

velocity

THE VOICE OF PORSCHE CLUB RACING



Buttonwillow 100



EZcarlift™

Everyone could use a car lift, but not everyone has room for one. EZcarlift™ solves this problem. The convenience of a lift, the simplicity of a floor jack- EZcarlift™ is perfect at home in your garage, or out at the track.

While working on his "poor man's Porsche" Corvair, owner and engineer Boytcho Manev realized how poor his working conditions were. In an attempt to adjust the valves on his baby, his beautiful cream colored '68 convertible, something did not look right. His pristine classic was raised on flimsy jack stands in his cramped 7 foot condo garage. He thought that he and his car deserved better. Like many classic car owners and home mechanics, Boytcho was sick of using inadequate and unsafe floor jacks and jack stands. What he really needed was a car lift, but he couldn't find one that was compatible with his garage. That's when he realized, "I'm an engineer, why don't I just make one!"

That's when Boytcho set out to develop a car lift specifically designed with the home mechanic in mind: A lift that was compatible with the limited space of a garage and lifted to a comfortable working height without pushing your car into the ceiling. Since most garages these days barely have room for a car, Boytcho knew he had to make his lift compact and easy to store. Using the common floor jack as a model, EZcarlift can be taken from its stowed position against the wall, or in between wall studs among other places, and rolled under your vehicle like a conventional floor jack. Using the power of a simple hand-held corded electric drill, anyone can lift their 4400 pound vehicle 26 inches in 140 seconds.



When compared to other lifts on the market, EZcarlift is unparalleled in its capabilities.

Since it lifts vertically with absolutely no horizontal movement, there is no need for strategically positioning your car before you lift it, eliminating the fear of crashing it into your garage door or worse.

EZcarlift customizes to most cars' footprints, optimizing space and eliminating hazards from snagging your overalls to stubbing your toe, or worse. The versatility of the EZcarlift and its open design allows Boytcho or any owner of a "real" Porsche to drop the drive train and lift it back into place.

Adding to EZcarlift's versatility is its low weight and simple design that allows it to be taken apart, stashed into the trunk of most mid-size cars, and taken anywhere. Weighing



in at 145 lbs, with its heaviest section a mere 53 lbs, anyone can assemble and disassemble the lift via its 8 fasteners in minutes. Due to its simple, lightweight and free-standing design, anyone is capable of taking the lift, tossing it into their trailer, truck, or car, and having a fully operational lift anywhere without hassling their neighbor for help. Since EZcarlift is portable and powered only by a hand drill, it is gaining popularity among weekend warriors at the race track. Now you can have the convenience of a lift at the track and tune your Porsche like a professional.

Visit www.ezcarlift.com or call 800 342-2754/ 1-800-ezcarlift to see how this lift meets your needs- at home or at the track.



**like a floor jack
just roll
under your car and lift**

EZcarlift™
the epitome of what a home
garage car lift is all about -
safety; affordability; convenience;
ease of operation; compactness;
versatility; portability and storage.

This **low profile lift** will raise your
4,400-lb. vehicle from
4" up to 26" off the ground
in under **140 seconds.**

For information visit www.ezcarlift.com

BOOKREVIEW CORY MUSCAT

"It will never have enough power until I can spin the wheels at the end of the straightaway in high gear." Mark Donohue to Porsche 917 mechanics & engineers

These days, most professional racers get started in motorsports before they reach puberty. For example, current Formula 1 world champion Lewis Hamilton began racing karts at the age of eight. His McLaren sponsorship began when he was 13. Racers tend to be very specialized and few drivers in the modern era have found success crossing over between the various disciplines. Heck, some of these pro racers have never even turned a wrench. But it hasn't always been that way...

Mark Donohue started club racing in the SCCA after graduating from Brown University with a mechanical engineering degree. He went on to race successfully throughout the 1960's and 70's in every category including Can-Am, Trans-Am, Indy, Nascar, and F1. The Donohue name should certainly be familiar to Porsche historians. During his career, he piloted many of Stuttgart's legendary racers including Can-Am 917's and the original IROC 911's. At the height of his racing career in 1974, Mark Donohue did something that would be unimaginable these days: he took a year off to write a book. This book, *The Unfair Advantage*, is a first hand account of his journey through motorsports and the early days of Penske Racing. Donohue talks candidly about his experiences racing and testing a wide variety of potent racing machinery. He shares insight into how he used his technical background to develop and optimize the cars, as well as the tricks that the Penske organization used to stay one step ahead of the rule-makers. The Penske team exploited every advantage they could think of, from acid dipping chassis to reduce weight, to mounting fuel rigs on 20-foot high towers to speed up the refueling process. This was way before the days of computerized data acquisition, and yet many of the clever tuning methods they came up with can still be employed today on our own racecars. Donohue's story shows that with the right attitude and perseverance you can achieve greatness. In 1975, Mark Donohue's life tragically ended in an accident during practice for a Formula 1 Grand Prix. Over 30 years later he is still regarded as one of the best American drivers.

Simply put, this book is a classic. If you have any interest in the glory days of racing and American ingenuity you will love reading *The Unfair Advantage*.

