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FROM THE  
**EDITOR** NANCY JAMAR

Well, if you can't have quantity, you can have quality, as shown by the two top entries for the cover of this issue of *Velocity*. We had requested photos, and received the marvelous submission shown below right from Don Matz, but were blown away by the painterly illustration submitted by club member Radu Muntean, who ended up taking away the honors. In his own words, this encapsulates the cover painting:

*"The premise: Since the reindeer decided to join the union and go on strike, Santa was left with no choice but to pull out the 'German Sled.' Mrs. Claus suggested that the misplacement of the trunk on the German sled might create a problem, but the old man would not listen. In the Trunk: Nicely wrapped presents, toys, Barbies and teddy bears, holding on for dear life, while out in front the "Racer" bear, sporting a helmet and a five point harness, is heaving a ball."*

Our congratulations go out to a very talented club member, who in my estimation, delivered with a very nice gift for all our club members. You can find more of Radu's art at his web site, [www.octanegallery.com](http://www.octanegallery.com).

You'll also find ideas for gifts, large and small in our Holiday Gift Guide, where advertisers have given us some great hints on top gifts for the motor-minded among us.

And be sure to read Bill Bodine's letter from the president...some very newish stuff in there about next year's racing schedule...



**ON THE COVER**

Santa Pulls Out the "German Sled"  
ILLUSTRATION by Radu Muntean



**RUNNER UP**

Don Matz 007 celebrating the Holidays  
Photography by Don Matz

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FROM THE  
**PRESIDENT** BILL BODINE

I fully expected to be exhausted by now. The mountain of tasks we've undertaken as a Board should have left these Directors panting and sweating like a fat lady climbing the stairs at the Disney Center. But no, these guys (and girl) are now eagerly focused on December's event and next year's calendar. (Nurse, is it time for my medication yet?)

Yes, we cut our operating costs in several areas. Yes, we maintained the high level of safety for which we are known. Yes, we had the biggest turnout EVER at our last STS event. But, will they stop there? No.

Jeff Melnik revealed our 2008 schedule and his inclusion of a March 29-30 All-Members event at Willow's big track! For the first time since I've been with the club, our entire motoring family will be running the on the same track on the same weekend! This March big track event has everyone really excited. Needless to say, there will be some logistical firsts, but I'm sure this will be an event to remember.

Las Vegas shows up two times next year. The February 16-17 event takes us inside the big venue to the newly configured oval with 21° banking. Yes, every Time Trial class winner will also have a track record to his name. Our second visit (October 17-19) is to that great track outside the oval that we enjoyed so much this past February.

Tribute 2008 will be held in June at Willow Springs next year in response to the people who lost fingers to frostbite during last year's April event. There will be two podiums, one for the unlimited Red Group cars and one for the handicapped Orange Group cars. This means there will be much close racing...making next year's event not only exciting to watch, but really fun to compete.

The Buttonwillow 100 returns due to public demand. It was the epitome of club racing fun and I'm sure will be so again this coming season.

I plan on initiating some off-track get-togethers as well to encourage more community for those members who don't get out to the track to be with us. Many of us will be joining Dave Bouzaglou on New Year's morning to enjoy a beautiful and "spirited" drive up the coast and through the Santa Monica Mountains. See the notice for this fun event in this issue of *Velocity*.

I want to once again thank the Board of Directors for their exceptional efforts to make our club better than ever. Our recent election will ensure they are allowed to give us two more years of brilliance.

And finally, thank you to all of the members who have been supportive of new ideas and helpful with their execution. The POC weekends are really enjoyable and to those who haven't come out to be with us, plan on coming out to Tribute or to one of our non-track events. There are a lot of good people you should meet.

Have a warm and joyous holiday season.



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and raced such a car more than 100 years ago when horseless carriages were in their infancy.

Working for Jacob Lohner & Co. in Vienna, Austria in 1899, Ferdinand Porsche—father of Dr. Ferdinand 'Ferry' Porsche who in 1948 founded the Porsche high performance sports car and SUV company we know today—developed and built the world's first automobile that used electric wheel hub motors rather than a fossil-fuel combustion engine and transmission to drive the wheels. It was called the Lohner-Porsche.

A Lohner Porsche and concept versions of the Hybrid Cayenne® SUV were on view at the Greater Los Angeles Auto

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# Infineon Raceway

Infineon Raceway in sunny Sonoma has to be one of the most technical and difficult tracks to master that the POC travels to. With that comes the challenge and excitement we racers enjoy. For those who were lucky enough to make the journey north, another great weekend of racing was the result. There was one incident, which will be covered later on in this article. I want to first give our readers a little background on why I am writing this in the first place.

I was asked by Jeff Melnik to write an article about my experience of driving a Boxster spec car from the Red Group. Some of you reading this may know my history with the club, but for those who don't, I primarily race a factory 996 RSR. My crew from the talented Tech Trix refer to it as the "raped ape." Actually, the nickname came from my good friend and one-time co-driver Kelly Collins. If any of you have had the pleasure of spending time with Kelly, you know

he is a very colorful guy, spooling some of the funniest and far out stories you will ever hear.

Getting back to the track and task at hand, I was excited to drive the Boxster spec car at Sonoma after watching Craig Stanton and Shawn Howard's great duel at Laguna. I elected to enter both cars for the event, but chose to run the RSR in PRC and the Boxster in POC. That way, I could compete in BSR with all the usual suspects.

On Friday's test day, my goal for both cars was to get comfortable with the track again; last year was my first outing at Infineon.

I had forgotten about how much wheel spin turn two caused after doing a few laps in Mike Essa's Boxster last year. To my surprise, I was right on pace with my times from the previous year. Coming from a red car that handles like

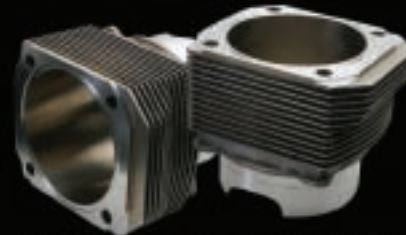
a go kart on steroids, I found myself driving the same way in the Boxster. At first it seemed fast and without drama, but then the trails of smoke I would leave after rounding turn two started to catch up with me. After four laps my car had a hard time getting to the apexes and then I felt more body roll, especially through the esses. As this occurred, I would find myself inputting more and more steering each time. This action only compounded the issue. If you hear racers talking about "the tail wagging the dog," this is it. The bottom line was I was overdriving the Boxster. The wheel spin I was experiencing was overheating the tires. For those of you that don't know, the Boxster does not have a limited slip. Sonoma has a lot of camber turns with elevation changes, which only compounds the problem with tire slip. Patience with the throttle and steering is key in these cars.



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As my lap times dropped, I felt confident going into the weekend's races. Little did I know my competition was getting track secrets from Craig Stanton.

#### Saturday: The Incident

Well, something like this sure can change your attitude about racing. Those of you who were at the track that weekend know what I'm talking about. Andrew Block was involved in a freak accident during the POC warmup.

I personally did not witness the incident,

but was deeply affected by it. Andrew hit an emergency vehicle while it was on the track retrieving debris. Unfortunately, the vehicle was in a blind section after turn 8A. Seeing a fellow club member injured and airlifted out for medical attention is something I hope I never witness again.

We as a club should learn from this and really pay attention to safety. I wish Andrew a speedy recovery, and hope to see him in my mirrors soon.

The one thing I learned from this weekend was that it's a lot harder than

I thought to drive two totally different cars in the same day. When I let my concentration waver, I quickly found myself reverting back to the way I drive my RSR.

I admire all members who choose to drive the slower classed cars. It takes skill and concentration to push these cars to their limits. Every mistake is compounded by the loss of momentum, and momentum is key to going fast.

By the way, I was spanked on Saturday by Shawn Howard, but I'll be back! •



# DRIVINGTIPS



BY MIKE MONSALVE PHOTOGRAPH BY ALAIN JAMAR

When I was asked to give driving tips for *Velocity*, I thought why me? There are a few drivers out there that I would certainly like to learn a few tips from. However, after considering many factors, I decided to take on this quarterly challenge for *Velocity*. In each issue, I will try to cover different topics, all related to driving. I have been and always will be a student of other drivers: Soaking up technique, strategy, and instruction—anything that can help me improve my performance. This gives me an opportunity to pass some information along that has worked for me.

The first topic I will cover is the importance of practicing driving off line. I try to have an

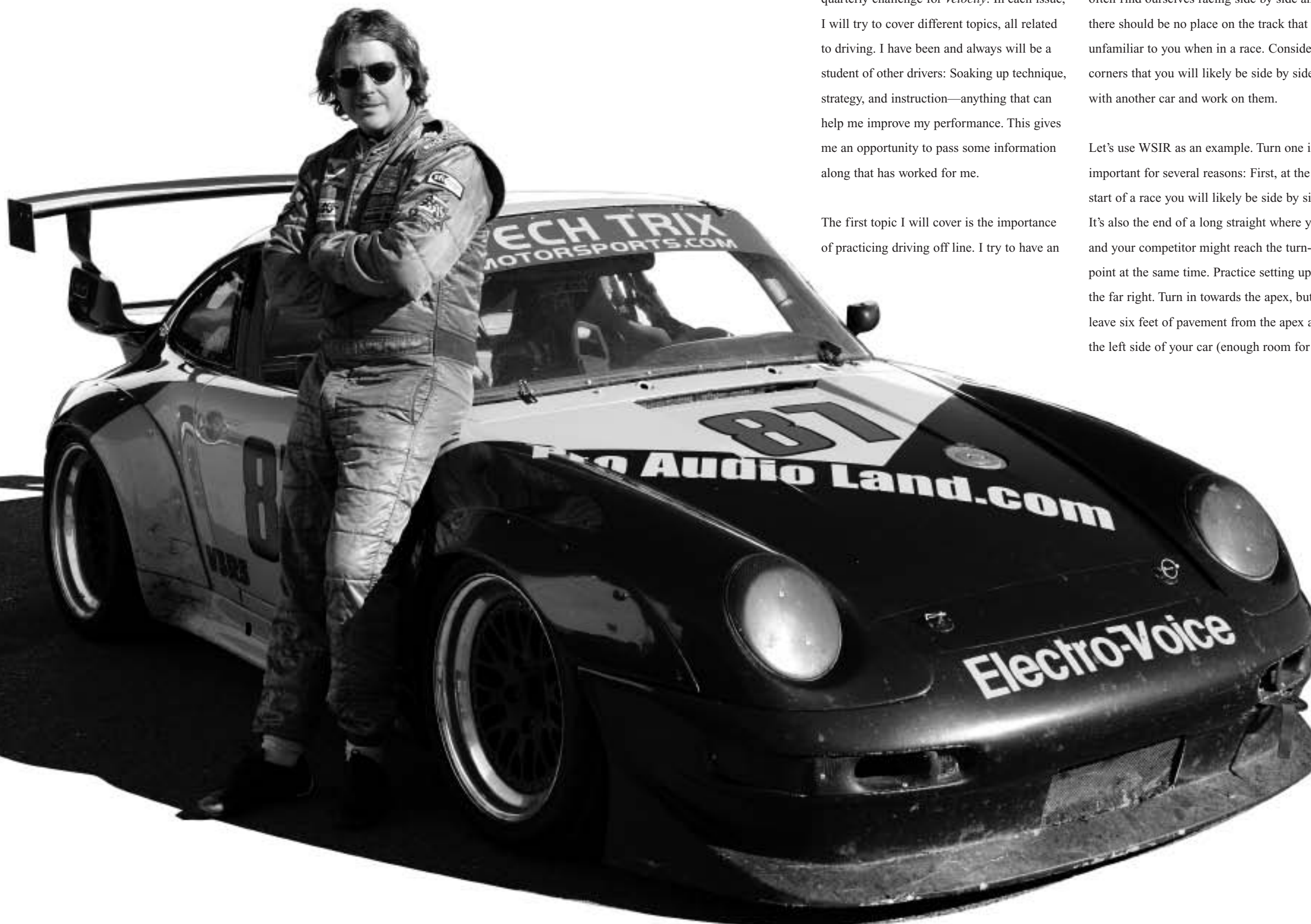
agenda for all my practice sessions (something I will specifically work on while out on the track). One that is important to me is to practice as if I have another race car directly at my side through all the turns. In races, we often find ourselves racing side by side and there should be no place on the track that is unfamiliar to you when in a race. Consider corners that you will likely be side by side with another car and work on them.

Let's use WSIR as an example. Turn one is important for several reasons: First, at the start of a race you will likely be side by side. It's also the end of a long straight where you and your competitor might reach the turn-in point at the same time. Practice setting up on the far right. Turn in towards the apex, but leave six feet of pavement from the apex and the left side of your car (enough room for

another car if he had the inside line). Carry your exit speed so that your car ends up on the far right side of the track at the end of the turn. If you can master this line, you may be able to carry enough speed to have the advantage in turn two when this situation occurs. Next, switch the situation. Practice turn one leaving six feet to your right at the entry. Nail the apex, and while accelerating away from the apex, make sure you leave six feet to your right at the exit of the turn (enough room for a car at your right).

The important thing is that you get used to driving in places that are not considered the preferred line. One benefit to learning how to be fast in all areas of the track: Ever overshoot a corner, miss your braking point, or push out to a section of the track that is not the preferred line? You will quickly adjust with experience and confidence. Places I like to practice (where I find myself often in a race): outside around turn two, inside of turn three, outside of turn eight, and inside of turn nine. Remember that other racers will depend on you to hold your line and give racing room through the entire turn. You can't assume that just because you have the inside line and hit your apex, that your competitor is still not at your door at the exit. You should not push them off the track at the exit of the turn. There's a good chance that with practice, you can get through the corner just as fast as your competitor (regardless if you are inside or outside), and put yourself in an advantage for the next turn.

In the end, it's not just about fast lap times. Great drivers are good in traffic and can drive fast anywhere on the track. So get out there and get a feel for those marbles. ●



# MY ROAD TO THE TIME TRIALS

STORY BY JON WIERKS

*Hello, my name is Jon  
and I'm an addict.*



To say that first STS was eye opening would be an understatement. Even running in the yellow student group, I was able to run the car to levels that would land you in jail or the hospital on the street. I was impressed with the safety consciousness of the organization and felt very comfortable on and off the track. I couldn't believe I was assigned my own private instructor for the entire day. Don't people pay thousands of dollars a day for this at racing schools?

Needless to say, I came back for more. I want to make a special thank you to my STS instructors, Bob Rodriguez, Bruce Wells and Carlos Granados. These gentlemen were not only brave enough to hop in a GT3 driven by a total track novice and remain calm as can be, but they were all outstanding instructors and I learned something new from each.

Now I was hooked on STS and it was pretty bad. The rationalizations started. For example, as I got faster I started to get tired of bracing myself from sliding around in the seat. Maybe a set of those cool racing seats that a lot of the cars have would help? As long as I'm taking the seats out, why not put in a roll bar and harnesses? Done and done and suddenly my car is almost eligible for Time Trials.

It didn't take long for Martin Schacht to push me over the edge. Just get a fire extinguisher and battery strap for the car, and a nomex suit for me. So I picked out a suit at Sube Sports, ordered the other parts and signed up for the Time Trial.

Shipping delays on parts come down to the wire. Friday morning before my first Time Trial finds me at GMG Motorsports getting the battery strap and fire extinguisher mounted. Then it's over to Haus of



Performance for a tech inspection in the afternoon. Frank puts the car up on the lift and immediately says he cannot sign me off. The inside of the rear tires are at the cords. Frank inspects the rest of the car and says I'm fine if I can get new tires.

It's almost 5 pm on a Friday. How am I going to get tires by tomorrow? I call my wife and explain what's happened. She gets on the internet and starts making calls. Twenty minutes later she's found a tire shop that has them in stock and can install them if I get over there right away. The weekend is on again, but I wonder if these are ill omens?

Saturday morning I arrive at Willow Springs, and holy cow, look at all the race cars! At the STS events there are more street cars than race cars, but here that ratio was reversed. Transporters, GT3 Cup cars, 800 hp Turbo monsters, purpose built race 911s, 944s, etc. were everywhere. It was a bit intimidating for me and my street car on street tires.

During the driver's meeting, Martin Schacht and Greg Franz made special note of new students and made sure to explain everything to us before our first session. Instructor assignments are given out; I got lucky and Bob Rodriguez is assigned to me again. Bob is great showing me the line and having me work on various techniques. The big track is quite different than the Streets, and I soon learn what "pucker factor" means going through turns eight and nine.

All day Saturday and through Sunday morning are all practice sessions. After lunch is the Time Trial proper. You are called to the grid based on your average lap times. At the grid you get placed in groups based on those times. When it's time for your group, each car is let out at intervals so you have a clear track. The first lap is practice and then it's two hot laps. Your fastest time of these two laps is your result for the weekend. No pressure there, right? I loved it.

To receive your Time Trial license, you have to be signed off for two weekend events. Unlike the STS series, you usually have the same instructor for both days of each event. My second Time trial as a student was also at Willow Springs and this time my instructor was Neil Alexander. Once again I was amazed at the quality of instructors in this club. Neil was outstanding. I learned so much it was hard to process it all.

The level of attention both Bob and Neil gave me as a student was incredible. They both took a lot of time out of their day for coaching and debriefing. I was invited to hang out in their paddocks and their hospitality was much appreciated. In fact, the same can be said for everyone I've met in the POC.

Since receiving my Time Trial license I've run a few more events at Willow Springs and California Speedway and am looking forward to Laguna Seca and Buttonwillow. Being able to try out new tracks is great fun. I'm slowly getting faster and have even won my class here and there. It's difficult to put into words just how much fun this all is. Just get out there and do it.

So Dad, Ben, Marty, my instructors Bob, Neil, Bruce and Carlos, thanks, but it's all your fault I'm addicted. ●

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# THE MONTEREY SPORTS CAR CHAMPIONSHIP

STORY AND PHOTOGRAPHY BY DAVE R. JOHNSON

MAZDA LAGUNA SECA RACEWAY

AMERICAN LE MANS SERIES

IMSA GT3 CUP CHALLENGE

SCCA SPEED WORLD CHALLENGE



Romain Dumas - Timo Bernhard Penske Porsche  
RS Spyder getting attention in the pits.

Tafel Racing's 911 RSR of James Tafel, Nathan  
Swartzbaugh and Lars Erik Nielson  
cresting the Rahal Straight.

Derek Clark in Corner 6.

Eric Olberz leads the Viper of Jeff Robbins over the  
Main Straight hill into Corner 1.



What an amazing weekend. The pinnacle is the ALMS, but the other races do not disappoint. The intensity of the competition in each event makes for participant and spectator fun-fun-fun. The Porsche Owners Club was well represented on the track with twelve drivers in three of the six series that raced at Laguna Seca. In ALMS, Nathan Swartzbaugh shared driving responsibility in the #73 Tafel Racing 911 RSR. Eric Olberz and James Sofronas, racing 911 GT3s, continued their quests in the SCCA Pro Racing Speed World GT Series. The largest contingent from POC was in the IMSA GT3 Challenge races, with nine drivers. This group got lucky in that they were able to race twice. They enjoyed a thirty minute sprint race on Saturday, and a one hour season finale on Sunday. POC racers in alpha order were **Galen Bieker, Warren Chang, Derek Clark, Bob Faieta, Steve Goldman, Wesley Hoaglund, John Krieg, Robert Rodriguez, and Melanie Snow.**

The Drivers and Manufacturers Championships for P1, P2 and GT1 were decided before the final round at Laguna Seca. The number 1 Audi R10/TDI of Audi Sport North America, built primarily for the 24 Hours of Le Mans, won P1 series championship with Dindo Capello and Allan McNish driving. This combination repeated their recent hat trick at Road Atlanta winning first overall at Laguna Seca, after Capello frantically held off Romain Dumas in the number 7 Penske RS Spyder for the final 32 minutes of the race. Dumas had the cornering advantage, but could not match the Audi's turbo power on the straights. It was a battle royal, and one would never guess the class championships were already in the bag for both teams. In addition to finishing first overall in the majority of races, Penske Racing's Romain Dumas and Timo Bernhard won the P2 Championship for Porsche in the P2 Class, as well as the Laguna Seca race.



GT1, which was a Corvette playground again this year, was won by Olivier Beretta and Oliver Gavin.

However, GT2, which seemed like a Ferrari playground at times this year, was still to be decided. The van Overbeek/Bergmeister Flying Lizard RSR still had a chance to win the championship, if they could beat the Risi Ferrari of Salo and Melo. Alas, it was not to happen. The Lizard racer suffered a tire failure at a critical juncture, and the time in the pits resulted in fourth place finish. Both the GT2 race and series championship was won by the dreaded red from Marenello. Finishing the GT2 race in second and third positions respectively were the Porsche 911 RSRs of Tafel Racing, driven by Wolf Henzler and Dominik Farnbacher, and Rahal Letterman Racing, piloted by Ralf Kelleners and Tom Milner. Exciting stuff, right down to the wire.



The Dyson-Smith RS Spyder ahead of the White Lightning Ferrari at the top of the Corkscrew



Team Trans Sport 911 RSR of Tim Pappas and Terry Borcheller leading the Chilton-Shimoda P1 Zytek at the top of the Corkscrew

New Era Penske Panzers in formation going into Corner 6



Audi Panzers zero in on the number 7 Penske Panzer while being stalked by the number 6 Penske Panzer on the approach to turn 11

Pit action for the Flying Lizard entry of Johannes van Overbeek and Jorg Bergmeister

The Wolf Henzler/Dominik Farnbacher Tafel Racing 911 RSR that finished second in the GT2 results, coming up the hill from Turn 5

# IMSA GT3 CHALLENGE



Double Race winner Bob Faieta leading challenger Dino Steiner in Corner 5.

By now everyone must know that Bob Faieta won both races for this group resulting in a series championship with a total of 179 points (40 of which were the result of his stunning double victory at Laguna Seca). In the process he had to overcome significant challenges from Dino Steiner and Charles Scardina. Kudos and congratulations to Bob. Also congratulations to the other POC competitors who did so well in this competitive series.

Out from under the bridge before Turn 6  
are Melanie Snow, Galen Bieker  
and Warren Chang

Steve Goldman leads Wes Hoagland past  
Corner 8 at the top of the Corkscrew

Robert Rodriguez approaching Turn 6  
followed by Derek Clark



Warren Chang setting up for 8A in the Corkscrew



Melanie Snow leading the line up the hill from Turn 5

Galen Bieker heads down a five story drop roller coaster ride courtesy of the Corkscrew



# SCCA SPEED WORLD CHALLENGE



Eric Olberz sweeping through Turn 6

Loren Beggs and the 911 Design crew supporting Eric Olberz, moving equipment in the hot pits

James Sofronas' 911 GT3 leads a Cadillac and Corvette into Turn 11

SCCA Pro Racing Speed World GT Comments: Eric and James picked a tough series to go pro in, and their already significant driving skills can only get better as a result. This series is loaded with factory and private big team backing. It also has top driving talent including former Trans Am drivers, some former champions, as well as drivers who have or continue to compete in ALMS and other top pro sports car series. I have known several of the "big bore" drivers in this series for years. Their comments about the competitive nature of this racing (including no small amount of fender banging) are amazing. James finished tied for 10th position for the series. Eric finished 25th (of 55 drivers) in his "rookie" year. Pretty respectable when you realize he received no points for six races of the 10 races!



# The Gift Guide



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# RESULTS

## Green Cup Race 12 at Buttonwillow Parkway September 22, 2007

P	Class	Driver Name	Laps	Diff	Best Lap
1	BSR	Michael Essa	12	—	02:10.866
2	BSR	Dylan Scott	12	32.638	02:10.800
3	R9S	Mikael Weitze	12	57.068	02:14.169
4	BSR	Jeff Shulem	12	58.683	02:13.181
5	R9S	Mark Foley	12	+1:10.846	02:15.255
6	R7	Charles Solomon	12	+1:47.509	02:19.331
7	R7	Leonard Schenkel	12	+1:54.114	02:17.029
8	R7	Todd Richmond	11	1 Lap	02:21.954
9	R9	Carolyn Pappas	11	+2:21.533	02:30.917
10	R9S	Mervyn Rudgley	10	2 Laps	02:23.424
11	R8	Walter Airth	8	4 Laps	02:18.335
12	BSR	Neil Alexander	6	6 Laps	02:17.652
13	R9S	Ted Frech	6	+1:31.996	02:31.294
14	BSR	Mary-Anne Melnik	DNF	-	-

## Green Cup Race 13 at Buttonwillow Parkway September 23, 2007

P	Class	Driver Name	Laps	Diff	Best Lap
1	BSR	Dylan Scott	14	—	02:12.866
2	BSR	Jeff Shulem	14	4.782	02:12.808
3	BSR	Michael Essa	14	39.62	02:13.301
4	R9S	Mikael Weitze	14	57.498	02:16.840
5	R7	Leonard Schenkel	14	+1:09.960	02:17.630
6	R9S	Mark Foley	14	+1:10.947	02:15.878
7	BSR	Neil Alexander	14	+1:25.851	02:18.331
8	R8	Walter Airth	14	+1:54.099	02:20.169
9	R9S	Mervyn Rudgley	14	+2:13.888	02:23.008
10	R7	Charles Solomon	13	1 Lap	02:19.913
11	R9S	Ted Frech	13	+1:03.396	02:27.270
12	R9	Carolyn Pappas	13	+1:04.129	02:28.315
13	BSR	Mary-Anne Melnik	DNF	-	-

## Orange Cup Race 12 at Buttonwillow Parkway September 22, 2007

P	Class	Driver Name	Laps	Diff	Best Lap
1	R5	Mike Monsalve	12	—	02:04.096
2	R5	Steve Alarcon	12	0.159	02:03.581
3	R4	Kary Clements	12	26.153	02:06.200
4	R5	Andrew Bloch	12	43.399	02:06.189
5	R5	Steve Parker	12	53.555	02:06.163
6	R5	Ethan Dahlkamp	12	+1:32.373	02:09.410
7	R5	John Heldman	12	+1:43.395	02:12.539
8	R5	Jim Steedman	12	+2:10.152	02:10.145
9	R6	Christopher Wiles	12	+2:10.822	02:12.205
10	R6	Albert Upsher	11	1 Lap	02:24.030
11	R6	Jim Matherly	10	2 Laps	02:14.197
12	R6	Charley Wolk	10	12.944	02:27.739
13	R4	Ed Muscat	10	25.467	02:11.640
DQ	R5	Athan Aronis	12	42.791	02:03.08

## Orange Cup Race 13 at Buttonwillow Parkway September 23, 2007

P	Class	Driver Name	Laps	Diff	Best Lap
1	R5	Athan Aronis	15	—	02:04.516
2	R4	Kary Clements	15	3.172	02:03.987
3	R5	Steve Alarcon	15	4.53	02:04.346
4	R5	Andrew Bloch	15	+1:06.468	02:07.189
5	R5	Steve Parker	15	—	02:06.600
6	R5	John Heldman	15	+1:29.921	02:10.042
7	R4	Ed Muscat	15	+1:31.318	02:09.770
8	R5	Jim Steedman	15	+2:00.124	02:10.652
9	R5	Steve Vandecar	15	+2:06.723	02:09.436
10	R5	Andy Ritter	14	1 Lap	02:12.869
11	R6	Scott Sookwongse	14	+1:40.234	02:21.593
12	EX	Martin Schacht	14	+1:55.490	02:20.670
13	R6	Charley Wolk	13	2 Laps	02:26.301

## Red Cup Race 12 at Buttonwillow Parkway September 22, 2007

P	Class	Driver Name	Laps	Diff	Best Lap
1	GTA	Blake Rosser	12	-	01:54.817
2	GTA	Steve Goldman	12	4.981	01:56.411
3	GTC-3	Bob Faieta	12	11.305	01:55.752
4	GT1	Galen Bieker	12	44.216	01:55.329
5	GT2	Albert Loreda	12	+1:27.500	02:01.099
6	GTC-3	John Keane	12	+1:30.132	02:03.107
7	GT2	Jim Copp	12	+1:31.390	02:02.180
8	GT2	John H. Payne	12	+1:56.373	02:02.443
9	R2	Marty Mehterian	12	+1:58.555	02:03.918
10	GT1	Bill Dawson	12	+2:04.810	02:02.178
11	GT2	Ted Barrett	11	1 Lap	02:07.448
12	GT2	John Siefker	11	17.127	02:06.754
13	GTC-3	Gregory Franz	11	39.746	02:10.310
14	GT2	Roland Schmidt	11	42.658	02:07.079
15	R3	Neal Wright	11	+1:03.379	02:10.638
16	EX	Nick Paris	11	+1:03.988	02:11.902
17	GT1	Chris Houdre	11	+1:04.298	02:10.611
18	R3	Rick Barrett	11	+1:39.383	02:11.558
19	GT2	Bruce Busby	10	2 Laps	02:09.948
20	R2	Charles Wyse	10	+1:40.696	02:18.053
21	GTC-3	Kevin Reynolds	1	11 Laps	02:14.858

## Red Cup Race 13 at Buttonwillow Parkway September 23, 2007

P	Class	Driver Name	Laps	Diff	Best Lap
1	GTA	Blake Rosser	10	—	01:52.876
2	GTC-3	Bob Faieta	10	1.553	01:55.281
3	GT1	Urs Gretener	10	15.304	01:55.607
4	GTA	Steve Goldman	10	16.162	01:55.564
5	GT1	Galen Bieker	10	23.525	01:57.233
6	GT2	Jim Copp	9	1 Lap	01:59.766
7	GT2	John H. Payne	9	4.369	01:58.980
8	GT1	Bill Dawson	9	6.948	01:59.718
9	GT1	Kent Klaser	9	7.966	02:00.071
10	GTC-3	John Keane	9	58.892	02:02.661
11	GT2	Kenny Rumbaugh	9	59.104	02:02.945
12	R3	Ted White	9	+1:01.198	02:03.836

13	GT2	Ted Barrett	9	+1:17.021	02:06.805
14	GT2	Bruce Busby	9	+1:29.417	02:06.283
15	GT2	John Siefker	9	+1:32.277	02:06.459
16	GTC-3	Gregory Franz	9	+1:52.804	02:09.865
17	EX	Nick Paris	8	2 Laps	02:09.465
18	GT1	Chris Houdre	8	3.051	02:08.187
19	R3	Neal Wright	8	11.831	02:10.378
20	R3	Rick Barrett	8	20.911	02:13.140
21	GT2	Albert Loreda	7	3 Laps	02:02.179
22	R2	Marty Mehterian	7	30.113	02:02.970
23	R3	Jerry Roche	7	+3:51.123	02:14.220
24	GT2	Roland Schmidt	3	7 Laps	02:07.245

## Time Trial 6 at Buttonwillow Parkway September 23, 2007

Class	Driver Name	Time	Pts
BSR	Dylan Scott	02:09.147	20
BSR	Jeff Shulem	02:12.205	15
BSR	Michael Essa	02:12.926	12
BSR	Greg Neuwirth	02:21.414	10
EX	Nick Paris	02:06.846	20
GI	Glenwood Gum	02:43.239	20
GP	Carolyn Pappas	02:30.303	20
GSR	Mark Foley	02:14.481	20
GSR	Mikael Weitze	02:14.577	15
GSR	Mervyn Rudgley	02:19.875	12
GSR	Dennis Bennett	02:25.276	10
GSR	Donald Neville	02:27.001	8
GT2	John H. Payne	01:57.612	20
GT2	Bruce Busby	02:04.688	15
GTA	Steve Goldman	01:55.578	20
GTC-3	John Keane	01:59.394	20
GTC-3	Garrett Russell	02:04.876	15
HP	Walter Airth	02:24.981	20
II	Rick Mills	02:30.982	20
J1	Leonard Schenkel	02:16.590	20
J1	Craig Swetland	02:24.510	15
J1	Derrick Shiba	02:27.118	12
J1	Michael Takaki	05:24.994	10
JP	Chet Fortney	02:11.564	20
JP	Bob Thacker	02:13.571	15
KI	Charley Wolk	02:30.462	20
LI	Bill Bodine	02:13.802	20
LP	Martin Schacht	02:17.854	20
LP	Peter Czajkowski	02:28.457	15
LS	Quinn Thompson	02:17.898	20
LS	Leland McArthur	02:19.999	15
MI	John Cherniack	02:13.229	20
NI	Jon Wierks	02:17.148	20
V0	Marty Mehterian	02:02.067	20
V1	Ted White	02:02.776	20
V2	Kary Clements	02:04.793	20
V2	Roy Stone	02:26.159	15
V3	Steve Alarcon	02:01.090	20
V3	John Heldman	02:10.144	15
V3	Andrew Bloch	—	—
V4	Christopher Wiles	02:08.647	20
V4	Keith Hulley	02:21.504	15
V4	Jeff Hollander	02:22.507	12

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2.7 Gasket Kit \$149 comp!	Bron Ignition Wires \$99 set	Race Prepped Rods \$399 set
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 2.0-2.7.....\$499  
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Rockers \$99 a set  
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Huge inventory of parts for Street or Racing Engines  
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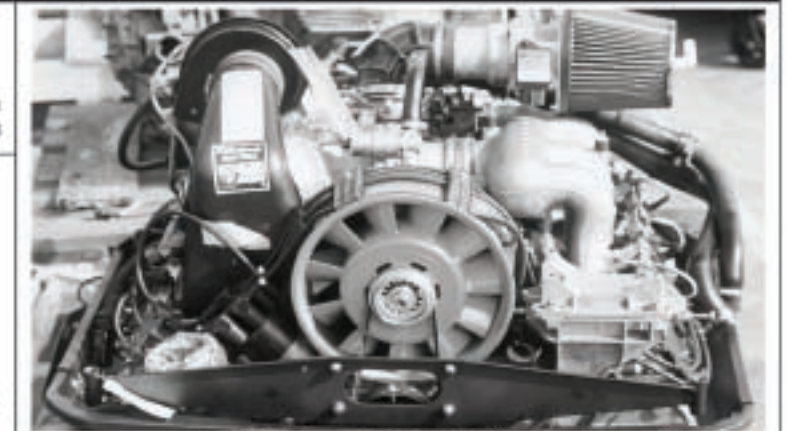
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 All engines "long block." Exchange (must be rebuildable) & warranted.  
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 tracks of California. Our expertise in remachining components sets us  
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**Orange/Red Cup Race 14 at Infineon Raceway  
October 27, 2007**

P	Class	Driver Name	Laps	Diff	Best Lap
1	GTC-4	Galen Bieker	14	20	01:40.027
2	GTC-4	Joe Kunz	14	15	01:41.586
3	GTC-4	Bob Rodriguez	14	12	01:42.317
4	GTC-4	Wesley Hoagland	14	10	01:43.450
5	GTC-4	John Mulvihill	14	8	01:44.578
6	GTC-4	Nick Parker	14	6	01:45.894
7	GTC-4	Neil Alexander	13	5	01:48.030
1	GTC-3	Drew Waterhouse	14	20	01:42.247
2	GTC-3	Michael Boardman	13	15	01:48.084
3	GTC-3	John Keane	1	12	01:52.629
1	GTA	Eric Olberz	14	20	01:43.090
1	GT2	John H. Payne	14	20	01:44.582
2	GT2	Jim Copp	14	15	01:47.146
3	GT2	Roger Sheridan	14	12	01:46.971
4	GT2	Steven Frankel	13	10	01:46.051
5	GT2	Ted Barrett	13	8	01:48.093
1	GT1	Jeff Melnik	13	20	01:48.015
2	GT1	Loren Beggs	12	15	01:38.831
1	R2	Marty Mehterian	13	20	01:47.921
1	R3	Richard Price	13	20	01:48.996
2	R3	Rick Barrett	13	15	01:51.861
1	R5	Michael Monsalve	13	20	01:48.547
2	R5	Carl Tofflemire	13	15	01:50.072
3	R5	Kip Waterhouse	13	12	01:49.701
4	R5	Steve Parker	13	10	01:50.151
5	R5	Mike Dougherty	13	8	01:54.571
6	R5	John Heldman	13	6	01:54.309
1	BSR	Shawn Howard	13	20	01:53.056
2	BSR	Blake Rosser	13	15	01:53.576
3	BSR	Dylan Scott	13	12	01:55.343
4	BSR	Mary Anne Melnik	10	10	01:57.509
5	BSR	Michael Essa	0	1	DNS
1	R6	Bruce Wells	13	20	01:55.152
1	R7	Todd Richmond	12	20	02:01.209
2	R7	Michael Mills	12	15	01:59.925

**Orange/Red Cup Race 15 at Infineon Raceway  
October 27, 2007**

P	Class	Driver Name	Laps	Diff	Best Lap
1	GTA	Blake Rosser	14	20	1:37.134
1	GTC-4	Galen Bieker	14	20	1:39.937
2	GTC-4	Wesley Hoagland	14	15	1:40.507
1	GT2	Jim Copp	14	20	1:43.268
2	GT2	John H. Payne	14	15	1:43.369
3	GT2	Ted Barrett	13	12	1:47.650
1	GTC-3	Michael Boardman	14	20	1:43.989
2	GTC-3	Drew Waterhouse	10	15	1:40.374
1	R5	Carl Tofflemire	13	20	1:49.717
2	R5	Kip Waterhouse	13	15	1:50.242
3	R5	Mike Dougherty	12	12	1:53.600
1	R3	Rick Barrett	13	20	1:51.500
1	BSR	Shawn Howard	13	20	1:53.017
2	BSR	Dylan Scott	13	15	1:53.583
3	BSR	Michael Essa	12	12	1:55.719
4	BSR	Mary Anne Melnik	12	10	1:58.327
5	BSR	Blake Rosser	0	1	DNS
1	R6	Bruce Wells	12	20	1:56.473
1	R7	Todd Richmond	12	20	2:00.673
2	R7	Michael Mills	12	15	2:00.539
1	R2	Marty Mehterian	9	20	1:47.135

**STS 6 at STREETS OF WILLOW Clockwise with Bowl  
September 9, 2007**

Class	Driver Name	Time	Pts
AS	Tommy Van Aken	01:55.005	20
BSX	Nick Richards	01:36.702	20
CI	Regan Steedman	01:40.183	20
CS	Jeff Jennings	01:47.178	20
GI	Jackie Lu	01:44.377	20
GP	Peter Ching	01:39.598	20
GS	Daniel Cliffe	01:44.236	20
GS	William Losee	01:48.475	15
GS	Bruce Bushore	01:48.693	12
GS	Kris Kravig	01:49.263	10
GS	Claude Eshaghian	01:49.742	8
GS	Norma Dawson	02:02.094	6
GSR	Bradley Actis	01:33.786	20
GSR	John Tunnicliffe	01:34.284	15
GSR	Mervyn Rudgley	01:34.988	12
GSR	Dennis Bennett	01:36.307	10
GSR	Paul Muscat	01:41.191	8
GT1	Steven Eguina	01:26.769	20
GT1	Lisa Eguina	01:31.771	15
GT3	Mike Van Zandt	01:30.362	20
HI	James Bailey	01:37.122	20
HP	Kent Lothringer	01:36.937	20
HP	Tom Van Aken	01:42.920	15
IP	Todd Richmond	01:31.536	20
IP	Greg Morrell	01:35.047	15
IP	Jeff Morrell	01:38.837	12
IP	William Whitely	01:41.681	10
IP	Jack Greening	01:42.537	8
JI	Randy Takaki	01:32.807	20
JI	Leonard Schenkel	01:33.060	15
JI	Michael Takaki	01:35.211	12
JI	Derrick Shiba	01:37.971	10
JP	Chet Fortney	01:28.489	20
JP	Steve Thompson	01:29.140	15
JP	Bob Thacker	01:30.061	12
JP	Perry Bradshaw	01:34.944	10
JP	Brent Gokbudak	01:35.709	8
JP	Linda Wonderly	01:57.112	6
JS	Bill Hornbrook	01:37.276	20
JS	Mike Parker	01:37.508	15
JS	Matthew Herrill	01:37.755	12
JS	Douglas Karpp	01:42.972	10
KI	Chris Tallon	01:32.746	20
KI	Francesco Tedeschi	01:38.903	15
KP	Gus Gomez	01:41.102	20
KS	Bruce Eisen	01:41.755	20
KS	Robert De Rose	01:45.332	15
KS	Theresa Davis	02:04.871	12
LI	Tawfik Benabdeljalil	01:31.795	20
LP	Martin Schacht	01:32.088	20
LP	Chad Carter	01:32.215	15
LP	Shannon Johnson	01:34.231	12
LP	Stephen Jones	01:40.514	10
LP	Chase Blageon	01:46.065	8
LS	Duane Selby	01:34.027	20
LS	Leland McArthy	01:34.765	15
LS	Albert Huang	01:37.529	12
LS	Daniel Iketani	01:40.431	10
LS	Ryan Mayer	01:43.971	8
LS	Todd Von Mende	01:43.995	6
LS	Edmond Coblenz	01:50.247	5
MI	John Cherniack	01:28.663	20

Class	Driver Name	Time	Pts
MI	Michael Wukitsch	01:37.992	15
MP	Reginald Colby	01:30.728	20
MP	Richard Tarlos	01:42.184	15
MS	Ben Graboske	01:33.699	20
MS	Kevin Westcott	01:37.531	15
MS	Anthony Gonzales	01:41.694	12
MS	Ed Martin	01:46.391	10
NI	Wolfgang Hoeck	01:30.674	20
NI	Dave Miller	01:31.079	15
NI	Jon Wierks	01:31.083	12
NI	Bill Beverly	01:31.833	10
NI	Ken Agena	01:32.181	8
NP	Kevin Reynolds	01:26.156	20
NP	Guido Rietdyk	01:29.499	15
NP	Jeff Joy	01:31.438	12
NP	Alain Fournier	01:36.373	10
NP	Marnye Summers	01:39.197	8
NP	Andrew Weyman	01:39.802	6
NP	Harinda De Silva	01:48.143	5
NS	Paul Higgins	01:34.960	20
NS	Adam Stettner	01:35.613	15
NS	Jose Leyva	01:36.152	12
NS	William Haugh	01:39.043	10
NS	Rafael Hernadez	01:39.176	8
NS	Marc Simon	01:40.012	6
NS	Sandra Gonzalez	01:40.885	5
VO	Marty Mehterian	01:23.753	20
VO	Garrett Russell	01:26.308	15
VO	Don Kravig	01:26.672	12
VO	Kelly Konzelman	01:28.661	10
V2	Ed Muscat	01:29.652	20
V2	Michael Pons	01:31.590	15
V2	Sandy Isaac	01:36.317	12
V3	Steve Parker	01:29.625	20
V3	Greg Middlesworth	01:35.763	15
V4	Dayton Emerson	01:39.299	20
EX	Christian Naggiar	01:35.374	—
EX	Brendan Shea	01:36.746	—
EX	Sam Lin	01:36.878	—
EX	Gustavo Quintero	01:38.394	—
EX	Richard Shyu	01:39.191	—
EX	Larry Tuan	01:39.783	—
EX	Stephen McConnell	01:40.402	—
EX	Scott Graves	01:48.924	—

**STS 7 at STREETS OF WILLOW Clockwise with Bowl  
November 10, 2007**

Class	Driver Name	Time	Pts
BSR	Dylan Scott	01:28.299	20
CI	Regan Steedman	01:38.157	20
CI	Matthew Schneider	01:38.665	15
CS	Jeff Jennings	01:45.223	20
GI	Jackie Lu	01:42.814	20
GP	Jim Florance	01:37.770	20
GP	Peter Ching	01:42.184	15
GS	Daniel Cliffe	01:42.097	20
GS	Norma Dawson	01:58.142	15
GSR	Bradley Actis	01:31.728	20
GSR	Jim Marks	01:32.502	15
GSR	John Tunnicliffe	01:32.718	12
GSR	Dean Winger	01:33.184	10
GSR	Stephen McConnell	01:33.659	8
GSR	Mervyn Rudgley	01:33.759	6
GSR	Dennis Bennett	01:37.137	5

Class	Driver Name	Time	Pts
GSR	Donald Neville	01:38.140	4
GT1	Steven Eguina	01:25.517	20
HP	Kent Lothringer	01:35.848	20
II	Craig Trask	01:37.223	20
IP	Todd Richmond	01:31.945	20
IP	Joe Gemsch	01:33.163	15
IP	Don Matz	01:33.204	12
IP	Greg Morrell	01:35.293	10
IP	William Whitely	01:39.276	8
IP	Jack Greening	01:40.093	6
IS	Dan Liebgold	01:47.053	20
IS	Jim Lo	01:48.155	15
IS	Edwin Rich	01:54.157	12
JI	Leonard Schenkel	01:31.195	20
JI	Randy Takaki	01:31.938	15
JI	Eric Takaki	01:39.303	12
JP	Chet Fortney	01:29.057	20
JP	Brent Field	01:32.990	15
JP	Linda Wonderly	01:56.781	12
JS	John Williamson	01:34.917	20
JS	Craig Swetland	01:37.799	15
JS	Mike Parker	01:38.272	12
KP	Gus Gomez	01:39.901	20
KS	Richard Uzelac	01:35.671	15
KS	Corey Shaw	01:36.651	12
KS	Jeff Cordill	01:41.520	10
KS	Denise Abdun-Nur	01:44.065	8
KS	Robert DeRose	01:44.244	6
KS	Zach Ishida	01:45.489	5
KS	Theresa Davis	01:47.081	4
LI	Gary Clayton	01:36.494	20
LI	Bob Wilt	01:39.826	15
LP	Chad Carter	01:29.782	20
LP	Martin Schacht	01:31.048	15
LP	Steve Ruckmick	01:33.509	12
LP	Peter Czajkowski	01:35.012	10
LP	Chase Blaogon	01:39.955	8
LS	Quinn Thompson	01:32.548	20
LS	Duane Selby	01:32.695	15
LS	Leland McArthy	01:33.567	12
LS	Brad Liedke	01:40.115	10
LS	Todd Von Mende	01:42.566	8
LS	Avery Son	01:46.323	6
MP	Reginald Colby	01:32.206	20
MS	Ben Graboske	01:31.198	20
MS	Doug Baron	01:31.903	15
MS	Michael Wukitsch	01:35.530	12
MS	Kevin Westcott	01:36.970	10
MS	David Wade	01:43.953	8
MS	Chad Bowser	01:50.337	6
NI	Dave Miller	01:30.275	20
NI	Ken Agena	01:32.472	15
NP	Jeff Joy	01:29.798	20
NP	Alain Fournier	01:32.716	15
NP	Harindra DeSilva	01:34.771	12
NP	Andrew Weyman	01:39.995	10
NS	Sandra Gonzalez	01:34.699	20
VO	Marty Mehterian	01:32.218	20
V1	Daniel Aspesi	01:24.288	20
V1	Willy Leon	01:34.096	15
V2	Shawn Patrick	01:29.730	20
V2	Shawn Muscat	01:33.328	15
V2	Brendan Shea	01:33.896	12
V2	Sandy Isaac	01:35.999	10
V3	Mark Williams	01:28.732	20
V4	Christopher Wiles	01:27.883	20

Class	Driver Name	Time	Pts
V4	Bruce Wells	01:30.017	15
V4	Todd French	01:34.960	12
V4	Steven Scates	01:37.287	10
V4	Shane Stabile	01:40.223	8
EX	Attila Szilagyi	01:34.844	—
EX	Sam Lin	01:36.130	—
EX	Richard Shyu	01:36.914	—
EX	Bruce Bushore	01:38.492	—
EX	Eddie Chang	01:39.007	—
EX	Oscar Saldarriaga	01:40.358	—
EX	David Nakamoto	01:42.232	—
EX	Rick Becker	01:45.350	—
EX	George Bryan	01:55.130	—

**STS 8 at STREETS OF WILLOW Counterclockwise with Bowl  
November 11, 2007**

Class	Driver Name	Time	Pts
BSR	Dylan Scott	01:28.981	20
CI	Regan Steedman	01:38.784	20
CI	Matthew Schneider	01:38.942	15
CS	Jeff Jennings	01:46.625	20
GI	Jackie Lu	01:44.512	20
GP	Peter Ching	01:39.926	20
GS	Daniel Cliffe	01:43.945	20</

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**Price: \$35,000**

The Tech Trix BSR is for sale! This car has all the goodies, completely up to spec w/2 sets of wheels. 85,000 miles. White/army green. Email for more info. michael@techtrixmotorsports.com or michaelessa@hotmail.com.

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Very unique car; red with tan top, mint condition. Rare factory changes. (Slant nose package in rear of car) Ruf exhaust. Sticker Price in 1988 \$98,000. 42,000 miles. Collectors item Mechanic's reference available, all records with owner. Serious inquires only email for pics 404-723-8576 guenterseeger@earthlink.net

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**Price: \$1000.00**

I have a set of 18x9 front and 18x11 rear BBS racing wheels, forged monoblock. The lightest, strongest wheels BBS offers for Porsche, can be used for five lug or center lock hubs off a 996 grand am cup car. they weigh about 15 pounds apiece, great condition, but they are race wheels so they do have some scuffs. \$1000.00 obo. Over \$4,000 new. Contact AASCO Motorsports, Austin Day, kadbmxsk8@aol.com

## 1991 C4 TRANSMISSION

**Price: \$2,500**

1991 911 C4 transmission in good condition. \$2,500. Fred Garcia, Valley European Auto Service Inc. 818-787-7187 or info@valleyeuropean.com

## 930 INTERCOOLER

**Price: \$1,200**

Hi-capacity intercooler. Works with a/c system cars. Year: 78-89. Fred Garcia, Valley European Auto Service Inc. 818-787-7187 or info@valleyeuropean.com

## 1987 TURBO TRANS

**Price: \$4,000**

1987 Turbo Transmission with limited slip differential. \$4,000. Fred Garcia, Valley European Auto Service Inc. 818-787-7187 or info@valleyeuropean.com

## 1987 3.3 TURBO HEADERS

**Price: \$1,200**

1987 911 3.3 Turbo Headers in good condition. Waste gauge not included. \$1,200. Fred Garcia, Valley European Auto Service Inc. 818-787-7187 or info@valleyeuropean.com

## RACE READY CARRERA S

**Price: \$50,000**

Over \$100K invested. This car has won two Championships with POC in 2006 in LP class. Has six track records in its class at: Streets of Willow, BigWillow, Buttonwillow, Cal Speedway with POC and PCA. H&R sway bars, H&R shocks, with adjustable coil overs, RS valving, Springs are 700lb, tranny rebuild (35 hrs) with new gears, still synchros, guard limited differential with 80% lock, short shift light weight RS flywheel, new axles 15 hours, upgraded wheels, all safety equipment, bolt in six point cage, racing seats, custom exhaust built by GAS. 1997, 67,000 miles. Black and yellow. Michael Agatelov, Bimmer Motorsports. 323-459-5855 or michael@bimmermotorsports.com

## 911 V3/R5 TRACK CAR

**Price: \$29,500**

3.2 litre fresh motor with Mahle Big Bore Kit. Pauter rods 240hp. CIS. Ported extrude honed. Heavy duty valve springs. WEVO shifter. B&B oil cooler. LSD. Shortened gears. 1:29s WSIR. Torsion bars+Charley Bars. Roush set-up. 2 sets Fikse 8+9x17. Fuchs 7+8x16 for street. EVO wing. Roll bar Momo seat. 1978 911SC. Trailer with electric brakes and tire rack included \$29,500 R6&R7 champion. Fast! Turn key! Robert Silber (310) 455-2530 or rsilber@verizon.net

## 3.8 TURBO MAHLE PISTON and CYLINDER SET

**Price: \$2,000**

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## 911 PLATES

**Price: £17,995**

911 BEN Personalised Plate for Sale from www.premierplates.co.uk For UK vehicles only. Price is subject to VAT and DOT fee. Timothy Kaye, Premier Plates UK. tim@premierplates.co.uk

## 3.2 Engine

**Price: \$4,500**

Complete 911 3.2 engine. \$4,500. Fred Garcia, Valley European Auto Service Inc. 818-787-7187 or info@valleyeuropean.com

## 911 3.0 Engine

**Price: \$4,500**

Complete 3.0 1981 911sc engine \$4,000. Fred Garcia, Valley European Auto Service Inc. 818-787-7187 or info@valleyeuropean.com

## 1996 Cabriolet

**Price: \$34,900.00**

This is the most rare cab you will find. One of the last air cooled, never driven, garage kept California cars on the planet. This is a keeper for those that are true Porsche enthusiasts. 13,000 miles, clean as a whistle with no stories. If you ever wanted the best example of an air cooled 911 then this is your dream come true. Black on black 993. Neil Okun, 562-631-7888 or nokun@aol.com

## CAN'T GO FASTER FOR THE PRICE!

**Price: \$39,000**

1977 911 turbo carrera. v0/r2 car with 3.4 liter andial built short stroke motor. 1:43 Cal Speedway, 1:25 Willow, 1:59 Buttonwillow, 2:03 Miller (see current Velocity page 12, GT1 winner non-poc event) contact Bill Dawson, 858-586-9036 or w\_dawson@msn.com

## 944 TRACK READY

**Price: \$4,500**

1986 coupe, 97,000 miels, red with black interior. Very nice and clean car. Oil cooler. 200 pound springs. Adjustable Welmeister Sway bars front and rear. Racing Bilstein shocks. Recent timing belt and rollers. Attachments and rear bar installed for five point racing harness. Always kept on Mobil One. Call for details 310-749-2778 Hugo Peronace or hugoper@msn.com

## V3 R5 911 RACE CAR

**Price: \$45,000**

POC Class V3/R5 911, stock 3.2 with headers, 2 into 1 pipe, 993 wide body kit. 1997. Loaded with the best of everything. Turn key ready to race with all accessories. Call for details. Mike 310-787-0123, or email mike@lamusicservices.com

# 2008 SCHEDULE OF EVENTS

DATE	EVENT LOCATION & DESCRIPTION	2008 Events
January 12	52nd Annual Award Banquet Jonathon Town Club Downtown LA	
January 26	Streets of Willow - Drivers Clinic #1	STS Drivers Clinic
January 27	Streets of Willow - STS (Short Track Series)	STS # 1
February 16-17	Las Vegas Motor Speedway (Oval and Inside Course)	TT # 1 & 2, CR # 1 & 2
March 29-30	Willow Springs Raceway BIG SPRING FLING THING All Series - All Members	TT # 3, CR # 3 & 4 STS # 2
April 26-27	Willow Springs Raceway (Racers' Clinic #1)	TT # 4 & 5, CR # 5 & 6
May 16-18	California Speedway	TT # 6 & 7, CR # 7 & 8
May 31-June1	Streets of Willow - STS (Short Track Series)	STS #3 & 4
June 6-8	Willow Springs Raceway - Tribute to LeMans Enduro Weekend	TT #8, CR #9, 4hr Enduro
August 22-24	Laguna Seca Raceway	TT #9, CR #10 & 11
September 6	Streets of Willow - Drivers Clinic #2	STS Drivers Clinic
September 7	Streets of Willow - STS (Short Track Series)	STS #5
September 20-21	Buttonwillow Raceway - Buttonwillow 100	TT # 10 & 11, CR # 12 & 13, 1hr Enduro
October 17-19	Las Vegas Motor Speedway (Outside road course)	TT # 12 & 13, CR # 14 & 15
November 8-9	Streets of Willow - STS (Short Track Series)	STS #6 & 7
November 15-16	STS at California Speedway (Interior road course)	STS # 8 & 9
December 6-7	Willow Springs - Racer's Clinic #2 - Season Finale - BBQ - Town Hall Meeting	TT # 14 & 15, CR # 16 & 17

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Continued from page 6

tric wheel hub motors eliminated the need for a transmission, gears, belts, chains, differentials and other moving parts and could be produced very quickly, this drive train was 83 percent efficient because there was no mechanical loss due to friction. Its debut at the World's Fair in Paris on April 14, 1900, hurtled Ferdinand Porsche to worldwide fame overnight and prompted Lohner to produce and sell well over 300 such vehicles.

Soon after, Porsche took his invention to the race track. On Sept. 23, 1900, he fitted his electric wheel hub motor car with a larger battery and set his first speed record at Semmering, covering the 6.2-mile route in less than 15 minutes with an average speed of 25.5 mph. The best internal combustion engine powered car averaged 21.5 mph.

Later that year, Porsche fitted his wheel hub motors on all four wheels, thus producing the world's first all-wheel drive car. To give the car sufficient power and range, it required nearly 4,000 lbs. in batteries, proving to be the same challenge faced by today's engineers. He tried to solve this dilemma by fitting the all-electric speed-record car with two De Dion Bouton gasoline engines producing current for the electric power train. The result was the world's first hybrid.

He again surprised the automotive world when this new concept debuted at the 1901 Parisian Auto Salon. His design used the 3.5-horsepower combustion engines to drive dual generators to supply current to the two wheel hub motors on the front wheels. It also was possible to run the gasoline engines after start up so that the electric motor functioned as a generator and kept the battery charged. If necessary, both the combustion engines and electric motors could be used in parallel. Porsche stepped up performance and created variations delivering 5 to 12 horsepower. And in 1902, he piloted his hybrid during trial runs at the Exelberg race, finishing first in the large-car class and third overall.

Porsche went on to develop automobiles for Austro-Daimler, Daimler-Motoren-Gesellschaft in Stuttgart, and Steyr-Werke AG in Austria before forming Dr. Ing. h.c. F. Porsche GmbH in 1931. He is most remembered as the inventor of the Volkswagen Beetle, yet his innovative work in the areas of electric and hybrid drive systems is substantial. His wheel hub motor resurfaced decades later when the concept was used to power the Lunar Rover during NASA's Apollo missions to the moon. Today, his innovative spirit lives on at Porsche AG's Research and Development Center in Weissach, Germany where the company is applying its engineering strength to develop hybrid systems for the Cayenne SUV and the upcoming Panamera four-door gran turismo. •

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# MEET YOUR POC FELLOW DRIVER

5

INTERVIEW BY MARNYE SUMMERS



## BRUCE WELLS

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After reading Bruce Wells' responses to the interview questionnaire, I pleasantly mused over the peaceful strength that makes up his very soul. Many of you probably know Bruce best for his presence at the track and the services he provides with his in-car camera and radio business known as "American Race Day." But you may not know that the idea for his cottage industry was conceived in the POC in 2005. Bruce is a graphic artist by profession, but his professional capacities broadened considerably when he strapped the first camera in his own racecar and the idea spread like rubber on a hot Willow Springs track.

That is only the surface, you see. Like his name, the man goes much deeper. This is Robert Bruce Wells IV talking about himself.

**VELOCITY:** Do you have any hobbies?

**BRUCE WELLS:** I enjoy cooking, growing home-grown vegetables and herbs, deep sea, lake and stream fishing, riding our wave runners and inventing things. I also like giving back to the POC as a volunteer.

**V:** Do you collect anything?

**BW:** Old coins, hats, and red wines.

**V:** What is your most treasured possession?

**BW:** My family and my health, then my auto-graphed hats from Al Unser Jr., Al Unser Sr., and Emerson Fittipaldi. These are hats I had from my race management days at the Long Beach Grand Prix.

**V:** How would you define happiness?

**BW:** I just try to enjoy every minute and make the best of every day. I try not to complicate life by looking for perfection out of life; that would drive me nuts.

**V:** What book are you reading now?

**BW:** Technical manual about HDTV and HD audio signals.

**V:** Is there a book that you feel changed your life?

**BW:** Robert Kiyosaki's book entitled, "Rich Dad, Poor Dad."

**V:** What do you think is your best trait?

**BW:** My ability to listen to people, and respond to their needs accordingly, or in my daughters' case, it's mostly just listening.

**V:** What do you like least about yourself?

**BW:** I am my own worst critic by the way, so don't get me started, this is only a 48-page magazine.

**V:** What talent would you most like to have?

**BW:** I would like to be able to levitate. I would only do it just before we get into our cars on the grid. That would really get in the other guys head and freak them out!

**V:** What is your greatest luxury?

**BW:** I think RACING may fall right smack dab in the middle of that category. I also love eating and drinking well.

**V:** What is your favorite drug of choice?

**BW:** Did I mention that I have two teenage girls? Usually a very good glass or three of red wine will do the job.

**V:** What's on your mind the most right now?

**BW:** It's like Wiley Coyote's mind, always seeking the newest Mouse (Road Runner) trap for American Race Day.

**V:** How do you like to spend your time?

**BW:** Building American Race Day into a recognized resource for drivers and race teams; to aid the drivers and maximize their performance in every way possible, videos, and products for

safety and driver comfort.

*Then, on Bruce Wells' patriotic side:*

**V:** If you could live anywhere in the world, where would that be?

**BW:** The good ol' US of A has enough to offer, as my homeland.

**V:** Who is your favorite real life hero?

**BW:** Our American soldiers, every one of them.

**V:** What about fictional heroes?

**BW:** Dirty Harry and Maxwell Smart.

**V:** If you got a second chance at life, how would you come back?

**BW:** As an American Eagle. I'm already working on the bald part. But seriously, the eagle gets to fish, soar around the sky, and has all the freedom he wants.

*Bruce talks about business and ethics:*

**V:** If you could give advice to a young person, what would that be?

**BW:** Finish school and when you are asked to do something, do it to the best of your ability. Don't just do it good enough to get it done. Go the extra mile, people will notice.

**V:** What do you end up kicking yourself for?

**BW:** Not getting more serious about racing and business when I was younger.

**V:** Anything else you would do differently?

**BW:** No, never, no way. I know a lot about who I am by how I grew up, and the series of things that have happened to me during my life which have made me who I am.

**V:** Who do you admire most?

**BW:** All entrepreneurs.

**V:** Which person or persons have had the greatest impact on your life?

**BW:** My mom and dad, my wife, and all people that push themselves to the utmost of their ability in what ever they do.

**V:** What do you dislike most in others?

**BW:** The official passing-of-the-buck! Nobody wants to be responsible for anything. Today, it is very easy to find people who are willing to give me their "two-cents" worth but when it comes to stepping up and doing something concerning that issue, they are nowhere to be found.

**V:** I've got to agree with you there. Anything else?

**BW:** Mind games, and talking about someone behind their backs.



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**V:** What is your biggest everyday pet peeve?

**BW:** The lack of common courtesy and manners; like holding a door open for a lady or letting people off an elevator before the people outside try to enter.

**V:** Which words or phrases do you most overuse?

**BW:** "You bet," "no problem" and "I'll do it."

**V:** If you could change one thing about yourself, what would it be?

**BW:** I need to learn to say "NO" more often.

**V:** In your opinion, what's the overrated virtue?

**BW:** Being "candid." It should not give anyone the right to be cruel, vulgar or disrespectful.

**V:** What has been the high point in your life?

**BW:** Everyday is a great new experience. Someday I'll look back and realize these were the good old days, but for now I look at everyday as having the potential to be the best day ever.

*Bruce then talked about his family and friends.*

**V:** What do you like most about your friends?

**BW:** The time they spend with me.

**V:** What qualities do you like most in others?

**BW:** Honesty, reliability, truthfulness and being humble.

**V:** What do you consider your greatest achievement so far?

**BW:** It is an on going series of achievements that begins with being able to co-raise a family in today's society that is a pretty big achievement in itself for all parents. Being able to be there and help my wife during her difficult times with her cancer. Holding down a regular 10-12 hour a day job, then with our spare time we started an in-car camera and driver specialty items business.

**V:** What was your favorite vacation?

**BW:** Thanksgiving in Big Sur, 2004. And the year I met Kathy in Lahaina, Maui.

**V:** Who is the greatest love of your life?

**BW:** My wife Kathy.

**V:** When are you at your happiest?

**BW:** I look for my happiness in different places. During my everyday life, I enjoy in-depth conversations while I'm in front of my customers. In my racing life I'm most happy in the car. In my vacation life, I'm most happy by the water, lake, river, stream, or ocean. And in the evening hours, I'm just happy as long as I am at home with my family.

**V:** What is your greatest fear?

**BW:** Besides not being able to answer all the questions on this questionnaire, my greatest fear would be not being able to be around when my young ladies get married and start their own families. I hear that grandchildren are our revenge for everything or kids did when they were teens. I want to be around to see if that is true.

**V:** If you could change one thing about your family what would it be?

**BW:** Dealing with two teenage girls has it days so if I were to change one thing I would like to have my girls back at the age of eight and ten again; teenagers are a challenge.

**V:** What are your goals for the future?

**BW:** First, at hand, to find a way to comfort my wife before, during and after her cancer treatments. Then win the R6 championship and break a couple of track records for my class along the way. Attempting to fill the shoes of Tom Van Aken, in accepting my new position as Chairman of the STS Series for the POC. As far as American Race Day is concerned, I would like to announce our new partnerships with Chatterbox Communications, Sampson Racing Communications, and the biggest announcement of all. We are the Master Distributor for Shock Doctor Motorsports for Southern California. We are eagerly anticipating the roll out of our new Technology Cameras and DVR recording systems at the beginning of 2008.

*Bruce Wells, as you can see, is a man of deep family commitment, business ethics and patriotic love for his country. I truly would want Bruce in my back pocket if I were fighting cancer or just looking for an in-car camera. His dedication to resolution is best said in his motto, "Where there's a Wells, there's a way." •*



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# TECH TIP: SHIFTING AHEAD

Story by Christopher Wiles



While working the POC booth at the German Auto Fest this year, I had the opportunity to roam the show and check out the many vendors. One of the displays that caught my eye was the Hargett exhibit. On display were a bunch of great looking products for Porsches, but what really caught my eye was the 915 shifter. The owner of Hargett Precision Products, Mark Hargett assured me that anyone (yep, even me) could install the shifter and all that's needed are a couple of tools and a few hours. I was told the upside of having this shifter is that it would help to make my 915 transmission feel less notchy. Another benefit of the 915 shifter is the location of the shift knob; it is right next to the drivers hand so the driver doesn't need to reach for first gear. The basic design looks very clean and functional, and the shifter is made to fit in between the stock seats of the 911.

It's not very often I get an opportunity to test a product so I decided to make a photo journal while installing my 915 shifter. The instruction

manual is easy to follow, just follow all the steps. The first step is to make sure the car is in neutral. I removed the old stock shifter and the rear cover plate. No problem. Then I uninstalled the back of the shift rod from the main shaft. I zip tied the old shift rod to the chassis of the car. (This will stay there until the engine has to come out and then I'll remove it.) Hey this is really easy so far! The new shifter just bolted on over the emergency brake, using the same bolts. Next I attached the U joints on the main shaft. Before I attached the shaft to the transmission I took out a hammer and pounded the tunnel down a bit to make sure the rod was free to move around, this doesn't show up much and you can still use the cover plate if you make a small notch. I drilled a few holes into the new linkage rod to help make sure the locking screws would hold better and used loctite to secure the screws to the shaft that connects to the U joints. After measuring twice and cutting once I installed the shaft to the shifter, made a few adjustments and I was done. It really was that trouble-free!

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- A PolyBronze Control Arm Bearings
- B PolyBronze Trailing Arm Bearings
- C Decambered Ball Joints
- D Weather Sealed Monoballs - for -
- E - Camber plates
- F Low Friction Control Arm Mounts
- G Hollow Torsion Bars (914-6)
- H Hollow Sway Bars

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It took me just under three hours, but I stopped to take notes and pictures.

It looks great, but how does it work? Luckily for me the POC was at the short track for Series 7 and 8 so I was off to Willow Springs to test.

Right away I noticed the position of the shift knob is fantastic. My hand falls straight down from the wheel to the knob. I had an easy time shifting into all the gears and yes, my 915 transmission felt more like a G50, much smoother and easier to shift. There is a reverse lock out you need to set, but that took just a few minutes. While on the track I really enjoyed the way the spring loaded shifter slips into third and fourth gears. When shifting down from fifth gear to fourth the spring loaded system again helps the transmission slip into fourth gear easily. The throw is very short and precise. I didn't struggle once to find a gear. For the most part I can use my fingertips to shift. This shifter really lives up to the hype.

This is a bolt on performance enhancing product that looks great and makes the 915 transmission easy to shift and a pleasure to use. The instructions are straight forward and easy to follow. I highly recommend installing the Hargett 915 shifter in to your Porsche. ●

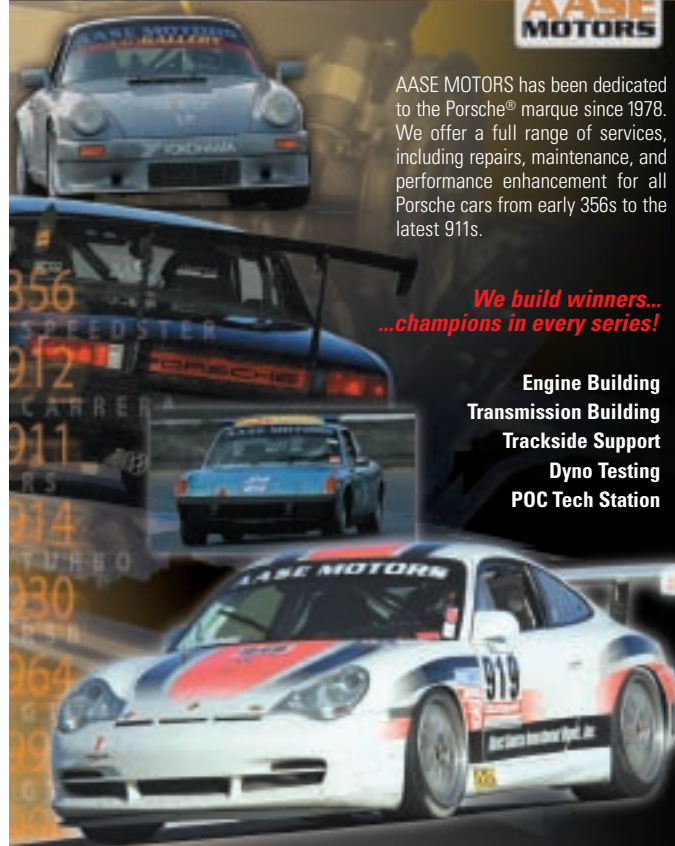
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