



## **MantisSport Comes Home To Celebrate At The 10th CanAm Challenge Two Lap Records, Five Class Wins and the First Overall Race Victory for The Cayman S**

The tenth annual CanAm Challenge at Mosport July 28, 29 & 30th was MantisSport's sixth race weekend of the season. Not only was this the best turnout for our UCR Club Race (129 cars) it was the best-run race weekend of our season. Congratulations to Susan Davis, Rob Vitruve, Karen Raymond, Brion Charters, Robert Linder and their whole team for a great performance. This might have been UCR's finest hour. Our congratulations also go out to our fellow UCR club racers who all performed so well on this weekend, especially Brion Charters who won "E" class in Sunday's Enduro (and , of course, didn't realize it until I told him.)

For MantisSport this was our most important race weekend of the year, our home race. We would run seven cars including the home race debut for the MantisSport/Pfaff Porsche Cayman S racecar. What looked like a celebration dance was not as easy as it seemed. Let me share the story of how we got there. It was not the smoothest path we followed.

Since Watkins Glen in June we had all seven cars in the shop to prepare for the CanAm weekend. As of two weeks before the event we thought we had finished most of the preparation and went testing at the BRG88 track day. But racing is racing and nothing is ever for certain.

We had a long list of things we wanted to test on the Cayman S and also ran two 944's to check alignment settings, tire pressures, etc., Mike Mallais' #944 and the Mantis "Winter Beater" that I drive in DE, which we turned into a racecar for Scott Webb. In the morning Ernie oiled the back straight, it seems that the camshaft seal problem from Lime Rock had re-appeared, this time on the other side. I was driving the "Winter Beater" with Mike Mallais; we were practicing driving "off-line" and passing in preparation for his first race start. In the late afternoon I washed all of Ernie's oil off the track when the engine in the 944 expired. No test results for the Cayman S and now we had an engine to build.

We were busy all week and into the weekend re-building the 944 when we got a call from Mosport. Mike's engine had a problem at the NNJR event. Sunday evening I stopped prepping the 944 for it's new engine and Scott Gerard, Mike Mallais, Bill Comat and I removed the engine from the second 944. Ernie completed work on the first engine so it could be installed on Monday. We were due to deliver the cars to Mosport on Wednesday. Now instead of finishing two cars we were re-building three and finishing two for the most important race weekend of our season.

**Preparation + Passion = Performance**

I drove the first 944 on Monday evening, 120 km, everything looked fine and the engine performed well during its break-in at 3000 to 4000 revs. Tuesday evening I put another 280 km. on the engine, this time I put some load on it and raised the rpm's to 6000. It felt great and when I returned to the shop to change the oil, Mike's engine was re-installed and he left for his initial test drive. Two 944's almost finished, two 911's and the Cayman S to complete for Thursday. The two 911's, for Scott Giannou and Jeff Davis, were fairly straight forward, they were completed for Wednesday, the Cayman S would not be re-assembled until Wednesday evening and both 944's, miraculously, were done on time. When we arrived at Mosport for the test and tune day on Thursday, no one would have known that we had not had a day off since Watkins Glen, six weeks earlier, and three of the cars had been stripped and re-built in the last two weeks. Exhaustion turned to inspired enthusiasm as we had now met the deadline and all of the cars were delivered and running well. Now we can go racing.

Where will I start, seven cars and eight drivers were under the charge of the MantisSport crew for our home race weekend. All performed at or beyond my expectations, this weekend was MantisSport's largest and finest showing of the season.

During qualifying on Saturday Mike Mallais, in his rookie race weekend was the star, a 1:43.3, seven seconds faster than he was driving during the test day two weeks prior and third place in "I" class. We were all so proud of Mike's accomplishment that we forgot about the rest of the results for that day, results that were astonishing to say the least. Scott Webb qualified second in "I" class by breaking the track record on his second lap, 1:42.6, his record held for six laps when it was bested by John Bilikas in his Rothmans Challenge 944 by .05 seconds. Scott Giannou qualified fourth in "G" class, Jeff Davis was just behind him, Jamie Sutherland was in the upper half of the very competitive "F" class, Tim Sanderson dominated "C" class qualifying and, not to be out done, Ernie Jakubowski set a new "D" class record in the only hot lap he would run. The MantisSport/Pfaff Porsche Cayman S toured Mosport in 1:34.3. It was quite a morning for MantisSport. As we grided for the first of three sprint races, the heavens opened and ended the day's activities, we would have to wait until tomorrow to race.

Fate is an amazing thing, the rains of Saturday forced the organizers to reduce the three sprint races to two, and "D" class would be the dividing point. The MantisSport/Pfaff Porsche Cayman S had its first overall pole position. Ernie would lead the pack to the green flag for the first time in his PCA racing career. We had six cars running in this race; Tim Sanderson would run in the second race with the faster Cup Cars and GT cars.

During the first sprint race Jamie Sutherland was black flagged by mistake causing him to finish 10th in class, Jeff Davis failed to finish (Contact in corner 5, not his fault) and Mike Mallais did not finish his first race (contact with the turn nine wall). Scott Giannou finished 18th overall and 4th in "G" class while Scott Webb chased his new rival, Steve Bilakis, for 14 laps then made a great pass on the inside of turn 5 on the last lap to win "I" class and finished 29th overall. Up front in the yellow Cayman S, Ernie was perfect, leading every lap, scoring the first overall victory and the third class win for the new car. Ernie set the fast lap of the race, 1:34.7 and was helped by the three trailing cars as they continuously fought each other for second place. Jim Hamlin won that honour in his GT-5 car finishing over three seconds behind the Cayman S.

I had no time to celebrate as the second sprint race began next and Tim Sanderson would guide his yellow 996 out on track for his first race of the weekend. Chasing the powerful GT cars Tim drove like it was his home track, besting all of the stock "B" and "C" cars in this race and finishing 24th overall and 1st in class, it was a perfect morning at Mosport. Three class wins and our first overall race victory. After lunch, the Enduro's would start, shortened from 90 minutes to 60 minutes to accommodate the day's schedule. Again Ernie led the pack to the green flag in the first race but this time the chasing drivers did not make the mistake of fighting each other for second place. One by one each of the next three cars broke away to challenge Ernie's lead, pushing him to drive hard for the entire race. We pitted before we had planned, Ernie was convinced that he had a flat tire, the car was not handling as he expected. This caused us to have four cars in the pits at the same time but the MantisSport crew performed flawlessly and serviced each in turn. Ernie did not have a flat; the warmer temperatures of the afternoon and the rains of Saturday had left us with a very greasy track. Ernie pushed hard for the remainder of the race and took his second overall win of the day, crossing the line right beside Scott Giannou who would score 3rd place in "G" class, his best finish of the year. Scott Webb was right in front of his MantisSport team mates and Ernie had to wave at him to continue racing as the chequered flag dropped, it was that close at the line. Scott is an experienced and talented race driver and responded immediately, finished his last lap and scored a remarkable 2nd place in "I" class. Scott had to start this race from the back as an error in timing and scoring had erased his starting position.

Jamie Sutherland and Jeff Davies finished well, Jamie was 9th in "F" class and Jeff was 5th in "G" class, very good showings for both cars. Scott Gerard took over Mike Mallais' 944 after the MantisSport crew repaired the mornings damage, he would finish 4th in "I" class just behind our friends Jean-Pierre Verbunt and Ian John who drove to a well deserved 3rd behind Scott Webb and the winning duo of Bilikas and Herrera of Rennsport Region, "I" class is one of the most competitive in PCA racing.

In the final race of the weekend Tim Sanderson completed the great MantisSport weekend by, again, dominating the stock class cars. Tim finished an impressive 13th overall and first in "C" class for the second time this day, one lap ahead of his closest rival. This was Tim's third race win in a row, he drove his 911SC to a 7th overall and 1st in class at the vintage race during the Molson Indy weekend.

I would like to take this opportunity to thank all of my drivers who made this weekend so special, you all performed spectacularly, all of the UCR members who gave us such great support and encouragement for the entire weekend and, most importantly, the MantisSport crew who performed so well this weekend.

Now preparation begins for our last race of the season, the inaugural PCA race at Daytona International Speedway Road Course in October. If you are planning to take a break this fall, be there. I am sure it will be quite a show.