and the crowd was treated to the top cars all running relatively close together for the first few laps. However, a heavy rain shower after about three hours took out one of the Audi entries (courtesy of a spinning Toyota). The Toyota continued after repairing the damage. The other Toyota showed great speed and led at times, but ground to a halt during the night with an electrical fire associated with the mandated data-logger. The remaining Audis both encountered trouble on

Sunday morning with turbos that required a speedy replacement.

How did Porsche fare? The #20 919 led at times, but ultimately retired after 22 hours when something in the motor failed. The #14 sister car suffered its own gearbox problem only about half an hour later. The car was repaired enough to permit a return to the track for the final lap and be credited with a finish, but it wasn't running at competitive speed for the checkers.

The GT class entry for Porsche was spearheaded by Porsche legend Olaf Manthey. The #91 works 911RSR claimed a seventh place

in class after fuel pressure problems slowed the car during the night. The #92 held on to a podium position after an unexpected late pit stop took them out of second place. Ferrari and Corvette claimed the first and second places in class. The finishes capped difficult days of practice and qualifying leading up to the race with the #91 car suffering from axle problems and the #92 car being caught up in a crash that put the car in a gravel trap at the Ford Chicane. In the GT amateur class, Aston Martin won with a 911 placing second and a Ferrari 458 placing third.

While the Porsche marketing department and fans might have preferred

a different outcome, it was a strong showing for the 919 hybrid in its first LeMans. The technical departments at Weissach and Flacht knew they had a steep development curve. Undoubtedly, work has already started in preparation for the 2015 edition of the 24 Hours of Le Mans. ●

Porsche 919 Hybrid number 14, driven by Romain Dumas, Neel Jani and Marc Lieb, taking on new tires.

Number 20, driven by driven by Timo Bernhard, Brendon Hartley and Mark Webber, leaving the pit and at speed.

The Number 92 Team Manthey Porsche 911 RSR raced by works drivers Joerg Bergmeister, Patrick Pilet and Nick Tandy



Photos by the author Kevin Ehrlich

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IT'S LAGUNA SECA, BABY!

BY BRETT GAVIGLIO

POC IN ASSOCIATION WITH
COMPETENT MOTORSPORT
105 DB SOUND LIMIT
CUP RACES 14 • 15
TIME ATTACK 11 • 12

Laguna Seca's 11 turns rest in the warm, fog drenched foothills of California's Monterey peninsula. Porsche had only been making cars for 10 years when Laguna was dug out and paved by the army in an effort to relocate the Pebble Beach street racing movement to a more permanent venue. When I first set foot among the trees above Laguna's corkscrew turn and watched Phil Hill race an Alfa Romeo during the August historic races, I promised myself that someday I would race here. That was 15 years ago. This June that chance came, with a cup racing license in hand, the schedule in the books, and my very own awesome AASE prepared spec 911 race car in the trailer, there was just one little issue. ▶

Gabriel Allan Photography



Top to bottom, left to right: Kip Waterhouse; Alan Wilson; Blair Boyce leading the pack; Nathan Johnson; Scott Craig. *Gabriel Alan Photography*

My lovely wife uttered, “What could be more important than our 18th wedding anniversary?” That can be a very tough answer when coming out of the mouth of a racer. Difficult to explain to my precious bride—it’s *Laguna Seca*, baby!—having only waited 15 years for my first race there!

Laguna Seca is completely different than any place we normally drive. It seems the powers that be couldn’t place the majestic track far enough from expensive area homes, so sound limits of 92 decibels are the norm. However, this weekend sound limits were generously pushed to 105 db! This made it simpler for our club with its wide variety of classes, to make the most of the experience.

The track is special as it features all uphill acceleration and all downhill braking—favoring the most powerful and the lightest cars. Laguna delivers challenging driving and pure torture on a drive train and brakes. Real and ever present walls ready

to punch you and your car in the face did not keep our tribe of crazy, speed obsessed purveyors of melted Yokohamas from going two or even three wide jumping off the five story ‘elevator’ drop down the cork-screw, and charging down the hill chasing a never ending high.

The Porsche Owners Club combined its Laguna Seca event with Competent Motorsports, allowing three run groups of Green time trial, and a Red Cup race and Orange Cup race to share time with the Touring Car Championship and Pirelli Cup. This led to some shorter run sessions, but plenty of track time. Drew Waterhouse came back from a long hiatus, not only to serve as event master, but expertly taking a vote at the Saturday drivers meeting to change the Sunday practice time into a fun race. Who doesn’t want more racing? It was an easy decision—everybody loved the idea of more racing!

James Safronas laid down the fast qualifying time of the weekend with a 1:26.392 in his 2009 turbo 997 GT1 car. Safronas

battled and won Red Cup races both Saturday and Sunday over Chip Romer’s #155 Budweiser liveried GT1 car through the weekend, however, there were several more thrilling battles playing out. Brandon Griffith took the GT2 class on Saturday by a nose over Dan Aspesi. Farther back in the pack Duane Selby won the GT3 class with Eric Olberz nipping at his heels. Kip Waterhouse and Jim Steedman stayed reasonably close to Mike Monsalve in Carrera spec C32 class. When I asked Jim Steedman how he was so fast, he replied, “You should be asking Kip...I couldn’t keep up with him. Just before the race, I took out all my wing because I theorized there was too much drag. Bad idea...my tail was out there the entire Saturday race. It took a lot of throttle and steering wheel input to keep it on the track.” Add in the excitement of those much faster cars out there in a C32, and the feeling of being caught in turn one by a GT1 with a split by Safronas and Chip Romer’s fast Budweiser cup car going into the braking zone for the Andretti hairpin. The noise and fun of racing in your class combined with other faster classes

overtaking on Laguna’s complex layout is enough to make your hair stand on end.

Blair Boyce qualified second for the Orange race. Only one problem: he was trying for pole position and found his way into the tire wall on the inside of four at about 100 mph, having dropped two wheels and staying in it. As the flatbed pulled into the pits carrying his mangled #299, Blair managed to get out, “The car is dead, I think my weekend is over.” The club rallied around Blair and his car, and in fact, his weekend was not done. Jeff Erikson fixed the broken gas pedal and a host of other items on Blair’s car. Vali and his guys brought advice and a welder. Parker brought to bear his skill and dedication by beating Blair’s broken #299 back to life, grinding, hammering and welding the suspension together. Parker then performed a complete alignment on Blair’s #299 with Dwain Dement’s strings and a tape measure. He did this between racing and working on his own car. If you want to know what this club is about, this says it all. Parker and the guys showed just how cool this group is.

With Boyce, the GT4 points leader sitting in the pits Saturday, Drew Waterhouse jumped in his Boxster to take a win over Dwain Dement and Brad Kegan, who were both within roughly a one second gap at the finish of the Orange race. Some heated action took place as super aggressive lines ended with Rob Tachovski getting DQ for contact with Bob Mueller, taking out a valve stem on his tire. Paul Young’s GT5 brakes nearly caught on fire, smoking out badly as his 911 worked hard to fend off Regan Steedman’s hot pink Boxster, with whom he raced closely all weekend.

Laguna is no friend of the momentum cars as every pound matters. As such, the closing speeds in each race are amazing given the range of performance index and horsepower in both Orange and Red Race groups. Andrew Weyman spoke about this Sunday, saying, “The closing speed of the GT4 cars in Orange is amazingly thrilling from the seat of my BSR.” Doug in #158 added, “Cars were shooting by on both sides splitting me going up the hill...it got a little crazy!” Nathan Johnson took his

BSR from a first in class start to a close win over Mark Foley’s BSR. Randy Takaki wasn’t so lucky on his encounter with a turn ten wall during the Saturday race. He is okay, but no effort was undertaken to save his green BSR.

The soreness from crashing Saturday did not hamper Sunday’s attempt at pole position; the Laguna adrenalin had not worn off for Blair Boyce. #299 was down and out, but Blair found his way to pole position by late Sunday morning en route to a second place finish behind Bob Mueller in the main Sunday race. Not sure which was more impressive, the fact they got it together, or that he drove a car that looked like it was out of a road warrior movie to an Orange race pole qualifying position.

By Sunday in BSR, Nathan Johnson was qualifying about one second a lap faster than his closest competitor, and elected to start DFL in the Sunday main event. ▶

Top to bottom, left to right: Ron Brennan; Duane Selby; Brandon Griffith; Jim Steedman. *Photo by Chris Campbell*



PLATYPUS

AN AMERICAN HOME-BUILT RACE CAR NAMED AFTER AN AUSTRALIAN MAMMAL...



Neil Alexander — Photo by Head-On Photos

In the early 60th, when most Porsche 550 and 550A Spyder, became obsolete, many small race shops built modern tube-framed chassis utilizing the powerful and reliable Porsche 547 engine.

One such shop was PAM Foreign Cars in Manhattan Beach California. PAM was a foreign auto repair shop created by owners Scooter Patrick, Hans Adam, and Don Mitchell. SoCal racer Scooter Patrick started racing in 1954 and quickly moved up through the sport car racing ranks, Hans Adam was the fabricator, and Don Mitchell the engine wizard. In 1961, the PAM trio bought a wrecked 550 Spyder and built the PAM special.

A Porsche 911 2.0 liter aluminum engine case was mated to a 901 gearbox with cv joints to the original uprights. It had Mahle pistons, Web cams, and Webber 40mm carburetors. The engine makes 200 HP at 7000 RPM. The front brakes are Girling AR and the rear Girling GR. The front uprights and spindles are the traditional Triumph type for the period. Most components are heim jointed. The body was fiberglass. ●



All Photos on this page by of Head-On Photos



Nathan worked his way to the front of BSR one car at a time in what may be one of the best YouTube video moments ever posted in club history. Sunday's Orange main event featured great GT4 and GT5 racing going on at the front of the pack while Nathan was making things happen at the back in BSR. I caught up with Nathan to try and figure out just what was going through his mind as he worked through the Orange race. "I just focused on making sure I got good exits; when you're coming through the field, I've learned the worst thing you can do is catch a car between corner entry and apex. Having a car balk there and then bog down your exit in one of these lower-powered momentum cars absolutely kills your lap," he said.

He continued, "It may take as much as three turns to get back up to speed depending on the track. So, at times you have to lay back coming into the turns, and then throttle early and concentrate on achieving perfect exits. Once I had Mark Foley in my sights, I was able to just get into a rhythm and hit my marks to slowly reel him in.

I almost used traffic to my advantage to pass him on the straight after turn 10, but he was able to take a wider arc onto the front straight, which resulted us in going side-by-side through T2 and T3, and I had to back out for T4. I always have great battles with Mark... he's a great and respectful racer, and I felt totally comfortable driving side-by-side with him with about an inch to spare coming into T4 at 10:10! through those turns."

Nathan also shared that, "During that duel the dark blue HRG car (Alex Bermudez, another great driver) pulled alongside me coming into T5, so I had to also go back on defense there and keep one eye on the mirrors. Once I got back to focusing forward on Mark in the green car, I knew I had seen I was generally faster than him in T6 and T9, so I tried to lay back and time those corners just right to get a run on him on the exits. I finally succeeded in doing just that a couple of laps later through T6 and up the hill, and I was able to pull alongside him as we came into the corkscrew—giving him room coming down it, but ultimately

getting in front fully just as when we came down the hill. Once I got past, I knew I just had to concentrate on hitting my marks, getting the car slowed down into T11 to get a good exit onto the front straight, and just staying in rhythm." He finished his analysis by saying, "There were a couple of code-brown moments when both me and Mark dropped two tires on the outside of T4 late in the race. Laguna was an absolute blast... starting from the back has definitely made me a better racer, as you get significantly more experience passing cars and improving your race craft."

Needless to say, the weekend will go down as a great time with great friends at one of the premier tracks in the world, and there will be plenty of time to ponder our next race in September. Too much time in my opinion... way too much! ●

Opposite page, top to bottom: Andrew Wayman and Darin Kajioke; Dave Elliott leading the pack; Chris Campbell's beautiful 914-6. Bottom page, top to bottom, left to right: Chris Macduff; Chris Thompson and Chip Romer; Kevin Wilson; Brandon Griffith. **Photos by Chris Campbell and Gabriel Alan Photography.**



WILLOW SPRINGS INTERNATIONAL RACEWAY

RACERS CLINIC 2

CUP RACES 16 • 17 • 18

TIME ATTACK 13 • 14

PDS 11 • 12

A few weekends ago, accompanied by good friend Jacke Crump, I made the two hour drive to Willow Springs International Raceway to cover a two day POC event for Velocity.

COMING HOME

BY ALAIN JAMAR

After eight years of being away from any racing venue, I finally made it back to Willow, my all time favorite track. Where, if you don't lift going into turn two, stay on the throttle all the way through and let turn three take you up (as Dennis Aase would say), get the correct apex at the balcony, down to turn five, then six--don't lift and catch some air—same with seven and eight, accelerate real hard in that short straight before entering turn nine, then brace yourself, you can survive yet another day. Then you can relax in the front straight, brake hard, two gears down into turn one and go again, full throttle. Time after time until you get it right. And at that, maybe never!

Way back in 1995, the first year I ran with the club, *Velocity* was a simple newsletter, black ink on white paper with a few photographs sprinkled throughout. Jacke and his wife Cheryl worked as photo editors for the LA Times, while I owned a graphic design firm. With my wife's background in copywriting, editing and publishing, we made a good team to take over the newsletter. We designed and produced it pro bono for the club for a few years, and when Jacke and Cheryl made a career change, we carried on without them. We rebranded the publication as *Velocity* (predating by a couple of years another magazine based in Orange County), and set out to make it the best it could be. After ten years at the helm, we reluctantly left it in the club's hands.

Now I found myself back at the track covering my old beat. We arrived early and went immediately to registration, where we received a warm welcome from Laurie and Carolyn. Leonard Schenkel was there, too, and though he recognized me, it took a few minutes. He said, "I knew your face but couldn't put a name to it!" It was a pleasure to see him, and feel his enthusiasm for the club, the track and the sport.

Then it was time to get out and meet the people I had been talking to and emailing but never met. That included POC President Andrew Weyman

and his wife Terry Davis, Eric Oviatt, and Alex Bermudez. I checked in with some of the folks I remembered from the old days: the AASE gang, Jeff Erikson, Kip and Drew Waterhouse, former president Mike Takaki, and Steedman *père et fille*. Finally, in the same place they always used to park their cars and themselves, I found POC stalwarts Michael Hammond and Walter Airth, still running their early Porsche 911 (not to mention still pretty fast too!). Beautifully prepared race cars were plentiful; so many Cup cars, lots of Boxsters, the 944 group that started when I was still racing, and even some 914s, especially Chris Campbell's 914-6 GT. Even a powerful sounding red 928 that made me think of Mark Anderson—but I knew it couldn't be Mark, because he was in France pedaling a carbon fiber bicycle up Le Mont Ventoux.

I had my eye out for potential photographic contributors, and we met a few, readily identifiable by their cameras fitted with 70-200mm lenses, the kind you see clicking away at sports and news events the world over. Lots of Canon equipment, in my opinion still the best camera system in the world (even if some people swear by Nikon). But I digress...the upshot was these guys were so willing to help out with images, and one of them who has also done some writing offered to submit articles for future issues of *Velocity*.

Then it was up the Balcony for some action shots. It took me a while to remember my camera setup and the effects of that relentless Rosamond sun. Each car that came by carried with it a searing reflection, and I remembered quickly how difficult getting those shots can be. Hindsight being 20/20, there should have been more filters in my kit. I was also getting re-schooled on just how hot it can get at Willow, and sans hat, I was rapidly crisping up nicely. Reluctantly, we took our leave and made our way back to Orange County where it was relatively cooler at 'only' 98°. I'm looking forward to another trip to Willow soon! ●

Facing page, top to bottom, left to right: Eric Oviatt and Jacke Crump; Michael Hammond, Jim Corbeil and Walter Airth; Chris Campbell; Kip Waterhouse, Jim and Regan Steedman; Dwain Dement and Tony Garcia; Duane Selby and Ira Ramin. Photos by Alain Jamar



50% Chance of Thunderstorms — 100% Chance of Fun

BY MIKE SKINNER

Marty said, “you guys in the Boxsters, stop braking at the entrance to T2!” He said “You’re *killing* your momentum, and you’re in momentum cars—you can’t do that!” Ok, Marty, I hope you’re right, I thought as I decided to pass Dennis Power in his #231 GT4 Boxster on the outside of T2. So I presented myself (like we learned) to Dennis down the front straight and through T1 and entered T2 going 230 mph (ok, maybe it was more like 107). But I didn’t touch the brake, and Marty would have noticed if had. I lifted just slightly on the entry to not lose too many RPMs and momentum, and successfully completed the pass on the outside of T2. But then Dennis served back a pass going into T4. I realized when I reviewed the video that even though it was a nice pass in T2 that I didn’t defend very well on my entry to T3. No big deal: I’ll work on that and lots of other things at the next

open test day. On the very next lap (and I knew this would happen before the end of our 12-lap clinic race Sunday afternoon), I saw a faint yellow blur getting brighter and brighter as we approached T1. I knew that it was either a reflection from the west setting sun off of a windshield, or that it was Rob Phillips in his yellow #160 megatron fire breathing 911 GT3 lapping the field (BTW, any car that is GT3 class or faster is a megatron fire breathing car when you’re in a GT5 Boxster). And, I still had Dennis to my outside. As all three of us entered T1, I was careful not to try to “race” Rob but at the same time protect my position with Dennis all the while leaving racing room, looking out for my friends, and carrying the safe but competitive banner that POC is known for. It was beautiful man, just beautiful! Rob had just enough racing room on the inside to safely pass both me and Dennis, and all three of us got back on the

throttle early and continued to race. The three of us had been in close racing proximity all weekend, so we were confident that we all knew that each other was there. That’s what it’s all about in POC—knowing your competition and how they race. In the final lap, Dennis and I raced to the finish after a doing some near flat-out side by side “dancing” through 8 and 9.

Sounds fun, huh? Heck yeah, it’s fun! If you’re a Porsche enthusiast (or any kind of car enthusiast for that matter), come on out to the track and join us!

Sure, our necks were sore—mostly from the spinning 360° radar awareness system all of us learned to implement. I might even have “360RAS” decal made for my dash as yet another reminder about knowing where my friends are on the track at all times. But the other reason our necks were sore was

from constantly looking at the sky to see if the remnants of a dying Mexican hurricane would add a little extra “spice” to the clinic weekend, as though extra spice was needed! Our instructors, Dave Gardener, Marty Mehterian, and Mike Monsalvo warned us about the weather forecast—and a hundred other things—during the weekend. The weekend had a 50% chance of thunderstorms, but the forecast was for 100% fun! Read on to find out what happened with the weather...

I’m writing about the Porsche Owners Club Racers Clinic that was held September 6-7, 2014 at Willow Springs International Raceway in Rosamond, CA. WSIR is called the “fastest track in the west” for a reason—it’s because it *is* the fastest track in the west, especially when you use *all* of the track. By way of my own experiences you’ll be convinced

that the POC Cup Racers license is second to none in the club racing world. This was my third clinic—yes, you heard me, *third*. I was admitted to the December 2013 clinic at WSIR. A word of advice: get a good handle on the host track before your first Racers Clinic, especially if it’s hosted at WSIR! I did not do that, and it was a real struggle. Consequently I didn’t earn a pass for that clinic even though I didn’t have any contact or any actual “farming”. The bottom line is that I didn’t adequately complete all of the exercises due to a lack of pace. There are no free passes around here. That’s the way it is in POC Cup Racing, and that’s the way it should be. One of the things we saw on the chalkboard at every classroom session was “SHOW US!” That means each and every student must consistently demonstrate all the skills, and maintain a competitive pace at the same time.

“Is that Rob, or a reflection?”

There’s no room in the club for just “skating by” in clinics, and turning into a safety hazard in a cup race. That’s one of the reasons that the POC Cup Racers license stands above others. And, just like professional racing series, POC cup racers must pass a medical review and be signed off by a physician.

What I did after the December 2013 clinic is the important part: I sucked it up and got on the track every single Friday that it was open for test days. I rode with other drivers. I ran more laps. I reviewed my videos. I asked questions. I asked other drivers to review my videos. I ran more laps. I played Gran Turismo 6 on my PS3 (yes, WSIR is a supplied track!). I talked to Alex Bermudez and Tom Stone 337 times about the finer aspects of T2. I exchanged 129 emails with Craig Trask about developing strong situational awareness. And I participated in every scheduled event

except for Laguna because I was on vacation in Italy (I know, pass me a hankie). Essentially, I did the work. After my January 2014 clinic where I earned a “half” license, I practiced in every single orange group cup practice session that I could in my #698 Burble-colored HRG race-prepped GT5 Boxster. That experience prepared me for the clinic a few weeks ago where I earned my POC Provisional Cup Racer license. And 12 other drivers earned either their half license or their Provisional license. That’s a big deal! The fact that it’s a big deal makes a very simple point: the Porsche Owners Club, IMHO, is the top of the food chain when it comes to safety, adherence to flags and course personnel, instruction, skills, camaraderie, competitiveness, and leaving racing room! And what an awesome deal to see the youngster of the group, Markus Olberz, enthusiastically

soaking up every bit of info and maintaining a blistering pace (and, by the way, that was his first time at WSIR).

My story begins in late 2012. Marco and Tony Gerace from TLG Porsche Service located in North Hollywood, CA had been helping me find a low-mile yellow 2004 GT3. I found one in North Carolina with 15,000 miles. A few months later in January 2013 I ran into a colleague of mine from the mid-90s named Craig Trask at a New Years party. Craig saw the car at the party, and said “Are you familiar with the Porsche Owners Club?” That’s what started it. Thanks Craig, I *think*.

Like all of us in POC, I love racing! When I’m not racing, I’m thinking about when I’m going to race next, if all my friends be there, what else to bring to the track, what set up changes can

Left to right: Scott Clark with Joel Silverstein in the background; John Simone; Markus Olberz followed by Charlie Persico. *Photos by Kevin Ehrlich*



be made, and will Marco hide a lavender air freshener in my car and mess up the sweet smell of brake fluid. And if I'm not thinking about my next race, then I'm watching racing on TV or watching my own videos. Or maybe I'm racing at WSIR on my PS3.

One of the first things that newcomers to the POC notice is the cheerful and passionate volunteerism. We all carry that torch. But a few of the best torch carriers in that category were our clinic instructors. Those guys were there in street clothes, not their fire suits. They have their own cars and they love to race, but they gave their time for the racers clinic. And they do that at least twice a year, with plenty of other instruction or service work in between. That's the way this club thrives—by members giving back what was so freely given to them (literally). Of course track fees go with the territory in racing, and the POC's track fees are among the lowest, but there is no charge whatsoever for members instructing other members. We do it because we love it! It's estimated that for every new cup racer it takes 14 people to make that happen (ok, 16 in my case). But it's not all altruistic, is it? Another reason that POC members are so happy to instruct is that those instructing members will be on the same racetrack as the newer members so we want to do our part to make sure that the newer racers are well instructed! Mix a little friendly volunteerism together with a club atmosphere, throw in a healthy dose of self-survival, and you have yourself a quality racing club!

The clinic instructor team also emphasized and re-emphasized things like "Check Your Ego at the Door" and "Winning Isn't Everything, But Attitude IS". And let's not forget some other skills that improve safety and performance: drink more water, get

plenty of sleep, prepare for your day, and get to the grid early. We also knew that Dwain Dement, Chief Driving Instructor, and Eric Oviatt, VP of Motorsports as well as all of the other cup racers were keeping a watchful eye on the clinic track sessions for safety reasons, and to see what the new competition would bring.

For newer members, the POC offers a Performance Driving Series (PDS) and Time Attack (TA). You can read all about them on their website, but in brief, PDS is a non-competitive driver education series, and TA is a timed series with point-by passing allowed only on longer straightaways. Both PDS and TA require in-car instructors until a certain aptitude level has been demonstrated in the respective programs.

In early exercises on Saturday (after all of the cars were inspected for racing safety rules), we had to demonstrate flag knowledge and proper procedure for flags. And, various situations were simulated (as well as some real situations) during the weekend so that we could take the correct action according to the flag. Flags, corner workers, course marshals and all track personnel are our lifeline on the race track.

Once the field had demonstrated the right attitude, its off-line driving abilities, comprehension of flag procedures, a strong and safe pace, cooperation with each other, and the willingness to continue, we got down to the business of learning and demonstrating racing maneuvers at speed in close proximity with other cars. Things like planning a pass sometimes several laps in advance, getting passed so you can learn about your competitor, braking-zone passing, using traffic, tire management, defending, and what happens (hint: probably something bad) in low percentage pass attempts, all had prominent places in the clinic material. We also learned the basics

of race craft, qualifying strategies, and impound procedures after the race (it's been a long time since someone asked to see my socks!).

Dave, Marty and Mike weren't kidding around when they talked about how much grip is on the outside of T2. For that matter, they weren't kidding about how much grip is available *everywhere* once you take the time to drive the entire track. That's why our very first track exercise was driving off-line in the marbles, the old and dried speedy-dry, the dust, and, as it turns out, all of the wonderful grip that's available in some of these previously unknown parts of the track. Through a rock-solid series of both classroom and track instruction we learned why it's important to drive everywhere on the track: because someone else is probably where you would prefer to be! We quickly realized that the clinic instructors aren't making this stuff up or guessing about the answers to our many questions during the clinic—they've already done many thousands of laps.

Marty also said that you "have to, have to, *have to* get parallel mid-way through T8 on the outside to get the best shot at T9—and he's right. It made a huge difference. It also expands the options when there's two or more cars in close proximity negotiating a competitive edge through T8 and T9. And trust me, options are a good thing.

The Australian Pursuit practice starts were the most exhilarating exercises from the clinic. In an Australian Pursuit, the cars are gridded according to reverse lap times. In other words, the longest lap time starts in P1. The fastest lap time starts last. This guarantees experience passing and getting passed. The green flag was early, the green flag was late or the green flag never fell—and everything in between. I reckon we did nearly two dozen practice starts across the weekend. And sure, a couple of cars pushed the limits and tested

their grip on the dirt. No harm, no foul. And it produced some real world flag scenarios.

Mechanical gremlins also played a factor during the weekend. John Simone's car had a nagging electrical problem during the weekend that only seemed to affect the car on right turns. It was great for the Boxsters because we were able to race with a car that would usually be at the front of the pack. All of the cars in the field would "pick up" John when he was around and adjust their pace in right turns just enough so that all of us could get close proximity experience. A couple of drivers also got some real world experience with fuel consumption under race conditions. Marco's #505 1970 911 had a throw-out bearing (whatever that is) going out on Saturday. He called his Dad and asked him to bring out some tools and parts. Tony said, "Let me think about it...no. Drive it 'til it breaks." (The author of this article has taken some license with this quote as well as removed certain qualifying terms.)

Usually the early afternoon clinic session is about setting the absolute best qualifying time for a traditional starting grid for the final clinic race Sunday afternoon, but not this time. Yes, our qualifying times would come from this session, but they wanted a few practice starts followed by some more braking zone passes in corners. Sure, maybe your qualifying times would suffer a bit, but figure it out. Off you go now, mates!

Now to the weather...by the time the 4pm clinic race grid time on Sunday afternoon started getting close, the sky was getting angry. You know something is looming when the sky is totally sunny except for the giant bank of clouds in one section of the sky. We found out later that the same storm had produced hail

in Running Springs and freeway underpass flooding in Riverside. The minutes couldn't go by fast enough so that we could get on the track. We thought that after a competitive start and some very close racing through the first lap that the field would spread out and we might be running around alone. Not the case. It turns out the qualifying times were only five or six seconds apart from the front of the field to the back. And a couple of cars were off the pace slightly due to mechanical challenges. This really made for an awesome 12-lap race where the "SHOW US!" mantra was put to the test. The entire field demonstrated safety and competitiveness from start to finish. The impound area was one heck of an exciting place to be. And the passing out of the driver's logs and license "dot" decals brought with it a sense of real accomplishment. We were even happier that not a single drop of rain fell!

Marty, Dave and Mike congratulated the clinic students on their consistent cooperation. They said it was one of the best groups they had seen in a long time in terms of partnering on the track during the exercises but keeping a good pace at the same time. It's a lot more fun to race with your friends than to be alone on the track!

On behalf of all the clinic students, I want to express tremendous gratitude to our instructors Dave, Marty and Mike, and all of our previous PDS and TA instructors as well as future ride-along instructors, for their unselfish time and experience. And I'm sure that we will all give back what was so freely given to us.

By 5pm most of the paddock was empty. Marco has always been good about following direction. So, we used his car's starter to inch his car up on the trailer. The next day Marco sent me a picture of his pressure plate (whatever that is) with a giant hole in it. ●



Opposite page, top to bottom: Chick Richardson; Mike Skinner; Rob Phillips; Michael Brown; Marco Gerace; Dennis Power. Photos by Alain Jamar.

Road Trip to Car Heaven.

BY BRETT GAVIGLIO

Given the nice two month gap between POC races, the middle of August is the perfect time for a road trip to car heaven. Each August, a small space between Raceway Laguna Seca and Pebble Beach golf course ignite into the all-time week of automotive history where nearly a billion dollars in cars change hands at auction with a backdrop of over twenty car shows, some very nice vintage races, art displays and countless parties. Automotive manufacturers show up and show off all that is great in a way that allows us to dream a little, passing the velvet rope to get inside the technology. In an attempt to see the best racing, most significant auctions, best car shows possible we packed up the Porsche and headed north on canyon roads in our family Porsche. Sunrise met the 997S as it moved quickly through the twisties, no radio, just motor and sounds of hooting, hollering as my daughter and I listened to the music of the flat 6 motor echo off the canyon walls. The feeling brought me back home as if in the racecar, but also on vacation with family. Time had no place here...it was purely being. By noon we were amidst an array of TV crews, a stage, announcers and live broadcast of a free Carmel car show that kicked off the week.

Classic R Gruppe style Porsche and the other cars that fit in the trailer of concours attendees (such as 1/1 Ferraris) made it to this absolutely amazing show not many used to attend. Now, Tuesday is almost as packed as later shows closer to the Pebble Beach Concours. A sign that car week attendance is on the rise.

WEDNESDAY Mazda Raceway Laguna Seca

The Rolex Motorsport Reunion would not begin until Friday, but as in POC, most racers arrive early and set up camp. We headed to the track to get the most stress free view of some of the most significant race cars in history and meet their owners.

First on my list was a thorough tour of the 910 race car which the owner was kind enough to let me see if I fit. I didn't, as my head stuck up way over the windshield. Still sitting in the 910, #4 of two dozen made, all 1,298 lbs of it resting here in the paddock brought this historic purpose-built car to life in a way a book never could. Clearly, drivers of the time must have been really short, but this was the peak of technology in 1966 with the most aerodynamic, lowest frontal area and lightest weight possible—about 150 lbs lighter than a 906.

PART ONE: Carmel – Monterey – Laguna Seca ...

While most were still setting up shop, we spied a display set up fit for an automotive manufacturer with giant Porsche and Australian flags flying and a Porsche 356 Pre A set up outlaw style on jack stands ready to check out. The owner, Australian vintage car racer Ron Goodman, brought his stunning Porsche, his culture and a whole display over on an airplane from New Zealand to make the Laguna Seca historic in time. By POC standards, shipping your car to another continent by airplane now that is commitment! By Wednesday morning Goodman, standing beside his flawlessly restored Porsche, said in his Aussie accent as I sat in his race car, "It was a rust bucket. When we brought it in for acid wash we didn't know if we would need a wheel barrel or a trailer when they got done."

It was vintage race car overload—from cars of the early 1900s with wooden wheels to the Mark Donohue driven Sunoco special Can Am car. A stroll through the pits revealed step by step how we strive to make race cars faster given the materials and engineering available.

We got a close look at some fantastic Maserati race cars and a hint of the 100th anniversary celebration. A very custom painted Maserati MC12 race car/tribute car embodied everything technologically new inside with a paint scheme paying

homage to everything Maserati had done in the past. The car absolutely screamed when they fired it up. I didn't want to sit in this one, I wanted to drive it! Unfortunately, that may have been asking too much.

WEDNESDAY NIGHT Spanish Bay Resort

Following many years of hard work by Rick Knoop and his team, the film "Racing Through the Forest" documenting the history of racing in Monterey which really began as a journal for his father Fred, finally blossomed into a movie. We had the pleasure of attending the "Racing Through the Forest" premier at sunset. Amid a million sparkles reflecting off the four historic race cars on display on the grass and an ocean backdrop at Spanish Bay, well dressed people drank champagne and ate free popcorn. Knoop's masterpiece was a fantastic look back at the inception of Phil Hill's driving career among others, all hard chargers from California who had to focus not only on driving, but the car and set up as well. "Racing through the Forest" is really a must watch, as it highlights the arc of racing culture and a shift from gentlemen racers to corporate culture using rare footage of a bygone era. My takeaway is that our POC and clubs like it keep alive a spirit of gentlemanly racing that has deep roots in California. ▶



Top to bottom: Lots and lots of vintage Porsche racers on the streets of Carmel; Brett trying on a Porsche 910 for size. Photos by Brett Gaviglio.

Top to bottom: Mark Donohue's 1967 Lola T70 MK2 Spyder, USSRC Winner; A row of Porsches, including the 910 driven to victory at the 1967 24 hours of Daytona by Joe Siffer and Hans Herman; Australian Ron Goodman's Porsche collection on display at the Mazda Raceway Laguna Seca paddock. Photos by Brett Gaviglio

THURSDAY MORNING
Pebble Beach

The wet, foggy morning chill hung still in the air as Jay Leno sat in his motionless steam powered car. It hissed on a corner and stalled as the steam created its own environment. Frustrated, Leno finally looked up from the controls to smile at the crowd. The Tour d'Elegance proves that Pebble Beach Concours cars can actually drive, and gives extra points for the demonstration which can help a car's odds of winning a class or even the grand prize. Famed Formula 1 racing driver, Sir Jackie Stewart, standing near a Ferrari at the start line said, "I'm not working today, my son will be driving." James Glickenhaus, sporting a P4/P5 hat and shirt, stood near his yellow Ferrari 206S Dino like a proud father. Glickenhaus said, "The car has a longitudinally placed V6 is a six carb twin plug motor. It's a race motor. The motor actually raced at Le Mans. The chassis was 034, then when Pininfarina did it was 10523." When asked if he would put the car through its paces as the tour got to lap Laguna Seca later, Glickenhaus replied, "The problem with events like this is there is some interesting driving and you want to avoid people." The amount of old Ferrari Testa Rossa race cars here was staggering. As we walked down the line I counted...it could have been all of the racing Ferrari Testa Rossas in existence today. The cars rolled out for the tour and entered what used to be a great race course through the forest!

We cruised over to the Porsche Zentrum display at Quail Lodge. Magnus Walker was hanging out signing a new book, "Porsche Unexpected," by Randy Leffingwell and Cameron Ingram, against a backdrop of this year's Porsche 919 Le Mans racer. The well heeled had a chance to test drive the 918 among other models available, and while waiting, Porsche had a chef available to prepare a free gourmet meal. When done eating, they had a photobooth where you could take a picture with your favorite Porsche model and an interactive racing game to play. I was a kid in a candy store.

Bonhams auction was just a block away, so we got to preview the Porsche 908-3 Martini car going up for auction later in the week, and then attend a Ferrari only auction, where a GTO was expected to fetch record numbers. One of the bidders arrived in a helicopter, another in a McLaren P1—



parked in the field just like the rest of us. It was crazy watching billionaires increase the price in increments of 1 million per bid, ending at the final 37 million dollar price tag that awarded the prize of the day to a phone bidder.

FRIDAY

On the way to the Porsche Werks reunion, we spotted an Alfa Romeo 4C sitting on the side of the road high on Laurel's Grade being photographed for a car magazine. We stopped to chat with the journalists who borrowed the car for their 4C subject. While I took pics of the 4C, they took pictures of my Porsche. Cool little car, but it's no Porsche. At the Porsche Werks Reunion, the highlight was a full technical walkthrough of how the 918 designers came to the aerodynamics and design process of the new flagship. Again, something you can't experience in a book, having access to the technology behind the 918. "Whatever angle you look at it, the 918 is an unmistakable shape".

Porsches as far as the eye can see. Magnus Walker again, in the middle of it, with a POC badged HP class car. The Urban Outlaw #277 display was busier than the display for the new 918. It started to make me wonder if promoting the POC might be as simple as us dragging our cars out somewhere to show the public how cool they are, and generate more interest in club racing.

We took a quick tour of the "Legends of the Autobahn" show, which was happening at the same time as the Porsche Werks reunion. Not many people at the Legends show, as there were about as many cars as there were people. Still, the BMW P1 race car, and four fantastic gullwing Mercedes were worth the drive.

Back in Pacific Grove, we took in our third car show of the day...having now seen thousands of show and race cars in just a couple days. It is easy to see that there are a great number of people who appreciate automobiles as much as we do at the POC. Since we're at risk of monopolizing Velocity's pages, we'll save the writeup on the historic races and Pebble Beach for the next issue. ●

Clockwise from opposite: The 1963 Ferrari GTO Berlinetta that sold for \$38,000,000; Porsches of all sorts resting in the pasture; Brett's daughter Mary at Spanish Bay; Porsche 908-3 Martini Racing going up for auction at Bonhams.
Photos by Brett Gaviglio

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WEISSACH EXPANDS ITS R&D CENTER WITH NEW DESIGN STUDIO



Weissach now stands more than ever for top German engineering expertise.

The new studio provides the design staff with optimum conditions for the whole process of creating the exterior and interior of Porsche vehicles. From the first vision all the way through to the finished form—the complete sports cars are created under one roof. The architectural layout of the new studio facilitates a maximum level of transparency and communication and strengthens interaction between the 'Preparation' and 'Flow Analysis' disciplines, whose staff works together with the designers in the same building complex.

Adjacent to the studio is the 'New Wind Tunnel.' The proximity aids daily collaboration and reduces the time cycles between design and aerodynamic development. In this process the experts make multiple use of the wind tunnel, from the early stage of developing concept car designs right through to testing vehicles ready for full production. The building and equipment for the wind tunnel represent the single largest element of the sports car manufacturer's \$200 million plus investment at this site.

What We Believe

- Doing our own research beats listening to "Wall Street"
- Investor emotions are the biggest impediment to investment success
- Believe it or not, market volatility is our (and your) friend
- We eat our own cooking (we buy for ourselves what we buy for you)
- We are picky about what we'll pay for an investment (it matters)
- We are 100% employee-owned (we can't exist without you)
- We treat clients as partners (we'd want the same if we were you)

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Past performance is not a guarantee of future results. Results are presented net of fees and include the reinvestment of all income.

POC 2014

REMAINING SCHEDULE

OCTOBER 4/5
CHUCKWALLA VALLEY RACEWAY
Cup Race 19-20-21
Time Attack 15-16
PDS 13-14

NOVEMBER 8/9
BUTTON WILLOW RACEWAY
Cup Race 22-23-24
Time Attack 17-18
PDS 15-16

DECEMBER 6/7
WILLOW SPRING INT. RACEWAY
Cup Race 25-26-27
Time Attack 19-20
PDS 17-18

WAIT!

One last thing...



POC BUCKS TO GO DIGITAL DEADLINE IS OCTOBER THIRTY FIRST

We are establishing a POC eBucks Bank that will do away with those pesky paper Bucks you always misplace. No more looking in the bottom of drawers, through your fleece pockets and/or blaming your daughter for losing them, Jim Steedman. Bring your paper POC Bucks to any track event prior to the deadline of October 31st, or mail them to Leonard Schenkel at 2870 Pacific View Trail, Los Angeles, CA 90068 (please include your name, membership number and email address). You will be issued a receipt and be credited in POC eBucks. These can easily be used as payment for up to 50% of your basic entry fee for events.

The deadline for turning in your paper POC Bucks is October 31, 2014!

