



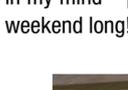
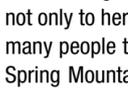
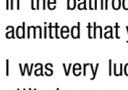
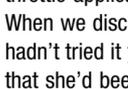
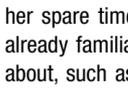
# VELOCITY

October '17 Issue 1710

## NEWS



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## (not so) Easy Come-back

Story: Erin Vogel  
Photos: CaliPhotography

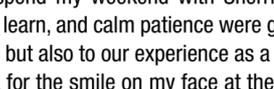
It's easy to come back to the racetrack after a four-month hiatus and assume you'll just pick up right where you left off in May. It's easy to ignore that little voice of doubt, because after all, you've programmed yourself to ignore it. Everything that you've already experienced – including doubt – is in the past, so just stay focused on the turns ahead. Right?

Ah, except that all your competitors have been battling hard on the racetrack the last few months. Wow, way to level up, guys and gals! And that's the excitement – the challenge – of the POC and Spec Boxster: if you're not on it, someone else will be. In fact, they'll be all over it, and all over you.

So on day two I tried a different tactic – let them by and get all over them instead. During our morning practice I tucked in behind the world's best cornering machine: a Spec 944. Watch, observe, copy. Relax and feel the speed, the slip angle, the confidence. Let the fast Boxsters by, too, and compare. If they can do it, so can I.

I came across a quote the other day that really resonated with me after these experiences over the weekend at Spring Mountain: "The noblest pleasure is the joy of understanding" (Leonardo da Vinci). And he's absolutely right. Any weekend I leave the track having learned something new is a happy weekend. (I knocked 2 whole seconds off my qualifying time between Saturday and Sunday, so I was, in fact, quite joyful!)

And while this type of joy is extremely gratifying and respectable, I do think it falls a bit short of real nobility, being selfish at its core. It's my belief that the noblest pleasure is helping others understand, and experiencing their joy. This past weekend, I was also very fortunate to work with a remarkable woman in her remarkable red 964.

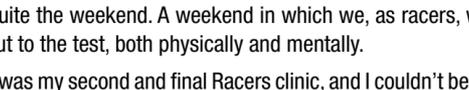


Sherri Palmer

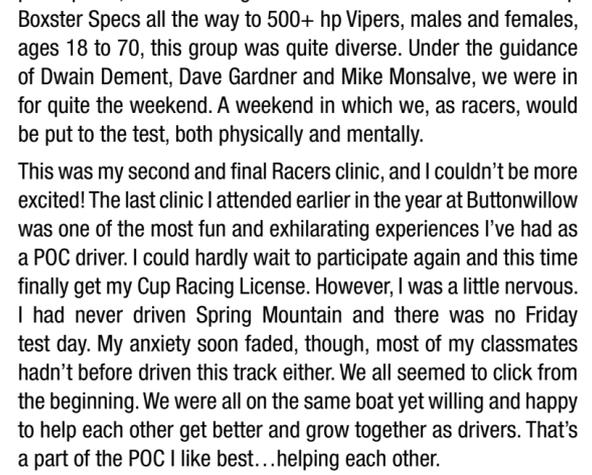
It's not every day that I explain weight transfer, and its relationship to braking and accelerating, and then have a student not only grasp the concept but immediately implement it. Then again, Sherri Palmer grew up wrenching on Porsches with her older brothers, so she is no stranger to the inner workings of her machine's suspension.

I also came to find out that she's been reading SpeedSecrets in her spare time, and many of the concepts we discussed were already familiar to her. We were able to apply ideas she'd read about, such as forward vision, the link between unwinding and throttle application, and heel-and-toe downshifting, in real-time. When we discussed heel-toe technique, she mentioned that she hadn't tried it yet on the track, but (with a gleam in her eye) said that she'd been "practicing it everywhere – in the kitchen, even in the bathroom!" "In the car too?" I asked. She laughed and admitted that yes, she'd practiced it there as well.

I was very lucky to spend my weekend with Sherri. Her great attitude, eagerness to learn, and calm patience were great assets not only to her driving but also to our experience as a team. I had many people to thank for the smile on my face at the end of this Spring Mountain event, but Sherri certainly earned the spotlight in my mind – probably due to the great big smile she sported all weekend long!



## My Second & Final Clinic



Story: Ana Predescu  
Photos: CaliPhotography

POC's second Racers Clinic of the year commenced. Twenty-two participants, all with one goal...to become racers. From 190 hp Boxster Specs all the way to 500+ hp Vipers, males and females, ages 18 to 70, this group was quite diverse. Under the guidance of Dwain Dement, Dave Gardner and Mike Monsalve, we were in for the weekend. A weekend in which we, as racers, would be put to the test, both physically and mentally.

This was my second and final Racers clinic, and I couldn't be more excited! The last clinic I attended earlier in the year at Buttonwillow was one of the most fun and exhilarating experiences I've had as a POC driver. I could hardly wait to participate again and this time finally get my Cup Racing License. However, I was a little nervous. I had never driven Spring Mountain and there was no Friday test day. My anxiety soon faded, though, most of my classmates hadn't before driven this track either. We all seemed to click from the beginning. We were all on the same boat yet willing and happy to help each other get better and grow together as drivers. That's a part of the POC I like best...helping each other.

From the track to the classroom and back to the track, we were on a strict schedule. Our first exercise consisted of driving an entire session side-by-side with another like-horsepower car. We began feeling comfortable being uncomfortable. This allowed us to really get a good feel of the entire track, finding more grip in places you wouldn't assume there was, testing the boundaries, and becoming familiarized with the different lines one could take while attempting a pass. Even though we were only driving at 50% of our normal pace, it was interesting to see how the drivers surrounding you dealt with the exercise. You could eventually tell who was comfortable with wheel-to-wheel driving and who wasn't. We all got a better understanding of each other and what to expect in future competition.

The next few exercises consisted of passing drills and practice starts. I felt like I had a bit of an edge here due to my karting experience. It was such a nostalgic and great feeling to get the green flag and regain all the instincts and tactics I used when karting. I believe this helped a lot in the final "race" because I qualified 4th in the boxsters and ended up battling for second by the first turn! The battle for second lasted a short two laps until my axle snapped going into turn eight. I was upset and disappointed. I pulled off to the side as my classmates kept passing by, lap after lap. Luckily there was sufficient time for me to cool off and I realized that I would still graduate. I was going to be a racer!

As the race ended, I was towed back into the pits to see all of my classmates in impound waiting for me to take our "class photo". I was still a little upset and embarrassed for being the one that didn't finish. However, everyone was so nice and concerned about what had happened to me that I couldn't help but smile when they tried to cheer me up. I realized we all have those bad days, things happen, cars break and driver's sometimes make mistakes...that's racing. It's how you recover, how you learn from your mistakes and how you persevere through the encouragement of others that ultimately matter in the end.

Everyone in the clinic did extremely well, we all improved tremendously and grew together as a class. Malcolm Van Halen shares his perspective on the weekend: "The Racers Clinic was very informative and enabled me to become more knowledgeable about how club racing works. The more memorable part of the weekend was competing in our "Graduation Race". I tried my best to be consistent and catch the GT4's in front of me." Gregory Scillely also shares: "The Racers Clinic has helped me check my ego at the door when I race. It has forced me to reflect on myself and to respect the space on the track of the other drivers. I truly believe I am becoming more of a gentlemen driver moving forward in the POC. The favorite part of my weekend was, of course, racing. I will never be able to describe how excited and proud I was to take second overall. I really had to earn it!"

To sum it up...this Racers Clinic has prepared me to go wheel-to-wheel in the POC. I was taught to think more critically, how to take responsibility and learn from my mistakes, and how to be cautious yet competitive. I "can't wait" to finally begin my cup racing career. Watch out boys and girls, I'm here!



Ana Predescu gets ready to apply her new DOT which will show that she's a new Racer...as Terry Davis, who is now no longer a rookie, removes hers.



## Spring Mountain 2017...



Photos: CaliPhotography



## Register NOW for...



**Chuckwalla**  
November 4-5  
Great desert course. Open to PDS, TA and CUP drivers.  
**Registration NOW OPEN!**



**Willow Springs**  
December 2-3  
Our season Finale!  
A great way to wind up 2017...last chance to get those championship points!  
Registration open soon!

## 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.