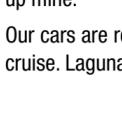
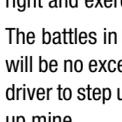
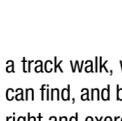




Photo: Don Matz

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Laguna Seca Here We Come

Andrew Weyman

As summer temperatures continue to reach record highs, we're heading north, to cooler environs. Yes, it's almost time for Laguna!

I love racing at Mazda Raceway Laguna Seca and have been busily prepping our two Boxster Specs for our August event. It's been a long POC summer break having had our last race weekend in May at Willow Springs. I missed the Laguna event last year due to a mostly dreadful European river cruise. Details upon request. I'd much rather have been watching the early morning fog lift over Monterey as we entered the paddock than being trapped on a boat with a bunch of boring people. Uh, not you, honey.

I take great pleasure in working on our cars. I continue to learn so much about the design and engineering that go into our Porsches. Some of the prep items on my list: Change motor oil and filters. Check. Change gear oil. Check. Mount stickers. Check. Inspect trailer tires. Check. Confirm hotel. Check. Install exhausts to comply with sound restrictions. Ugh. Check. The added weight and decrease in horsepower bum me out! As do the busted knuckles. I can't wait for the next opportunity to run during an unrestricted sound event. But, hey, I'm still going to have a spectacular time racing with my POC brethren.

And then, of course, there's the mental homework: Studying the track map, doing a track walk, watching videos, reading as much information as I can find, and bench racing with friends. And let's not forget eating right and exercising.

The battles in BSR have been epic this year and I'm sure Laguna will be no exception. The competition is great motivation for every driver to step up his/her game and I'm looking forward to stepping up mine.

Our cars are ready. Our excitement is palpable. I'm not on a river cruise. Laguna Seca, here we come!



Photo: Don Matz

A Look into the History of MAZDA RACEWAY LAGUNA SECA

Barry Toepke

In 1957, the motor racing landscape forever changed. That's when the first sports car race was held here at the new Laguna Seca Raceway. The beginnings of now-named Mazda Raceway Laguna Seca is traced back to the Pebble Beach Road Races that began in 1950. And by 1956, this popular race had swelled to more than 50,000 spectators crowding the tree-lined forest course. International driving stars regularly competed and the atmosphere was both racing and a social happening.

There were, however, some very serious problems concerning driver and spectator safety, who were dangerously close to the road. There were no safety areas between the racers and the many pine trees that lined the public roads. There was also concern about the quality of the road surface and widths for safe passing.

Unfortunately, in April 1956, the concerns took a disastrous turn. Ernie McAfee left the road in his Ferrari 121 LM and hit a tree. It was a fatal accident, and the last race to be held in the forest.

The popularity of the races and the financial impact on the community, however, impressed the military authorities at Ford Ord. They began working with the newly-formed group of civic-minded businessmen who created the not-for-profit Sports Car Racing Association of the Monterey Peninsula (SCRAMP) in an effort to keep sports car racing in Monterey.

In mid-1957, negotiations between SCRAMP and the Army flourished and a site at Laguna Seca on Fort Ord was selected for the race track. SCRAMP paid the Army \$3,000 for use of the land and the lease was signed on August 7, 1957.

During negotiations, SCRAMP volunteers were furiously working to raise \$125,000 to construct the track. They raised the money and construction began the first week of September 1957. Remarkably, the track was completed in a mere 60 days, just in time for the first race to be held on November 9 and 10. When Major General W.M. Breckenridge and SCRAMP officers cut the ribbon on the new facility, 35,000 spectators and 100 entries had shown up. The success of the inaugural race sealed the track's future. While the track has undergone enhancements, it still retains its original sports car racing spirit.

Now, years later, Mazda Raceway Laguna Seca flourishes with major race events. From the humblest of beginnings to a world-renowned race track, SCRAMP continues to give back to the community, businesses and remains an economic engine for Monterey County.

Barry Toepke is vice president of Mazda Raceway Laguna Seca

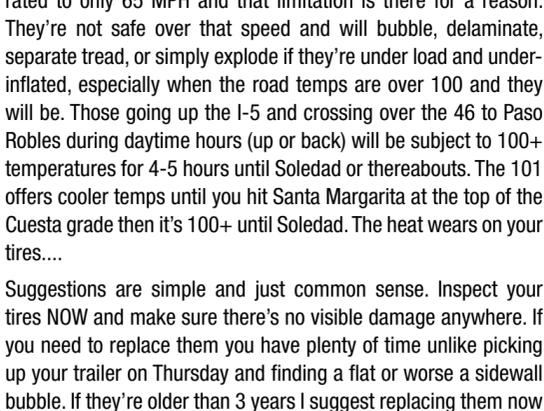
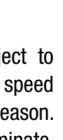


Photo: Don Matz

The Road To Laguna: Trailer Tires, The Weak Link....

John Gordon

This article was recently sent to our members in an E-Blast. We felt that it was certainly worth repeating here, before many of us hit the road to Laguna! Thanks, John, this is great advice.

Many of us are up for a long tow from So Cal to Laguna Seca. I, for one, do not take this chore lightly as safety is paramount when towing; mishaps can be very inconvenient and potentially catastrophic, and I've seen several. First area of focus is your trailer's tires, especially the common ST trailer tires delivered on all car hauler trailers today.

Be advised that all the ST tires made today are subject to accelerated degradation in hot temperatures. ST tires are speed rated to only 65 MPH and that limitation is there for a reason. They're not safe, and that speed and will bubble, delaminate, separate tread, or simply explode if they're under load and under-inflated, especially when the road temps are over 100 and they will be. Those going up the I-5 and crossing over the 46 to Paso Robles during daytime hours (up or back) will be subject to 100+ temperatures for 4-5 hours until Soledad or thereabouts. The 101 offers cooler temps until you hit Santa Margarita at the top of the Cuesta grade then it's 100+ until Soledad. The heat wears on your tires....

Suggestions are simple and just common sense. Inspect your tires NOW and make sure there's no visible damage anywhere. If you need to replace them you have plenty of time unlike picking up your trailer on Thursday and finding a flat or worse a sidewall bubble. If they're older than 3 years I suggest replacing them now as ST tires age terribly.

Always run trailer tires at their maximum rated cold pressure. For C-loads that's 50 lbs, for D-load it's 65lbs, and E-load tires 80 lbs. If you have an enclosed trailer you should be using nothing less than E-loads. They cost about \$5-7. more per tire than D-loads but are rated to carry almost 900 lbs. more per tire, which is significant, and again always fill them to their maximum cold pressure as listed on the tire's sidewall. If you really want safety switch to 16" rims and LT truck tires. The Bridgestone Duravis R500 is the tire of choice from my racing friends in Arizona who have experience towing in high temps.

Grease your hitch ball and make sure it's secure, check your safety chains and cross them if they're long enough to drag on the ground, and make sure your brake and running lights are working. The CHP just loves to pull over truck/trailers for safety violations. Test your break-away switch by pulling it out (it slips right back in) then attempt to move your connected trailer forward. The trailer brakes should be locked up, if not the break-away switch is not functioning. Also check your ball hitch and have the appropriate lug nut socket too as well as a means to spin off the lug nuts.

When replacing the wheel, torque it down to recommended specs, 100-120 lbs. Check your spare before you leave and make sure it's inflated to it's maximum cold pressure as listed on the sidewall. If you are mildly paranoid like me carry two (2) spares.

Be careful not to overload the trailer or exceed the truck manufacturers tongue weight. Generally the manufacturers recommend 10% to 15% of the trailer weight on the tongue. Overloading the hitch can compromise your truck's ability to stop as not enough weight is transferred to the front wheels. If it appears you are exceeding the maximum tongue weight, consider a weight distribution hitch, about \$500 plus installation. I believe they're mandatory now in Calif. when towing over 8500 lbs. with a single rear wheel vehicle. If interested, I carry a Sherline trailer scale in my trailer if anyone wants to check their tongue weight at Laguna (trailer has to be loaded of course).

Last thoughts, everyone should carry a Trailer Aid Tandem Tire Changing Ramp, such as seen here: www.amazon.com/Trailer-Aid-Tandem-Changing-Yellow/dp/B00014JPZE

A POC member, who shall forever remain nameless, had to unload their car recently in 100 degree heat on the side of the freeway to jack up their trailer to change a blown tire. He quickly found out that a 3,000 Lb capacity jack will NOT jack up a 6,000 Lb loaded trailer.

Also both Auto Club and Good Sam's offer a premier service which will tow both your tow vehicle and trailer in for repairs. Good and reasonable insurance for if/when you break down on the highway....

Thanks for listening. Increase your odds of a safe trip and check those tires NOW. I hope I never see a POC rig on the side of the road again, car extracted from the trailer and jacked up to change a tire with big rigs blowing by at speed. Scary and avoidable....

Memory Lane...Laguna Seca 2013



Photos: Don Matz



Register NOW for...



the Triple Crown at Auto Club Speedway September 9-10

With over a month to go, our popular Triple Crown event is gaining traction with 70 drivers signed up already!

What are you waiting for?

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

AvD Oldtimer Grand Prix

The 45th AvD Oldtimer Grand Prix will take place at the Nürburgring from August 11 to 13, 2017. In keeping with tradition, Porsche will once again be taking part this year.

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.