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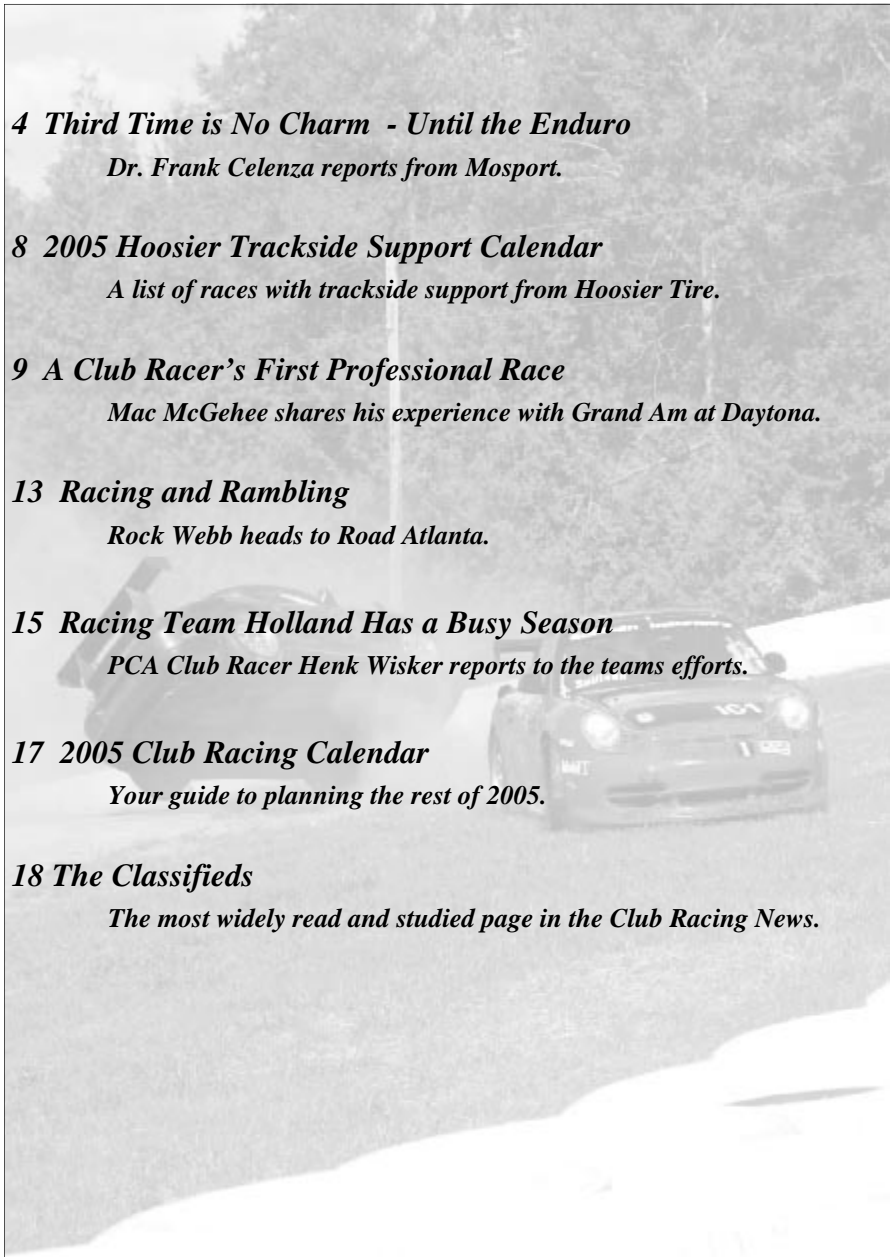
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On the Cover:

Dr. Frank Celenza's DP 924 running in GT5-S turning the laps at Mosport. More on Page 4.
Photo by Colortech.

Deadline

The deadline for the next issue is:
October 15th

Third Time's No Charm - Until the Enduro

by: Dr. Frank Celenza, GT5S Pilot / Photos by: Dr. Frank Celenza and Colortech



Dr. Frank Celenza's 924 based GT-5s mount managed to turn a few laps before gremlins stood up and identified themselves.

Race weekends are so highly anticipated, and yet they bring so many new experiences, each and every time. There are times when you win big (Sebring) and times when you're not so lucky at (Road Atlanta). There are so many other factors that you have to overcome, such as mechanical problems, weather issues, health issues, team issues, and who knows how many other little details that can suddenly blow up in your face. And let's not forget about the reason we do it in the first place; driving issues!

It had been a painfully long and agonizing test of patience to get my car rebuilt from Atlanta and finally on the trailer and headed for Mosport, where the Upper Canada Region PCA was hosting the Tireworks Pirelli CanAm Challenge. The DeMan Motorsports team arrived in full force, servicing no less than six cars for this event, including four that needed full sorting and set up. My car was totally rebuilt, from frame straightening right up, and in some ways looked to be even better than it once was, with different alignment and camber set ups. The bodywork was also fitting a little nicer, although some panels were still unpainted, so it wasn't especially pretty. Ditto for John Stickler's GT4S 911, it was also a total rebuild after Summit Point earlier this year. I don't think it had any two panels the same color. Rick DeMan was debuting his gorgeous GT3R, a complete and perfect ground-up restoration that could turn out to be the class of the field, and he also brought his new GT3 Cup Car that was going to be sorted out by my coach, Joe Cassano, to become a customer rental car. We were also supporting Dr. Norm Johnson's GT2R, and Richard Glickel in the DE touring sessions, so the mechanics were going to be busy, and I was concerned that I'd be needing a lot of attention going in. As I said, I had no idea what was to follow.

Mosport is a fantastic and historic circuit. Nestled in the countryside outside of Toronto, it has hosted many top professional races such as CanAm and TransAm for many years, and was also the venue for the Canadian Grand Prix for a long time back in the 70's. It's a very difficult and challenging circuit, known for its elevation changes, high speeds, blind crests and off camber corners. I'd never been here, but I was

anticipating a Bridgehampton-like experience. By all accounts that I'd studied, it would definitely take big balls to go fast here.

Thursday Test and Tune

There was no question about being here for the open track test day, and we were ready to roll as soon as the track went green. It was open track from 9-5, the perfect way to learn the track and sort the cars. For me, it was like getting acquainted all over again. Out at first for a lap or two, pit for a quick inspection, then a handful of laps and back in for another look over and tire pressures. Back out and trying to get up to speed gradually, taking care to learn the track, sensing anything at all that might be coming loose on the car, and staying out of the way of guys that already know what they're doing. It was coming together well enough, the handling seemed great, new Hoosiers were gripping fine, and the exhaust note was strong. I headed into the slightly downhill turn one and the car sputtered, then backfired loudly three times and the engine died. I radio'd in that something was wrong, I was off in the grass with a dead car, and a tow truck was dispatched. For the first time in my career, I returned to the pits "on the rope".

The crew went to work and quickly diagnosed a timing sensor down low in front of the engine that had gone bad, but it's removal revealed the reason why. The crank wheel that it reads was cracked and out of round, so it had struck the sensor and ruined it. No problem, Rick told me to expect a few little things like this for now, possible unfound residual crash damage, we'll get it right. Which, the crew went about doing. We had a spare sensor, the wheel was bent back and welded, but I was off the track until after the lunch break.

After lunch, I went back out and was really working the track, the car felt fine again and I was getting a lot of seat time, now down to 1:42 which I thought was pretty respectable. Two years ago, Rick had run my car at 1:38, good enough for the front row. I ran for a long time with only a few stops to rest, and then the car started breaking up at high revs in high gears. I pitted immediately, and the fuel level was low. Or so we thought. It was time to park it anyway. About then, word came over the radio that Rick needs a replacement nose for his new GT3R.

The day was over, but not for our team. We stayed at the track until 10:30 pm, eventually working under lights, while a display of teamwork and fabrication was put on to get this car back in order. We borrowed a front clip from another team and the boys went about hacking and drilling and cutting bits and pieces to get the clip installed over the new radiators and oil cooler that were also bent. The frame had taken a bit of a hit, so at first things didn't line up perfectly, but in the end, it was a testament to the team that it was fixed. We, the drivers, figured that hey, none of us have cars with matching body panels, why should the boss? Besides, Rick himself had once told me, as his car was nearing completion, that there is only a very short period of time in a race car's life when it will look so perfect. Those words turned out to be prophetic.!

Friday

The mood on Friday morning seemed to me to be quite subdued. Uncertainty was in the air. Why were we having such a difficult season? Between all the misfortune, and blown motors, we were starting to wonder just what would happen next? In any case, the event was now under PCA sanction, so 13's were in effect and the day was now more structured.

I was ready to go out and get right up to speed and was dismayed to head up the back-straight and have the car breaking up again. It didn't even have enough power to pull fourth gear above 6,000. I tried another lap, but it was definitely off song, so I pitted. Scratch the first session. We checked the ignition sensor gap and it was ok, so we tried a different set of coils. Out for the second session; same thing. Scratch the second session. What followed was a succession of potential solutions, each followed by a test session that was unsuccessful, losing track time with each. The result was emotionally draining. We put new plugs in, raised the fuel pressure, cleaned all the fuel filters, purged the lines, even shut the rev limiter off, and each time I'd get all encouraged that it seemed like a good idea only to have my hopes dashed. Then you start to think that you're getting behind the 8-ball because everyone else is getting familiar with the track and conditions and I'm not. But, in the back of my mind, I know that as soon as this thing is solved and runs clean again, the event will come back to me.

I decided to run the fun race all the same, because although it wasn't running right, at least I wasn't damaging it further. I was quite frankly embarrassed to be gridded on the back row, and then to fall off the back as soon as we hit the back straight, working hard to fight back through the rest of the lap, but it was a losing battle. I felt like the dog at the back of the field falling further behind every lap. By the end, I came apart and radioed in that this had really sucked and I wanted the crew to know it. As always, Joe settled me down by pointing out that there was no need to react because everyone was feeling awful about it already.

Nothing had worked all day, and the guys were on my car nearly non-stop, in between servicing the others. We were confused between the ignition problem that we'd had in the beginning, and the fact that the misfire started when we ran the car low on fuel, so we weren't sure if it was fuel or ignition. At the end of the day, Rick stepped in and did some diagnostics, measuring header temps to determine that the #1 cylinder was the problem. Then, an intake manifold leak was discovered, so again I was all excited. We stayed at the track late again to fix that one.

Saturday

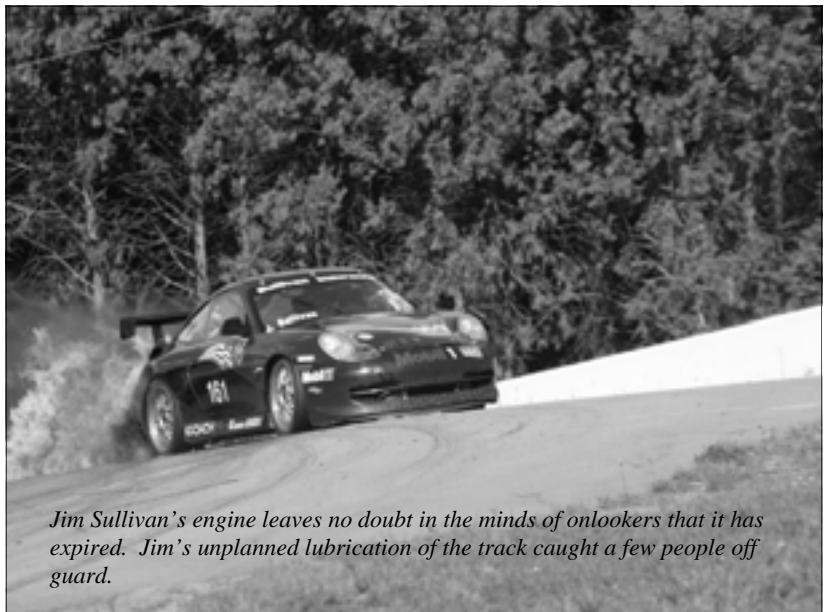
First thing in the morning we did a compression test to rule out a bent or burned valve, and when that turned up negative, I felt ready to get with it. Out for practice and it misfired right away!. Scratch another session, although this time I drove it out. Now we were beyond fixing the car and heading out to test it, we could hear it missing each time we'd fix something and start it up. I told the crew I wanted everything they could think of ruled out, but what I was really hoping for was that they'd finally find a paper towel stuffed in the carbs or something ridiculous. I was still clinging to the notion that if this

darn engine would just snarl back to life, I could win with it. Even if that meant waiting until late Sunday, I wanted to do well in the Enduro. At that point, "the guru" stopped by to say hi to Rick, and so he asked the man himself, Peter Dawes, to lend an ear to my motor. Joe told me to take a picture, as the legend assessed the situation and we all awaited his words of wisdom. After a few moments of contemplation, and poking around at his own sequential check list, he suggested a few really esoteric items that we hadn't tried, so we went for it. This included a trip to the store for new spark plug leads and once again I was hoping.

It was time for my sprint race and I headed out on the pace lap, from the last row of the grid. I radio'd in as soon as I hit the backstraight for the first time that it wasn't working, but I was going to run the race anyway. We took the green and I moved ahead of one car and slotted in, trying hard to hold on as we stormed over the blind crest and around the reverse camber turn two. Hard into the back section and out onto the back-straight the car would hardly pull fourth gear and on the shift to fifth would fall flat. However, the car was handling great, so I'd exploit that for the rest of the lap, and draw back into contact with the tail end of the field, only to watch them disappear again over the brow on the straight. It went on like this for a few laps until I lost touch for good. Then the leaders started to appear in my mirrors, and I let them through to go down a lap. Roy Chong was first in his killer 944 Turbo, then a pretty long wait for a gaggle of three 911's that included my teammate John Stickler. It was great to see him really mixing it up, and he went on to win his class. Later on, my class leader Jim Hamblin put me down a lap, but I stuck to him as long as I could to check some of his lines and I could see that he was really hooked up. Then I got to make my only pass of the whole race when I lapped the last place car right at the checker. It's not even really worth saying because I was so far off the pace that it's a hollow reward, but as a result I came home second in my class.

Then the big boys rolled out for the red group sprint race. Rick had qualified the GT3R fifth, so he was right up front when the green waived and these guys went at it tooth and nail. After a few laps of great racing with the cream of the club's

Continued on next page...



Jim Sullivan's engine leaves no doubt in the minds of onlookers that it has expired. Jim's unplanned lubrication of the track caught a few people off guard.



The guru takes a look and searches for the cure.

on him, Eugene McGillicuddy, performed some unplanned acrobatic moves. Rick was next and he spun to the infield gravel. The rest of the field had time to react and proceeded safely through the Toronto Cup Car traffic. The track photographer caught it all, and posted the images immediately. They were pretty spectacular, so I bought the whole sequence, as did many others.

So, that was Saturday! Rick took it pretty well and was in good spirits when we took the team out for a great dinner and just kept the weekend rolling. Sunday would be for the two endurance races, and he still had his GT3 Cup Car to run.

Sunday

We were just dying to end the weekend on an upbeat. What they do for the enduros is to group more of the classes together to form two big races, I was hoping to be at the front of the first enduro group, but instead we were put in with the really fast cars.

best cars, word came back that there was some huge excitement at the turn 5-5A complex. I threw my mountain bike in the back of a pickup truck and headed for the far end of the circuit and we drove through the woods to the end of the access road and then I went further up on my bike to arrive at the scene. Everyone was out of their cars and OK. Jim Sullivan was running fourth in his GT3, when the motor grenaded going down the chute to turn 5. He arrived there as an absolute fire ball and dumped all of his oil right on the line, so the car right

We (the guys in GT5) all protested and asked for a reshuffling, but the national steward wouldn't budge. I didn't want to be the big accident that made them think it over again, and I let them know it, as I scratched my entry. All of us did. So, I figured I'm done for the event, but I wasn't.

I took a ride over to the kart track and watched some great racing on one of the best kart tracks I'd ever seen. Then, I went out to the test track where the SuperMotards were racing and that was pretty cool to see. When I returned to our

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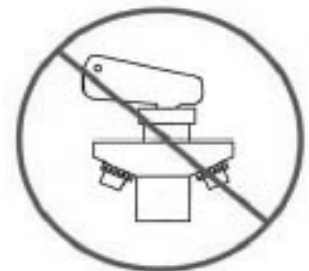
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paddock, Rick approached me immediately and said that I had 20 minutes to decide and get entered in the second enduro to take over from him in the GT3 Cup Car. He was very graciously offering to hand off to me while he went off to relieve his buddy Pat Martin in his Cup Car. What a decision to make! I had never set foot in this car, or anything like it, and I was now going to head out into the heat of competition in a \$95,000 race car. I asked Joe, who had driven it on Friday, what he thought. "It's an easy car to drive, it's insured (although the deductible could still be crippling) and there are only 24 cars in the field, just do it!"

So, I got ready to drive what promised to be the most potent and incredible car that I had ever experienced, and under race conditions. We did a quick familiarization with the controls and I drove it around the parking lot. That was the extent of my pre-race testing! The car is actually a 2000 SuperCup car, imported and freshened to now run in PCA as a GTC3. It's actually the most popular car in the club now, lots of them are out there. I found it to be very comfortable and modern. Power steering, power brakes, and ABS, seem like amenities in a race car, but make no mistake; this is a single purpose thoroughbred. I was at once excited to drive this car and also worried about damaging it. Joe went over the shifting pattern and technique with me, selecting the wrong gear would probably be the easiest and most expensive mistake I could make, but I sensed that the car would actually be much more comfortable and easier to drive than my own.

The enduro started and Rick was running up front for most of his stint, having qualified the car 5th. I told Joe to tell him not to bother pushing it because once I got in the car I had no intention of stuffing passes on other cars that I also can't afford. I was suiting up and getting ready to get in near the half way point when a full course yellow came out and Rick appeared suddenly in our pit along with three other cars that we had also agreed to fuel. It was a mad scramble and I wound up helping to fuel our car then strapping in with time to spare as Joe counted down the required 5 minutes for me and I headed out, the course still under yellow to retrieve some stray cars. This worked nicely, as I got two laps that allowed me to feel the car before I caught up to the queue. A few more behind the pace car and the course went green. I stood on it lightly, to let a few cars by and the track was all mine to enjoy with this phenomenal car.

I drove it very gently at first but found it very stable, predictable and comfortable. The speed just came to me and I started to get on it. It was a far cry from what I'd been used to for the last three days, instead of stumbling up the straight with a backfiring car, I was now approaching the hump (where CanAm cars had infamously done backflips in the 70's) ready for 6th gear, at what must have been about 155mph, then heel-toe down to 4th and immediately feeding in to throttle steer through the long sweeper and then down to 3rd for the esses before powering tail-out onto the main straight under full power and up to 4th past the start/finish and into the downhill turn one where Joe is prompting me to stand on it hard to track out hard and head for the blind crested turn two. I started to realize that I had to modify my lines from the way I was driving my own car because I was carrying so

much more speed and needed more road, so I'd approach the crest at 2 more to the outside and take a blind turn in, hoping that the track hadn't changed since the last lap, because it's just not visible. It was just like running under the bridge at Bridgehampton in the old days, only to the left instead of right. Incredibly exhilarating stuff. My lap times were down to 1:34 quickly, and I was happy to keep it there, especially as I was starting to sense the rear tires going off, the tail was getting easier to hang out under power, so I was very gentle with throttle transitions. I was also taking great care any time I shifted diagonally through the gate (4-5, 5-4) and not letting the clutch go unless I was certain, but the shifting was really easy. Then I realized that I was soaking wet, very thirsty and my legs were cramping, so I must have been working pretty hard. Into the high speed increasing radius turn 3 I was powering out to the track out when the car slid out from under me. I put both feet in hard to spin it and almost kept it on the pavement. Near the end of a full 360 I released to back off to the outside and let oncoming cars through. It all worked fine. I selected first gear and went right back at it, then took the checker. Joe and I had a debate on the radio over who had more fun; me driving the car or him watching me enjoy it! When I brought it in the whole crew was there to see me smiling wider than my helmet port, for the first time in 4 long days. We'd managed to end on a great high, through it all.

We had a wonderful time at Mosport. Upper Canada Region PCA did their usual fantastic job and knowing that it's Rick's favorite track as well as the team's favorite event bodes well for a return next year.

Yours in sport,
Fast Franz



At the end of the day, it is always a great time.

2005 Hoosier Trackside Support Calendar

by: Hoosier Tire, PCA Club Racing National Sponsor



<u>DATE</u>	<u>TRACK</u>	<u>SERVICING DEALER</u>
Sept. 3 – 5	Road America	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
Sept. 17 - 18	Pueblo Motorsports Park	Topless Performance P - 877-728-0914 F - 623-847-9309
Sept. 17 – 18	Putnam Park	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
Sept. 30 – Oct. 2	Summit Point	Bob Woodman Tires P - 843-271-2277 F - 843-556-4576
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A Club Racer's First Professional Race

by: Mr. Mac McGehee, PCA Club Racer

This year's Grand Am race before the NASCAR Pepsi 400 was the Brumos Porsche 250. This used to be called the Paul Revere 250 but sponsorship privileges changed that for this year. It was also going to be referred to as my first start in a professional road racing series. My goal has been to participate in a 24 Hours of Daytona race and this two hour race would give me an opportunity to feel what it's like racing a night with the Daytona Prototype (DP) cars at Daytona.

I drove down from Jacksonville on the Wednesday afternoon before the race to get my credentials from the Grand Am office. It was a neat feeling holding the license that says you are a "driver" in the Grand American Road Racing Association. All those years in the Porsche Club Racing circuit pays off. No sooner had I arrived than the bottom fell out of the sky. Rain! I hate the combination of rain and race cars.

On entering the infield, it was very clear that this was a NASCAR weekend. The Grand Am crews were only allowed entry at 2:00pm and the flurry of activity was incredible. All the teams were trying to set up shop before the rains hit and still attempt to get cars into the inspection area. We were put in a relatively small paddock area with no garage access and that was it. Bush and Nextel Cup were Kings for this weekend.

I had dinner with Cory Friedman that night to go over some advice prior to the next day's experience. Some of his comments were very helpful. Comparing the Rolex Porsche GT3 Cup car and my PCA GT3 Cup car, he said that the wing area on the back was bigger on the Rolex car as well as the front splitter. You also had adjustable shocks and a rear sway bar adjustment lever in the cockpit that could be changed as the race progressed. All told, these differences gave a lot more down force than my car. However, the trade off was that we are running on Hoosier tires. These don't give the grip my Goodyear tires do and this would make you think your brakes weren't as good. The Hoosier tires though have a tendency to last longer so it was a moderate compromise. Since the infield was repaved Cory didn't have any experience on how the tires and cars would handle so we will all be getting used to this newness until it has a chance to "season" with a few races.

He told me about things to look out for when racing with DP cars. First off, you will be able to recognize a DP car as it approaches from the rear because they run with white headlights and the GT cars run with yellow ones. DP car's brakes are very good, a lot better than the GT cars so you will see them dive under you later than you'd expect so be careful and don't try to match them. DP cars have bad visibility too so when they pass you, there is the chance a driver may clip you thinking he's passed you but hasn't really completed it yet. The



Coming into Turn 1 at Daytona.

slower DP cars may be the ones more apt to hit you because they generally are the drivers who aren't that good. Finally, when a DP car passes you, be careful because they travel / race in packs. The bottom line was to watch your mirrors but don't be fixated on them. Race your race, drive your line and don't do anything abrupt. It is the overtaking car's responsibility to clear the slower car but it is the slower car's responsibility to be consistent with his direction of travel. What was Cory's best advice? "Just don't try to hit anyone."

At dinner, Cory and I began discussing with McGrath Keen the differences between a PCA Club Race and a Grand Am race. McGrath put it this way: "At the drivers meeting for a PCA Club Race, the steward will say "Just remember guys, we are all here to just have fun." They won't be saying that at the Grand Am Drivers Meeting."

At the drivers meeting on Thursday morning, standing around all the regular drivers, I felt very humbled. The guy leading the meeting made a comment which further illustrated the difference between Club Racing and Grand Am when he said "Guys, lets put on a good show for the folks." That's a big difference. We are the "show." Another friend of mine who travels with me to various Club Races told my wife later that evening: "Mac's never raced in front of spectators before."

Looking at the mix of drivers around me, you could pick out a variety of amateur and professional drivers. This to me is the hallmark of sports car racing. From the very beginning of road racing, you have had a mix of privateers and corporate sponsored efforts. I heard after the race Tony Stewart made a comment on air stating that it was tough running with the slow GT Porsche group and that there were some new drivers out there that had no business being on the track. Since I was one of those he was referring to, I kind of took issue with his remarks. He misses where the origin of this business came from and what the Grand Am circuit is all about. You will always have drivers who are "new" to a race. On top of this, in Grand Am and in the ALMS series, you have cars of wildly different capabilities. Instead of complaining about it, they

Continued on next page...



Side by side Grand Am action at Daytona.

class. Now was the six hour wait until the race start. This time was to be set aside for the Bush and Cup drivers' practices. However, 15 minutes after the Grand Am group came off the track, a real strong rain storm moved through the area and from the look on my computer, it would be around awhile. Watching the radar though showed a clearing between radar returns and we all kept our fingers crossed that this would hold when the race started. During this time, I took advantage of the air-conditioned space in the trailer for a light nap. By starting time, the weather broke and though the track was damp, it was not so much that it would require rain tires.

As is the case for all of my Club Race weekends, Autometrics Motorsports was going to be managing our car. They had two cars to work with. The primary focus of course was the number 14 GT car driven by Cory Friedman and Leh Keen.

should just deal with it like you would any other condition that exists around a race course.

Practice for the races was to be held from 9:00AM until 2:00PM with a 45 minute break around lunch. Practices were broken into groups. First it would be the GT class cars on the track, then GT and DP cars together then just the DP class. I would be co-driving with Jay Brown who is a fellow Club Racer. He would begin the GT only session then I'd take over. This would give me a little time on the track with just GT's before getting thrown to the wolves with the DP cars. Nice planning for me.

Things worked well for the first three laps or so with just the other GT cars. Then after the DP cars joined the practice, entering the bus stop on the backstretch, I had a DP car dive inside of me and this put me too late in the turn. In hindsight, I should have been more aware of him coming up from behind me, slowed some and tucked in behind him. Instead, I ended up going into a rear end slide which took me into the tire wall on the inside of the track. Welcome to Daytona Mac McGehee. I was able to drive the car back to the pits where I learned fortunately that the only thing damaged was bodywork. The back bumper was removed and a repaired right hand mirror had to be installed. The good news was that none of the suspension items were damaged so the car could run straight, just without the rear bumper. This left me pretty disappointed with myself and it kind of humbles you as if being out there with this group wasn't humbling enough. I really felt bad knowing my family and friends were coming to watch and that the car was beat up looking because of my boneheaded action. What made me feel a bit better though was when I heard that Tony Stewart had an "off" in the same spot later that day.

The reality of this situation is that the damage caused by me will have to be paid for by me. This is another difference between Club Racing and racing at this level. The professional drivers on the Grand Am Rolex circuit for the most part have no worries about doing damage to the cars. When an amateur has an off, it will be their responsibility to cover the damages. This puts a little governor on your performance when your brain keeps reminding you of the economic consequences of damages.

I did have an opportunity to drive the car in one more session but my chances at practice were done. Jay qualified our car with a time of 2:01.737. This put us 41 overall and 20th in

Coming off of a very impressive first place finish at the Six Hours at the Glen they were in the top five for the season in points. I have to say a bit about the Autometrics team. They are a professional bunch and know their cars and their jobs. Starting with Gordon Friedman, under the skin he is a seething caldron of stress but he's very good at hiding it. His #1 motto is: "I'll tell you when to worry." Adam Friedman really is the technology expert as it pertains to the cars. He knows data and is very cool with managing timing and information. The other guys in the pits were Jim Lichter, Jon Buck, Paul Cadd, George Steele, Daniel Beard and Bill the Fuel Guy. Watching them work and prepare the pit for action really showed me how little I knew about professional racing. You see the driver a lot but behind the scenes is a lot of activity that is necessary for a driver to do his best. My hat is off to all of them and the effort they provided for two Rolex Series Grand Am cars.

In our pit stall for the race was Jay's mom and dad, Leh's mom and dad (Cindy and McGrath) along with his grandfather and grandmother. Each stall has a cable TV outlet so we were able to get the track broadcast feed onto a TV we had. Pizza was brought in for the crew along with lots of water and Gatorades. I wasn't going to eat any pizza though then get into a car for an hour or so stint especially wearing a full face shield.

My wife and kids came to the race and made it into the NASCAR Nextel Fan Zone. I went back to be with them before the race started. This is only the second race they have come to but like the last race they came to it represented a "first" for my racing career. The first "first" was my first Porsche Club Race at Roebbling in 2002. Now they were all there to witness my first start in a professional series. Along with my family were several close friends and it was very meaningful for me to have them there. I know at least three of my family members would rather have been shopping so their presence was that much more special for me.

What a spectacle a race start is. Our cars were on the grid with the drivers strapped in and waiting. Grid people from Sun Trust Bank were holding row markers. Race crews were scurrying around setting up pit stalls. Media people with microphones and cameras were roaming around looking for sound bites. Families of owners and drivers were milling about. It was a real hubbub that let up only for the singing of the national anthem. Then, "Gentlemen, start you engines."

Looking across at the stands, there was a healthy number of race fans in attendance and I began to confirm with myself that I was indeed ready for this moment.

Breaking this up was Jay coming over the radio with about 10 minutes to go for the start saying he had a red warning light coming on above his steering column. Turns out there was nothing obvious in the engine so Gordon told him to let him know if anything changed with the car. At this point, Gordon chose to remind us what the number one Gordon Friedman motto is: "I'll tell you when to worry."

The start was interesting in that it was a two-part start. The DP cars had their pace car which was a little less than half a lap in front of the next pace car for the GT class. Jay got off to a good start and I settled down to watching the coverage on the TV, listening to the track announcers and looking for each of our cars as they would cross the start finish line which was located directly across from our pit stall.

During his time in the car, Jay would continue to monitor the water temperature and give us updates on the status of the warning light that was on. Part way through the race, Jay came down pit road to the pit and I noticed a cracked nose on the driver's front corner and also there was green liquid dripping from the same general area. Radiator! With Jay sitting in the car, Gordon did a radiator change on pit row. What a mess. Lots of oil dry but the fact that they did that within about 10 laps or so shows the experience they have dealing with Porsche automobiles. It turns out that on one of the laps, several cars checked up (slowed way down) in the infield section and he came in contact with one of them. You could tell he was disappointed with himself and boy could I relate to that.

At about the time the group finished with the radiator, a full course caution came out. This was at the window for finishing the race without having to refuel. Gordon looked over and let me know it was my time for driving the car. I felt bad for Jay because he had spent the last 20 minutes of his stint sitting in the pit area while the radiator was worked on. I put on my helmet and climbed into the car. I was then sent out of our pit area but was held up at the end of the pit road area to wait for the pace car and field to pass by. When the official let me go, I was at the tail end of the field breathing a sigh of relief. This meant I could basically warm up a lap or two before the fast cars lapped me. We were half way around the track when I realized much to my dismay that all the leaders had pitted and now they were all stacked up behind me. When the green flag came out, the speed and noise at which the leading DP cars went by was deafening. Then having to go through the turn 1 through 3 combination and the full infield section with cars racing around me on my first lap into the show kept me just a tad bit nervous. Welcome again to the big time Mac McGehee. Over and over I'd tell myself, stay low on the banking and don't do anything unusual or dumb.

As Cory had told me, the DP cars had the white lights and the GT cars had the yellow ones. Some cars had both lights on, others only had one. The one light cars were tough because you didn't know what side of the approaching car you were looking at. This almost got me in trouble a couple of times. Leh came up behind me once and over our radios, I gave him an

inside pass with no problems.

An interesting distraction occurred towards the end of my stint behind the wheel. When you are driving at night (and in the daytime for that matter) your focus tends to be out in front of the car on the track, the wall and the other cars. Several times coming around NASCAR turns three and four, over the top of the track wall I'd see a fire work going off. In the middle of the first professional race of my life, in my head I replayed a section of the movie Le Mans with Steve McQueen that showed all of the entertainment going on for the spectators while the race was in progress. I quickly though brought my mind back into the car to focus on the task at hand.

This went on for over an hour in the car. I figure it was about 30 laps. I had no way of knowing when the finish was coming so I just kept on going the best I could while trying to stay out of the way of cars that were in contention. As it turns out, I crossed the finish line with the leading DP cars as they were getting the checkered flag so I know I was on the television broadcast at least once.

What were some of the lessons learned? First, this is a "show" as we were told and the level of competition is different than that in PCA Club racing. PCA does it for sport, camaraderie and fun. In Grand Am, you are racing for points and in some cases a job. Also, the awareness we are taught as Club Racers really helped me when I was surrounded by faster cars. The focus on driving my line and not doing anything abrupt kept me and the competitors around me out of trouble.

Will I do this again? You bet. Now that I have had some experience with this type of traffic, I feel that I'll be able to concentrate more on going faster without as much concern for the other cars on the track. I stated earlier that my goal had been to use this event as a warm up for a campaign in the 24 Hour race in February. I now feel better about this opportunity and am looking forward to participating with another driving team. Jay was a good partner and I'm glad he took the time to share this experience. For now though, back to PCA Club Racing and more seat time.



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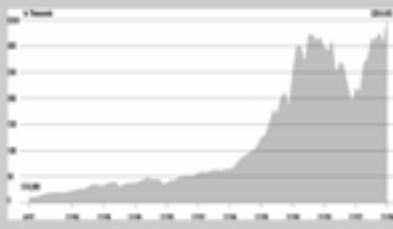
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Racing and Rambling

by: Rock Webb

Jamie, Dick and Helen, and I set out on the Thursday after Katrina struck for Road America, regardless of gas prices, shortages and advice from everyone. We heard on several occasions, "ARE Y'ALL CRAZY?" (Well yes, I suppose we are!) Gas in Columbia was \$3.00 a gallon and higher and we were limited to 8 gallons per fill up. Clearly, it was gonna be a long trip.

So we headed out. Outside of Tryon, North Carolina I get a call from Jamie who indicated that smoke was pouring out from under my Blazer" I take the next exit and discover that the line to my newly installed transmission cooler is spraying transmission fluid on the exhaust manifold. The gas station attendant pointed us in the direction of a local auto shop on the other side of the interstate. I figured this was gonna be bad, but no, what a great shop as it specialized in BMW's and the owner's 914 in the back of the shop was being restored. Half an hour later we were on the road.

It's a long way to Indianapolis which is our overnight stop. This is especially true when you have to stop for gas every two hours. We made it there around seven. We ate a steak (or two) and headed back to the trailer where Helen discovered a flat on their trailer. "OK, better now than in the morning", as Helen stated so we changed it and headed to the motel. In the mean time Jamie was set to meet up with his car that is being delivered later that evening. The next morning we headed out again and make it through Chicago, Milwaukee and on to Elkhart Lake. We arrive around 3:00 pm and check in. We meet up with our "Yankee Buddies" -Bob Linville and John Buhler. They saved us a great spot near Turn 5, the snack bar and the paddock entrance. The track was great. It was sort of a cross between VIR and Road Atlanta. Fast, hilly and long (4.3 miles) and there are lots of cars there.

We headed the three miles to the little resort town of Elkhart Lake, a quaint get a way from Chicago and Milwaukee. Dick rented a three bedroom suite at the Ostof Hotel and it is outstanding. A few drinks, a good night sleep and we were ready for some Saturday track time. Man the track was fast as "old yeller" was trying to

redline while in 5th gear in two places. We loved the track. We did our morning sessions and look forward to the fun race. Jamie had a problem with his transmission and has to bale out. I was running third in class in the fun race when I came up on Dick who is leaving the track as he had a "minor" run-in with a slower car. But as you know there is no such thing as a minor run in PCA Club Racing racing. -Especially if you are a race steward. Two out of three of us gone was not good!

Then came the fun event. Race cars and DE cars all line up and we are escorted into Elkhart Lake via the old 12 mile road course. Those Wisconsin police are equipped with lead feet as I was running 75 mph in places to keep up. We ended up in the town square for a wonderful display of Porsches, a great dinner at Siebkens and then we convoyed back to the track in the dark. It was perhaps the most dangerous ride of the whole weekend! Next time I will un-tape my headlights.

We went back to the action on the track. The southern boys weren't doing to good. I qualified fifth in my class of nine and decided that discretion is the better part of valor and not to screw up. I started out pretty easy but coming out of Turn 5, which is a tight second gear turn, my clutch seemed to let go. Despite lots of vibration I limped back to the pits. The car still shifted but something wasn't right, but at least it was loadable. In the meantime Bob came dragging end with a bad engine noise. "Damn 12:00 and it's already beer time?" I mutter to myself. So, we pile in the golf cart and go watch Andy McNeil's race, as his twin turbo 914 was on the pole! He was leading the race, then on the 3rd lap or so he slowed and coasts to the side of the track. None of us finished but it could be worse as we could have 963 miles to drive tomorrow!!!!

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Racing Team Holland Has a Busy Season

by: Henk Wisker, Team Member and PCA Club Racer



Henk Wisker at Summit Point..

Racing Team Holland was back in full gear this summer, but first on the agenda was this little item—the **12 Hours at The Point, Summit Point, WV (SCCA)**, June 4-5—to deal with.

The normal line-up of characters was involved, as far as sponsors (including OG Racing), drivers, mechanics and car was concerned, but the pit crew was “on strike” a bit. Some sat out this year and others were involved with the competition. Whatever the case, the '97 Porsche Cup 3.8 could not be stopped, starting from third on the grid. Regular PCA racer Henk Wisker brought the car in after two hours in second place, on the same lap as the leading BMW from Tom Milner’s PTG shop, sponsored by “Victory by Design.”

Fellow PCA member and West Virginia native, Dave Coleman, and Jim (Harrison) did their stints, with the only bauble being a deer running into the side of the car. On the front straight, at dusk, the deer caused a small dent in both rear- and front-right-side fenders, but luckily, there was no rubbing of tires with the rearranged body panels. Around 6pm, Henk got into the car for his second two-hour stint with a 12-lap lead.

To make a long story short, the boys won again, now three out of four, with one runner-up position in the rain-plagued 2004 enduro. The 2005 edition was won in a record amount of laps—472—which beat the old record of 469 laps, from 2002...and a 21-lap lead over second place, American Engineering & Testing. The race was run under perfect weather, which helped 33 out of the 54 cars to finish. This event is a great race and you are more than welcome to join us in 2006; we would appreciate the competition from other Porsches. There is plenty of seat time if you keep it on the track.

Returning in the middle of August, plans were made to do the **First Annual “Carolina Trophy” Rally** in Asheville, NC: Dave in Henk’s ’57 MGA; Gerard Pain in his ’60 Porsche Roadster; Gerd in his ’57 Porsche Carrera Coupe; the Ponder boys in the BMW 507 (and their MG just in case); and Henk in his ’58 Porsche Convertible D. We drove, in caravan style, to

Asheville, which is 700 miles away from home in Virginia. The rally started on Wednesday, during which we covered roughly 200-250 miles per day, over some fantastic roads with millions—it seemed—of turns. Dave had to make some repairs to a leaky radiator on the MGA, but and that was it—for a trip of more than 2700 miles!

Next on the program was the **PCA Club Race at Summit Point**, both sprint and enduro, on September 30-October 2. There were around 150 cars, divided in four groups, including 10 GT3s, four Cup 3.8 and three 964 Cup cars. Henk’s ’04 car had finally arrived over the summer, expertly received and unloaded from the container by Mike Levitas and his crew at Turbo Performance Center. Not knowing much about the new set-up, adjustable shocks, etc, the car was raced as is and set a best time of 1.17.597 in qualifying, good for a fourth in class; Thomas Pank set an all-time fast for a Cup car with 1.16.047

Henk fought for podium spots in the sprint race with Ray Williams and Gennady Soykher. Lots of passing was done, depending mostly on the out-braking maneuver at the end of the straight. The lead changed hands several times, after Tom broke a control arm in the chute! After leading a couple of laps, but losing both places again, Henk finished third.

After Henk started from sixth overall and third in class; Dave was able to take second place in class and third overall. Dave was motoring away, putting some distance between him and the dueling pair, again, of Ray and Gennady. Up front, Pank and Bill Chadwick, in a 935 K3, were fighting neck and neck, with Thomas stealing the lead three or four times. Every time, however, he had to give in to the superior straight-line speed of the 935.

After about 20 minutes, we had a red flag for a major crash of Mike Allahverdi in his ’01 GT3-Cup, apparently putting a wheel off in Turn 4, on the inside. Mike’s car shot across the track and rolled a couple of times—Mike was all right, but the car looked real bad.

After the restart, with the field bunched up, Henk battled a loose car to keep his position, but finally had to give it up—to first, Ray, and then, Gennady. Coming out of Turn 10 on the next lap, Henk’s race was over early, as the car hung a nasty slide. Henk was able to catch it and stopped the car just past pit out, with a blown tire, all the while thinking was it too much negative camber?!

Henk is off to Germany for the final race of the Carrera Cup at Hockenheim. This is the end of the ’98-’05 streak; all new cup cars for 2006 will be 997s.

For more information, here are the websites related to Racing Team Holland:

www.12hoursatthepoint.net
www.ogracing.com
www.tolimit.de
www.carolinatrophy.com
www.racingteamholland.com



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2005 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Sep 3/4/5	Road America*	Chicago	Pete Hackenson 630.655.4661 P.Hackenson@comcast.net
Sep 17/18	Pueblo Motorsports Park	Rocky Mountain	Jeff & Tricia Mitchell Jeff_Mitchell@peoplesoft.com
Sep 17/18	Putnam Park*	Central Indiana	Jim Phend 317.844.1932 jphend@indy.rr.com
Sep 30 & Oct 1/2	Summit Point*	Potomac	Dirk Dekker 410.819.6789 clubrace@pcapotomac.org
Oct 1/2	Hallet Motor Racing Circuit*	Cimarron	Gary Bernard 918.254.1104 gary@bernarddesign.com
Oct 7/8/9	Virginia International Speedway	First Settlers	Ramon Rodriguez 757.229.8123 racingmd@aol.com
Nov 4/5/6	Carolina Motorsports Park*	Carolinas	John Alpaugh 803.551.1786 jpa914@aol.com
Nov 19/20	NP Raceway	Mardi Gras	Nick Hingel 504.782.3530 nick@hingelpetro.com
Dec 3/4	Roebing Road	Florida Crown	Thom Portz 904.693.6993 teportz@aol.com

Note: For the latest updates on the Club Racing Calendar, visit pca.org/pca/clubrace; "" indicates an enduro.*

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1996 993 Twin Turbo. WPOAC2994TS376220. 3.6L twin turbo motor with GT2 turbos, cams, DME 500+hp. Monoball, Fuelsafe pro cell, 6 point cage, Dynamic 3-way shocks, Quaife, Recaro, Momo, 18" Fikses(3 sets), GT2 uprights, adjustable bars. Podium finishes with Darren Law and Mike Fitzgerald!! Fresh black paint. 28k miles. Fast, clean, sorted car!! Kirk Spencer 905-841-8794/zoom@bellnet.ca asking \$63,000

1984 944 RaceCar with PCA GT4S / SCCA ITS / Vintage log books. Eastern ITS 1999 Championship. Zero Hour Jon Milledge complete rebuilt engine, Zero Hour rebuilt LSD gearbox. Track record Watkins Glen Long/Short Course. Custom fuel cell, bending blade front swaybar, AL seat, Nascar door bars roll cage, 5sets rims, spare trailing arms, many other parts. European Car magazine January 1993 feature article. Great history. Car

in CT. Asking \$16,800. Contact racerjim@optonline.net, 203-866-5035 evenings.

1973 Porsche 911T 2.4L, Weber Carbs, dual K7N air filters, new electric fuel pump, new distributor, new plug wires, extra larger front oil cooler, cam chain tensioners, Dilavar head studs, 19 gal. fuel cell, Weltmeister adj. 22mm sway bars, Weltmeister 23mm torsion bars, lowered and aligned, Moma 13"steering wheel, full cage roll bar, Halon fire system, Kirkey race seats, optima battery, etc. This is a very reliable car that is ready to race. Many many more extras. Pix available, \$19,000 OBO. Bill, 740 593 8200, wmorgan1@columbus.rr.com

1984 Porsche 944 race car. NASA GTS or PCA H Prepared or I Stock. Won PCA Mid Ohio H class 2003. Numerous poles and podiums. 1:49 at Mid Ohio with chicane, 1:46 without chicane. White exterior painted 2000. Prepared and maintained by Steinsels Autowerks. Turbo sway bars, 30mm Torsion bars, coil overs, Konis's, strut brace, camber plates, Auto Power cage, fresh 2005 five point harness, Corbeau seats, seat back brace, Hot Lap timer, AMB transponder, cold air conditioning still hooked up and working, K&N, Motul 600 brake fluid, recent fresh Limited Slip, interior easily removed for NASA or installed for PCA, newer window net, Momo steering wheel. Very well balanced, reliable car, NO DNF's ever! \$11,000 Also Trailex 7031 with spare and tire rack, \$4000. Ed Maurer (937) 313-4102.

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1995 993 Cup Car, GT2R race car, Bob Holcunb 3.8, 380hp w/ 2 hrs, race clutch, race gear, Zytec management system, RSR flares. \$58,900. Natale Franco 410-563-2231 Fphotolab@verizon.net

2000 911 GT3 Super Cup, Yellow,raced in 2000 Super Cup Series on Harald Gross Team, 12 PCA races, engine running strong but will probably need to be freshened up. \$58,900.00 Giovanni Franco 410-563-2231

1985 911 Carrera Coupe, pastel beige, developed for DE and PCA E. Fiberglass splitter/wing, short shift, 7/31 RP, Sparco seats/harnesses, welded cage, quick release wheel, headers/trick muffler, 8/9s, brakes 928s/930s, fuel cell. Asking \$25,000. David Lambert. Email dlambert@lambertarchitecture.com

2000 Porsche GT3R. PCA logbook GTA class racecar with engine to RS specs, full Stack data system, fresh gearbox, new rotors, Motons, 3 sets of wheels, oil level upgrade, 6 hours on engine, clutch and gearbox. Complete and never damaged car with 3 sets of BBS, plus spare motor with upgraded oil pump for \$100,000. Photos at www.europeanlocators.com Dave Maynard 508-826-8614

1988 Porsche non-sunroof coupe w/43,000 miles. Partially track prepared w/ Fikse FM 10's w/Michelin Cups, heavier bars, twin Recaros, Sabelts, adjustable Charlie bars. Motor and balance of car totally stock except for "Big Reds. Perfect foundation for stock class car. \$27,500



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OBRO Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

1995 Porsche Coupe w/61,000 miles. K-B PSS9 suspension, 18" Kinesis (8.5 & 10.0 w/Michelin Cups. 2 sets of extra wheels, twin 5 point harness'. Very clean and well maintained. A good foundation for a stock racer or wonderful street car. \$36,000 OBRO

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1974 Carrera, non-sunroof coupe. Total restoration in '92 (glass out, panels off repaint, stock 2.7 and gearbox rebuilt) with 2,000 miles since completion. White over Metropol blue and perfect throughout. \$25,700 OBRO. Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

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