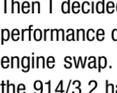
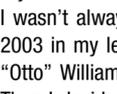
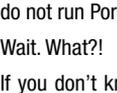
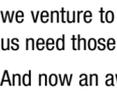
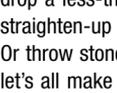
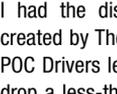
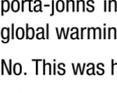
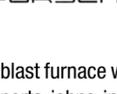




Photos: Sandy Isaac

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



**Sandy Isaac**

## A LOT LIKE DRIVING ON THE SURFACE OF THE SUN

It was time for our annual summer pilgrimage to the origin of every POC driver's personal journey to greatness – the Streets of Willow road course in Rosamond, California. Which meant it was time to witness the terrific driving skill displayed by the experienced Time Attack drivers pushing their cars to 11/10's to lower their personal best lap times. And it was time for students in the Performance Driving Series to hone their driving skills via the experienced guidance of their in-car POC instructors.

But mostly it was time to melt.

To say it was just "hot" June 24th and 25th feels comically inadequate. Describing the conditions as "Africa hot?" Well, Africa contains humans and giraffes and lions and none of them should ever have to endure what we did. How about... it was so hot that I had my air conditioner running in my truck at 7 AM while driving to the track on Sunday. Or... it was so hot there were no insects in the air. Or... it was so hot that my pit neighbor wearing shorts described the distinct aroma of "burning meat" when he made the mistake of touching his knee to the lava masquerading as asphalt while checking his tire pressures.

But my spidey-sense was telling me the blast furnace wind that blew EZ-ups across the pit lane and turned porta-johns into convection ovens was not just a side effect of global warming or a temperamental Mother Nature acting out.

No. This was heat on a biblical scale.

I had the distinct feeling that the kiln-like conditions were created by The Big Man upstairs who has been tracking certain POC Drivers leading less than savory lifestyles so He wanted to drop a less-than-subtle hint at their future lodging if they don't straighten-up and fly right. But don't worry. I won't name names. Or throw stones in the cramped glass house where I reside. But let's all make a concerted effort to do some "tidying up" before we venture to Auto Club Speedway in September. Cause none of us need those air temps ever again.

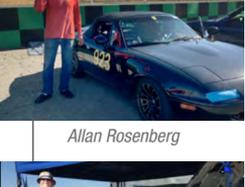
And now an awkward transition from the weather to drivers who do not run Porsches at POC events.

Wait. What?!

If you don't know me, I'm the POC's resident Datsun guy. Now, I wasn't always a Datsun guy. I entered my first POC event in 2003 in my leaf green '69 911E via encouragement from John "Otto" Williamson (RIP). Then I ran years of timed lap events. Then I decided to squander my cash, I mean invest in my high performance driving future, by purchasing a 1975 914 with a 3.2 engine swap. Then I ran a bunch more timed lap events. Once the 914/3.2 had efficiently wiped out my racing budget, I sold it and returned the 911E to the track. Then my aging father-in-law gave me his 1970 240Z. From the very first drive, it was pure old car fun minus the "early" 911 handling issues (buh-bye snare over steer). I immediately understood why the Datsun Z cars (and 510s) took home so much hardware during the 1970's. Then I proceeded to break every possible stock mechanical item. Spent four years rebuilding and tuning and rebuilding and tuning, eventually arriving at Streets with a well-sorted street-legal 47 year old sports car and a straw hat large enough to pot a Ficus tree in which I wore into the High Desert Hell to chat with The Few, The Proud, The Bold Drivers who dare to bring non-Porsches to POC events.



Ryan Moore



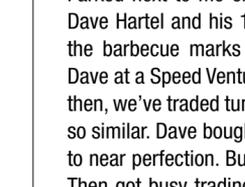
Mark Williams



Allan Rosenberg



Steve Thorsen



Dave Hartel

There was Ryan Moore at the event with his Dad and his 2013 Ford Mustang GT 5.0. Ryan's also run events with the PCA and Speed Ventures but likes the POC the best. He's been tracking his car for four years but that wasn't his intention when he bought it. But then he went to watch an autocross event. Then entered an autocross event. Then wanted more speed. Real race tracks. Stronger competition. Hello, POC.

Not far from Ryan, I found Mark Williams with his 2016 red Ford Shelby Mustang GT350. A car that was beauty and the beast rolled into one – 529 HP! Mark's a club veteran and began entering POC events in 1999 in a Porsche. Then stopped in 2010. Like Ryan, Mark purchased his Mustang to use as a fun street car, not a track weapon. And yet, here he was, laying down fast laps on the surface of the sun with the rest of us.

I also met Allan Rosenberg who had come to Streets in his 1997 Mazda Miata. He's been running POC events for three years in addition to PCA events like the Festival of Speed. Just like Ryan, Allan didn't buy his Miata with the intention of putting it on the race track. Then he was invited by the Miata Club in 1998 to a driving event at Thunderhill. It only took one event and he was hooked. Hello, Slippery Slope.

Then I chatted with Steve Thorsen who had trailed his 2004 BMW M3 race car running in GT4 class. Steve had purchased the BMW as a street car with no idea he'd ever put it on a race track. (Anyone see a theme here?) He's run events with the BMW Car Club, TCRA and Driving Concepts. He was highly complimentary of the new POC leadership whom he considered professional and welcoming of his and his non-Porsche race car.

Parked next to me on Sunday was one of my Datsun brethren, Dave Hartel and his 1971 240Z. (Dave would be the fellow with the barbecue marks on his kneecap mentioned above.) I met Dave at a Speed Ventures Nissan Challenge event last year. Since then, we've traded tuning and modification tips since our cars are so similar. Dave bought his car in 1996 and until 2002 restored it to near perfection. But in 2015, he entered an SCCA Track Night. Then got busy trading originality for parts and mods that would yield higher track performance and lower lap times.

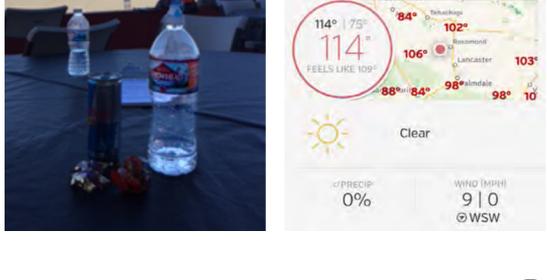
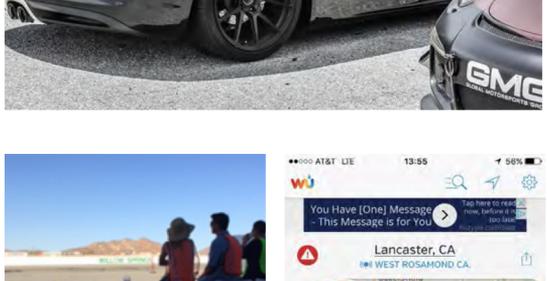
Two other drivers I didn't have a chance to chat with were Gregory Scillely who drove his white Dodge Viper and Alex Marmureanu who was behind the wheel of a cool Mitsubishi Evo race car.

The appearance of all these drivers on the hottest weekend in the history of the POC is a positive sign that our club's reputation for running fast and safe events continues to spread beyond the Porsche community to draw non-Porsche owners who share our need for speed which will keep our PDS and TA programs alive and well. Certainly, Porsche will always be the dominant car brand for our club but variety is the spice of life. And seeing another car manufacturers on our grid gives each run session an exciting added dimension of competition.

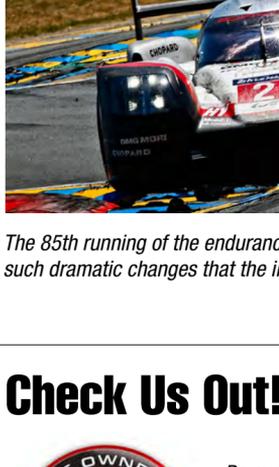
*But speaking of Porsches...*

My student during Solar Overdose Weekend (which ended with a brush fire breaking out in Santa Clarita along the 14 freeway which was a treat to deal with trailering my Z home) was Ken Chan in his Cayman GT4. The auto journalists' consensus in the numerous articles I had read on this car made it seem like the best performance bang for your Porsche buck. Then I had the great fortune to spend two days in Ken's passenger seat where I witnessed his consistent improvement as a track driver and the stunning performance of this amazing Porsche. The acceleration! The gorgeous exhaust note! And monster brakes that effortlessly slowed the GT4 from "Land Missile" to "Content Snail" in the blink of an eye! And while I have no intention of giving up my ancient Datsun any time soon, Chanukah is less than 6 months away. I've always wanted an orange Porsche. So if each active POC member kicks in say \$250...

More "Fun-in-the-Sun" Photos from Brett Caviglio

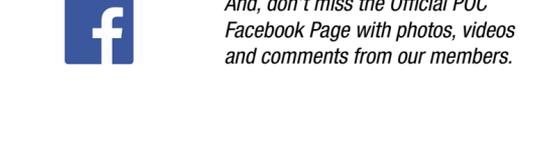


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## 19th overall win: Porsche hat-trick is done



The 85th running of the endurance classic in Le Mans produced such dramatic changes that the impossible ultimately came true!

## 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.