

DAYTONA – NOVEMBER 14TH
TO 17TH, 2013



Daytona – November 14th to 17th, 2013



Wednesday, November 13th, our two dogs, Humphrey and Boomer, were taken to “Paws Inn Paradise” for a short vacation and then Su and I set off for Daytona, where HSR had a full entry list, ourselves included!

I’d regretted hanging up my helmet and gone out and had bought yet another 1974 Porsche RSR, only this time it was a replica, such has been the increase in the price of the real thing over the last few years. I can’t afford the real thing now!

This particular RSR started life as a 1975 911S and had been turned into an RSR replica in 1991 for Andrew McAlpine by John Greasley's G-Force in England. Featuring a lot of correct parts such as the correct slide injection and the Bosch twin plug distributor, it had run in the British GT Championship of 1993 and then done some club racing at venues such as Silverstone, Oulton Park, Brands Hatch and Donington, before I brokered a sale of the car to a very nice customer over here in 2005. He had it totally rebuilt and never used it until he called me to ask if I could sell it. I needed no further encouragement and bought it for myself.



So Thursday saw my co-driver, Mauro Borella, climbing into the RSR for a first test to see just what we had. Whilst the car had been race prepared at Heritage's workshop, I had only been able to find the first four gears and had presumed that, because it had a 3.5 liter engine, it was using an old 930 turbo's 4-speed gearbox. Dummy....

So out Mauro went and came back in to say that the RSR handled very nicely but was far too low geared in fourth for the banking. Whilst the crew was arranging to find a taller fourth gear, I decided that I'd like to go out and get a feel of the handling, even though it would be slow on the banking. And it was but.... coming into the last corner before the banking on the third lap, I selected what I thought was third gear and the revs dropped down very far before it began to gain pace on the banking. Then it struck me. It had a fifth gear!

So now Scotty didn't have to find a taller fourth gear. I can only imagine the comments I would have had to suffer from the mechanics when they opened up the gearbox to replace fourth gear and found five gears in there after all....



So we did a little more testing on Thursday and then Mauro did a first race on Friday afternoon. Foolishly, I had bought slick tires for the RSR and this put us into Group 9, instead of Group 5 with all our usual Porsche 911 driving friends. Now, we were surrounded by fire-breathing big block 750 horsepower plus American iron, plus a gaggle of late model Porsche 997 GT3RSs and against them we were just slow. There were only two other old 911 racers in our group but hey-ho, at least we'd be third!



There was a race for 911s on the Friday afternoon and we were in the group from 1974 to 2013, so didn't stand much of a chance. As luck would have it, it started to rain as the Porsches went out and that became so bad that most of the field retired after the pace lap. Mauro stuck it out for another couple of laps but then decided that discretion was the better part of valor and wisely retired also.

Mauro qualified the RSR on Saturday morning in the dry, putting up a faster time than the other two 911s in our class. There was an 8 lap “dash” race in the afternoon and Mauro drove again, as we’d decided not to do the previous night’s endurance race when the rain came down heavier still.

Poor Mauro! Not only was he on slicks in yet another cloudburst but also the gearbox selectors started playing up and so he left it in fourth gear and still managed to finish eleventh out of thirty-one starters, not bad!

Trouble was, a bolt had fallen out of the gearbox mounting and further inspection showed that a quick repair wasn’t possible to enable us to race on Sunday, so we parked it.

There’s another race meeting at Sebring on December 5th to 8th, so if all is fixed, we’ll be there!

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