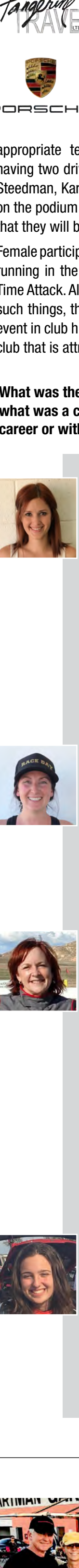




Photo: Brett Caviglio

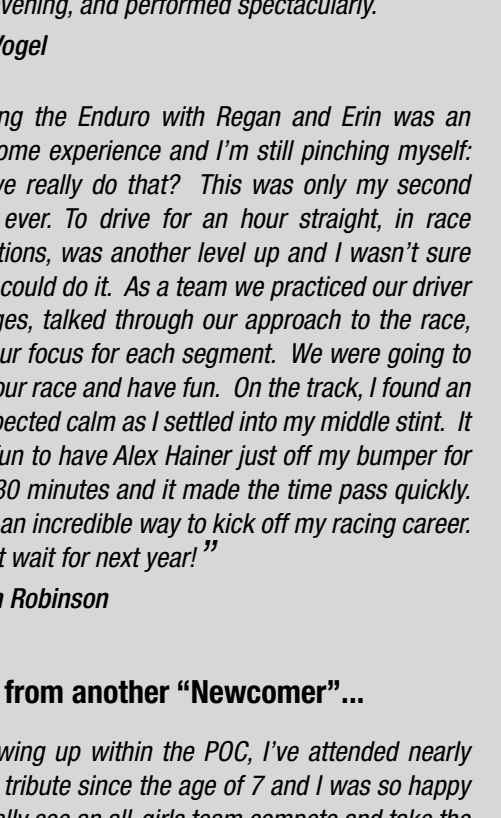
Join us in thanking and supporting all of our sponsors for the 2017 season!



Joe Wiederholt The Winds of Change at Willow Springs

Regulars at Willow Springs know that wind is nearly a constant. At times, the gusty conditions at Willow present an even greater challenge than the decreasing radius turn 9. This past event, however, the normal gusts were thankfully absent, but the winds of change were present in full force.

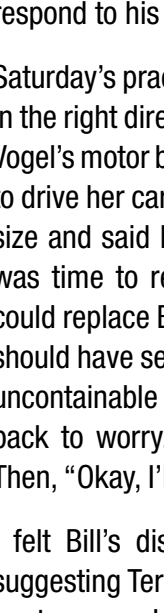
The 24th running of the Tribute to LeMans had the appearance of many prior events, with fast cars, fast drivers, the intoxicating sound of high strung Porsche engines echoing over the Antelope Valley and a team of experienced winners finishing on the top step of the podium.



If you take the time to glance to the right of the grizzled winners, you'll see something brand new at Tribute to LeMans. For the first time, an all-female team competed at Tribute. In this case, the ladies competed in a bright orange Boxster Spec with an appropriate team name, "Orange Blossom Special." Despite heading two drivers fresh out of Racers Clinic, the team of Regan Steedman, Karen Robinson and Erin Vogel brought the car home on the podium in the unlimited class. Based on the smiles, I think that they will be back for a repeat performance in 2018.

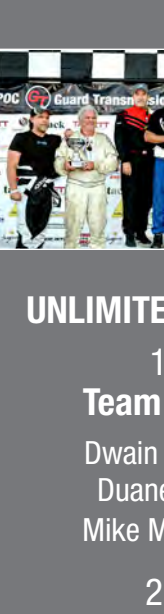
Female participation was not limited to the Tribute, with five women running in the Orange Cup races and two more participating in Time Attack. Although I don't think that the POC statisticians track such things, that may be the greatest female participation in an event in club history. In any case, it is yet another sign of a healthy club that is attracting new participants with each event.

What was the best moment from the tribute weekend & what was a challenge you've overcome within your racing career or within that race weekend?



"As I finished my second stint and climbed out of my race car I was greeted by John Headman and my dad Jim congratulating me. I figured they were saying their congratulations for completing the second hour but I kept hearing third place. I think my adrenaline was in overdrive because I didn't comprehend what they were saying. It wasn't until my mom came over and said "you must be so excited that your girl team finished third overall!" It had then finally registered and I was in disbelief. The thought of us on the podium was a little far fetched with the cup car teams we were against. When the reality set in, we did it, that was the most satisfying and rewarding moment of the weekend!"

Regan Steedman



"So proud of my Tribute team members, Regan and Karen, for driving two perfect stints before handing the car to me - they got us into podium position, and I'm so glad I was able to drive it home safely from there!! It was nerve-wracking having a wheel bearing going bad in the sprint race, and between luck and the determination of Mo and Nick at Vision and my father Bill, the car was ready to race again that evening, and performed spectacularly."

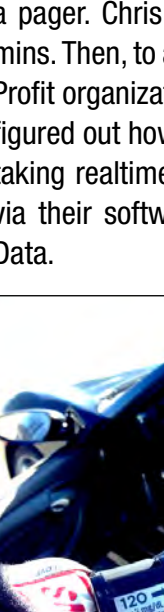
Erin Vogel



"Racing the Enduro with Regan and Erin was an awesome experience and I'm still pinching myself. Did we really do that? This was only my second race, ever. To drive for an hour straight, in race conditions, was another level up and I wasn't sure that I could do it. As a team we practiced our driver changes, talked through our approach to the race, and our focus for each segment. We were going to race our race and have fun. On the track, I found an unexpected calm as I settled into my middle stint. It was fun to have Alex Hainer just off my bumper for over 30 minutes and it made the time pass quickly. What an incredible way to kick off my racing career. I can't wait for next year!"

Karen Robinson

And, from another "Newcomer" ...



"Growing up within the POC, I've attended nearly every tribute since the age of 7 and I was so happy to finally see an all-girls team compete and take the podium! Erin, Regan, and Karen did a phenomenal job and I admire them for taking the risk and defying the odds! The Tribute weekend really got me excited to finish my Cup Racing License so I too can compete and be a part of POC history."

Ana Predescu



Is Terry Here? Andrew Weyman

That's how I'm usually greeted at the track. "Is Terry here?" Yes, it's me. Terry Davis' husband.

Tribute weekend. It was going to be great. This was Terry's first race weekend after graduating from her second Racers Clinic. Rookie dot! Weeks earlier, we talked about the possibility of Terry driving in the enduro. Her immediate reaction was a resounding, "No, I'm not ready." She was extremely anxious about going wheel-to-wheel in her first real Orange races. No way would she consider the enduro.

During Friday's test and tune sessions, I suggested we work together on the track to help her feel more comfortable about the weekend ahead. She liked the idea. We drove the entire course side-by-side, switching inside and outside lines. She drove in front of me while I doggedly targeted her rear bumper, presenting myself assertively like a driver longing for a passing opportunity. We switched places and she tried to get by me. We practiced passing one another in various passing zones. We raced. It was working well. Terry still had some qualms about racing but was feeling better prepared for the weekend. I was feeling very proud of her and excited for us both.

Months before the Tribute to Le Mans enduro registration opened, Joe Wiederholt, Bill Vogel and I teamed up to drive our Boxster Specs. I immediately ordered our team tee shirts. Gotta have tee shirts! We reviewed the rules, secured Mark Pitcher as our pit crew and recruited Kristjan Stone as our pit marshal volunteer. We strategized about who would qualify and the order of our driving stints. I submitted our Tribute team information to John Gordon, as requested. John emailed me to say I was the first driver to respond to his request. We were all set.

Saturday's practice was going well. Terry's lap times were moving in the right direction. She was feeling good. Then, it happened. Bill Vogel's motor blew a head gasket. Terry offered Bill the opportunity to drive her car in the Tribute race. He tried her driver's seat on for size and said he could manage driving with her setup. Or, there was time to remove her seat and replace it with his. Or, Terry could replace Bill on the team and drive her car in the enduro. You should have seen her face! Her look of sheer terror up shifted into uncontrollable excitement as she blurted, "Yes, I'll do it!" Then, back to worry. Then, back to excitement. Then, to full-on fear. Then, "Okay, I'll do it." Then, well, you get the picture.

I felt Bill's disappointment and I appreciated his kindness in suggesting Terry take over his spot on the team. I never expected her to agree. Joe and I officially welcomed Terry to the Mid-Engine Maniacs.

Although the Maniacs suffered considerable frustration due to transponder problems during the race, the experience for Terry was thrilling and confidence building. She overcame her nervousness and completed both Orange races as well as the enduro. I'm so proud of her! I keep thinking how great this weekend was. My wife and I were on the same Tribute team. Not many husbands get to say that.

Congratulations to our 2017 Tribute to LeMans Winners

UNLIMITED Division

1st
Team Vision
Duane Selby
Mike Monsalve

2nd
Motown Mad Men
Ed Muscat
Jason Wilberding

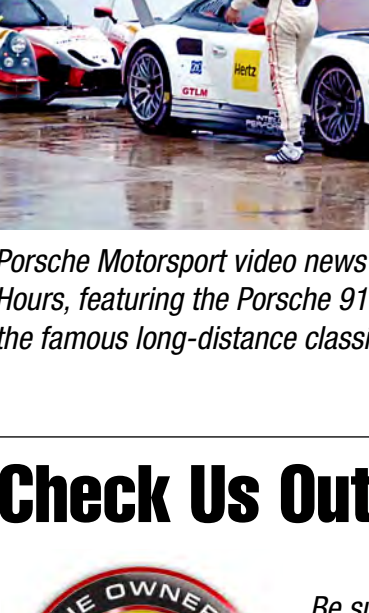
3rd
Orange Blossom Special
Regan Steedman
Erin Vogel
Karen Robinson

RELAY Division

1st
Team E and Y
Mike Essa
Rich Yochum
Jeff Childers
Shawn Howard

2nd
Speed Gallery
Dan Aspesi
Dan Burnham
Gunter Enz

3rd
Too Old to Lift
Dave Bruder
Scott Craig
Don Matz



Racing With Type 1 Diabetes Chris Lewis & Don Matz

Photos: Frank Spasaro

Chris Lewis always wanted to race! When he finally got the opportunity he headed for the Willow Springs International Raceway. Chris was 23 years old, driving his car to the track and having a ball. In March of 2009, however, Chris was diagnosed with type 1 diabetes and life, as he knew it, changed dramatically.

Chris really loved racing, however, and wasn't about to let this disease crimp his style. He was determined to continue.

Chris's first event, after being diagnosed, was at Chuckwalla. He was driving a 2002 Porsche Boxster S. He didn't want to miss one run session, but now there were a few hurdles he had to clear before he got in the car. Racing causes an adrenaline rush which, in turn, causes a spike in bloodsugar. This results in fatigue and disorientation...not good qualities for a racecar driver. If Chris's bloodsugar level rose above 400... he'd be heading straight for the emergency room. Insulin shots are needed to lower bloodsugar levels, especially before meals, and if too much insulin is given he could pass out. So, Chris had to prick his finger, testing his blood with a glucose meter each time he went out onto the track. What a balancing act!

It was October, 2013 when Chris first attended a POC event at the Auto Club Speedway. He'd be racing his 2002 Porsche Carrera 4S in Time Attack. By then he had become fairly proficient at keeping his blood levels in the normal range, he was accustomed to taking insulin shots between each run session. But every time Chris got in the car he was conscious of what was going on in his body and a little uncertain of what might happen if his levels went out of norm while on the track. Somehow, he got by!

A year later, in December, Chris's insurance carrier came through big time. He was able to get a Continuous Glucose Monitor. His new CGM utilized a small sensor injected under Chris's skin and a clip-on radio transmitter that sent data to a receiver the size of a pager. Chris was now receiving bloodsugar readings every 5 mins. Then, to add to his good fortune, Chris stumbled upon a Non Profit organization called Nightscout. The members of Nightscout figured out how to plug a Dexcom receiver into an Android phone taking realtime bloodsugar data and uploading it to the internet via their software. This allowed for remote monitoring of CGM data.

This system not only turned out to be a great way for parents to monitor their child's bloodsugar while they were at school, it also turned out to be extremely valuable to a guy behind the wheel of a racecar. Someone, then, developed a Pebble Smartwatch app that displayed bloodsugar and updated it every 5 minutes. With Chris's background in computer systems and programming he was able to add this component and complete the circle. Now, at a glance to his wrist, Chris could see where his levels were at and feel comfortable going into turn 1 at Fontana at 140 mph. Bonus Perk it would still transmit to his wrist without cell phone reception.

In 2016 Dexcom released a new CGM transmitter which talked directly over Bluetooth. Now Chris had the dexcom app on his iPhone allowing him to see a display on an Apple or Pebble Watch. This reduced the devices he had to carry while keeping him connected to the Nightscout software. In addition, Dexcom also integrated their own remote monitoring capabilities.

2017 was a landmark year for Nightscout as the developers and collaborators managed to piece together a closed loop Artificial Pancreas system using a Dexcom Transmitter, Older Medtronic Insulin Pumps, a custom Apple iOS app and a custom circuit board called Riley Link.

In March 2017 Chris was able to track down an older insulin pump he needed for his DIY Artificial Pancreas...only certain older medtronic pumps would work. Chris ordered a Riley Link which was a Bluetooth to Radio frequency bridge between the insulin pump and the iPhone. Finally, he downloaded the Loop iOS app files to his iPhone. Within a few hours,

he was using a closed loop system. Running the Loop iOS app on his iPhone monitored his dexcom bloodsugar reading in turn telling the insulin pump to suspend or give insulin automatically. This was based off the predicted sugar levels, an algorithm and Chris's custom settings. This Artificial Pancreas, however, had an issue. The downside to the system was it's vulnerability to being hacked. Mainstream Artificial Pancreas systems are still awaiting FDA approval. So, rather than wait, Chris felt that the upside far outweighed the downside and began using it.

Chris was planning on attending his final POC cup racing clinic at Buttonwillow in March and figured it would be a great test wearing the DIY closed loop artificial pancreas on the track. He only had a few days to get the system dialed in and working correctly. There are custom settings that include how quickly or slowly food digests, how much 1 unit of insulin will lower your bloodsugar, and how long insulin stays in your system. Chris already had his diabetes under good control...understanding his carb to insulin ratio, carb absorption time and insulin sensitivities.

Chris said "I couldn't believe how well my first session went on Saturday using Loop. Normally once the excitement and adrenaline kicks in my bloodsugar would blast off to 200 but this time, as his levels started to rise, Loop kicked in and notified the insulin pump to start pumping enough insulin to get me back in target range. Loop managed to keep my bloodsugar levels below 170 mg/dl the whole race weekend". This not only led to better driving and completing his clinic but also (WAIT FOR IT) it's going to put Chris into the Guinness Book of World Records by becoming the first type 1 diabetic to race while wearing a closed loop artificial pancreas. AND, he set a track record in his class!

At the POC Tribute to LeMans event in May, Precision Motion invited Chris to drive on their team during the 3 hour endurance race. He accepted the invitation and drove the first one-hour stint using Loop, his artificial pancreas system. This would be the longest driving session ever by a driver with type 1 diabetes on an artificial pancreas. It was amazing how well Loop kept Chris's bloodsugar in target range. His pitcrew could also keep an eye on his sugar levels and what Loop was doing. Chris's team finished the Tribute just shy of the podium and Chris ended up setting the teams fastest lap. Afterwards he submitted another application to Guinness for being the first type 1 diabetic to race in a Porsche endurance race while wearing a closed loop artificial pancreas.

Welcome to POC Cup Racing, Chris!

Chris driving the first stint at the 2017 Tribute to LeMans in John Momeyer's Spec Boxster

For more information on the DIY Artificial Pancreas System go to: [Welcome to the LOOP](#)

Tribute to the 2017 TRIBUTE to LeMans

Photos: Frank Spasaro, Brett Caviglio & Regan Steedman

Register NOW for...

STREETS OF WILLOW
June 24th & 25th
PDS & Time Attack

Everyone loves the Streets! If you're new to the club, this is a great track to learn on. If you've been with us awhile, come on "home" and have a blast!

LAGUNA SECA
Cup Racing & Time Attack
August 5-6

Classic, iconic, beautiful... simply "the best!" What are you waiting for? Register today!

A Great Day of Racing

Porsche Motorsport video news from the famous Sebring 12 Hours, featuring the Porsche 911 RSR taking a podium finish at the famous long-distance classic in Florida.

Check Us Out!

Be sure to check out the new POC website for our 2017 schedule of events and to stay current on PDS, Time Attack and Cup Racing standings.

And, don't miss the Official POC Facebook Page with photos, videos and comments from our members.