



A Historic grid of race cars took to the track at Daytona International Speedway as part of this year's ROLEX 24 Hours of Daytona.

History in Motion

Historic Grid On Track at Daytona 24

— story by *Tim Pendergast*
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A historic grid took part in the events and festivities surrounding the recently completed ROLEX 24 Hours of Daytona, offering fans of contemporary racing a chance to see, up close, some legendary race cars from the past. We thought we would give you a taste of what was in store for race fans at Daytona. Here are some of the terrific vintage race cars that were on hand:

1969 Lola T-70 MkIIIb T76/144 car#: 5
Owner: Willis Woerheide Driver: Johan Woerheide

This car is a Chevrolet V-8 powered example of a Lola T-70 that raced extensively in England in 1969, winning at Silverstone and Oulton Park. In 1970, Sid Taylor bought it and it was used three times, until being destroyed on the first lap at a rainy BOAC 1,000 KM at Brands Hatch. The remains, including engine, suspension, transaxle, brakes and steering, were combined with a new chassis in the 1980s and Pink Floyd drummer Nick Mason purchased and raced the car. The current owner races the car in HSR events in the eastern US.



#44 Bill Warner, 1979 Triumph TR8.

2010 Porsche 997 GT3 Cup
car#: 65 Owner/Driver: Don Ondrejcek

This car was raced by TRG (The Racer's Group) during the 2007 Grand Am season. At the 2007 Rolex 24 at Daytona, TRG entered the car and it was driven by Murray Marden, Brent Milner, John Peterson and Michael Gomez to finish 30th overall

1996 BMW M3 GT-2 #102292 "Greta"
car#: 6 Owner: BMW NA
Driver: Thomas Plucinsky

This car won the GT-3 class at the 1997 Rolex 24 at Daytona with Bill Auberlen, Boris Said, Tom Hessert, Derek Hill and Javier Quiros as drivers while wearing green and white First Union colors. It would repeat that feat at the Sebring 12 Hours 1½ months later. Other drivers during its career included Hans Stuck, Pete Halsmer, Justin Bell, Mark Simo, Peter Cunningham, Dieter Quester, David Donahue and John Paul, Jr.

1970 Porsche 911 RSR car#: 67 Owner/
Driver: Danny Stewart

Dave White was a good friend to many Porsche owners in Tampa that also ran and was lead instructor at the Akin-White Racing School in the 1980s. In the 1970s, Dave competed in the IMSA GTU class in Porsche 911s he converted from street cars into very successful race cars. Dave won the 1978 IMSA GTU Championship in a car almost identical to this one, the Dave White Tribute RSR.

2002 Porsche 996 GT3RS
WP0ZZZ99Z2S692064 car#: 6 Owner/
Driver: Theo Ruijgh

This 2002 Porsche 996 GT3RS car raced in the 2002 Rolex 24 at Daytona with Zip Racing. The car was driven by Spencer Pumpelly, Randy Pobst, Steve Ivancovich and Kim Hiskey and did not finish due to engine trouble. In 2003, a new team would be formed by Ivancovich called Hazardous Sports and would run this car with another in the ALMS with Pumpelly and Andy Lally driving.

1965 Shelby GT-350 #SFM5S424 car#: 65
Owner/Driver: Darek Stennes



#38 Willis Woerheide, 2000 Lola B2K-10.

The Shelby GT-350 was the muscle car version of the Ford Mustang modified at Shelby American in LA. This car was converted to a race car in the early 70s, competing in the SCCA. It also raced several times at Daytona, primarily in the shorter Paul Revere 250, which was run in July with the NASCAR Firecracker 400 and started at midnight, and also at the 12 Hours of Sebring. This car has been vintage raced since 1979 and has been racing at Daytona for 42 years.

1971 Ford Pinto car#: 93 Owner/Driver:
Brian Walsh

When you talk about successful cars in sports car racing, the Ford Pinto is not the first car that comes to mind, if ever. They did prove moderately successful in IMSA's Baby Grand/

RS series, as well as in the Trans Am under 2.5 Challenge. This car was built in 1971 by Jerry Walsh, Lee Wiese and John Poulos to race that season. It recorded the first professional race win for a Ford Pinto in its 2nd race, the IMSA Bridgehampton Baby This Ford Pinto was retired from professional racing at the end of the 1978 season, having finished 1st in class 3 times, and 2nd in class 3 times.

1964 Cobra Daytona Coupe Continuation #CSX-7072 car#: 14 Owner/Driver: Donald Wells

This Cobra is a continuation car, originally built at Shelby American as a 289 FIA Roadster with a leftover frame from AC Inc., England. It was converted into a Daytona Coupe (all 5 were built on production 289 FIA Cobra race car frames) with extensive input from original Daytona Coupe designer Peter Brock. It is in the configuration of the #14 Daytona Coupe



#94 Tim Suddard, 1957 Triumph TR-3.

when it made its debut in International racing at the 1964 Daytona Continental. There were only five original Cobra Daytona Coupes built and raced in period and their value is well above \$10,000,000.

2000 Lola B2K-10 #HU7 car#: 38 Owner: Willis Woerheide Driver: Willis Woerheide

In its history in racing, Lola always built sports racing car platforms that could accommodate multiple power plant options, based on the wants of the customer/team that purchased the chassis. This car was the last of the B2K-10s built and never competed in a race. It is powered by a Chevrolet V-8, though the model proved much more successful with Judd V-8 and V-10 power plants. It is presented in raw carbon fiber bodywork and shows the true artistry involved in building such a car.

1972 Ford Cologne Capri RS2600 Mk1 #071 079 car#: 2 Owner/Driver: Ross Bremer

This Capri was originally raced by Ford of Germany in the German Touring Car series in the early 1970s. One of the Ford factory drivers on the team was 2015 Rolex 24 at Daytona



#9 Hayes Harris, 2001 Lola B2K-40 Nissan; #27 Hamilton Harris, 2001 Lola B2K-40 Nissan #HU08.

Grand Marshal. Jochen Mass. Jochen Mass won the German Touring Car Championship in 1972 driving these Cologne Capris.

1969 Ferrari 365 GTB/4 Daytona car#: 65 Owner: George Tuma Driver: Tim Pendergast

Of the three cars named after the famed Daytona Speedway, the Ferrari Daytona had the longest career, with the first one racing there in 1972 and the last one in 1981 and they racked up three class wins. This particular car was not so lucky, it was entered in the 1977 Daytona 24 Hours by Ramsey Ferrari/Modena Sports Cars with drivers Bobby Carradine, John Morton and Roy Woods. It was a non-starter after it crashed heavily in practice.

2001 Lola B2K-40 Nissan #HU08 car#: 27 Owner: wirewheel.com Driver: Hamilton Harris

This Lola was a three time participant in the Rolex 24 at Daytona. It was entered by Canadian team Porschehaus Racing in 2001 and 2002 and did not finish either of those two years. Third time proved to be a charm for this car, as it finished 7th overall and 1st in the SR11 class.

2001 Lola B2K-40 Nissan #HU07 car#: 9 Owner: wirewheel.com Driver: Hayes Harris

This Lola was run by the Rand Racing/Risi Competizione team at the 2002 Rolex 24 at Daytona, driven by Ralf Kelleners, Terry Borcheller, Anthony Lazzaro and Bill Rand in the Grand Am SR11 class. They would qualify 17th and finish 3rd Overall and 1st in class. The team would continue on through the Grand Am season winning the SR11 class at the 6 Hours at the Glen,

VIR and the Daytona Finale culminating with the 2002 SR11 Championship.

1979 Triumph TR8 car#: 44 Owner/Driver: Bill Warner

This Triumph TR8 was built by Group 44 Racing to represent British Leyland in the IMSA GTO and SCCA Trans AM series in 1979 and 1980. One of two cars built, the primary driver was Bill Adam. The car finished 2nd in the GTO class at the Paul Revere 250 and 1st in the GTO class at the Daytona IMSA finale, both in 1980. It was used as test and back-up car for the 1980 Daytona 24 Hours, but did not race.

1991 Chevrolet Intrepid RM-1 #0003 car#: 65 Owner: Bean Resources Driver: Paul Walker

The Intrepid was a collaborative effort between Pratt & Miller and Bob Riley to compete in IMSA's GTP class against the Nissans and Toyotas. Chevrolet supported the program, providing engine support from Katech and use of driver Tommy Kendall, along with some financial support. The car proved competitive against the factory teams but the downforce it produced was too much for the ultra-high speed track in Daytona. After testing, the team chose not to run it at the Rolex 24 as it proved 30 mph slower than the other prototypes on the straightaways.

1997 BMW M3 4 Door #E36 STC 95 020 car#: 10 Owner: Scooter Gabel Driver: David Hinton

This BMW M3 was one the first of 4 four door cars built by PTG to IMSA specs. Its first appearance was the middle of the 1997



#65 Darek Stennes, 1965 Shelby GT-350.



#14 Donald Wells, 1964 Cobra Daytona Coupe Continuation.

season and it was crashed at the season finale at Sebring due to brake failure. After being repaired, this car finished 6th overall and 1st in GT3 in the 1998 Rolex 24 at Daytona, driven by Bill Auberlen, Boris Said, Marc Duez and Peter Cunningham, run by PTG. In 1999, the car would finish 13th overall and 5th in GT3 at the Rolex 24 at Daytona, driven by Shane Lewis, Randy Pobst, Bob Mazzuocola and Mark Raccaro entered by TC Kline Racing.

1991 Chevrolet Intrepid RM-1 #0001 car#: 64 Owner: Bean Resources Driver: Mike Vassak

The Intrepid was a collaborative effort between Pratt & Miller and Bob Riley to compete in IMSA's GTP class against the Nissans and Toyotas. Chevrolet supported the program, providing engine support from Katech and use of driver Tommy Kendall, along with some financial support. The car proved competitive against the factory teams but the downforce it produced was too much for the ultra-high speed track in Daytona. After testing, the team chose not to run it at the Rolex 24 as it proved 30 mph slower than the other prototypes on the straightaways.

1992 Porsche 964 Carrera Cup #92004 car#: 04 Owner/Driver: Chris Cozzi

In 1992, 45 USA-legal cars that were very similar to the Carrera RS were imported to the USA for a proposed "Porsche Carrera Cup" racing series. This Carrera Cup series was to function as a support race for the CART indycar racing series just as the European Carrera Cup has supported Formula One. However, due to lack of sponsor support for the Carrera Cup series, it was cancelled before it began.



#67 Danny Stewart, 1970 Porsche 911 RSR.

The 45 cars imported to the USA for this series were then sold, quietly without any advertising so as not to compete with the new RS America, through normal dealer channels. These cars were supplied with a dash plaque which indicated that they were the "Carrera

Cup USA Edition." This car is one of the 45.

1981 Lancia Beta Monte Carlo #1009 car#: 65 Owner/Driver: John Campion

Italian manufacturer Lancia had proven itself to be very successful in rallies around the world. This car raced in the United States just once, at the 1981 Rolex 24 at Daytona. It was entered by the Martini Lancia Racing factory team and was driven by Michele Alboreto, Beppe Gabbiano and Piercarlo Ghinzani. They qualified the car 14th but would not finish, due to valve issues. The reliability would improve and this car would finish 8th Overall and 1st in class at the 1981 24 Hours of Le Mans.

1983 Ford Thunderbird car#: 21 Owner/Driver: Donnie Gould

This Ford Thunderbird NASCAR "Super Speedway" race car was built by the famous Wood Brothers and was driven to 3rd in the 1983 Daytona 500 by Buddy Baker. The July Firecracker 400 at Daytona would prove to be a better event, as Buddy Baker won the race in this car. As with many cars that raced at the Rolex 24 at Daytona during the same period of time, this car was re-bodied several times, the last with the 1992 Thunderbird body it currently wears.

1957 Triumph TR-3 car#: 94 Owner: Classic Motorsports Driver: Tim Suddard

This Triumph was turned in to a race car in 1959 and was raced all over the south, including Kissimmee, Fernandina Beach, Macon and Daytona International Speedway. The car won its class at the 1965 Paul Whiteman Trophy at Daytona Speedway. The car was found in a garage in the Daytona Beach area 20 years ago and has not been restored, just

mechanically freshened up and proper safety gear added.

1973 Porsche 911 RSR #911 360 0328 car#: 59 Owner: Mario Bonferraro Driver: TBD

This car won the 1973 24 Hours of Daytona with Hurley Haywood and Peter Gregg driving and was the first car to wear the famous blue and red sweeps and wide stripes that would be made famous by Brumos Racing going forward. After winning the race, the car went back to Porsche, thought to have been cut up to inspect the chassis (this did not happen.) In 1975, the car was sold to Manfred Freisinger and then to the father of the current owner in 1988, at which point it sat in a garage in Monaco. This is the first time this car has been back since winning the Daytona 24 Hours in 1973.



#21 Donnie Gould, 1983 Ford Thunderbird.

2008 Mazda-Riley RX-8GT #004 car#: 30 Owner: wirewheel.com Driver: Hunter Harris

This Riley Technologies/Speedsource built Mazda RX-8 was for the Grand Am GT class to the Prep 2 spec, which was for tube frame cars with power plant and bodywork to match a street car (Prep 1 was for cars like the Porsche 997 and Ferrari F430, which were unibody, production based cars.) This car was raced by Racer's Edge Motorsports and raced 5 times at the Rolex 24, finishing 3 of those. Drivers included: Jordan Taylor, Dion von Moltke, Bryan Sellers, Dane Cameron and Bryce Miller.

1988 Nissan 300 GTP ZXTurbo #8805 car#: 84 Owner: Bean Resources Driver: Theo Bean

The IMSA Camel GTP series in the mid 1980s was huge, attracting full fields of cars and packed grand stands. Nissan stepped up with a full factory program with this car and drivers Geoff Brabham and John Morton. The monstrous Nissan V-6, single turbo engine proved too fragile for the Rolex 24 at Daytona but strong enough for the 12 Hours of Sebring, where they won twice. This late car was built to replace the car that John Morton took flight in at Lime Rock Park and helped Nissan win two IMSA GTP titles.