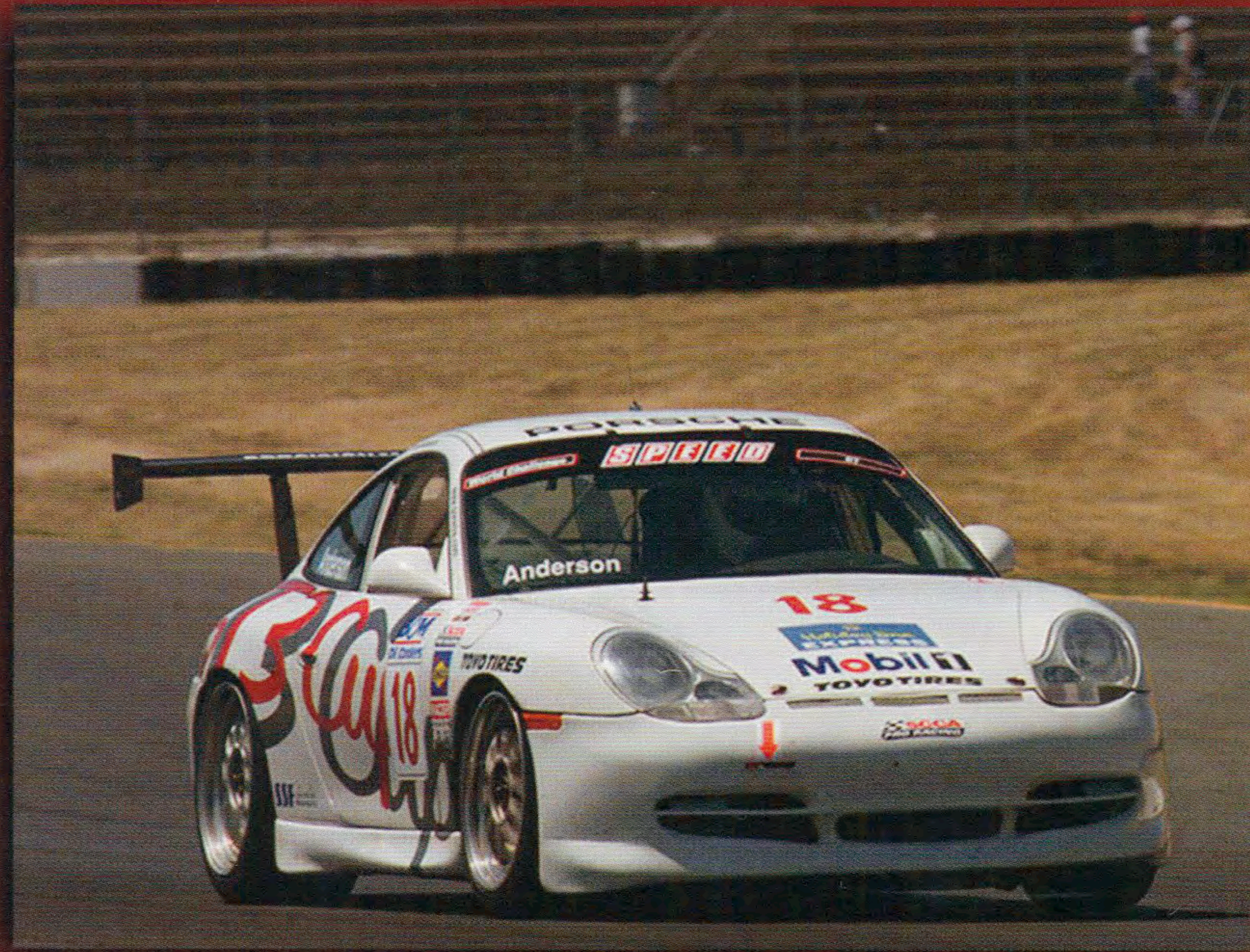


BRAKING LOOSE

2005 Tribute To Le Mans, Auto Club Speedway



996 World Challenge



It all started on that first, chilly February morning at Willow Springs three years ago. The cackle of uncorked exhausts mixed with the smell of motor oil as I admired the wide-bodied, high-winged Teutonic thoroughbreds and felt my adrenalin level climb. My first track event with the POC. At the Saturday morning drivers meeting, I knew I was in the right place.

BUT WHO WERE ALL THESE GUYS?

I sized them up. Some looked too old and out of shape. Were they fast? Some looked disheveled and rumped-up, like they just fell out of bed. Were they serious? Some were laughing, hugging, wearing pressed driver's suits, brimming with confidence. Were they competitive? The track went hot and I got my first set of answers. They were all seriously fast and highly competi-

tive. Clearly, not a group of books to be judged by their covers.

A couple of months after that introductory Time Trial, I found my first copy of Velocity magazine in the mail pile. I started to match the names with the faces. I looked at the lap times, race winners, class winners and wanted to know more about each one. Who were these road warriors? What makes them quick? What makes them tick?

I set out over the last three years to meet many of our POC members. And while I can go to the drivers meeting now and say hi to many close friends, I still don't know diddly about a majority of my fellow competitors. This led me to my personal challenge: Why not fill in the blanks for everyone?

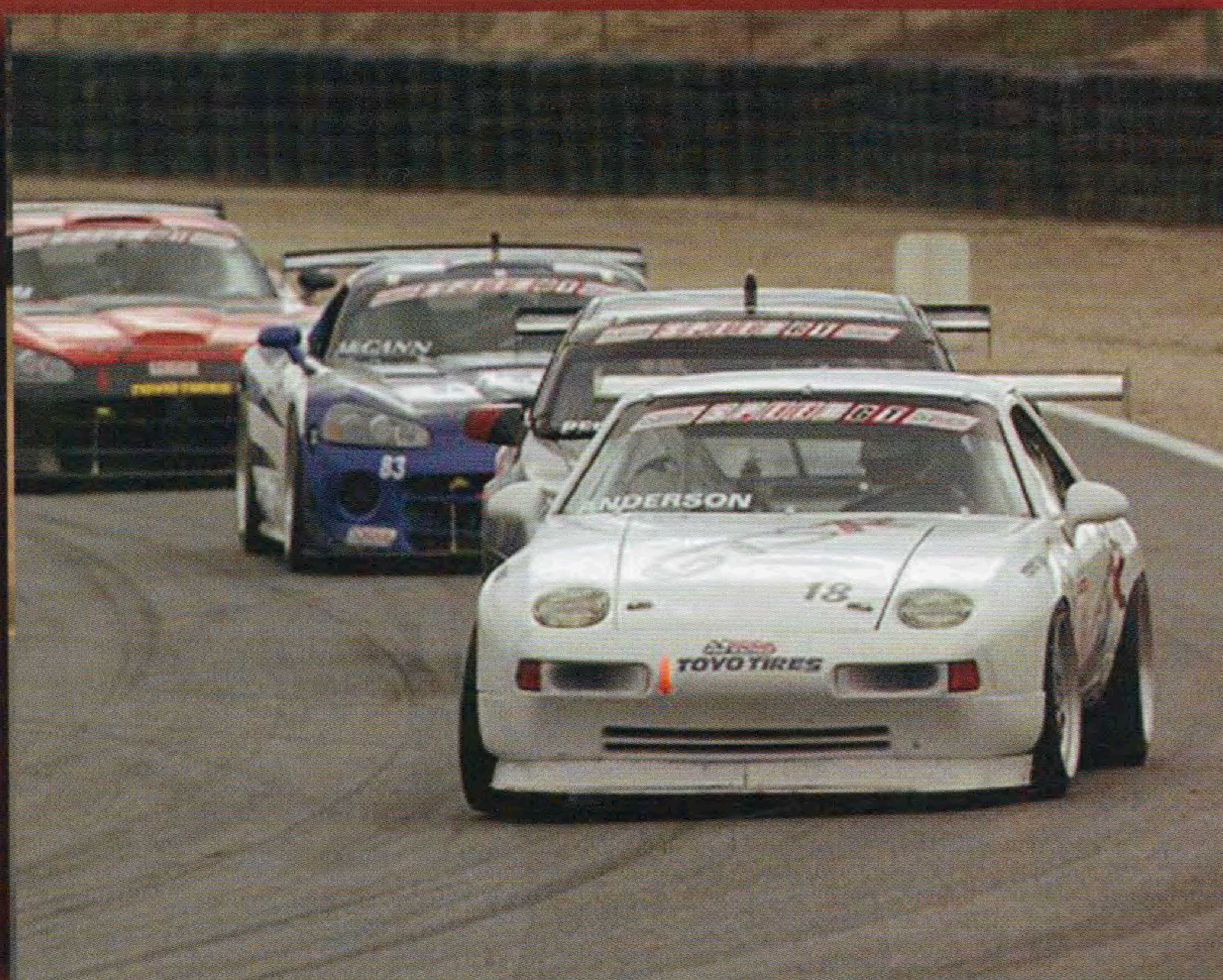
So here is the first of what I hope will be many chats with different POC competitors. And after reading this particular interview, there will be one more club member you will want to get to know, too -- Mark Anderson.

When and why did you get interested in tracking your Porsche?

MA: In 1986 I stumbled upon a POC autocross at Lion Country Safari. At the time I had no interest in tracking my car but I was very deep into Kart racing. I sat there watching all the cars go, and someone in the club noticed me drooling and said come give it a try. I said thanks but no thanks. I was not prepared nor did I have a helmet. This woman would not take no for an answer and got me a loaner helmet and took my \$20. I think

WITH THE SILVER FOX

by Bill Fox



2004 World Challenge - LagunaSeca

that's what it cost back then for a single day autocross. Boy was I hooked. At the time I had a 1980 928 with an automatic, but it was a blast. I ran that car with the club for many years, competing with Galen Bieker in KS. In those days we all drove our cars to the track. It wasn't until years later someone showed up with an open trailer and a second set of wheels, and we all thought that was so cool. Boy, have times changed.

Have you competed with any other track organization?

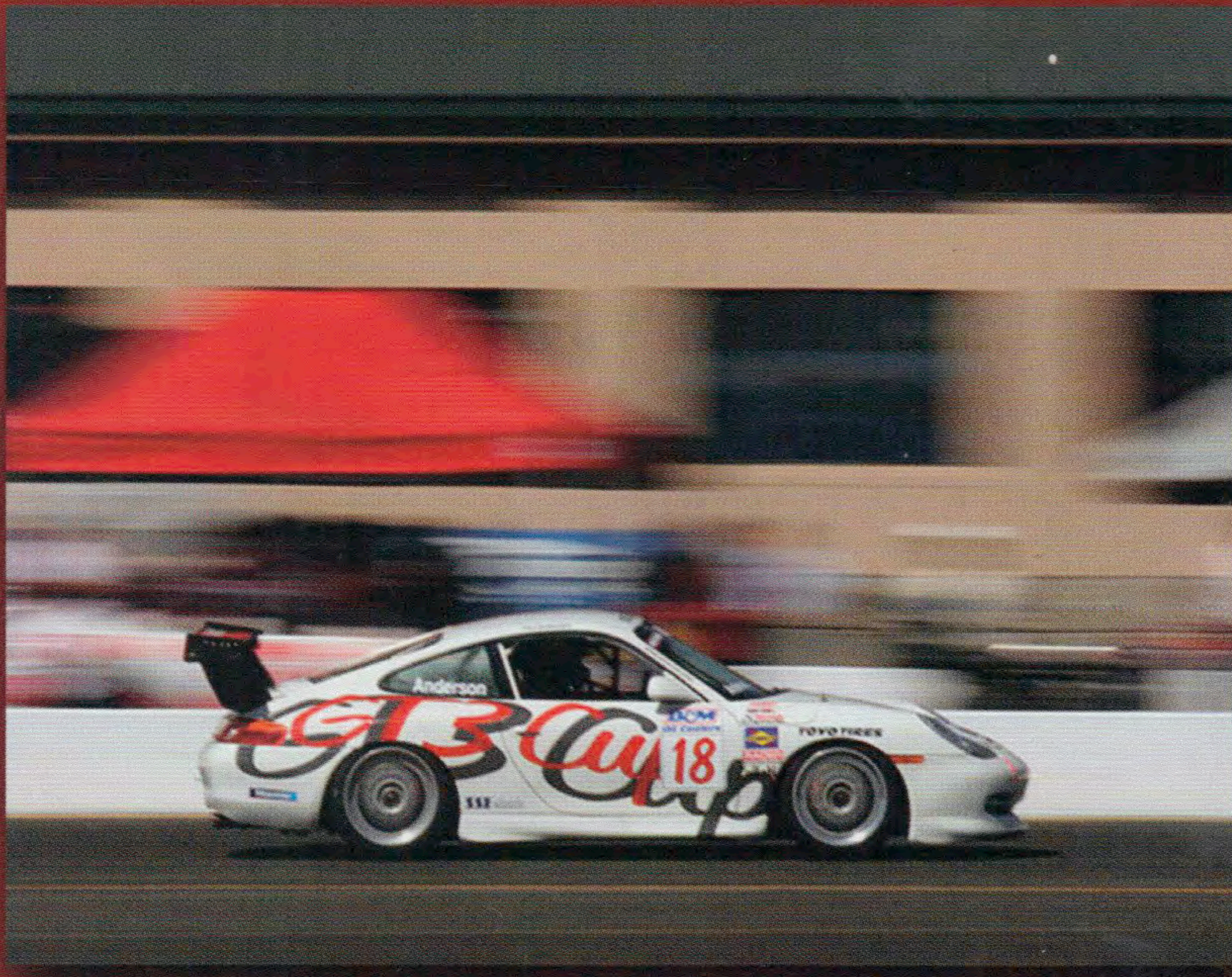
MA: I ran exclusively with POC for many years, but back then they did not offer wheel-to-wheel, so I joined SCCA. Shortly thereafter the POC started doing wheel-to-wheel, and I was back again. I have done some races with the PCA, but the POC is my club. In 1997, I did the IMSA 24 at

Daytona and that was definitely an experience. Most of our driver lineup was POC members. In 1999, Robert Dalrymple talked me into doing a World Challenge race with SCCA Pro and I did 20 races with them over the next few years. I had some sponsorship help and went back East to do most of the big tracks I had only dreamed about doing, like Mid-Ohio, Lime Rock, Mosport, and Road America. As fun as doing some pro racing was, I still preferred the race weekends with my POC friends. The battles I've had with Drew over the years have been the closest racing I've ever done and we never once touched each other. I can't say the same about pro racing. I felt like a punching bag at times. Since then I've done some races with Greg Franz, and I was the 2008 Cup Champion, which got me an invite to the Porsche Motorsports party in Stuttgart. I will never forget that trip. At 2:00 AM the party was

still going strong, and I asked the guy I had been chatting with how he got invited to the party. He then handed me his card – Dr. Wendel Wiedeking, President and CEO of Porsche at the time. Boy did I feel like an idiot.

What is your competitive background? What motivates you to compete?

MA: Where do I begin? I think it started with my first set of wheels. Skateboards, go-karts, bicycles. If it rolled, I raced it, just with friends. You know that line... When did auto racing start? When the second car was made. Even today when I'm cycling and I get passed I have to kick it up a notch. Just last week I was passed by this woman and we took turns leading all the way to the beach. I later found out she was a Cat One racer (top tier cyclist). Anyway, I just don't like



2006 World Challenge - Infineon



losing at anything.
Who else supports your racing passion?

MA: My family has been very supportive over the years. Before we had kids, my wife was at every event. She even went into labor at Willow Springs with our firstborn after I had blown up the engine in my car. It was a long ride home in the front seat of the AAA tow truck. This was long before I had a trailer.

Who was your most memorable POC Instructor?

MA: My first and most memorable was Mike Hammond. He had a big job ahead of him. I had a bit of an attitude. Hard to believe, right? After the traditional two days, he would not sign me off. I was crushed. My second instructor did about two laps with me driving and wanted out, never to return again. The funny part is that person years later sold me his 928 for parts and my employee at the time Jim Bailey has been racing it ever since.

Who do you think is the fastest driver in the POC, regardless of car capability?

MA: Do you mean after me? Haha. That's a difficult question because there are many pros like Cort Wagner, Craig Stanton, Patrick Long, and Kris Wilson that are POC members, or Bob Faieta, who may not be a pro but is damn fast.

What do you find is the most challenging aspect of going fast?

MA: I don't think going fast is difficult but finding that last second or two sure can be. I've always been very comfortable with speed and being on the edge. Even going off in turn 8 at Willow does not get my heart rate going. It's just part of the track, just with less grip.

What do you do to get or stay in shape for racing?

MA: I like to cycle several times a week, but that has only been for the past four years. Prior to

that, I did nothing.

How has driving fast or racing changed or influenced your life?

MA: Well, I started selling parts I didn't need and that turned into a business I've had for over 20 years. To date I've dismantled over 1,000 928s for parts and sold over 30 million dollars in new and used parts. It's also how I met my best friend Joseph, and it has introduced me to many fascinating individuals.

Tell me about your current Porsche track car.

MA: Number one is a 1988 928 that I bought in 1995. It was a nearly perfect black on black street car. I proceeded to take it down to the bare chassis and start from scratch. There isn't a nut, washer or wire I didn't personally install or consider how important it was to the function of the car. As a result it weighs almost 1,000 lbs. less than a stock 928.



Photo by Jimmy Sykes

2000 World Challenge Las Vegas

Number two is a 2000 Factory Cup Car. Learning to drive this car was a challenge. It's about as opposite to the 928 as you can get.

You had another car you competed in before. Why did you change?

MA: I did have two other 928 race cars before my current car. I built this last one because I was tired of non-Porsche stuff not working or lasting. I vowed to use factory parts whenever possible. That's also the reason I wanted a Cup Car. It is truly amazing how dependable and trouble free that car is.

Where or from whom did you get your current race cars?

MA: My 928 belonged to an MMA fighter and my Cup was Anders Hainer's.

What modifications have you made, or are you planning on making?

MA: The 928 is amazingly stock, but the engine has been bored and stroked to 6.5 liters. It still uses the factory engine management. I have widened the bodywork to accept 12" wide wheels front and rear. The Cup Car is all stock.

Who does the work on your cars?

MA: I do most of it, just not the engine or trans rebuilds.

What was the inspiration for your cars' graphics and why did you choose your car's number?

MA: I loved the factory RSR graphics so I had one made like it, except it says GTRS (the final 928s were GTSS). My car number was not really my choosing. The club just gave it to me years ago.

What do your cars weigh and what is their horsepower?

MA: The 928 is 2600 lbs. and 500 rwhp. The Cup is about the same with about 350 rwhp (never dynoed it).

