

Autobahn Ambition

The PORSCHE Tuner Magazine

2009 Fall Issue

Exclusive: Brumos Racing

2009 Daytona 24 Winning Team Reveals All



Porsche Racing Updates

- > Grand Am Series
- > American LeMans Series
- > 2009 24 Hours of LeMans

Turbo

2010's Update of a Classic ■

C-GT

Gemballa Mirage GT ■

GT3

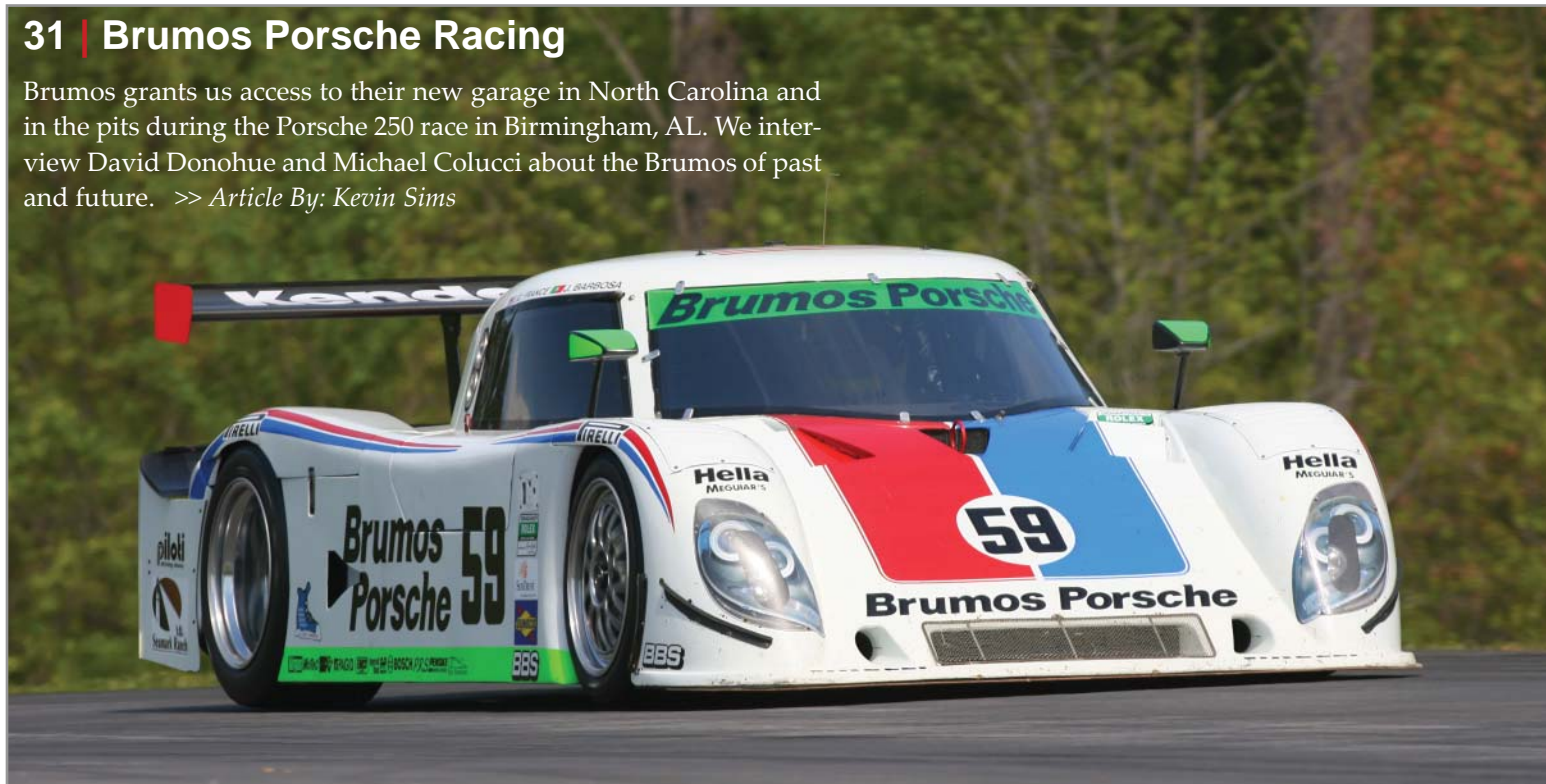
'10 GT3 European Delivery ■

Table of Contents

>> Top Story

31 | Brumos Porsche Racing

Brumos grants us access to their new garage in North Carolina and in the pits during the Porsche 250 race in Birmingham, AL. We interview David Donohue and Michael Colucci about the Brumos of past and future. >> Article By: Kevin Sims



>> Features



10 | Gemballa Mirage

Wind Tunnel Honing Improves the C-GT Breed.

Gemballa sizzles with their Mirage GT Stage 1 featuring a revised aero package.

>> Article By: Kevin Sims



05 | 2010 911 Turbo

DFI Requires An Entirely New Engine

For the first time in 35 years, the 911 Turbo receives an all-new engine. Want details?

>> Article By: Kevin Sims



15 | GT3 Euro Delivery

First American to Own a 2010 GT3

Michael takes delivery of his '10 GT3 at the factory, then races on Nurburgring & SPA.

>> Article By: Michael Yura

>> Additional Coverage



07 | 2010 Porsche 911 GT3 RS

28 | Grand Am Update

27 | ALMS Update

09 | Ruf RT12S / Sportec SPR1 M

25 | 2009 24 Hours of LeMans

47 | Porsche Factory Museum

Autobahn Ambition

The PORSCHE Tuner Magazine

5811 Mesa Dr. #1613
Austin, TX 78731
Phone: (703) 586-5136

www.AutobahnAmbitionMAG.com

MAGAZINE STAFF

Kevin Sims

Publisher & Editor-In-Chief

Russell Berry

Website Developer

Doreen Ruffin-Sims

Marketing & Staff Photographer

Rebecca Hoying

Managing Assistant and Writing Contributor

Robert Besl

Technical Editor

George Kaplin

Staff Writer

Ken Michalzuk

Staff Photographer

John Squire

Staff Photographer

David Roddy

Photography Contributor

Lenny French

Writing Contributor

Brandon Darnell

Editor

Mark Ruffin

Editorial Assistant and Writing Contributor

Kevin Sims

Magazine Layout

Michael Yura

Photography and Writing Contributor

Disclaimer: Autobahn Ambition Magazine makes no representations or warranties about the accuracy or completeness of the content of this website or the content of any website or websites "linked" to this website. Any decision made by you based on information contained in this digital magazine, website or websites "linked" to this website is your sole responsibility. Neither Autobahn Ambition nor any of its affiliates shall be liable for any direct, incidental, consequential, indirect, or punitive damages arising out of access to or inability to access this website or the use of or reliance on any content in this website or the content of any website or websites "linked" to this website.

Fall 2009 Issue Dedicated to

Edward S. Hackard

1950-2009

2010 Porsche 911 Turbo

Turbo DFI Becomes a Reality

By: Kevin Sims
Photos By: Porsche Press



Porsche releases for the 2010 model year a new 911 Turbo that features an entirely redesigned engine. The flat-6 unit is the first all-new turbo engine in the model's 35 year history. Learning from the development of the 9A1 in the latest generation 997, the 911 Turbo engine incorporates Direct Fuel Injection (DFI) technology to the flagship model for the first time.

The engine's displacement raises 0.2 liters to make it a 3.8, matching that of the 2010 GT3. The all-aluminum engine continues its usage of twin turbochargers with variable turbine geometry (VTG). With the addition of DFI, the 2010's VTG turbos have an increased effectiveness in reducing lag and extending the boost's RPM range. In layman terms, DFI and VTG working together means more grin gener-

TrackVision

Your video and data
Perfectly integrated

720P 60fps HD video with Racepak DatalinkII data rendered by TrackVision

Your secret weapon for better lap times and unbeatable bragging rights

TrackVision is an easy to use Windows application that produces high quality video overlaid with your data.

Drivers in over 30 countries have made TrackVision the world's leading motorsports video solution.

Video - straight from your camera

It's that simple.

- DV, MPEG2, MPEG4, DivX, MJPEG
- HD video formats H.264, AVCHD, DivX
- NTSC and PAL frame sizes

Data - straight from your datalogger

TrackVision accepts data from almost any datalogger, with more in the works!

Save your video the way you want it

TrackVision includes powerful editing and display features.

For Windows XP, Windows Vista [32 or 64 bit]
For Mac with Parallels or Bootcamp



Fully Integrated with Racepak & MoTeC

With your data and video opened in i2Pro or DatalinkII, a single click launches TrackVision with your video and data loaded, synchronized, and ready to save. What could be easier than that?

Still just \$195 at www.TrackVision.net

Version 2.1 now available
Free upgrade from TrackVision V2.0!

Questions? Email info@TrackVision.net

Track Vision

Motorsports Data and
Video Technologies
www.TrackVision.net

2010 911 Turbo



ating boost over the engine's RPMs.

The 2010 911 Turbo is also graced with a pair of expansion intake manifolds that were first developed for the second generation GT2. The result of all this techno wizardry is an additional 20 HP, raising the engine's power to an enthralling 500 HP. Twisting force is also upped to a stout 516 lbs/ft, an increase of 15 lbs/ft.

Extra power is not only the engine's goal. The improved fuel control of DFI greatly reduces fuel consumption while it trims CO2 emissions over the previous engine by an impressive 18%. Even the most "Greenie Weenie" will approve of such numbers.

As a departure from the past, Porsche will be releasing the Turbo coupe and cabriolet versions at the same time meaning that no one will have to wait to purchase the latest Turbo in drop top form. Sun lovers are going to love Porsche for their open-air empathy.

Porsche encourages new 911 Turbo buyers to order their road warrior equipped with its PDK transmission and Sport Chrono package. That's if you want the ultimate in performance. Cars with this pairing are said to enjoy 0-60 jaunts in a pulse quickening 3.2 seconds. Such acceleration should compete against Starbucks in waking one up.

Porsche's PDK or Double Clutch transmission is a wondrous innovation that learns one's driving intentions and anticipates your actions by staging for the next shift. It truly is two gearboxes in one. When you're in third it knows you want to go into forth, so it pre-selects the gear in the other gearset. When you're ready to shift it switches between gearsets through its double clutch system – Wham, Bam, thank you Ma'am! PDK operations are smoother than silk and generate quicker lap times than a standard shift. To increase the fun factor, the 911 Turbo's PDK transmission receives seven forward speeds.

Expect to start seeing the new Turbo in dealers around January 2010 with a base price of \$132,800. Cabriolets will start at an additional \$11,000. Why not buy both and track the coupe? Why not indeed. It's time to brush off the ole' helmet. **AA**

2010 911 GT3 RS

The Street-Legal Race Machine

By: Kevin Sims
Photos By: Porsche Press



Porsche decides to not hold anything back by releasing the 911 GT3 RS for 2010 alongside other significant 911s. The ultimate purist 911 street car shared the spotlight with the new 911 Turbo, the standard GT3, and the racing 911 Cup car at the 2009 Frankfurt Auto Show.

Releasing all these 911 variants at the same time is a precedent in the company's marketing strategy. Any Porscheophile would be up nights deciding - Turbo, GT3 or RS. What is one to do? Let's hope the coffee gods help the indecisive.

The 2010 GT3 RS continues to serve as the basis for homologating the 911 GT3 for international competition. Its quick revving naturally-aspirated, flat-6 power plant redlines at 8500 RPM and leaves little doubt in the machine's racing pedigree. Like the new GT3, the RS engine's capacity is up 0.2 liters to 3.8 liters. With a hardy 450 HP at the crank, the new RS engine whips out an additional 15 HP over the standard 2010 GT3. Specific power output is up to 118.42 ponies per liter of displacement. Efficient power is the es-



2010 911 GT3 RS

sence of the RS design philosophy.

The RS only is available with a six-speed manual transmission emphasizing its traditional ultra-sport orientation. The gearbox's shift travel has been reduced as compared to the GT3's unit. Additionally, the RS 'box' employs shorter gear ratios that are spaced tighter to better match the engine's power and torque curves. Due to the ratio alteration, terminal speed for the RS is slightly lower than the GT3. On the racetrack, however, a few miles per hour sacrificed will not be missed as its ability to exit corners faster will yield better overall lap times.

As in the GT3, dynamic engine mounts will help the RS owner adapt motor connection stiffness and damping to driving conditions. The feature is a technical delight as a stiff connection aids in handling prowess on the track while a softened clap down provides a smoother, more comfortable touring experience.

The technical goodies of the RS do not end there.

The PASM suspension in the RS is re-programmed to better suit it for apex clipping out on the track. The front and rear track dimensions have been widened from GT3 fare that required broadened bodywork. The front wheels are 9 inches wide sporting 245/35 ZR19 rubber. At 12 inches of width, the rear wheels proudly wears 325/30 ZR19 tires giving the machine a mean appearance.

The RS shows its close connection to motorsport with a lower ride height, a larger carbon-fibre rear wing and a super-light titanium exhaust system. A factory roll cage is optional. It even comes equipped with a lithium-ion battery to further diminish weight by 22 lbs.

Available for sale in the US by the spring of 2010, the \$132,800 911 GT3 RS represents Porsche's closest connection to racing in a street car. Its value is in the "Arrive and Drive" approach to track participation. With over 60 years of motorsport inspiration, the GT3 RS is as real as it gets. **AA**



Porsche Tuning Update

The SPR1 M and Other Sportec Unveilings at Geneva

By: Kevin Sims
Photos By: Sportec Press

In Geneva Sportec presented to the world a modified variant of their 911 Turbo supercar dubbed the SPR1 M. The model serves as a revision of their infamous SPR1.

While the previous 800HP SPR1 was powered by a Sportec twin-turbocharged Porsche factory 997 M87 en-

gine, the new SPR1 M is propelled by a powerhaus directly derived from the 997 Turbo in non-DFI trim. The result is a psychotic's delight. The new T80 M engine package churns out a civilized 858 HP with an inertia defying 880 Nm of torque. With such numbers it is hard to imagine that the new "M" won't have a

higher top speed. We expect that it will.

We have been told the SPR1 M also features a mainly carbon-fibre body resulting in a rennwagon with a wondrous power-to-weight ratio. Sportec claims it has rapid acceleration to satisfy the inner speed demon; 0-60 mph in 3 seconds and 0-180 in 18.9. We look forward to piloting Sportec's adrenaline junkie marvel.

Sportec intends to make the SPR1 M one of the most exclusive sport machines on the planet. They plan to only produce 10 of the cars. All of which have already been purchased by eagerly awaiting customers.

The Sportec Geneva stand was also graced with the 997 GT2-modified SP750 model that's capable of 750 HP and 850 Nm of torque. The tuner also unveiled their "mean+clean" SP550 MC supercar featuring an E85 powered twin-turbocharged, 3.6 liter engine with 550 eco-ponies. **AA**



Ruf RT12 S: Raising the Standard

By: Kevin Sims
Photos By: Ruf Press

The power brokers from Germany have released a new version of their 997 tour de force. Originally unveiled 5 years ago, the new Ruf Rt 12 S enters the fray with a twin-turbocharged, 3.6 liter flat-six that serves up a potent 685 HP and 649 lb-ft of torque.

To handle the extra brunt force, Ruf

has upgraded their fully integrated roll cage to provide stronger torsional might. Aerodynamics has also been gingered as lessons learned from their CTR3 have been incorporated. A new carbon-fibre rear spoiler with a tearing edge and air ducts are seamlessly integrated into the widened rear bumper of the Rt 12 S.

Up front, the new Ruf features a new fascia with separate LED lamps for driving and directional lights. The front ride height is hydraulically adjustable by 50 MMs. The enhanced aerodynamic package, engine modifications and chassis upgrades provide the Rt 12 S with a stable top running speed of 360 km/h.

The Rt 12 S is equipped with 19 inch alloy wheels that cover a new ceramic brake system. In addition, buyers can choose between rear wheel or all-wheel drive. Further options include a full array of Ruf sport seats and steering wheel designs. Interior trim can be selected from carbon-fibre, aluminum, or varnish to give the Rt 12 S customer the ultimate in personalization.

The net result is an enhanced Rt 12 that lives up to the Ruf tradition of quality performance. Starting price for this autobahn slayer is 255,900 Euros. **AA**



RAC PERFORMANCE



MANTHEY • GMG • FVD
RUF • Champion Motorsports

www.RACperformance.com 877-RAC-4332

RAC Performance, 3219 Commander, Dallas, Texas 75006



Authentic

Team Gear



FLYING LIZARD
motorsports



Patrick Long

www.lizardms.com

Gemballa Mirage GT Matte Edition

Wind Tunnel Honing Improves the Carrera GT Breed

By: George Kaplan
Photos By: Gemballa



With roughly 1300 Carrera GTs on the road, many owners feel as though their super car of choice isn't exclusive enough. Gemballa has solved this problem through the release of an ultra-limited production version of their C-GT based Mirage GT that's dubbed the Matte Edition. With flat-black paint, the 'mean machine' continues Gemballa's tradition of styling that shocks while providing a genuine engineering purpose.

After countless hours at the University of Stuttgart's world renowned wind tunnel, Gemballa discovered that the C-GT's overall high speed stability could be improved. The goal was balancing the need for improved downforce at speed and minimizing aero drag to enable the car to reach 200 MPH plus. As a result, few body

Gemballa Mirage GT



components didn't escape Gemballa's aero tweaking.

At the car's front, a new adjustable splitter was added that works in unison with both the new hood's air outlet vent and the revised skirts in the front fenders. Gemballa rocker panel skirts with cut-outs were developed to better direct air into the Mirage GT's massive brakes. In addition, they block air from rushing under the car. To round out the package, the rear received extensive modifications. Such improvements include altered under-car diffusion, new quarter panel skirts and a re-thought spoiler with an adjustable integrated wing. The aggressive body kit generates an additional 55 to 187 lbs of downforce depending on adjustment settings.

Equally as important as downforce, Gemballa focused on reducing the C-GT engine's operating temperatures while running at speeds in its upper range. Gemballa achieves this goal by engineering engine and exhaust covers that improve air flow through the engine bay. As an affect, heat dissipation is superior.

The Mirage GT has improved aerodynamics to provide more 200MPH+ stability. In addition, Gemballa has given its C-GT tuner Porsche an extra 68 horsepower.



Gemballa Mirage GT



Since stopping is as important as speed, Gemballa worked with Brembo to give the Mirage GT massive braking power. Massive 380mm ceramic rotors are compressed by single piece calipers that feature six pistons. They are employed in the front and rear to maximize performance.

Gemballa has pumped up the C-GT's performance by garnishing the Mirage GT with some go-fast parts. Though modest in comparison to other Gemballa efforts, the current Mirage GT boosts a 68 hp increase. Of course, when your starting with the C-GT's 5.7 liter, 612 hp V10 engine, it doesn't take a lot more to impress. Power was increased by re-mapping the C-GT's ECU and incorporating a free-flow exhaust with four tail pipes.

If 68 hp seems weak, don't fret as Gemballa is currently working on a new twin-turbo system that is said to yield a whopping 750 to 1,000 crankshaft horsepower. According to Gemballa, the Mirage GT project is a two stage process. The current car receives the aero and brake package, while the second car will be blessed with beast mongering turbo power. Gemballa has their sites squarely aimed at Bugatti and 9FF as they plan to reach speeds in excess of 250 mph. First-Gen Mirage GT owners will be encouraged to upgrade once the turbo is completed. Adding turbo power is not a simple task as they want to ensure a reliable clutch and transmission. We can't wait...can you? **AA**

Gemballa Mirage GT Specs

Technical Data

Engine: 5.7 liter V10

Power: 680 hp at 8,000 rpm

Torque: 455 lb/ft at 5,750 rpm

Curb Weight: 3,086 lbs

Engine Upgrades

Mirage GT Engine Package: optimized ECU remapping & Gemballa free-flow exhaust resulting in an additional 68 HP.

Performance

Acceleration: 0-62 mph in 3.5 sec

Maximum speed: 208 MPH

Transmission

Six Speed Manual

Price

212,000 euros for conversion

Suspension

Front and Rear: upper and lower control arms, titanium coil springs, push-rod-actuated dampers.

Aero Package

Front: spoiler lip, hood with air outlet, fender side skirts, roof air intake.

Rear: Skirt with outlet, diffuser adaptor, spoiler with integrated wing, exhaust cover with larger air outlets

Brakes

Front: 380mm cross-drilled ceramic disc, six-piston single-piece calipers

Rear: 380mm cross-drilled ceramic disc, six-piston single-piece calipers

Wheels and Tires

Front: 9.5 x 19 w/ 265/35ZR19
Michelin Pilot Sports tires

Rear: 12.5 x 20 w/ 335/30ZR20
Michelin Pilot Sports tires



Gemballa Mirage GT



Gemballa is squarely aimed at Bugatti and 9FF as they plan to reach speeds in excess of 250 mph.

Gemballa Mirage GT



GT3 European Delivery

First American to Own a 2010 GT3

By: Michael Yura Edited By: Ted Ohland
Photos By: Micahael Yura



Factory workers signing Michael Yura's newly delivered 2010 GT3.

Planning the trip to go to Germany was easy; waiting for the trip to happen was hard! This trip would consist of the usual Porsche hot spots like a Stuttgart factory tour, a visit to the new Porsche Museum and the ultimate circuit—the Nürburgring Nordschleife. The feature making this trip unique was the European delivery of my 2010 GT3. To have the chance to drive my own track-oriented GT3 in the Motherland of Porsche truly gave me butterflies. But first, let me tell you a little bit about how my Porsche addiction began.

Back in February of 2007, I bought a 2002 Boxster S to satisfy my need for a sports car. Several months later

GT3 European Delivery



Top: Michael Yura during his new owner orientation given by Louis Bellucci, the Porsche factory representative. Below: Waiting his turn onto Hockenheimring



while buying a part at Schneider Nelson Porsche Dealership (West Long Branch, NJ), I was asked by a member of the service team whether I was a member of the Porsche Club of America. He informed me that, as a member, I would get a discount on parts and service. The \$42 annual investment surely would pay for itself with a basic service, so I sent in my membership right away. What surprised me, upon further investigation of the club, was that there were Driver Education events that allow you to take your own car out on racetracks. I am not sure how wide my eyes got upon reading that, but there was

no doubt this club was for me!

Throughout the rest of the year, I accumulated 26 track days and an admiration for the Porsche GT3. There was something about the GT3, even just sitting in the paddock. It is a car that truly belongs on the track! I eventually found out that you cannot just show up at a dealership and order one, but that you need to be on a wait-list. So I trekked back to the dealership and put down a deposit on the next generation GT3, for whenever it became available.

I received a call on April 2nd, 2009, from the dealership that I needed to come

in to place my order. The call totally took me by surprise! I had heard rumors of the GT3 being released shortly but did not expect it to become available so soon. Then, later that day, I got an email through a friend, that there will be a GT3 at the New York International Auto Show, for its North American debut. I quickly made arrangements to get a press pass to see the debut of the car I had just ordered. After seeing the car in person at the Press Debut, I was filled with anticipation. I could hardly wait to take European Delivery of my new GT3.

Our trip started out in Stuttgart on June 29th. My girlfriend Caren and I began with a guided Porsche museum tour. It was such a wonderful experience to see the heritage first-hand. When I walked into the museum I did not know which way to look as there was just so much to see. You could spend hours here! Across the street from the museum is the Porsche Zentrum, where you can purchase some goodies in the Porsche Design Drivers Selection department. I got one of the limited edition (and priced to match!) rain jackets that are numbered up to the 911 produced. My jacket is numbered with my house number. Destiny for sure! Caren and I finished out the day with a guided tour of Stuttgart.

The following day was the highly anticipated event of picking up the car. The problem here was trying to sleep the night before. I thought I was going to be fine, as I was quite tired from jet lag. I had fallen asleep quickly but woke up several times throughout the night. Knowing that the next day I would be driving my new GT3 was not exactly a relaxing feeling. A massage is relaxing. A GT3 is exhilarating!

We arrived at the factory at 8:30 am and met the delivery staff. Everyone was very welcoming and seemed to be excited for us since it was our big day. After taking care of the necessary paperwork we walked upstairs where the car awaited us. As we walked upstairs, I wondered if I was walking up to Porsche heaven. As we approached, I saw two GT3s in white next to each other. A quick panic followed. Which one is mine? Louis Bellucci, my delivery representative, pointed to my car and a feeling of joy came over me. It truly was love at first sight, followed by a

GT3 European Delivery



feeling of “Is this really mine?” followed by, “Can I just get in it and drive somewhere?” I was informed by Louis that I was the first American to drive his own 2010 GT3. We spent an hour going over the car and all of its features. My GT3 is Carrara white with sport bucket seats, lightweight headlights, and floor mats as the only options.

After our complete introduction to the car, we headed to our factory tour. It was fascinating to see where and how our beloved Porsches are produced. I saw 911s floating down the assembly line, getting all their parts added. I imagined my GT3 going through this whole process just weeks before. The most interesting part of the factory tour was seeing the factory workers drinking beer on their hourly break. I was speechless and thought, “That’s cool...I think!” I asked the tour guide how that was possible and his response was, “This is the way it has been and things would probably be worse if we changed it.” Welcome to Zuffenhausen!

After the tour we had an enjoyable lunch in the VIP restaurant. We then proceeded to pick up the GT3 and head for the Alps. It was my first drive in the car and it felt wonderful. I think they had put something in my drink at lunch because

Top: Michael’s 2010 GT3 on the Nürburgring. Bottom: Michael Yura received driving instruction from Sabine Schmitz, the famed record holder on the ‘Ring.



RUF AUTO CENTRE

Manufaktur für Hochleistungsautomobile

A Full-Service Ruf and Porsche Facility

New and Pre-Owned Ruf and Porsche Vehicles

High-Performance Conversions for

Porsche 911s, 911 Turbos, Boxsters, and Cayennes

Ruf Performance Parts and Accessories

OEM Porsche Parts Available

Trade-Ins Welcome



United States

Ruf Auto Centre
3219 Commander
Dallas, TX 75006
214-269-1570
www.rufautocentre.com

Germany

Ruf Automobile, GmbH
Mindelheimer Stasse 21
Pfaffenhausen, D-87772
011 49 8265 911 911
www.ruf-automobile.de

GT3 European Delivery



for that rest of the day you could not wipe the smile off my face. For that day I was The Man!

Our tour through the Alps was spectacular. Every turn rewarded breathtaking views. We covered some serious mountain passes throughout Austria and Italy. Though I could not lay on the gas too much just yet, the GT3 just gobbled up all that I threw at it. What an area for a sports car to be broken in. We had a lot of fun downshifting through the tunnels, letting the sound of the exhaust echo off the walls. We departed the Alps to make a short visit to Neuschwanstein and Rothenburg ob der Tauber.

A little side note: Caren named the GT3 Marsha. She says since it is white it

reminds her of a marshmallow. I think I can live with this, as now I can say I go to track events with another woman. If you need to have a mistress in your life to show off to your track buddies, Marsha fits the bill!

Now it was time to let Marsha show us what she's got. We plugged our next stop into the GPS, Nürburg, Germany. We arrived at the Nürburgring Nordschleife on a Saturday during a public session, which means if you have a road-worthy car, you can pay a fee and go out on the course. We had to wait a short time, as the track was temporarily closed due to an accident. Caren and I looked at each other wide-eyed, wondering what we were getting ourselves into. The parking

lot was full of everything from a Lamborghini to motorcycles to a station wagon. Were we really going to share the track with so many different types of vehicles and come out unscathed?

We went to the ticket booth and bought our ring card to get onto the track. We had the option to buy packages of 1, 4, 12, 25 laps or a yearly pass. We did our first lap and I quickly realized why this track had earned its reputation. It had so many turns; some that can get you into trouble quickly. On top of all that, there are huge elevation changes over the whole course. The low and high points on the course are a 1000 feet elevation difference. Add the final ingredient of its length: 13 miles and some 160 turns, and you get a world-renowned course that will challenge the best. We got several laps in and called it a day.

It is amazing just how intimidating the Ring is for your first several laps. Most courses are anywhere from 12 to 25 turns and are usually no more than 4 miles. This course is just so interactive, not giving you much of a chance to rest during the 160 left and right turns.

The next morning I drove Caren back to the airport. I would be in Germany for the next 10 days with Marsha all to myself. I made a beeline back to the Ring to enjoy some more public track time. It is like an addiction, the track is just so challenging



GT3 European Delivery



More of Michael's 2010 GT3 on the 'Ring.
Michael hit 201 MPH while on the Autobahn.

that it sucked me in. I spent the next several days trying to tame the beast.

On Monday I had a "training day" at the Ring with RSR Nürburg. This consisted of lead/follow in the morning followed by open track time in the afternoon. I made special arrangements in the afternoon for three hours of instruction from Sabine Schmitz. Sabine is a race car driver and well known at the Nürburgring. She grew up a few miles from the track and her parents are the owners of Am Tiergarten, a hotel/restaurant in Nürburg. Sabine is the record holder on the Nordschleife for cars without supercharged engines. You also may have seen her on the BBC show Top Gear. Having her as my instructor was a great learning experience. We started out with her instructing and me driving. At one point she drove my car. In the beginning I was about to tell her to slow down as this was my new car. It is not that she was out of control, but she is just so fast around the Ring. I quickly took a big breath, put my panic aside, and brought out the fun factor to enjoy the ride.

Sabine is just so enjoyable to go around the Ring with. The obvious thing about her is that she is quite famous for knowing how to get around the Ring. What you get in person, in addition to the fame, is the fun she adds to the experi-



ence. Sabine nicknamed me "Gap" during our day together because I was leaving too much space on my tracking out of turns. She kept insisting that since I paid for the entire track, I should use it. She would knock on my helmet every time I didn't track out all the way and yell "Hello? Anybody home?" It was a fun learning experience. I can still hear her yelling with enthusiasm in her German accent, "POWEEEEEEHR!" as I stepped on the gas. This whole experience with her was definitely a highlight of the trip. At the end of our time together, I asked Sabine to sign the inside of the front hood of the GT3. She laughed when I asked her and said that I could sell the car on ebay, now that it has her signature.

After my time at the Nürburgring, I headed to Manthey Racing in Nürburg, which has for four consecutive years, won the 24-hour Nordschleife race. While the car was getting an oil change, the service manager said that he would check the brakes as well. What I didn't realize until later, was that they really wanted to check out the center-lock wheels along with these items, as this was the first 2010 GT3 they had seen in their shop. With the car on the lift, all of a sudden, just about everybody in the shop is crawling around the car to see what was different from the first generation 997 GT3. They were most

GT3 European Delivery



inquisitive about the new center-lock system, and they wanted to see exactly how Porsche developed this new system. My benefit was receiving complete instruction from them on how it worked. It gave me a sense of pride that such a well-known shop as Manthey Racing, with their winning reputation, was so interested in something I owned. Everyone from the shop was exceptional and it was great to see so many people enthusiastic about my GT3.

My next adventure was to explore the Black Forest region of Germany. On my way down, I made a stop at Hockenheimring. As I approached the track, my game plan was to see how far I could drive into the paddock before someone stopped me. As I came near the first gate, I received a hurried wave. The second gate was not going to be so easy. Some guy stopped me and started speaking German. I had no idea what he was saying and returned a dumbfounded look. He looked over my car again and said this time in English, "Numbers?" I actually left a sticker with numbers from my previous track event at the Ring on my back window. I just pointed at that and he was satisfied. As luck had it, there was some kind of Porsche event that day, and driving a GT3 camouflaged me enough to get into the paddock. I explored all the fine vehicles.

More luck—they were having a parade lap during lunch, and I was able to get a view of the track at a slow pace. Afterward, continuing on to the Black Forest Region afforded numerous scenic and curvaceous roads that begged for more from the GT3.

The trip to the Black Forest offered a wonderful highlight - top speed. My search needed certain conditions to exist. I needed a dry day with no wind on a three-lane flat section of Autobahn at least five miles long. The best time to try this is early on a Saturday or Sunday morning with minimal traffic provided you have driven the section several times to be very familiar with it. I was advised of a section of Autobahn that was safe, that is, if hitting 201 mph is safe (although I am going to assume this was a slight overestimate on the part of the speedometer). It was quite an experience to hit 201 mph and the car felt very capable and stable the entire time. The improved down force kept the car well planted. Reaching this kind of top speed is a story in itself; but the short version is that there was still about 500 rpm left on the table. I could not get a chance safely to use up the rest of the rpms, because of increased traffic.

My next adventure was to return to the Porsche factory in Stuttgart, in search of autographs for my GT3. When Louis

had delivered the car to me, I asked him to sign inside the front hood. Several days later, I thought how great it would be to have some of the factory workers sign also. Upon returning to the factory, I went to the delivery department to ask their help, and was overwhelmed with their response. The factory workers were delighted that I asked them to sign the car, and some mentioned they have never been asked to do so before.

My next move was back to the Ring. It is a Mecca for a track junkie armed with a GT3. I did some more public track time and the next day was an open pit lane event with RMA, a British track day organizing company. The paddock filled up with some of the finest machinery from all over the world. One special car was a Ferrari 288 GTO Evoluzione, one of five ever produced. The weather turned out to be fantastic. I had another session with Sabine and we continued to work on refining my lines. By the end of the day, I felt very comfortable on the Ring and Sabine commented that she may have to replace my nickname of "Gap" with something else, as my lines were improving.

The Nürburgring is just an amazing place and will guarantee interesting experiences. There are some rules, but this is a far cry from a PCA Driver Ed event. Since anybody can go out on the course, you

GT3 European Delivery

can have a minivan going around a turn with a GT3 in hot pursuit. There is no helmet requirement, but do make sure your car is road-worthy as this course is basically a toll road that any road-worthy car can drive on. During my stay at the Ring, I saw many unique happenings like a BMW Ring Taxi drifting around turns, a motorcycle leaning through a turn with sparks flying from somewhere. I saw cars spin off course right in front of me, and even saw a GT3 RS wedged with a BMW against a guard rail. I passed a tour bus and a motor home going. It was quite an experience as I come from a culture of Porsche Club of America events, where you are protected from people of different abilities while out on the track. Not here, where it was basically a free for all. It truly was the Wild West of track experiences.

Most alluring to me about the Ring was that it was just so challenging. Many say that it can take at least 50 laps to get the rhythm of the course. My first several laps were all damage control, trying to figure out which were the dangerous turns. Then, by about 15 to 20 laps, I started to gain some familiarity with sections, and then linked these sections in the next 20 or so laps. By the end of my 70 to 80 laps, I was able to pass through the mystique of just being at the Ring to actually ripping through it at a swift pace. Conquering this difficult challenge with confidence was truly a highlight of the trip for me.

Next I headed for my final adventure, Circuit de Spa Francorchamps in Belgium with RMA again. The course is very fast and challenging. There was more serious metal here, including a Carrera GT and a Porsche 959. During a track walk in the morning, I got in with a caravan of cars and stopped at various turns to discuss strategy and safety. The one noteworthy turn is Eau Rouge. I was told that this turn eats the most 911s in the world. Fortunately, I was not on the menu. Basically, the turn goes like this: fast uphill right-hander, blind crest that makes the front end light on grip for the immediate lefthander. The rest of the circuit was spectacular as it flowed very well.

My next stop was not quite as rewarding. I had to head back to Stuttgart to return Marsha for her trip to her new home in the States. Fortunately, we found some



desolate Autobahn sections on the way to make us forget our sorrows. The pavement sure does go by quickly at 150+ mph. On this drive I knew back home I would not be able to duplicate this driving style on the highways and tried to relish every minute of it.

The entire trip covered 18 days, 4085 miles, four countries and 339 gallons of gas. A trip to the Porsche Factory, the new Museum, Spa and the Nürburgring are all wonderful destinations for any Porsche enthusiast. The addition of European Delivery of my new GT3 just brought the whole experience to the next level. As this

trip proved to me, Germany offers many exciting and memorable experiences for a GT3, like the Autobahn and the Nürburgring. What a great place to start a relationship with such a wonderful car.

This trip was definitely a trip of a lifetime for me. I cannot say enough about the performance of the car. It exceeded all my expectations. Throughout the trip, the lyrics of the song "Steve McQueen" kept popping up in my head. "I've gotta fly, like Steve McQueen. All I need's a fast machine and I'm gonna make it allright. Like Steve McQueen, underneath your radar screen. You'll never catch me tonight." **AA**



GT3 European Delivery



Michael Yura doing some fast laps at SPA in his 2010 GT3.



GT3 European Delivery



GT3 European Delivery



More of Michael's 2010 GT3 on the 'Ring.

2009 24 Hour of LeMans

Porsche RS Spyder Wins LeMans For Second Year

By: Kevin Sims
Photos By: Porsche Press



Sarthe, France - The Porsche RS Spyder continued its winning ways in the 2009 LMP2 class. The Essex customer team breezed to a 15 lap victory. In addition, the Essex car driven by Casper Elgaard, Emmanuel Collard, and Kristian Poulsen captured the event's "Michelin Green X Challenge" award as being the most energy efficient contestant.

"After claiming a second last year, we are absolutely over the moon with our victory this year," exclaimed Casper Elgaard, "This is a huge success for our Danish team, which only began competing in long distance racing last year."

The Essex team conceded that the key to success was the RS Spyder itself.

"We didn't have the slightest technical problem and turned fast laps" admitted factory works driver Emmanuel Collard.

The Essex RS Spyder never relented and only made a single unscheduled pit stop throughout the duration of the 24 hours. The stop was the result of a 'love tap' between it and the other RS Spyder operated by the NAVI Team GOH. The two Porsches running closely together



2009 24 Hours of LeMans

touched after sliding on an oil patch near the first Hunaudières chicane. It required replacement body parts for both cars.

It appeared during most of the race Porsche would enjoy a 1-2 finish as the RS Spyder of NAVI Team GOH kept a consistent second place. Luck, however, was not a member of their pit crew. With an hour remaining and a ten lap advantage over the third place LMP2 machine, they encountered another oil patch while entering the Hunaudières chicane with a more disastrous outcome. The abrupt spin under braking launched the NAVI RS Spyder into the barriers and ended their day.

"I had no chance. Two wheels hit the oil that I couldn't see," explained a disappointed Seiji Ara, "I'm pleased that the RS Spyder wasn't only fast, but safe."

Fortunately, the only injury to the NAVI driver was a bruised ego and a stinging sense of dissatisfaction.

In a rare display of German automotive comradeship, Porsche works drivers Timo Bernhard and Romain Dumas ran in LMP1 piloting the new Audi R15 TDI.

Although it would be Peugeot who took overall LeMans glory, the Porsche



pair put up a strong fight. A technical problem with the R15 during the evening required a repair lasting several hours. It meant that a respectable finish was not in the works. Facing tough odds, they moved their turbo-diesel powered Audi up from flat last to an 18th overall finish.

"It hurts to be out of contention for the overall victory so early on," lamented Bernhard, "Still, it was great fun. The Audi crew made us feel very welcome."

Two 911 GT3 RSRs had qualified in the first two GT2 spots. However, it would be Ferrari who prescribed Porsche a humility pill by winning the class. The race would end for factory works drivers Lieb, Lietz, and Henzler after only two hours. Their GT3 RSR engine stalled due to a fuel problem and would not again start.

Flying Lizard, from a pole sitting position, ended their LeMans early on Sunday morning with a collision. The IMSA Performance Matmut team solidly ran in third for two-thirds of the race, but succumbed to a transmission issue quelling their hopes for a promising result. **AA**



ALMS 2009 Porsche News

Porsche GT2 Championship Clinched

By: Kevin Sims

Photo By: Bob Chapman, Autosport Image

Braselton, GA – Porsche gained enough points to claim the 2009 ALMS GT2 class championship in a Petit LeMans race that was shortened by half due to torrential rain. The stormy Georgian skies allowed enough time for Wolf Henzler and Dirk Werner to pilot

their #87 Farnbacher Loles GT3 RSR to a third place position before the competition was red flagged.

“We really couldn’t compete under these conditions,” commented Wolf Henzler, whose Farnbacher Loles team led the race early on several times. “But we are

happy with our podium result and that we were able to contribute to Porsche winning the title with our performance.”

Joerg Bergmeister and Partrick Long, the drivers of the #45 Flying Lizard GT3 RSR, will have to wait until the final race of the ALMS schedule in Laguna Seca to capture the GT2 drivers’ championship. A pit stop for a tire change moments before the red flag was thrown caused them to drop from 3rd to 5th place. As a result, they didn’t earn enough points to grasp the driver’s crown.

“We would have preferred to secure the championship here,” admits title defender Joerg Bergmeister, “It would have been hard to catch the leading Ferrari, but still the red flag came out at exactly the wrong time for us.”

In LMP2, the Porsche RS Spyder continued its return to ALMS racing. The Muscle Milk team finished 3rd in class after only three starts this season. **AA**



ALMS Class Changes for 2010

By: Kevin Sims

Photos By: Bob Chapman, Autosport Image

In an effort to adapt the American LeMans Series to the world’s economic situation, the 2010 season will see a restructured class configuration. There will continue to be four classes in the series. The current LMP1 and LMP2 classes will be combined into a single

class called the LMP. In a new class, the LMP Challenge will be created with standardized ORECA-Courage FLM09 frames to reduce costs. The goal is to make LeMans prototype racing more accessible to teams with lighter budgets.

The current GT2 class will remain

unchanged from 2009, but will receive a name change to GT. The GT Challenge class, initiated earlier this year, will feature a wider array of 911 GT3 Cup models provided by Porsche Motorsports.

“We have all been affected by the current economic situation, but these challenges have given us the opportunity to re-emphasis what continues to set us apart as a motorsports marketing platform.” proclaimed ALMS President and CEO Scott Atherton. He points out that the ALMS is the only motorsport series recognized by the US Dept. of Energy and SAE International as meeting the protocols for green racing.

In addition, Atherton commented that for 2010 there are new factory backed and top-level independent teams thus showing the growth potential of the ALMS. **AA**



Grand Am 2009 Porsche News

Round 6: From Last to First Place at Mid-Ohio

By: Rebecca Hoying
Photos By: Porsche Press



Lexington, OH – Farnbacher-Loles' GT3 Cup entry, # 87, driven by Leh Keen and Dirk Werner came from a frustrating dead last starting position to win top GT podium glory. Keen had shattered the track's GT qualifying record, but was sent to the field's rear as his car failed a ride height tech inspection.

"That was our goal - winning the race after starting last", admitted Keen, "but we would have been happy with a podium finish protecting our points lead."

Despite the misfortune, he skillfully cut his way through the pack reaching 5th by lap 13. Keen furthered his racing gusto by capturing 1st place on lap 38.

Amazingly, he had to overcome a 'stop and go' penalty for an improper pit exit during his ascension. Keen kept the pack mindfully in his rearview mirror until he handed off to his teammate. Dirk Werner drove the last 43 laps to victory lane.

"It was very easy for me to bring it home. Keen did a great job bringing the car to the front," said Werner.

This is the second straight victory for Keen and Werner. As a result, they are in the lead for the GT Driver's point race going into the Brumos Porsche 250. Additionally, their efforts secured Porsche as the leader in the manufacturer's GT point race.

In the DP class, Porsche rallied late to take 4th, 5th, and 10th places. Their DP performance displayed a competitive improvement showing that they could overcome obstacles created by a rule change limiting DP engine RPM levels. **AA**

Round 7: Daytona Fireworks & Podium Glory

By: Rebecca Hoying
Photos By: Porsche Press



Daytona Beach, FL - Farnbacher Loles and TRG had a July 4th fireworks display of their own by flashing GT Class podium brilliance. Despite a bold attempt by Mazda's Sylvain Tremblay in the closing laps, Farnbacher Loles captured their 3rd straight win and 4th win of the season.

"I knew Sylvain was trying to make his

attack by the end of the race and his car was pretty good," said Werner, "However, the guy behind you has to find a way to pass."

Tremblay overshot a corner while attempting a pass late in the race thus ensuring the victory for the #87 Farnbacher-Loles car. Justin Marks and Andy Lally of TRG #67 finished with a GT Class 3rd place spot. It launched them up 2 notch-

es to a 4th position in the point standings. TRG's teammate Spencer Pumpelly gained enough points in the race to tie him with Eric Lux of Farnbacher Loles for the 3rd place Driver's GT position.

On the DP front, the rule change limiting engine RPMs was lifted but not in time to allow Porsche teams to make significant alterations. In spite of such challenges, Porsche-powered teams fought with gallantry to regain podium magic; however, it was not to be. JC France and Joao Barbosa of Brumos Porsche Riley #59 fielded the best result with a hard campaigned 8th place.

Penske Porsche Riley #12 overcame a cockpit fire to claim an overall 11th place finish maintaining a 4th place driver standings position going into the Porsche 250 event. **AA**

Birmingham, AL - Valiant efforts from Dirk Werner and Leh Keen of Farnbacher Loles at Barber Motorsports Park were not enough to extend their team's four race winning streak. Starting from the GT pole position, Keen led for the first 11 laps before falling back.

"Of course we had expected more after starting from pole position, but we simply weren't fast enough over the distance," said Dirk Werner, "We experienced some problems with the rear tire which clearly deteriorated after five, six laps. With this in mind, we are satisfied with our result."

Werner and Keen finished in 5th in GT, thus not losing position in the title fight.

In the DP class, Porsche racing was befuddled with misfortune. David Donohue and Darren Law of Brumos Racing were robbed of a podium finish when a competitor made firm rear contact on lap 37. The incident forced them to pit for repairs. Brumos #58 finished the race in 10th place.

Romain Dumas and Timo Bernhard of Penske Racing had the worst



luck. The Penske #12 car experienced an accident during practice that heavily damaged the car and injured Dumas.

The Penske pit crew pulled an all-nighter and resurrected the car just in time for qualifying. During the race on lap 11, their misfortune continued as an off-track

excursion to avoid a collision damaged their car and any hope of a decent finish.

The Spirit of Daytona Team, running a Cayenne-based V8 powered Coyote, ran a relatively uneventful run and finished in 4th position as the top Porsche - impressive since they receive no factory support. **AA**

Round 9: Victory Within Reach at Watkins Glen

By: Mark Ruffin
Photos By: Jackie Buys



Watkins Glen, NY - The #87 Farnbacher Loles driven by Dirk Werner and Leh Keen came within 0.774 seconds of claiming their 5th GT victory as the car crossed the checkered flag in second place in class at Watkins Glen. With

three races remaining in the Grand Am schedule, Werner and Keen have earned a 31 point advantage in the GT points.

"Our tactic worked perfectly. We didn't have a single problem with our car and in the championship we were

able to pull further away from our opponents," said Dirk Werner. "That's a huge compliment to Leh. As another car spun in front of him, he reacted brilliantly to avoid a collision, and saved us points."

Brumos Porsche yielded the event's best Porsche showing in DP. David Donahue and Darren Law in #58 Brumos completed the second Glen race of the season in a healthy 6th place. Their teammates in #59 Brumos, Joao Barbosa and JC France, followed close behind in 8th place.

"That was a tough race for us. For a time it looked as if we weren't going to do so well," lamented David Donahue, "But then we were able to use several situations to our advantage. We remain optimistic for the rest of the season."

Timo Bernard and Romain Dumas in #12 Penske completed in a disheartened 13th position after a right, front tire erupted from off the rim with only 6 minutes remaining. The required pit stop proved too severe a blow to recover from with so little time. **AA**



Montreal, QC – Penske Porsche Riley with Porsche works drivers Timo Bernhard and Romain Dumas earned a second place podium spot, their highest of the season. They did so by adapting to ever changing rain conditions.

The dark and dreary weather ‘dazed and confused’ every Rolex team on the field. Teams were unable to stick to a race strategy and tire decision gambles proved to be the race’s most critical determinant. “That was a good day for us. We’ve

waited a long time for this. We had the chance to win today and that’s a great feeling for the entire team,” said Romain Dumas. Timo Bernhard added: “It’s wonderful to climb to the podium again. The constantly changing conditions messed up our strategy somewhat otherwise victory would have been possible. But still, we were very strong and that gives us confidence.”

The race commenced under a light drizzle that quickly turned to dry skies after only several laps. Penske seized the opportunity by being the first team to come in for non-grooved slicks. By lap 8, Penske took the lead. Revisiting rain changed their fortunes as they forwent the lead to switch ‘footwear’ back to wet tires. As the track dried, Penske slipped back into the lead. The decision, at this point, to go back to slicks cost Penske the victory as indecisive skies trickled droplets once more before the race’s end. Despite leading for 38 laps, Penske felt the sting of an eluded win with second place serving as a pain killer. **AA**

Round 11: Collision In Utah Delays Title

By: Kevin Sims
Photos By: Porsche Press



Salt Lake City, UT - Porsche extended their points lead within GT at Miller Motorsports Park in a drama filled battle that left egos and fenders bruised. Dirk Werner and Leh Keen of #87 Farnbacher Loles led in GT

toward the race’s end. They were unable to seal the deal as a collision with a Pontiac GXP.R was the result from the two fighting for the line at a curve’s apex. “I had the chance to secure the title for us. In the situation that led to the

collision it would have been better to have backed off,” admitted Dirk Werner.

The Pontiac retired and #87 had to complete a lap with a damaged left front wheel, which required a pitstop. The #87 car finished in 6th place within GT. Luckily, the TRG Porsche driven by Andy Lally and Scott Schroeder was in position to secure 2nd place giving Porsche needed points.

A mistake once again held back #12 Penske driven by Timo Bernhard and Romain Dumas from greater glory. They led the race from lap 17 to 30 with Bernhard driving. While making the switch to Dumas the incident occurred.

“We lost a few seconds changing drivers because I had problems unplugging the radio cable on my helmet,” explained Bernhard.

With Roger in attendance, the Penske team finished 4th instead of earning a podium spot.

“The mishap in the pits cost us needed time. Due to the late caution phase we weren’t able to make up that time,” admitted Dumas. **AA**

Brumos Porsche Racing

Revealed and Exposed

By: Kevin Sims
Photos By: John Squire, Ken Michalzuk, David Roddy, Porsche Press



Pressure in a paddock garage prior to a qualifying session can be felt as it can be seen. Faces that were once light and jovial during practice sessions are straight and stern. Talk between crew members is generally short and to the point. Some may describe the atmosphere as a team being in the 'zone', but it's much more than a melding of mental focus. It's a bit similar to standing at the altar waiting for your bride. The significance of what your about to do is immensely apparent. A team's blood, sweat and passion up to that moment are about to be tested and recorded. A sense of finality is in the air.

Such was the case at the Brumos

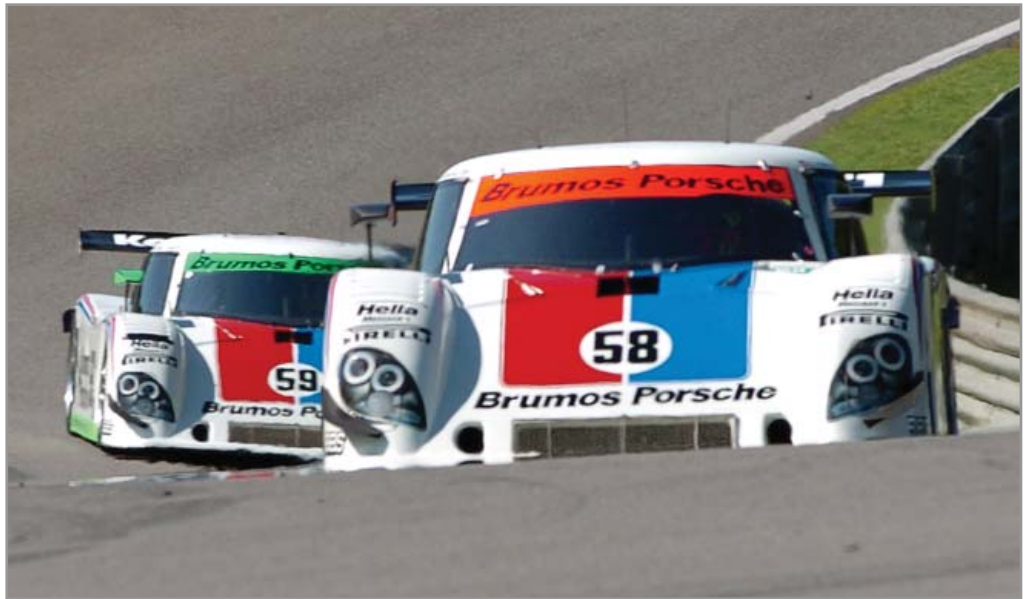
Brumos Porsche Racing

Porsche Racing garage at Barber Motorsports Park in Birmingham, Alabama prior to qualifying. We were in attendance to witness the Brumos racing process. Several weeks prior, we spent time with the team at their new race shop in Denver, North Carolina. Since professional racing is usually a sheltered community, we were pleased to be invited by Brumos for a glimpse into the 'candy factory'.

Brumos Porsche Racing needs no introduction as their commitment to Porsche Motorsports over the past 40 years is unparalleled by any other American team. They have won the 24 hours of Daytona five times over the past four decades with their most recent being this past January. They have raced Porsche 917s to 935s to 962s. These days they participate in the Rolex series in Grand-Am and race two Riley-Porsche Daytona Prototype cars. The 2009 season has been one of soaring triumphs and humbling disappointments. Through it all, Brumos has been true to their coveted founding principle to never give up. Their garage that qualifying day in Alabama was brimming with such mutual determination. We discovered Brumos sports car racing is a family affair with each member a valued sibling.

We were honored to interview two people within the team that personify the Brumos attitude toward racing: Michael Colucci, the team's Technical Director, and David Donohue, the son of famed Mark Donohue and a driver of Brumos #58. Both Michael and David owe their racing careers in large part to Bob Snodgrass, the President of Brumos who passed in 2007 and served as team father figure since 1980. Bob's presence is still felt and remains a guiding light for the team's direction. Michael began with Brumos in 1973 and left in late 1980. He returned in 2004 to operate the Brumos DP program. He was a childhood friend of Bob's and regards coming back as a homecoming. David, who had been racing for decades, came to Brumos in 2004 and has remained. We are pleased to have a conversation with Michael and David about Brumos Racing.

>> What is unique about Brumos compared to other racing organizations?



Top: The Brumos Duo at Barber Motorsports Park. Bottom: Brumos shop in Denver, NC.



Michael Colucci - Brumos from the beginning has been one big family. Even in the days when I raced for Peter Gregg. He once told me that one of his proudest accomplishments was being able to provide a secure place to work. Brumos was a safe haven for sports car racers to grow as professionals. He was proud to be able to offer his people health insurance. Not many teams did at that time. It was a priority for him. The Brumos commitment to their people is why they have been racing for 40 years. They have always been about establishing long-term relationships, whether with a manufacturer such

as Porsche or with their drivers and crew. Believe me - this attitude is quite rare in racing.

David Donohue - Brumos has had such an incredible sports car racing heritage. They build equity by picking the right product, the right people, and sticking with them. For instance, they have had little driver turnover during their history. Brumos Racing is about ties. Hurley Haywood is still around. Heck, Michael Colucci played Little League with Bob when he was eleven. It's hard to find such a tight group as Brumos in racing. We are a family.



Top: The pits at Daytona International Speedway during the Rolex 24 Hour race. Bottom: Michael Colucci, the technical director of Brumos Racing.



>> How has the Brumos philosophy changed over the years?

MC - I would break down Brumos into 3 eras. When I first worked with Brumos from '75 to '80 we operated under the Peter Gregg philosophy of racing. Peter was the consummate competitor. He was tough and had no problem telling you what he thought even if it was harsh. He could insult people in just a few words. People who didn't know him didn't like him. However, the guys who worked for him all had an understanding. We were all from the military as Peter had been, so maybe that's why we got him. He had been in Naval Intelligence. We all understood military discipline and got along. But let's not forget, Peter was a brilliant race driver and a great tactician. He was absolutely ruthless in all dealings with others. You either did it Peter's way or you just got run over. When Peter died in December of 1980, Bob Snodgrass was put in charge of Brumos Racing. He was a dealership man. Bob placed greater stock in friendships and relationships than Peter. Bob was a social animal, so consequently his actions in racing were more devoted to public relations. Bob's main focus was promoting Brumos the dealership. I'll give you an example of

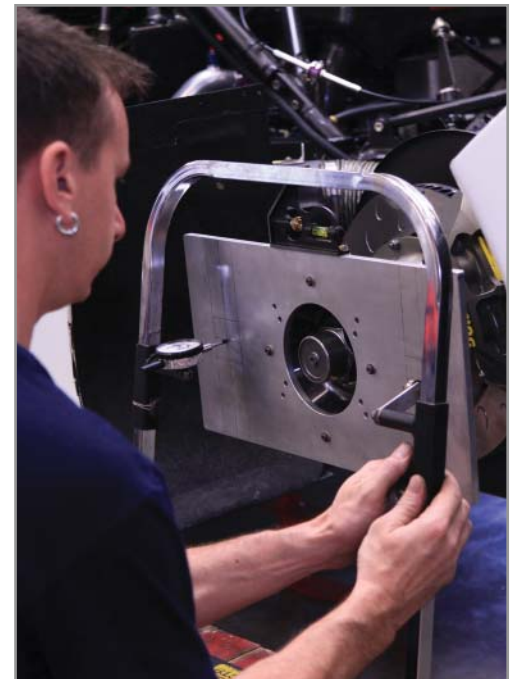
Brumos Porsche Racing



their different philosophies. When Peter was running things the race shop was in a totally undisclosed location with no signage. It was 6 miles or so away from the dealership and on the other side of town. People were discouraged at all costs to go there whether if they were a customer or employee. Access to the race shop by anyone other than those who worked there was forbidden. I asked Peter once why this was. He told me, "If people saw how much I'm spending on racing, they may not want to pay full price on my cars.

Honestly I don't want people seeing what I'm doing." For Peter, only racing success would elevate the Brumos dealership name. On the other hand, Bob used racing as a social tool for customers and people to bond with the Brumos Racing experience. Bob moved the race shop to the dealership to help create the association. Sales people used to bring prospective customers through the shop. It was a totally different approach. Also, it took Bob some time to come around on the professional aspects of racing. Peter had run the

racing operations. He was the engineer, manager, and driver. Bob had to learn a lot very quickly and relied more on other people. Now, with Dan Davis, the philosophy is more like Peter's. We moved our operations to NC and don't open the shop to people. But in other ways it is a unique philosophy. Since 2004, the racing program has been in the hands of people outside the dealership. Michael Colucci Racing, my company, runs the daily operations. It affords us the autonomy to do things quickly. This process started under



Pricez So Low They're Zimpressive

www.allzim.com • www.zimsautotechnik.com

NEW FROM ZIMS

914 Outer Door Handles	129.95
911/930 Clear Front T/S Lense Pair	21.10
911/912 Frt. T/S Housing(w/ harness)	99.95
72-73 911 Door Mirror(chrome)	94.95
72-73 911 Door Mirror(black)	84.95
74-77 911 Door Mirror(chrome or black)	84.95
356 Turn Signal Switches	
356 A	599.95
356 B/C (Repro)	515.00
Reproduction 356 Luggage Racks	
Leitz Style	439.95
Ruetter Style from	349.95

www.allzim.com

CHEMICALS

REDLINE WATER WETTER	9.95
SWEPCO 201 GEAR LUBE gal.	44.95
SWEPCO 203 GEAR LUBE gal.	49.95
SWEPCO 212 GEAR LUBE gal.	53.95
LOCTITE 574 CASE SEALER	29.95
ATEGOLD	12.95
ATEBLUE	12.99
BG 44K FUEL ADDITIVE	21.95



944 SPECIALS

Complete 6 pc. kit includes all belts & rollers Early, to 86 w/ early water pump	144.00
Late, to 86 w/ late water pump	156.00
Very late, 944 87 on, 8v	SPECIAL 170.00
944S, 16v, 7 pcs.	SPECIAL 249.00
968 6 pcs.	SPECIAL 215.00
CAM, BAL, CRANK SHAFT SEAL KIT	55.00
Above kit w/ races and hardware	85.00
944 Cambelt 8v	SPECIAL 10.50
944 Cambelt 16v/968	SPECIAL 34.95



FINE LEATHER PRODUCTS	
Steering Wheel Covers	36.50
Shift Boots 944/928	40.95

COLLECTIBLES

GENUINE PORSCHE COLLECTIBLES	
Genuine Porsche Crest Fob	19.95
Crest Tire Valve Caps	19.95
Tire Pressure Gauge	32.95
Boxster Key Ring	24.95
Porsche Design Caps	from 21.50

CAR CARE

Zymol Carbon Wax	49.00
Zymol HD Cleanse/Auto Bathe	26.00
Zymol Applicators 3-pack	6.00
Mothers Leather Cleaner	8.95
Mothers Leather Conditioner	8.95
Mothers Carnauba Cleaner Wax	7.95
Mothers Mag Polish	5.95
Stoner Tire Shine	5.95
Stoner Trim Shine	5.95
Spraycover, Tire Detailing Tool	7.95
"Save Immeasurable time detailing your tires."	

SAME DAY SHIPPING

1-800-356-2964
FAX 817-545-2002



AUTOTECHNIK PORSCHE SPECIALISTS

BRAD **PENN** **GRADE 1**

PENN **Racing Oil**
"The Green Oil"®

With zinc dialkyldithiophosphate a.k.a. ZDDP

FEATURED ZIMS PARTZ EXCLUSIVEZ

911 REAL GOLD AC KIT

Kit includes fan, condensor, hoses, fittings, brackets, hardware, relay, wiring, and installation instructions.

TEXAS TESTED 40 DEGREE VENT TEMPS WITH R134A

SPECIAL SUMMER PRICING! **\$599.00** **FITS 911/930 78-89 & EARLIER MODELS**
LIMITED TIME OFFER

SPARK PLUGS

BOSCH
PLATINUM + 4 \$8.95
BERU ULTRA-X \$7.50

QUADRUPLE ELECTRODE



perma tune **ELECTRONIC CD IGNITION SYSTEMS**

IN STOCK NOW!

PERTRONIX IGNITOR

"Never change points again!"

FOR 944 FANATICS

Hood Shocks	\$11.95	Rear Hatch Shocks from	\$29.95
Center Console Hinge	\$30.95	Glove Box Strap Fix Kit from	\$35.95
Shift Knob Caps	\$25.95	Throttle Response Cam	\$19.95
Cone Air Filter Kits	\$129.95	Fyrebraid Plug Wires	\$80.00
KYB Shock Kit (-85/1)	\$212.00	NEW A/C Compressors	\$339.90

- NO SURCHARGE ON CREDIT CARDS
- ONLY THE HIGHEST QUALITY PARTS
- TOLL FREE ORDER LINE

DUE TO CURRENCY FLUCTUATIONS PRICES MAY CHANGE WITHOUT NOTICE

1804 RELIANCE PARKWAY • BEDFORD, TEXAS 76021 • (817)267-4451

Zims Autotechnik is not affiliated with Porsche AG or PCNA © Registered Trademark of Dr. Ing. h.c. F. Porsche A.G.

REMAN PARTS

HIGHEST QUALITY • SOLD EXCHANGE 944

Power Steering Rack	Still ONLY 289.95
Power Steering Pump	Still ONLY 129.95
A/C Compressor up to 85/1	319.95
A/C Compressor from 85/2	329.95
Control Arms	219.95
Water Pumps N/A or Turbo	85.95
Waterpumps S2/968	95.95
Alternators	from 215.95

911

Warmup Regulators	from 169.95
Fuel Distributors	from 459.95
Fuel Pumps	from 145.95
CD Boxes	from 279.95

928

Power Steering Rack	289.95
Power Steering Pump	129.95
Water Pumps	89.95

356

Generators, 6v, 12v, <i>High Quality!</i>	from 279.95
Steering Gear Box	550.00

8mm HP SPARK PLUG WIRES

RED, YELLOW, BLUE, OR BLACK

911 to 83	119.00	944/Turbo	129.95
944S/S2	199.95	356/912	44.95
914-4 from	49.95	968	179.00

ASK US ABOUT OUR **1200° F** FRYEBRAID

SACHS CLUTCH SPECIALS

PRICES NOW TOO
LOW TO PRINT



SPECIAL SHOCK PRICES

OEM FILTERS LOWEST PRICES ANYWHERE

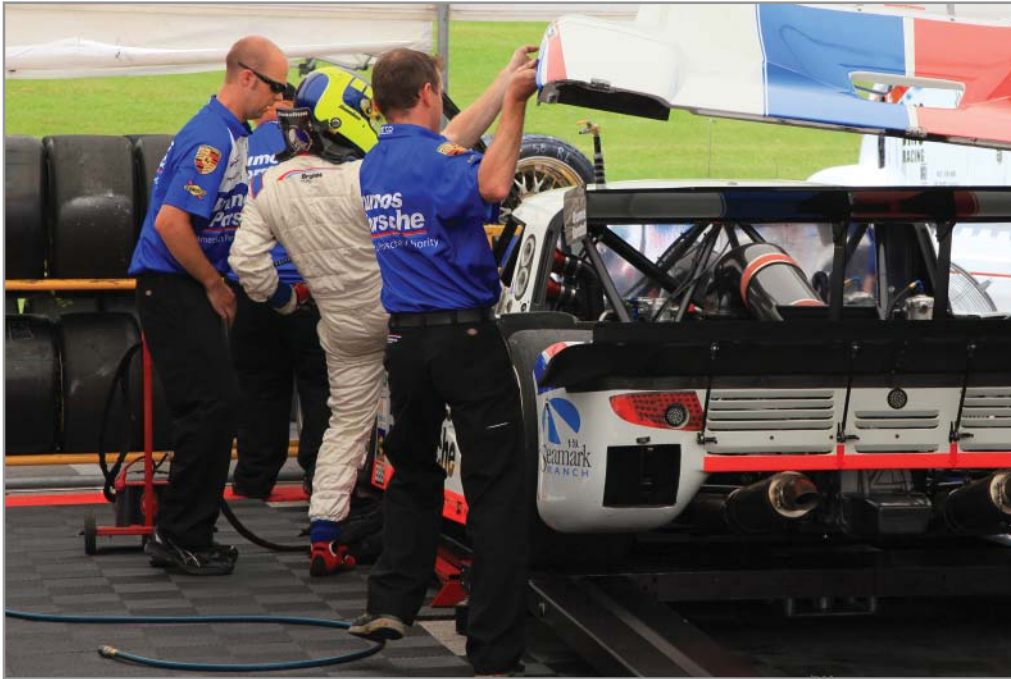
ENGINE PARTS

924S, 944 Oil cooler reseal kit	25.00
944 to 88 N/A Head gasket set	129.95
911 Valve service gskt. set	from 16.95
911 Valve cover, Turbo type	pair 70.00
944 Motor Mount, aftermarket	49.95
944 Motor Mount, OE Porsche	153.95

MUST HAVE TOOLS

Motive Products Catch Bottles	22.95
MityVac Brake Bleeder	34.95
Motive Products Power Bleeder	47.95
Carburetor Synchronometer	36.95
SOFT Lug Nut Socket	32.95
Zim Brake Piston Removal Tool	19.95





Bob, but with Dan it has expanded. We are strongly associated with the dealership, but operationally we have little to do with them. The arrangement fits the competitive nature of the Grand-Am series.

>> What are the most important disciplines in racing that bring success?

DD - One thing is to be open-minded. I never want to think of myself as knowing it all. It's part of the Bob Snodgrass principle to never look at anything in the same way. I learned from my father, through my mother, that he never wanted to be seen as a driver prostitute by jumping from one team to another. I believe loyalty goes both ways. The racing business is not stable. You have to respect that and it's something to fear. You have to learn to hedge your bets while not cutting your nose off to spite your face. For race driving, there are a lot of disciplines to follow. For one, with multiple driver teams, it's paid off for us to be open with your driving teammates. Instead of holding what you've learned tight to your chest, its best to share your knowledge to benefit all. I'm lucky to have Darren, JC, Joao, and Hurlley as teammates, as it's really an open book between all of us. The discipline of trust pays dividends over time.



>> What important steps were made in 2008 and during the off-season that led to winning the 2009 Rolex 24 Hours?

DD - We had a lot of momentum in 2008. The cars ran strong and were fast. We were robbed of success through strange failures that shouldn't happen. To name a few, we had a fuel cell malfunction one race and a rear ring and pinion gear that failed at another. As a team we were strong and just missed the opportunity to take advantage of the season. The 2008 season made us stronger. We had not realized the success we knew we deserved. It allowed us to better focus in preparing for 2009. As a two car team, we did 3800 miles of testing for the '09 Rolex 24. In all honesty, we didn't change one adjustment on either car from when they rolled off the truck. We changed a gear to adjust to the climate, but as far as set-up, balance, aero, mechanical and so forth, nothing changed. The fact that #58 and #59 finished within the same lap is a huge tribute to the team's effort. We went into the race knowing we were going to win.

>> Was there a moment in the race when it appeared the win could be lost?

DD - Our attitude was always strong. But we had an incident at 11:30 pm that damaged some bodywork and it put us down 2 or 3 laps. When the car was in the pits





I went to go look at it. Dustin, our new tire guy, saw me. As I walked away feeling down, he shouted, "Yeah, it ain't over yet. Remember what Bob Snodgrass said - never give up." This was his first race with us! His attitude was contagious and fueled my winning attitude. The team effort is what won it. In the #58 car, all four drivers had lap averages that varied by less than three tenths of a second during the whole race. I feared that I got a lot of the credit because I was lucky enough to finish the race. It was actually just my turn to drive. Any one of us could have pulled that finish off.

>> How did it feel to drive for Brumos during a Rolex 24 Hour victory?

DD - I'm so proud. It wouldn't have felt the same a few years ago as the #58 car was in Red Bull colors. It meant so much to me to win the race in Brumos colors. Bob Snodgrass was always there for me. He was the guy I called for advice even before I started racing for him. To win the race in his colors was a great source of pride. When I drove the cool down lap, I realized I was going to get a microphone in my face. I started thinking of people to thank. When I got out of the car and the

microphone came I was traumatized...I couldn't remember a thing. As a team, we won the race for the Bobs - Bob Snodgrass and Bob Carlson of Porsche Motorsports, who had recently passed away.

>> What gave Brumos Racing the edge over Penske at the Rolex 24?

MC - It's hard to comment on another team, but it being Penske's first race in the series was a big factor for them. They had a mechanical problem early which put them back. Grand-Am is so competitive within DP you can't afford to stub your toe even in a 24 hour race. When Penske won the Daytona 24 in '69, they spent hours in the pits re-welding an exhaust. You can't do that these days. If you get several laps down at the Rolex 24, your chance to win is gone. But, as we can now see, Penske came up to speed fast. For a first time effort, they are doing well. Roger is committed to racing and has the resources to invest. We are respectful of his accomplishments. As for us, we came to the Rolex 24 prepared. Two weeks after the '08 season's end we were testing for the Rolex 24. We had the car sorted, everyone trained and were ready to win.

>> How do you prepare for a race?

MC - The process starts the moment a race ends. We debrief our drivers about the race. The drivers and engineers prepare a report and submit it to me. Days after the race we do a conference call with everyone to digest all the information. During the same time, mechanics are performing normal maintenance. Jobs like oil changes, checking wheel bearings, and switch parts that are scheduled for replacement. Some procedures are dictated by time and others are by what happened during the last race. We have a head engineer for each car. They went to school for engineering. Although my title is technical director, I was schooled in hotel management, so I defer to the engineers who know numbers. They know engineering, but I have a solid practical knowledge of racing. We have engineers for each major component; like tire and shock. A large amount of information is generated that needs to be considered. Once a race plan is completed for our next race, tasks are completed on the cars and our drivers are prepared. Racing is a long process with no room for short cuts. It's either right or it's not. People work around the clock and usually on Saturdays. Racing isn't a job, it's a lifestyle. It looks glamorous on SpeedTV, but it's mostly hard work.

Brumos Porsche Racing

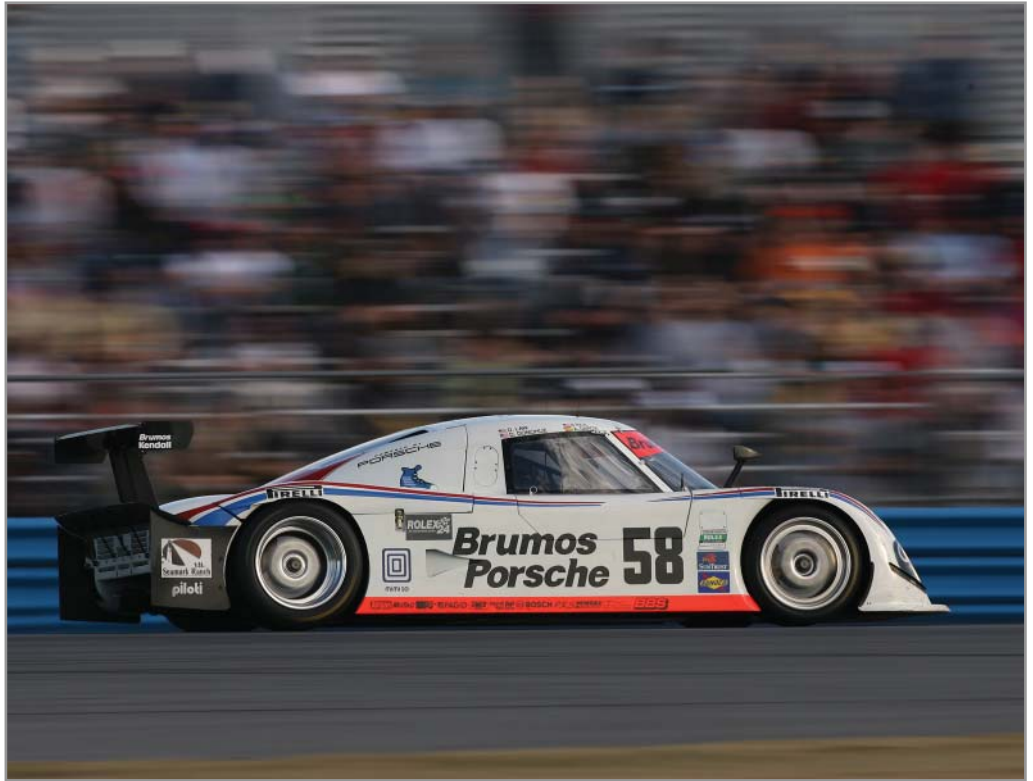
>> How do you prepare differently for a 24 hour race than you would for a 250 mile race?

MC - With an endurance race more emphasis is on replacing parts since reliability over 24 hours in race conditions is demanding. We usually get 30 hours out of an engine. For a race like Watkins Glen, if an engine has 12 hours on it we leave it alone. Since we run 2700 to 2800 miles at the Rolex 24, we make sure the engine and transmission are new. Logistically, there are more people involved.

DD - I take my diet and medical preparedness more seriously for an endurance race, but the real difference is how we stay prepared during the race. For this year, we actually had to perform at peak levels during the last hour. We're lucky, as we have a doctor. He monitors our fluid intake, blood glucose levels, cellular hydration and performs tests on us throughout the race to ensure our performance at the race's end. He brings down hyperbaric chambers to give drivers an oxygen rich environment to sleep during our breaks. It's a lot of effort, but it paid dividends this year. There are simple things you can do like keeping yourself clean and fed throughout the race. We start our recovery after the first half-hour out of the car. When I'm not driving, I don't hang around the pits. I don't really know what's happening to the car until I'm on deck to drive. It's more about resting. We always talk about being ready to race hard for the last hour, but this is the first year that it actually happened. What you really want is to be leading by 20 laps by the last hour. We experienced the worst case scenario in 2009. Racing tooth and nail to the last second in a 24 hour race is not expected, but we were ready for it. I was glad I didn't have those chili dogs I wanted during the night... it greatly helped.

>> How do you track maintenance intervals on the Porsche-Riley race cars?

MC - Every nut and bolt in these cars has a serial number and we are told by the manufacturers how many hours they should last. When we finish a race we enter the extra hours and miles of the race into the maintenance software. It tells us by serial number what needs to be replaced. It keeps a master log of every part and piece.



Top: The Brumos Porsche #58 driven by David Donohue at the Rolex 24 race. Bottom: The Overall and Third Place trophies for the 2009 Rolex 24 Hours of Daytona.



Brumos Porsche Racing

It's an amazingly sophisticated system that also manages parts inventory. In the old days, tracking maintenance logs was tedious work that consumed much time.

>> What inside you allows you to keep pushing and looking for the new creative edge to win?

MC - First of all, most of us in racing aren't driven by a desire to succeed, but mostly by a fear of failure. Reading a timing sheet that shows we are running 15th bothers me the most. That's pretty strong motivation. So if the car isn't performing, it's either a service problem or the engineers set up the car wrong. Drivers can't forget to drive from week to week. Racing is about achieving consistency at a high level of performance over a given time. Ensuring things don't go wrong is the best method to win. So, yes, I would say fear of failure is a strong motivator.

>> How do you think racing is an analogy of life?

MC - Racing offers challenges on a level that you don't see on an everyday job. Racing is never the same. When you go to a race track it's always different than the last time you raced there. Every preparation is





a little bit different than the one before it. Racing teaches you to adjust.

DD - Racing teaches you to take advantage of your success when you're experiencing it. At the same time to not take it for granted. Racing is very fragile. I'd say life is just as fragile. If there is one thing that I learned from Bob, it was the balancing act of doing the right thing at the right time. He spoke about this principle often. Even if financially it wasn't the thing to do. It's important to think of the long haul. I think my father lived his life in the same way. That's why he had so many friends and was revered so highly. Racing teaches you to live your life through your actions, not your words. I am lucky to have inherited the legacy that my father left behind; both professionally and personally.

>> What do you think of the Grand-Am Series?

MC - The Grand-Am people have learned from NASCAR on how to keep a level



playing field. In this series, no one really has an unfair technical advantage. In some sports car racing series there are teams getting favoritism from suppliers or manufacturers. Usually its factory teams with a lot of budget and commercial clout that get ahead. Some racers are happy to be in such a club, but we are not. Grand-Am is a spectator's series.

>> How do race teams survive in such hard economic times?

MC - Sports car racing doesn't have the business foundation as NASCAR. Teams in the Sprint Cup Series exist as a business through sponsorship. We get some money from sponsors, but mostly it comes out of the owner's pocket. Grand-Am wants to change this situation by making the teams self-supportive as a business. Right now it's not there. It costs a couple of million dollars a year to race a DP car in Grand-Am. That's assuming you have the car and its parts. To some individuals that's not a lot of money.

>> What has changed in Grand-Am over the last 5 years?

DD - Grand-Am seems to have been around longer than it actually has be-

cause of the current competition levels. If you look back on the first DP season, people thought we were nuts. People said the cars were slow and not attractive. It was thought that the series wouldn't fly. Sports car racing has developed a reputation over the years as not being competitive. The same dominant teams win everything. The race becomes about who is to win third or fourth place. Teams race the track and not each other. Grand-Am has changed this image. The moment the flag drops in a Grand-Am race it's a fight. Its taken years to develop, but we race door to door with competitors. I got the pole at this year's Rolex 24 by a thousandth of a second. We joke at that, but that's happened 3 or 4 times this year. When qualifying differences drop below a thousandth of a second, I don't know what they are going to do. They don't time it out to 4 digits. The competition is really that tight. To have such close racing even amazes me. Any particular team could win any race in Grand-Am.

>> What has Brumos Racing had to do to adjust to the changes in Grand-Am?

MC - Probably 15 years ago or so, the place to be was Indianapolis. Gasoline

Alley was racing in this country. If you wanted to get anything, it was located at Indy. That's no longer the case. Bill Riley opened my eyes when he did initial research on moving to NC. He told me that there were 490 race shops within 50 miles of Charlotte, NC. That's amazing to me. Bill moved his shop to the area. Crawford is also located in town. MoTech has its biggest US office in NC and let's not forget Penske. His shop for all his teams is in Mooresville. Being in NC provides many advantages. Shipping times go from a day or two to an hour and the costs goes to zero. Money once spent on shipping is spent on the car. In Jupiter, we always had problems hiring talent. No one in racing lived there. Mooresville has much talent due to the NASCAR tech school. It was the best decision and it's greatly helped in our competitiveness.

>> What advantages do you think your drivers give you?

MC - We have a broad set of drivers on our team. The experience of Hurley Haywood is irreplaceable. David brings a lot to the table. He's been driving for a long time. Like his father, he is an analytical driver and thinks like an engineer. He's



David Donohue

technically articulate and communicates to our engineers brilliantly. Plus, he has a broad understanding of any issues that the car maybe having. That's a rare combination in a driver.

>> What separates a good driver from one that's not quite at the top?

MC - First and foremost, a great driver has to be highly intelligent and possess the ability to concentrate while under extreme stress. A great driver must be disciplined and be able to perservere through the hard times. There is a lot of natural talent that can drive fast, but don't know how to take care of the car and communicate what's happening with the car to an engineer. All of these qualities are essential. The driver is the most important person on the team. But, they need to be able to grow with the other team members and learn to lead. Success or failure largely rests on their backs. A great driver needs to thrive on this fact. It's more than how fast you can drive.

>> What do manufacturers like Riley and Porsche bring to the table that others can not?

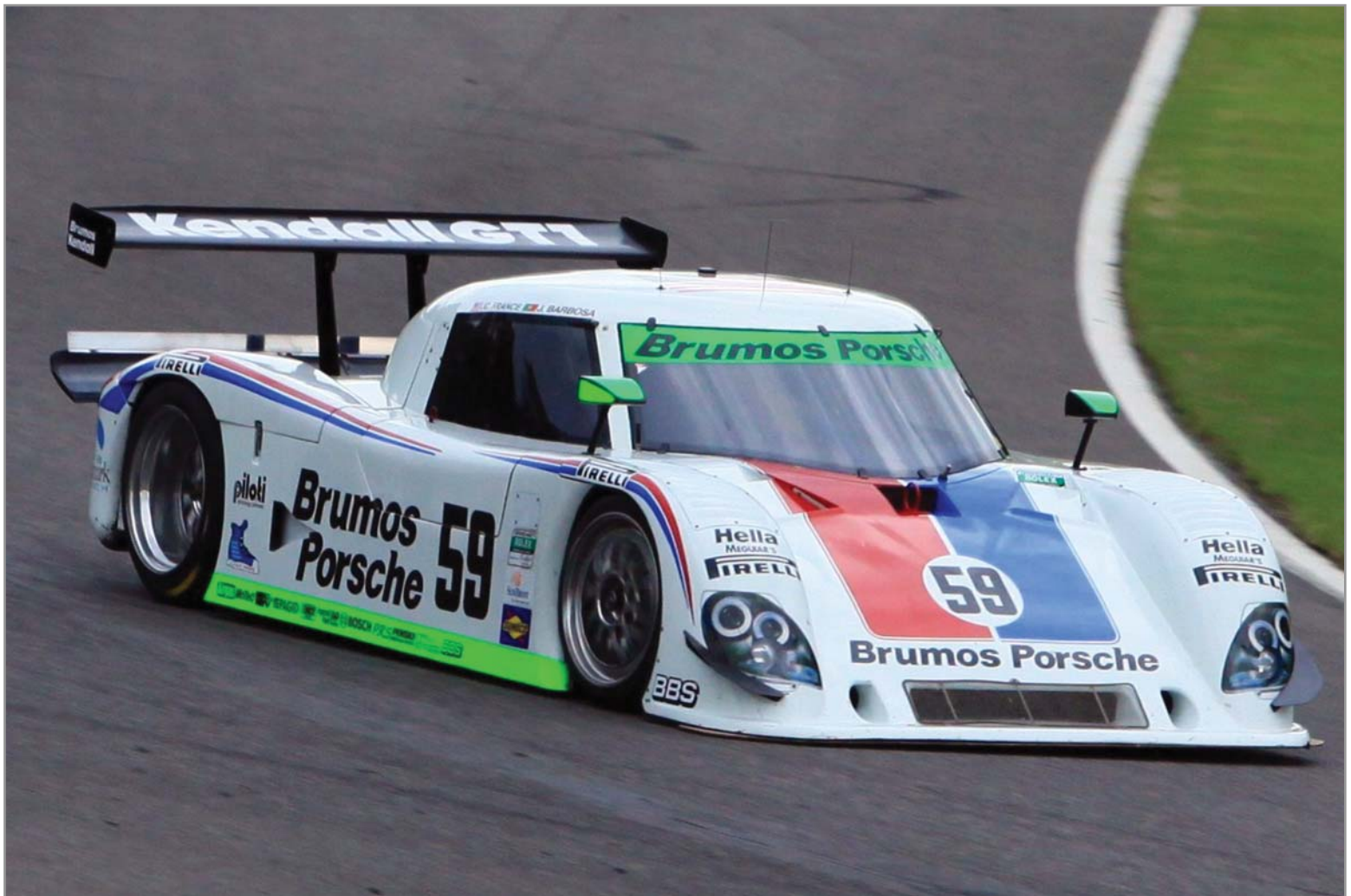
MC - They bring technical expertise that rivals really no one. Porsche, in particular, has such a vast knowledge base regarding racing because they've done it all. Brumos has been running Porsches since the RSR days. We ran 934s, 935s, 962s, and 917s with Porsche. The issue with Porsche is in getting the knowledge from them. They are not forthcoming with it. However, if you know how to ask the right question in the right way to the right person, their knowledge flows. It's all about relationships. As with Riley, they are the next best company to Porsche to buy a race car. And that is saying a lot. The major reason is Bill Riley. He is an outstanding engineer. He understands how the car works and shares his knowledge openly without favoritism.

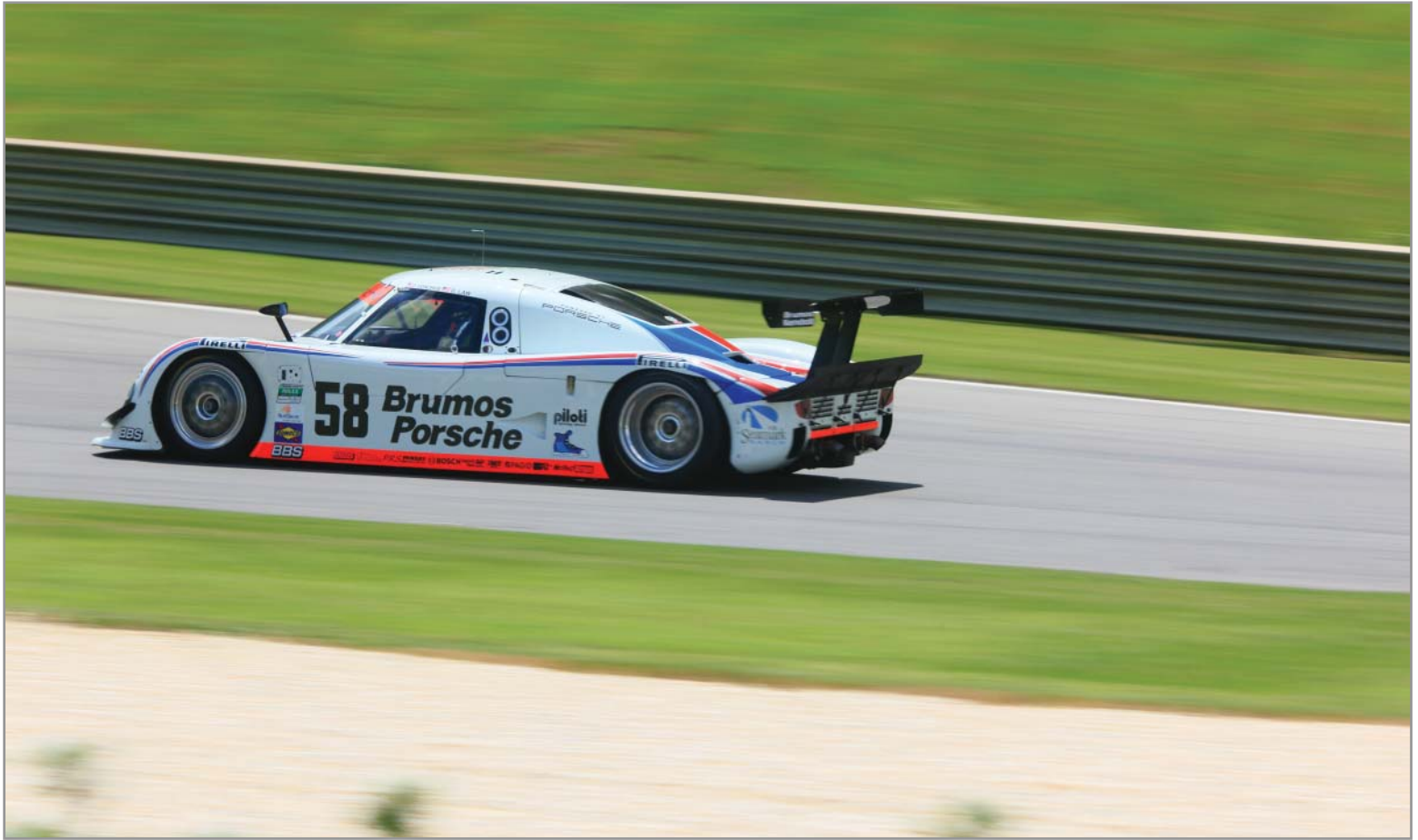
>> How do you envision the future of Brumos Racing?

DD - You never know what's around the corner in Motorsports. I'd like to see us competing for the championship in 2010. I believe we can. This year we had our blinders on by focusing on the Rolex 24.

Brumos Porsche Racing

We have realized that and are planning more for next season. We have rebounded from our lows and are surely capable. The Grand-Am series remains strong. Its TV viewership over the last couple of years has grown beyond expectations. That creates a better environment for everyone including Brumos Racing. When you look at Brumos history, you see eras like the Peter Gregg days and the Hurley Haywood days. In talking with Darren, JC, Joao, we hope to be the next chapter of Brumos. We want to continue the tradition. JC made up a tee-shirt with all the Brumos 24 victories divided by decades. We loved them. Basically, we have had one victory every decade. We barely captured our 2000's win. I'd like it if we won the 2010 race to go ahead and get next decade's victory early. Plus, I'd love to have another tee-shirt. I'd like to get the win wrapped up. **AA**







Brumos Porsche Racing



Zuffenhausen Collection

History In Waiting

Photos By: Porsche Press

