

Autobahn Ambition

The PORSCHE Tuner Magazine

Pre-2009 Daytona 24 Special Edition

Rolex 24 Hours of Daytona
2009 Pre-Race Coverage
Recap of 2008 Race



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2009 Daytona 24 Race Preview

Porsche Shines at the 'Roar Before the Rolex 24'

By: Kevin Sims
Photos By: Porsche Press



DAYTONA BEACH, Fla. (Jan. 9, 2009) – Porsche was the fastest at early testing for the Rolex 24 hours of Daytona. After eight test sessions during three days at the 'Roar Before the 24' event held in early January, Porsche was the strongest in both classes of the Grand-Am Rolex Sports Car Series. The Porsche 911 GT3 Cup racers and Porsche-powered Riley Daytona Prototypes won more test sessions than any manufacturer.

Porsche teams won 7 of the 16 test session taking top honors with Mazda placing second with four fastest sessions. While Lexus and BMW tied for third with two fastest sessions. In both the Daytona Prototype and GT classes, Porsche teams completed the fastest overall lap times of the weekend.

Darren Law in the Daytona Prototype class waited until the final day to set the fastest laps of the "Roar Before the Rolex 24." Law, driving his No. 58 Brumos Racing Porsche Riley, led the class in the Monday's conclusion with a lap of 1:41.733 (125.977 mph). He will co-drive

with David Donohue, Buddy Rice, and Antonio Garcia in the 47th Rolex 24 at Daytona. This year's race takes the green flag at 3:30 p.m. on Saturday, January 24.

"We've spent a lot of time with this car, and the team has done a good job with setup," explained Law. "We've been inching up on it and it's getting there. We're pretty happy with the car. We're close to going racing now. Right now, we're running in race equipment, making sure that everything is working properly."

Farnbacher, who won the Rolex 24 GT class in 2005, waited until the final 30 minutes of the closing GT class session before running a lap of 1:50.881 (115.853 mph) in his No. 86 Farnbacher Loles Racing Porsche 911 GT3 Cup racer. He will share the GT3 Cup car with Eric Lux, Matthew Marsh, and Kevin Roush.

Farnbacher ran the fastest GT Class times in three of the eight practice sessions over the three-days. Farnbacher Loles Racing has five 911s entered in the Rolex 24.

"We had a good performance and ev-

erything worked very well," Farnbacher elaborated. "On our fastest lap, our setup was like what it would be for qualifying, and it worked pretty good. Also, we put new tires on and we wanted to see what the difference would be between old and new tires. It was not really a big gain. The Pirelli tires are very good and very consistent. I also did a long run to see how the tires would perform through the stint, and the Pirelli tires were very consistent. We are quite happy to have such good lap times."

The final test session produced the three fastest GT laps of the weekend. Andy Lally ran a lap of 1:51.169 (115.284 mph) in his No. 67 TRG Porsche 911 GT3. He co-drives with Justin Marks and Pat Long, Jorg Bergmeister, and RJ Valentine. Third in the GT class on Monday's session was the No. 65 TRG Porsche 911 GT3 of Craig Stanton who ran 1:51.176 (115.277 mph) in the car shared by John Potter, Bryce Miller, and Marco Holzer. Like Farnbacher Loles, TRG has also entered five 911 race cars in the endurance event.

2009 Rolex 24 of Daytona Race Preview

Also at the 'Roar Before the 24' event, Penske Racing announced its driver lineup and sponsorship for its Rolex 24 at Daytona run. Romain Dumas, Timo Bernhard and Ryan Briscoe will co-drive the No. 16 Crown Royal Cask Porsche Riley. Dumas was fastest in the Porsche Riley Daytona Prototype in test session six. After the running of the Rolex 24 Hours of Daytona event, Dumas and Bernhard will continue in the racing machine for the remainder of the Grand-Am Rolex Series season. Penske Racing decided to solely concentrate on the Grand Am after they withdrew from the American LeMans Series. Considering the team's domination in the ALMS, they should be a forbidding force in the Grand-Am Rolex series.

"Going into the Rolex 24, we have two goals as a team," said Bernhard, who won the GT class in the 2002 Rolex 24 and then captured overall honors for TRG the following year in a Porsche 911 GT3 RS. "Sure, we want to win the race because it's an outstanding race. But on the other hand we are looking for a good start to the season, so we can fight for the championship."

In all, 18 Porsche 911 GT3 Cup cars in the GT class and three Porsche-powered Rileys in the DP class are entered in the Rolex 24. Both cars are powered by the Porsche 911-based boxer engine, with specs varying according to Grand-Am rules.

The 911 GT3 Cup car is powered by the 3.6-liter, water-cooled flat six-cylinder boxer engine which delivers 428 horsepower, while the Daytona Prototype Porsches have the same engine configuration with a 3.99-liter displacement which produces 510 horsepower mounted in a Riley chassis.

Rolex 24 Hour of Daytona action starts January 24th, 2008 and concludes the following day. **AA**



Porsche Daytona 24 Facts

- Porsche Overall Wins: 20
- Porsche Class Wins: 61
- 911 Wins: 36 (Overall & Class)
- Initial Overall Win: '68
- Porsche GT Class Wins: 26
- SGS Class wins (ran only in '04): 1
- 20 Race Winning Streak: '66-'87
- Finished 1-2 overall in 11 Races
- GT win with 2nd overall: '01, '04
- 12 consecutive overall wins, '77-'88
- GTX Series Winner: '78-'81
- GTP Series Winner: '82-'89, '91

Most Overall Victories

- Hurley Haywood, 5 ('91, '79, '77, '75, '73)
- Peter Gregg, 4 ('78, '76, '75, '73)
- Rolf Stommelen, 4 ('82, '80, '78, '68)
- Bob Wollek, 4 ('83, '85, '89, '91)
- Pedro Rodriguez, 4 ('71, '70, '64, '63)
- Brian Redman, 3 ('81, '76, '70)
- Derek Bell, 3 ('89, '87, '86)
- Andy Wallace, 3 ('99, '98, '90)
- Butch Leitzinger, 3 ('99, '97, '94)
- Mauro Baldi, 2 ('02, '98)
- Wayne Taylor, 2 ('05, '96)
- Elliott Forbes-Robinson, 2 ('99, '97)
- A.J. Foyt, 2 ('85, '83)
- Al Holbert, 2 ('86, '87)
- Jan Lammers, 2 ('90, '88)
- Ken Miles, 2 ('66, '65)
- John Paul Jr., 2 (1997, 1982)
- Lloyd Ruby, 2 ('66, '65)
- Didier Theys, 2 ('02, '98)
- Al Unser Jr., 2 ('87, '86)
- Scott Pruett, 2 ('07, '08)
- Juan Pablo Montoya, 2 ('07, '08)

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Ruf 3400 K Series

Celebrating 25 Years of Boost

By: Kevin Sims
Photos By: Ruf Press

Alois Ruf celebrates his company's 25th anniversary of being a registered German vehicle manufacturer by releasing an "entry level" 987 based rennwagen with a 400 BHP supercharged engine. At a starting price of \$100,600, the Ruf 3400 K offers its customers a "true" Ruf at roughly the same cost as a moderately packaged 997 Carrera S. A 3400 K can be ordered in either a Cayman or Boxster configuration.

As the name suggests, the heart of the car is derived from the base 3.4 liter Porsche six cylinder 24 valve engine. A Ruf centrifugal supercharger is deployed along with a remapped ECU, optimized injectors and an in-house designed intake system. Two water-cooled intercoolers help keep the compressed air down to reasonable temperatures. Ruf uses a pair of electric water pumps to pull H2O from a radiator installed in the front bumper.

The forced induction system operates at a maximum boost of 0.6 bar. The engine's compression ratio is altered from 11.0 to 1 to a slightly more modest 10.0 to 1 to ensure reliability. The supercharger's instant boost characteristics more than make up for the lower CR's affect on low RPM grunt. The 3400 K roars to life low in the revs. In addition, higher flow sport catalysts along with a Ruf exhaust is added to the tuning mix.



The by-product of Ruf's efforts is an engine that provides good mid range power, impressive top-end ponies and strong gusto throughout the RPM range. The engine's power reaches 400 bhp at 7,000 rpm, while a peak torque of 295 ft/lbs is reached at 5,500 rpm.

According to Ruf, the 3400 K Coupe with a 6 speed will climb to 62 MPH in a frisky 4.4 seconds and to 124 MPH in a modest 14.6 clicks of a stop watch's second's hand. They claim that both the coupe and roadster will reach a top velocity of 180 MPH. Not bad for a mere 100

grand. In Ruf dollars, this is cheap.

The Pfaffenhausen based firm freshens up the 987's aerodynamics and styling with their own brand of understated pizzazz. A new front and rear bumper along with a subtly designed rocker panel provides improved stability at speed and sharp looks. The traditional 19 inch Ruf five spoke wheels are standard on the 3400 K. Up front, the 8.5 inch wide wheels ride on 235/35 ZR19 tires. At the rear, the 10 inch wide rims come with 265/35 ZR 19 tires. Ruf upgrades the front brakes with 13.8 inch rotors working in concert with beefy 6-piston calipers. The 100K price includes the standard rear brakes with 4-piston calipers. Ruf offers further braking and suspension goodies for additional dinero.

Ruf garnishes the 3400 K with an interior that includes a 3-spoke steering wheel, a leather/aluminum shift knob, and aluminum pedals. Additional interior decorating, such as lightweight Ruf sport seats, will raise the cost of the 3400 K. However, even with some additional bits and pieces from the Ruf catalogue, this car represents a value never before offered by the company that produced the infamous "Yellowbird" and regularly sells automotive masterpieces at prices over \$300K. **AA**



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TechArt Wide-Body Boxster

Porsche's Darling Roadster Hits the Gym

By: Kevin Sims
Photos By: TechArt Press

TechArt unleashes the design possibilities of Porsche's best selling convertible with some athletic body sculpting. It appears that the Boxster is no longer a 'cute' car. After the huge success of the Widebody concept for the first Boxster generation, TechArt decided that what worked for the 'old' could work for the 'new'. The TechArt Widebody is based on Porsche's 987 Boxster platform. In TechArt fashion, the car doesn't only offer spectacular design but also extra driving fun and agility.

With the add-on fender flarings on its front and rear axles, the TechArt Widebody is eight centimeters wider than the standard car. The front extensions don't only provide extra room inside the wheel houses but also improves the deventilation of heated air with their integrated wheel-house ventilation. The rear flarings are equipped with largely dimensioned air ducts to bring fresh air to the centrally placed engine. Looking cool while making the engine cool; now that's form following function.

Apart from the spectacular, sporty design, TechArt engineers paid close attention to optimizing aerodynamic efficiency. The TechArt front spoiler bumper reduces lift at the front axle and improves the cooling of the front brakes with its large air ducts. The TechArt rear end sports an



integrated diffuser that rounds out the 'beefed up' body conversion.

A set of extremely broad wheels and tires are provided with the TechArt Widebody concept to not only give visual prominence, but to give the driver extra footing in the curves. Specially designed for the Wide Body 987 are custom-made versions of the one-piece TechArt Formula five spoke wheel. The front axle is equipped with wheels in size 8.5Jx20, while the rear axle is equipped with 11Jx20 wheels.

After extensive test drives, TechArt

decided upon ContiSportContact 2 high performance tires in sizes 235/30 ZR 20 front and 305/25 ZR 20 rear for the Widebody based Porsche Boxster. The height-adjustable TechArt sport suspension is specially set-up for these ultra-wide wheels and tires as the resulting track is wider than stock. The coil-over suspension doesn't only provide an individual damping of the roadster but also lowers the two-seater car by some 25 millimeters. Boxster models with PASM system can be updated with a sportier program designed for the new TechArt coil over sport suspension.

TechArt also offers engine tuning for the Widebody. The two watercooled six-cylinder boxer engines can be upgraded with the TechArt power kits. They each consist of a sport air filter and newly programmed engine electronics. We are told the customer should expect a 15 hp increase from the modest engine tuning.

Being world-wide renowned specialists for exclusive interiors, TechArt provides the Wide-Body a distinctive full leather interior available in all colors and designs. The interior offerings range from complimenting the standard interior with leather trim upgrades to a completely redesigned cockpit with special sports seats and ergonomically shaped airbag sports steering wheel. **AA**





Daytona Beach, FL – January 27, 2008 – Victory at the 2008 Daytona endurance classic in either Grand-Am class eluded Porsche despite enjoying lengthy leads during the contest. Intermittent rain during half the race resulted in many track incidents causing 24 caution periods. As a result, competition remained tight the entire race. Teams struggled with racing strategy and had to adapt to difficult conditions.

In the prototype class, Brumos Porsche had two cars that held the overall lead for a combined total of three quarters of the competition. The Brumos #58 car, driven by Darren Law, David Donohue and Buddy Rice, succumbed to a rupturing fuel cell forcing them to give up the lead. A lead yielding circumstance played out for Brumos car #58, piloted by Hurley Hayward, J.C. France, Terry Borcheller and Joao Barbosa, as a tie rod broke causing a crash took them out of a lead during the 19th hour of the race. Dispute their misfortune; the determined Brumos team repaired their cars allowing them to finish the race.

The Porsche powered Crawford of Alex Job Racing held the overall lead twice during the race; once at the six-hour mark and again at the 18-hour mark. The

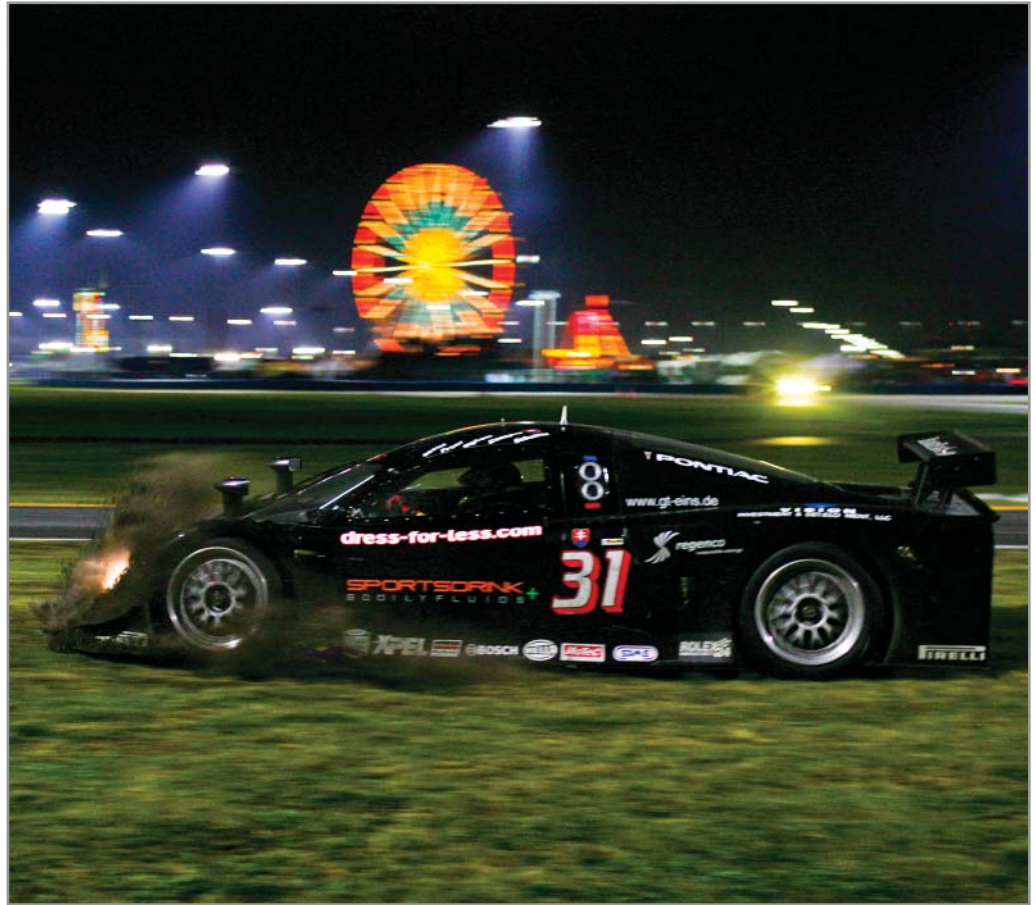


2008 Rolex 24 Hours of Daytona

team never again held the lead as a terminal mechanical failure at the 20-hour mark ended their race day.

The first overall honor went to Chip Ganassi Racing with their #01 Lexus Riley race machine driven by Juan Pablo Montoya, Scott Pruett, Memo Rojas and Dario Franchitti. With a confident two lap margin of victory, Chip Ganassi Racing earned its third consecutive Rolex 24 Hours of Daytona overall victory – a first in the event’s history. The 2008 race attested to be a difficult win for the Chip Ganassi team as the overall lead changed a record 15 times throughout the 24 hours period. Always being a significant contender, the Porsche powered DP teams provided much of the competition and contributed to making the 2008 race an event to remember.

Fierce competition was also the story in the GT class as Porsche, Pontiac, and Mazda battled all night for top honors. The Porsche GT3 Cup cars of TRG and Farnbacher Loles swapped the lead numerous times with Mazdas and Pontiacs throughout the event. The #70 car of SpeedSource Mazda gained an advantage toward the race’s end as the Porsches grappled with



cooling problems caused by track debris building up on their radiator intakes. As a result, all the Porsche teams drove the latter part of the race with more caution. The Pontiac teams had their share of mechanical issues which thwarted their chances. The #70 Mazda was able to take advantage of the situation and cruised to the GT class top spot. The victory was a lesson in attrition as the GT class lead changed a total of 55 times.

Working through challenges, the TRG team with their Porsches managed to secure the next three GT class positions.

“Finishing second, third and fourth is huge for our team and drivers. Naturally, we would have liked to win the top podium spot, but some mechanical problems and bad luck prevented that from happening,” said TRG team owner Kevin Buckler.

AA

2008 Rolex 24 Hours of Daytona



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