

# THE CITRUS SPIEL

THE OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

Volume 37 - Number 6

August 2011

## Upcoming Events

July 31- Aug 6	Porsche Parade Savannah, GA
Aug 8 (Mon)	Monthly Meeting 7:00pm, Porsche of Orlando
Sept 17 (Sat)	Cars and Breakfast 9:00am, Route 46 in Sanford
Sept 18 (Sun)	Porsches on Park Ave Winter Park

Cars and Breakfast

Dyno Day

Wine Tasting

Club Karting

LeMans 2010

Porsche Parade Photos



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Cars and Breakfast  
photo by Kevin Abel



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## From the Editor

Wow this has to be our best issue ever! Not only is it a full 4 pages larger than any of our past issues, it contains several great articles from our members, including one of the Porsche Parade which was right up the coast from us in Savannah last week.



The Spiel also took 2nd place for Class IV in 2010! While it was never my intention to have this type of recognition, it is very appreciated. I hope that The Spiel gets our members each month to see what their club is up to and come and and participate... we have a lot of fun and its a chance to meet some really great people.

Of course we cannot expect to keep our ranking next year without some hard work by you, our readers. If you do something fun with your Porsche or have a Porsche related story, please share (it does make my job easier when there is lots of great content to make up an issue).

Thanks again for the recognition.

Travis Young - KineticFlow@mac.com

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# President's Update

Firmly entrenched in the dog days of summer, I am grateful for the modern air conditioning in my Cayman and I wonder how I put up with my 924S and my 944 Turbo without. I look back on those two at times wishing that I had not sold them, but then 90+ degree days change my mind. I think time makes the memory fade a bit and fantasy takes the place of reality.

I hope that you are enjoying your Porsche and your membership in the Citrus Region. A wide variety of events are being conducted to appeal to the desires of our membership and I hope that you will make plans to come and enjoy the cars and fellow members. In the next few months, in addition to the monthly meetings and

the dinners that follow, we are planning some exciting events. Kart racing July 23, the Porsche Parade July 30 - August 6, Cars and Breakfast September 17, Porsches on Park Avenue Car Show September 18, Daytona Club Race/DE/Autocross October 7 - 9, Roebling Road DE October 22 - 23, and the Russell Home Charity Rally November 13 are now scheduled. In addition to those events, we will be announcing dates and locations for the Space Coast Challenge Autocross, Ladies Day Autocross and, of course, our Holiday Party. There are several of other things that are being evaluated as well. I tend to organize events that I enjoy, so please understand that I remain open to your suggestions and ideas to make our Region more enjoyable to our membership. Feel free to call or e-mail me anytime.



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Most importantly, thanks to all who have helped organize, to those who have volunteered, and to those who have conducted our recent events. In most cases, satisfaction of a job well-done is all the reward that one receives as an organizer and as a volunteer. If you would like to experience that feeling of satisfaction, there are many volunteer positions available.

In closing, please consider supporting the businesses who are advertising in our Spiel. Their advertising dollars and gifts benefit the Citrus Region and I hope, add to your enjoyment of our club. If you are a customer of our advertisers, please mention that you saw their ad in the Spiel and that we all appreciate them.

Take good care and I hope to see you soon!

Steve Williamson - President - Citrus Region PCA







## Mille 2011 Porsche Extravaganza

The Mille 2011 and is a one day Porsche extravaganza at Atlanta Motor Speedway in Hampton, GA on November 5th 2011. There will be a World Record Attempt at the largest parade of Porsche cars ever. After the record parade, there will be a Porsche Concours d'elegance, Porsche Auto-cross, Porsche Track Lapping and a Porsche Swap Meet going on. We will be filling the race track bumper to bumper with Porsche for aerial photos. Porsche race cars are allowed on the street for the parade! We are also celebrating the world of the Porsche Aftermarket!

We are trying to have the largest parade of Porsche cars in the world. We are expecting over 1,000 Porsches and approximately 4-5,000 attendees. I'd love to invite you all to attend and bring your car(s)! We are aware of several caravans of Porsches coming from all over the country to this event!!

See <http://www.TheMille.com> for more information!

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## Welcome New Members

Total region membership as of July 31 was 524.

Welcome to our new members:

Jeffrey Conkwright	1988 951	Orlando
Mark Endicott	1997 911 S	Lady Lake
Sugumar Periasamy	2008 Cayman	Orlando
Paulo Siciliano	2002 Boxster	Windermere
John Aquino	2007 Cayman	Winter Park
Gregory Oerther	2012 911 GTS	Winter Garden
Jon Siegel	2011 911 GTS	Orlando
Mark Tidwell	1995 993	Clermont
Jorge Ulibarri	2001 911	Lake Mary
Kevin Wetherby	2002 Boxster	Orlando
John Baptiste	1991 911	Geneva
Erwin Dunlop	2012 911	Oviedo
Kristoffer Hind	2006 Cayenne	Orlando
Christopher Lee	2006 Cayman S	Orlando
Brian Lewis	2006 Cayenne	Windermere
Ali Mushtaq	2007 Cayman	Sanford
Sharon Rivera	2011 Panamera	Sanford
Raymond Stephens	2005 911	Orlando

Member contact information is very important if you want to continue receiving the "Panorama", the "Citrus Spiel" or any e-mails about upcoming region events. This contact information is maintained on the member database at PCA.

There are three ways to update this information:

Call PCA at 703-321-2111,  
on the web at [www.pca.org](http://www.pca.org) or  
send information to Bill at: [daviswm@cfl.rr.com](mailto:daviswm@cfl.rr.com)



**Be sure to checkout  
Porsches on Park and  
Richard Petty Karting Events  
coming up in September.**



## Contacts

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# Upcoming Calendar

Your guide to Citrus Region Events

## Monthly Meeting

Aug 8 at 7pm  
Porsche of Orlando  
1st Monday of Each Month



August 2011						
Sun	Mon	Tue	Wed	Thur	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

## Cars & Coffee

Aug 20 from 9am - 11am  
at House Blend Café  
Gathering of car-nuts on the  
third Saturday morning of each  
month in Ocoee for all car makes.  
www.houseblendcafe.com

## Cars and Breakfast

Sept 17th at 9:00am  
Route 46 Entertainment Com-  
plex in Sanford



## Monthly Meeting

Sept 5 at 7pm  
Porsche of Orlando  
1st Monday of Each Month



September 2011						
Sun	Mon	Tue	Wed	Thur	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

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Sept 17 from 9am - 11am  
at House Blend Café  
Gathering of car-nuts on the  
third Saturday morning of each  
month in Ocoee for all car makes.  
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## Porsche on Park

Sept 18 8:30am - 1:00pm  
Winter Park - Park Avenue  
Cars to be displayed on Park.  
You must pre-register by call-  
ing Kathryn @ (407) 975-9137  
prior to Sept 9. There is a fee  
of \$15 per car.



## Richard Petty Karting

Sept 24th at 9:00am  
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Aug 14-15 DE/ Tech Quiz/ Concours at  
Charlotte Motor Speedway  
Sept 10-11 Drivers Ed @ Roebling Road  
Crown Region  
Sept 17-18 Drivers Ed @ Sebring  
Gold Coast Region  
Sept 24-25 Drivers Ed @ Roebling Road  
Coastal Empire  
**Oct 1 Auto Cross**  
**Orange County Convention Center**

**Oct 7-9 Daytona Club Race & Advanced DE**  
Oct 14-16 Rennsport Reunion  
Laguna Seca, California  
**Oct 22-23 Drivers Ed @ Roebling Road**  
Nov 12-13 Drivers Ed & Instructor School  
@ Sebring - Suncoast Region  
**Dec 10 Auto Cross**  
**Orange County Convention Center**  
**Events in bold represent FL Citrus sponsored events**

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**By Travis Young**

**Photos by Kevin Abel**

The Florida Citrus Region enjoyed its second event at the Route 46 Entertainment District in Sanford. Over 60 members were present for breakfast and a mini-Porsche show on a gorgeous Saturday morning this July.

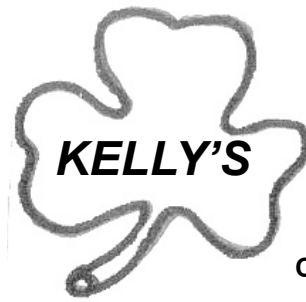
Porsche of Orlando arrived in a new Cayman R, Milenia Motors showed several models in their inventory, and numerous club member's very shiny vehicles were on display. Members had a chance to catch up with each other and Steve Williamson gave away several door prizes.

Be sure to check our calendar for the next upcoming Cars and Breakfast and the continuation of our outing on page 10 with Dyno Days. Plan on getting there at the start of the event if you want to park in the courtyard, but don't worry as there is plenty of parking in the main lots as well.

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## *Dyno Day!*

**By Steve Williamson**

Over thirty of us made the short ride from Cars and Breakfast to Dyno Day at Performance Race Solutions on June 18. My daughter Ashley and her boyfriend Kevin were visiting from Gainesville and I had convinced them to come for breakfast. They enjoyed themselves enough to continue on to the Dyno Day as well. They had already decided to become Porsche enthusiasts before seeing them in action, picking their favorites on display at Route 46, but then experiencing the dyno testing put them over the top. They got all the motivation they needed to finish grad school (Ashley) and the engineering degree (Kevin) to upgrade from the Honda Accord and Ford Focus they are now driving.

Many thanks to Mike Colon and Millenia Motors for lunch and for organizing this event with Performance Race Solutions. I had not visited their shop before

even though I live less than two miles away. They were very accommodating to our group and we enjoyed their hospitality. I am sure that many of us will be back to see them. This was a great way to have fun on a Saturday afternoon!

As for the results of the dyno testing, I used to believe there is no substitute for cubic inches, I now am convinced there is no substitute for technology. You don't necessarily need to have a(two) turbo(s) although that is one way to make pavement ripping torque. Porsche makes some fine cars right out of the box and one must be careful with modifications to actually gain anything. For those unnamed members who are carrying around more than 400 horsepower and more than 400 ft lbs of torque (especially in a white GT3), we know who you are!





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German Excellence

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# *Wine Tasting*

## *at Uptown Wine Bar*

**By Travis Young**

**Photo by Alicya Simmons**

After a very wet afternoon, 15 club members were brave enough to challenge the elements to enjoy a premium wine tasting at Uptown Wine Bar in Baldwin Park. The proprietors had 8 wines lined up for us, 4 whites and 4 reds, which were also available for purchase at special pricing. Several members kept the party going and ventured next door for dinner afterwards. Be sure to keep your eyes out in the Spiel for our next wine tasting event.



# *Orlando Karting*

**By Steve Williamson**

**Photo by Nilo Arguin**

Twenty Citrus Region members braved threatening skies for fun at Orlando Kart Center! Thanks for coming out for an enjoyable Saturday afternoon.



# Citrus Region PCA Drivers Ed

## Oct 22nd and 23rd 2011

Florida Citrus Region PCA is hosting its 22nd Annual Drivers Ed  
@ Roebling Road Savannah, GA

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BertDeVillano@aol.com or sign up at  
<http://www.clubregistration.net>



## *It's About The Drive*

**By Sue Belt**

Richard Aten and his brother, Peter Welter (Spacecoast PCA), will embark on a great adventure in Newfoundland, Canada, September 10-18 (on Speed HD).

As the only Florida entrants in the 10th Annual Targa Newfoundland Rallye, they're hoping to relive their glory days of the 70s and 80s. The two U.S. Veterans raced a 911 and other cars in several categories in the IMSA Camel GT Series then.

Richard and Peter will drive a "built" '79 911 RSR clone. Along side them will be Subaru WRXs; Porsches; a '65 Ford Falcon; '69 Camaro and several Mazdas among the 65 plus entries. Said Richard, "There's no new equipment. The cars really take a beating on the rough roads. Our goal is to finish. There's a fair number of DNFs due to breakdowns and wrecks."

Richard and Peter will drive in the Targa or top class. There's also a GT class, including T-S-D (time, speed, distance), and a Touring class. The brothers have earned each other's trust as drivers/navigators. In a 40 stage rallye each will drive 20 stages and navigate 20! They'll have world class support and volunteers along the 2200 kilometer course.

Their car is being prepped at German Excellence by Don Northrop. He'll be travelling with them to make sure they finish. According to the [targanewfoundland.com](http://targanewfoundland.com) website, "the only prize is bragging rights and personal fulfillment--It's about the drive!"

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# *My First Parade!*

by Steve Williamson photos by Travis Young

I wanted to know if all of the hype about Porsche Parades is realistic. Considering that Savannah was about as local as a Parade was going to get for awhile,

I made my plans to attend and I encouraged you to go as well. My expectations were well below the actual experience.



My Parade began by making a couple of wrong turns in Historic Savannah early Sunday morning, but once near the venue, PCA signage and banners made things a snap. The hospitality extended by event organizers and volunteers was superb as you would expect from a group of like-minded people joined together to enjoy their passion. As I completed my on-site registration on Sunday morning, I ran into several of our Region members and we made plans to get together during the week. I also made some new friends from Regions all over the country.

My initial plan was to bring my computer, get some work done, lounge by the pool, go to the Concours, enjoy a banquet or two, autocross, and come home. I did not turn on the computer once and there was no pool time although I did see it! So much for my plans. You stay busy at Parade.

I found the Concours preparation area inside staged in the exhibition hall at the Savannah Convention Center. Inside this prep area, was a variety of price-less and interesting Porsche vehicles. Everything was there from the earliest of 356's (way better than factory fresh) to the latest Panameras. People were at work with toothbrushes, Q-tips, and different gauges



*Concours judges inspecting a limited edition Boxster*

of micro-fiber towels. This extreme behavior was interesting to watch. For example, I had not witnessed tooth brushing the inside of exhaust pipes before. How many times have you cleaned your carpeted floor mats with a tooth pick used between each row of fiber? One 356 owner had his children to polish the tools in the car's tool kit. Owners of a Boxster driven from Oregon worked at cleaning that car's every crev-



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ice for three days. The day of the Concours dawned overcast and I feared that all of this preparation would be compromised by rain as the event was conducted outdoors at a venue more than four miles away. Points would be deducted if the cars were not driven to the event. But, the rain never came and the cloud cover was a blessing to all of us who attended. Along with the judged Concours was the Porsche Corral. I had never seen so many Porsches in one place.

The Zone 12 Reception was held later in the day of the Concours and was well attended and well run. And then later, the President's Reception was on my agenda. There I met the leaders of PCA Regions nationwide. I spent time talking with a gentleman from Denver who seemed to be interested in finding a 356 "driver". I shared my expertise in 356's (ie...none). Turns out, he is Dave Seeland, who later shared with me that he owns two 356 race cars that he vintage races in Colorado and is the 356/912 member of the PCA Technical Committee. I also had an interesting conversation with Sandra, the Porsche AG liaison to Porsche Clubs worldwide. At least the conversation was interesting to me!

The following day, Tuesday, I drove simulators for Road Atlanta and Laguna Seca, visited with tire reps, did my shopping, and did reconnaissance on the Autocross course. I also got a lesson on the fine art of TSD Rallying from some renowned rally masters we all know. That evening found me and good friends from the Region in town for dinner.

The Autocross day was Wednesday. Temperatures projected to be in the low 100's and not a cloud in the sky, I was thankful that my run group was scheduled

to stage at 9 and run at 10. Five runs on course with no cones and no DNF's was exactly what I had hoped to accomplish. As always, there were times posted in my run group that would have seemed impossible to me, but overall I was very pleased. Topping off the day was the announcement that the Citrus Region Spiel is now a national award winner! The result of Parade competitions will be posted in the Panorama if you are interested.

My experience at Parade exceeded expectations. I will remember the fun I had with old friends, the new friends I made including the tall Austrian, the heat in Savannah (hot enough so that my driving shoes delaminated and fell apart), the magnificent machines that are our passion, getting soaked riding the ferry to the hotel, being on the wrong side of the river after the ferry stopped operating, great meat-loaf, and no see-ums. I am already trying to justify a trip to Salt Lake City next year!







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# Rennsport Reunion IV Update



*Stellar lineup of drivers and cars for Porsche's celebration of its motorsport heritage*

**F**or the Porsche Rennsport Reunion IV taking place at Mazda Laguna Seca Raceway in October, it's both the men and machines that are expected to draw one of the largest crowds in track history. And, if early sign-ups are any indication, both elements will not disappoint.

Just a glance at the guest list reveals names that are well entrenched in Porsche Motorsport history. For example, Vic Elford, who won the Monte Carlo Rally and scored Porsche's first overall win at the 24 Hours of Daytona – on back-to-back weekends; James Weaver, Porsche 962 driver for Dyson Racing and a Daytona and Sebring winner; Gijs van Lennep, Dutch Porsche 917 and 911 driver who won Le Mans with Helmut Marko and the last Targa Florio with Herbert Müller; Chip Robinson, IMSA champion with Al Holbert in a Porsche 962; George Follmer, who took the turbocharged 917 to Can-Am championship; Dan Gurney, who scored Porsche's first successes in Formula 1; and Hurley Haywood, the most successful Porsche endurance driver with wins at Daytona, Sebring and Le Mans. More than 50 drivers of similar stature have already said "yes" to Porsche's invitation for the October 14-16, 2011, Rennsport event. The rest of the names will be announced as the event gets closer.

And it's not just drivers that made their Porsche race cars famous. Attendees will include Norbert Singer, recently-retired Porsche Motorsport engineer, known as the father of the Porsche 962; Hans Mezger, who headed up the Porsche Motorsport racing engine function from his Dan Gurney F1 motors through the 917, 935, 962 and McLaren F1 engine; and Alwin Springer, former Vasek Polak 917 crew member who later built engines at his company Andial and served as president of Porsche Motorsports North America. Jörg Bergmeister, Patrick Long, and the rest of the current Porsche factory drivers, will all attend Rennsport.

**The Porsche Club of America is honored to assist the Porsche Rennsport Reunion IV with several**

**activities:** History of the Porsche 911 Display, Porsche Model-Specific Parking Corrals with Parade laps of the track, PCA Hospitality and Membership Center, two race groups: Rennsport Reunion Cup for Porsche Cup Cars and PCA Club Racing for PCA race cars, and PCA Volunteer Pool—workers to assist with the club's involvement. Enhancing the Rennsport Reunion Cup race, Michelin Tire Company comes on board as the spec tire manufacturer for that exciting contest.

**We are looking for exceptional examples of Porsche 911** production models for the History of the Porsche 911 Display at Mazda Raceway Laguna Seca during the event. It will be a display representing the 911 model throughout its generational life. **Please contact Tom Provasi for information and registration at [tprovasi@netgate.net](mailto:tprovasi@netgate.net) or 408/947-0980.**

**PCA members will be invited to use a terrific PCA Hospitality and Membership Center** that will be open for all days of the event, October 14-16, to park safely in one of the **Porsche Model-Specific Parking Corrals** (a corral parking ticket will be required— please visit [www.mazdaraceway.com](http://www.mazdaraceway.com) for ticket information), and to enjoy Parade laps of the track with their Porsches.

**We will need PCA volunteer workers to assist with our activities** at the Rennsport Reunion IV. **If you are interested in supporting this memorable event, please contact Sharon Neidel with the PCA Volunteer Pool at [sharonneidel@yahoo.com](mailto:sharonneidel@yahoo.com) or 650/508-1308.** We will have a very special event memento for the volunteer workers.

Additional details of the Porsche Rennsport Reunion IV are published on the following Porsche web site: [www.porsche.com/usa/rennsport-reunion-iv/](http://www.porsche.com/usa/rennsport-reunion-iv/). For additional information and event tickets please visit the Mazda Raceway Laguna Seca web site at [www.mazdaraceway.com](http://www.mazdaraceway.com) or 800/327-7322.

Please stay tuned for more announcements in PANORAMA, at [www.pca.org](http://www.pca.org) and in E-Brake News. ☼

# Le Mans Classic 2010

**By Nicolas Bigosinski**

I still could not believe it... It was almost one in the morning and here I was, walking on the side of the Hunaudieres straight, watching Porsche 935's, 917's KH, Ferrari 512's, late 60's Mustangs, AC Cobras under full acceleration, exhausts rumbling, headlights on, piercing the hot French night.

It was in March of last year that my friend Thomas told me he was going to Europe in early July. Since I had some business overseas, we agreed to meet in France and head to Le Mans, site of the famous 24 hours endurance race, where we could attend the 2010 edition of Le Mans Classic.

I contacted a very good friend, Jean, who lives a few minutes from the circuit so he could find us a hotel. Unfortunately, all rooms in the area were already booked up and we ended up finding something ..... 50 miles away! We obviously were not the only ones who had to sleep that far away since there were several 997's, a beautiful E Type Jaguar, a Morgan and other interesting cars in the hotel's parking lot.

We arrived in Le Mans on the Friday afternoon and went directly to the track. Jean had already arranged for our tickets, and since he is a member of the ACO, he was able to drive us directly into the very back of the tribunes.

It had been a few years since I had wanted to experience this event. It takes place every 2 years only and for any car guy, witnessing 60 years of racing history represented by close to 500 race cars of all kind, which competed at the 24 Hours of Le Mans was just mind boggling! Those are the cars I used to watch on TV when I was kid !!!



The event consists of a series of races for cars, which have competed at the 24 Hours of Le Mans or for similar cars of the same model in the past 60 years. The cars are divided, according to their period, into six grids (groups), which follow each other three times over on the track to offer day and night races to each car and their drivers.

We spent the rest of the afternoon getting acquainted with the place and going to different vantage points of the track. Later that afternoon, Jean said he had made dinner reservation in the atrium part of the famous restaurant L'Auberge des Hunaudieres located right along the Hunaudieres straight. He thought of



everything ! However, because of an unexpected heat wave with temperatures in the high 90's and low 80's at night, there was no way Thomas, his wife Susan and I were going to dinner without first taking a shower... We hurried up out of the track area and went to our hotel, 50 miles away ! This is when I realized that when I'd come back to Le Mans I would make sure to secure accommodations close to the circuit...

We made it back in time for dinner at the Auberge and sat only a few feet away from the accelerating historic cars. Needless to say conversation was limited due to the raging exhausts notes of various race cars coming down the straight at 150 + mph. I will never forget that moment when the wine glasses were shaking from the rumbling of BMW M1's, Porsche 917's, GT 40's or other miscellaneous Ferraris ! Unbelievable.

After dinner we went to different spots along the 13.65 km track and just watch the cars going by. We stayed quite a while at the Mulsanne corner atop a mound with a superb view of the tight right hand corner. The ambiance was fantastic there with group of happy beer-drinking British chaps barbecuing some



late night dinner. We compared which car was putting out the most amount of flames from their exhausts illuminating the French countryside! I think the BMW M1's won !!!

The next day, after a very tardy night, we arrived at the coral where all the clubs had their cars on display. Rows and rows of about every sports car brands were represented. The various European Porsche clubs had filled an entire field. Every single Porsche model was represented for a total of about 1,600 Porsches, all grouped by their respective time period!



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We then visited the manufacturers displays where the Porsche factory had brought their best known race cars, the BMW Classic pavilion as well as the supercars enclosure showing some never seen before prototypes. We went through "Le Village" where various exhibitors displayed and sold just about everything one can buy about Le Mans racing history, all the while race cars were running in the background. After some lunch on site and it was time to visit the paddocks and get close to those legendary race cars. We stayed mostly in the 60's and 70's era pits where we exchanged conversations with owners and drivers. Since I knew a mechanic there, we were



ranged with a French Porsche Club of which I am a member. We dined outside right next to the Club members cars. It was nice to match faces with user ID's. Another late night among friends ended that memorable day.

Sunday, we decided to take it easy and sleep late. It was our intention to return to the track in order to see the final races, but we just never made it! Thomas & Susan left for their long journey back to Germany and I met with Jean at his house. As we were saying our goodbyes, I could hear in the background racing exhausts filling the otherwise quiet rural side of Le Mans.

able to have all of our questions answered about one of the two running Porsche 936.

I shall return in 2 years ... The next edition of Le Mans Classic will take place July 6, 7 & 8, 2012.

This Saturday was a just a fabulous day going through all the paddocks, meeting friends, sitting in the main tribune watching races, etc... There was so much happening everywhere! Unfortunately, one thing we did not get to do was driving on the track. One must have a sportscar of some type to do that and Thomas's BMW 1 Series hatchback rental did not qualify! No regrets since signing-up for this once-in-a-lifetime event had been fully booked weeks, even months in advance.

Late afternoon, we finally called it a day and made our long way back to our hotel so we could get ready for a dinner I had ar-





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# *Alex Job Racing Finishes Controversial Fifth*

LEXINGTON, Ohio, (Aug. 6, 2011) - Alex Job Racing's (AJR) Bill Sweedler and Leh Keen finished in fifth place in GTC in a controversial running of the American Le Mans Series (ALMS) presented by Tequila Patron Mid-Ohio Sports Car Challenge.

Sweedler was at the controls of the No. 23 Battery Tender/Robert Graham/William Rast/AJR/GTC Porsche for the start. The Westport, Connecticut resident had to wait three laps before his Yokohama tires heated up and then he began to reel in the GTC leader. Sweedler assumed the lead on lap 40 and then on lap 42 he pitted turning the car over to Keen. Keen, from Charleston, South Carolina, exited the pits in third in great position to hunt down the leader. On lap 54 a full course caution flew bunching the field. The ALMS Officials waved the field by the Pace Car. At the same time the Pace Car had mechanical issues and pulled off of the track. The Officials then dispatched the Porsche Cayenne Medical vehicle to become the Pace Car. Keen was also waved-by the "Medical Pace Car" as well. This put the team a lap up on the GTC field. To fix the problem the ALMS Officials called Keen in on lap 75 to serve a three-minute penalty, putting the No. 23 Battery Tender Porsche down a lap to the GTC field and for all purposes out of the race. By this time rain had begun to fall on the circuit and the race ended

under red flag 20 laps later after running 13 laps under caution.

"I had a good opening stint," Sweedler said. "It took about three laps for the tires to get up to temperature, but when they did I started to take time out of the lead of the 66 car. By the end of my stint I caught him and was able to lead a couple of laps before my pit stop. Leh got in and was really strong. We had a good set-up on the car that got better as the stint went on. Then we had the issue with the Pace Car and the wave-by. It is too bad that the Officials couldn't have done a better job to fix it during the race so we would have at least had a chance to battle back on the track."

Keen had the Battery Tender Porsche for the second stint.

"The car was really good in the dry," Keen said. "The car was feeling good and I was confident we were in a good position for a strong finish. I was taking it easy, keeping everything clean to make it to the end. In the wet conditions we were good as well. I was looking forward to having a good battle with the top guys in the class. The penalty and everything is frustrating, especially when we had such a good car."





## *Memorium to Harro Zitza*

Harro Zitza, dad, friend, grandpa, and race car driver lost his battle with cancer on June 21st. Harro previously was a Captain in the Air Force, left to work for Martin Maririetta, Buena Vista Construction (during the building of Walt Disney World), and then he opened Zotz Garage in Winter Park. He was awarded the SCCA Hall of Fame this year as being instrumental in SCCA racing, and the Porsche Club of America. His first professional race was in 1964 - back then it was called the Daytona Continental (now the Daytona 24 Hours).

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## *Wolf Henzler claims first season win for Porsche*

On the Mid-Ohio Sports Car Course, Porsche factory pilot Wolf Henzler (Germany) celebrated a brilliant victory in the Porsche 911 GT3 RSR. With a sensational charge through the field in torrential rain, he clinched the first win of the season for Porsche with his teammate Bryan Sellers on the traditional circuit in America's Midwest in the fiercely-contested GT class of the American Le Mans Series. For his Falken Tire team, this marks the first ever win in the popular race series with the world's fastest sports cars.

"What an unbelievable race. The rain came just at the right moment," said Wolf Henzler after his second Mid-Ohio win against strong opposition from BMW, Ferrari and Chevrolet. "When they called me in to the pits to switch to wet tyres I didn't really want to at first. I would have preferred to stay on slicks as I had enough grip. But the team made the right decision. Thanks to Falken for the super tyres. The boys work so hard. Now they are finally rewarded for their untiring efforts."

When it comes to drama, the final phase of the race that started under sunny skies was unsurpassed. First a few raindrops fell causing a flurry in the pits. Then came a sudden heavy shower. That was the Wolf Henzler's chance – and he used it: When the race restarted after a yellow flag and most of his rivals had their hands full keeping their cars on the flooded circuit, he

charged from fifth to the lead in just one lap – even passing Porsche works driver Patrick Long (USA) who had led the field until that point after a strong drive with the Flying Lizard Motorsports-run 911 GT3 RSR.

"In the final lap many cars driving on the inside line of the track spun. I found grip on the outside and could overtake them all," said Wolf Henzler. "Falken has tested in rain in Mid-Ohio. We trusted these tyres and they yielded us victory."

Whilst Wolf Henzler brought home his first win of the season in heavy rain, Patrick Long struggled with the amount of water on the circuit. The teammate of Porsche factory pilot Joerg Bergmeister (Germany) took up the race from the second grid row, slid into the gravel trap and fell back to ninth place. Shortly afterwards, with ten minutes left to the finish, the race was red-flagged and not restarted due to the persistent rain.



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