

Carbir

RACE CARS inc.

1220 Falls Road · Grafton, WI 53024 · 414-377-2850

Florida Update 2

Race 2: Moroso.

The week between the races was spent fixing the car from the first event, and the usual prep. This was conducted in the parking lot of the Holiday Inn in Palm Beach Gardens. At least we didn't have to eat a Chili's again. In Sebring three nights in a row we didn't get out of the track until after 9:00pm, and Chilis was the only place open. Once again, everyone worked all day/evening long on the project. Everything was blurring into one long day.

We got on track on Thursday, and did just under 200 miles of testing. I learned the track quickly, and we did a ton of shock testing in the afternoon. Friday was another test, however there was more traffic and incidents and we were satisfied with around 70 miles, and some refining to our shock setup.

The race weekend: In a nutshell things went according to plan. We ran in a group consisting of CSR, DSR, S2000, and Formula Ford. We qualified on the pole for S2, and second overall. AJ Smith was second in S2, .7 seconds back. (This was the guy I tangled with the previous week.) At the start a guy in a CSR that qualified behind me screamed by at the start, but in the second turn bobbled and I was caught behind. AJ Smith in the Miller S2 slipped by. I was extra cautious not to tangle with him again, and I pressured him into a mistake and got by and motored away on lap 8. I finished 1st in S2, 2nd overall, and broke the existing official track record by 3.3 seconds. The car came back in one piece, almost as clean as it started the weekend. The Moroso track was more enjoyable than Sebring- there were a couple of high speed corners, and since they have built some walls aligators on the track are not such a problem.

The whole Moroso experience was a great relief for myself and Eric. We had accomplished the goals for the Carbir owners/ Factory.

So, I am writing this on Tuesday night in Seguin Texas. We left Monday, after sticking my feet in the Atlantic ocean, then we got to Mobile Alabama Monday night - where we shredded a trailer tire. Tuesday Morning was spent at a Goodyear tire store waiting for a new tire to replace the shredded remains. The pace of life, and work at the tire store was not quite fast enough to be categorized as slow. Stopped in Gulf Port Mississippi to stick my feet in the Gulf of Mexico(the goal is to be at all three oceans within one week). So I'm now in Texas, where the weather is below freezing, and all of the bridges west of Houston were iced over with sometimes over a couple inches of ice. Not fun with the trailer. Local time is 1:00 am, and I am going to pass out. More later...



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Team Beverly Hills

Driver's Update

By Jeff Her

May 15, 1997 -

The computer has been gathering dust in the final stretch before the first American City Racing League race at Portland. The past six weeks have been incredibly busy finalizing sponsorship, assembling cars, testing, and preparing for the first race. This has been by far the most eventful and productive winter yet in my career. After securing ourselves as the factory race team for Carbir Race Cars, we set out on developing their prototype CS2 Sports 2000 chassis. To date it is the only one in existence, but one chassis has been sold to my teammate Mark Neuhaus, and three more tubs are being built.

The winter testing program has brought the car to a higher level of development. Our modifications and alterations are going directly into the production cars, and the car's performance speaks for itself. We have done a significant amount of testing at Thunderhill Park in Willows, and a couple of races in Florida, where we set a track record.... etc. This program has been very valuable to me; I have put almost 2500 miles on the car in testing, with engineering exclusively from Eric Purcell. This testing schedule has helped my learning curve for testing and development and cemented the working relationship between Eric and myself and our ability to communicate changes in the car.

In the meantime, Carbir has sold the first customer car to a new ACRL competitor, Mark Neuhaus. Ultimately, this is the reason that the city team name on the cars is "Beverly Hills." Mark bought the car, and wanted to run with the "factory team", we turned him towards several prep shops, but his interest in our program persisted. He had run in IMSA competition and previously in SCCA's spec racer class. Mark joined the Carbir team, brought significant sponsorship from a company called Oilex in Houston, and established the city team "Beverly Hills." This has stepped our effort up a notch, with Eric Purcell coming on full time, and weekend support from Mark Cezon (from Breezly Motorsports Indy Lights program based in Portland) and Dan Banks (from Cameron McGees' ACRL program for Brad Krause.) Sponsorship is the crankshaft in the engine of racing, and there are a lot of people involved: Carbir Race Cars, Bank of the West, Oilex, KJWL Radio Fresno, Motorsport Composites, CSD Design Inc., Thornton Sheetmetal, S. Jennings Racing, Top Shelf, Frey Racing, and X-FAB fabrication.

Portland ACRL Race # 1.

We left home Monday morning, tested Monday afternoon and Tuesday at Thunderhill, on the way to PIR. The two days were very successful despite the fact that the crew and I were exhausted from the previous two weeks of non-stop preparation. Eric had put in over 120 hours in a seven day week for two straight weeks. Until the second Carbir chassis is finished, Mark Neuhaus is running my Swift DB-5 from last year. The two days of testing for him was spent getting acquainted with the sports 2000 car itself and the entire crew. We were pleased that the test was so successful- Mark got down to some good times in the Swift, and kept the car in one piece- the crew was very pleased. We made some large gains with the Carbir as well - Eric made some more shock changes (a piston size change) and the difference was phenomenal. The car was easier to steer, and we gained a ton of mechanical grip. We actually got the car into 1:09 second bracket - faster than the Swift has ever gone even though the Carbir was set up for Portland with less than ideal downforce for Thunderhill.

We spent the day after the test preparing the cars at the track for our race, and then towed to Portland Thursday. Unfortunately, there was no test day before the event, and Mark Neuhaus had never been to Portland. Luckily, Mark Cezon was able to arrange a Swift DB-2 rental as part of a driver's school put on by SCCA, and Neuhaus was able to learn the track Friday.

Saturday:

Went out on tires left over from testing at Thunderhill, and was third quickest. The second session was damp; it rained before the session, but mostly dried by the time our group came up. For the sake of learning (as the weather forecast was predicting showers for both Saturday and Sunday) we put a wet setup on both cars. This was the first time the Carbir had ever been set for rain. It seemed pretty balanced and forgiving under these conditions - but it wasn't quite wet enough to really use the rain tires. I only ran around for about four laps so we could tell what the car would feel like without mowing through the rain tires.

Sunday:

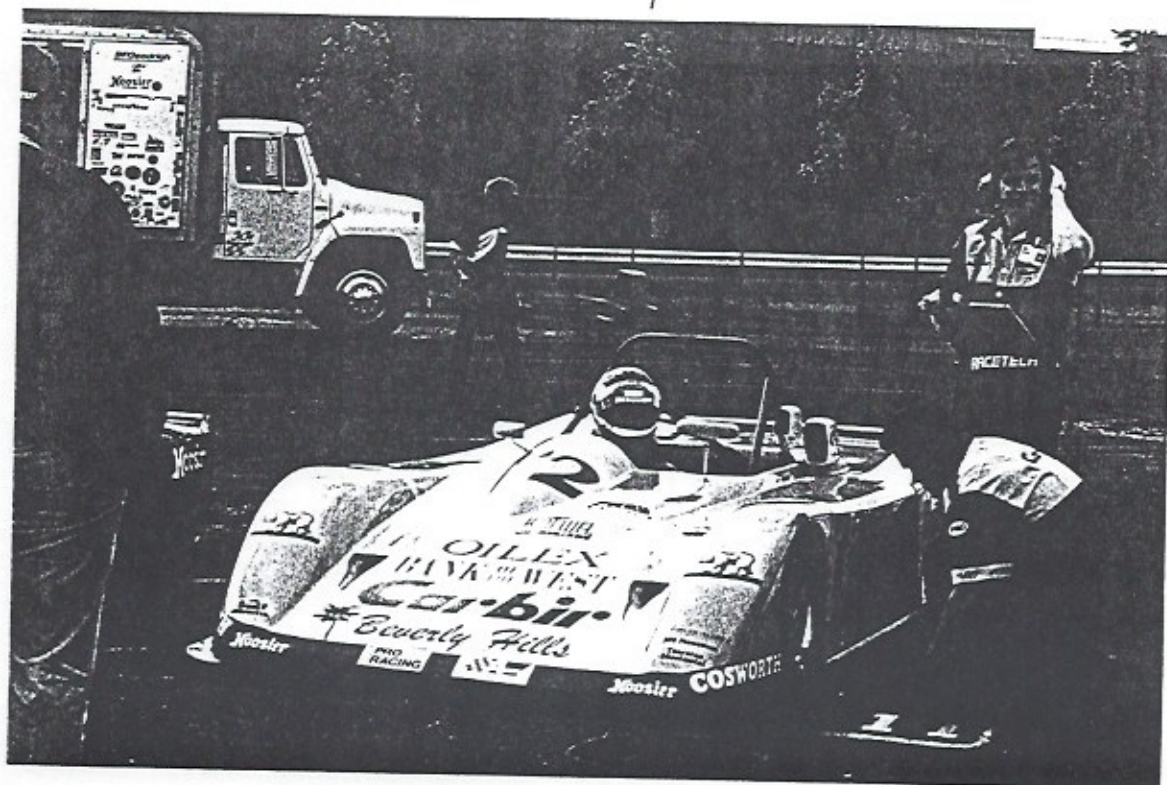
I went out on new tires (the rain on Saturday afternoon kept us from scrubbing a set of tires) for the qualifying session. This strategy gave me three laps to bring the tires up to temperature, two laps to set a decent time, and one to cool the new tires. We started towards the back of the 15 cars trying to make the top 5. I scrubbed for three laps which built enough space for two clear laps. This paid off; we got the pole by almost 1/2 second over Dennis Pavlina, Jeff Clegg, Tom Wright, and Rick Lee. Mark Neuhaus qualified 17th.

Like the rest of the weekend, the race started out great and was running according to plan. I led the field, stayed on the front side and began motoring away. I pulled a three second lead on the second lap and continued to expand the gap over second up until the halfway point. Jeff Clegg (who was in second) fell off the road trying to keep up.

John Ostlund (in the championship winning car from last year) got caught out going into the first turn and ended up in the grass. On lap ten or so, I came around the back side of the course all by myself when I came upon Frank Arnold spun around on track in a S2 car. This was an easily avoided incident, but I came out of turn 3 I saw Ian Wood sort of facing me and coming back onto the track. He turned onto the track in front of me- I really thought he saw me coming, but apparently I was not so lucky. He came straight across the track to the line as I approached. To avoid T-boning him I stepped into the grass, went around, and got back on. No harm, no foul- or so I thought. I still had a large lead, and got by Ian down the back straight. When I entered turn nine, I went for first gear; I found nothing. I tried the rest of the gears, and the lever engaged but no forward motion followed. I coasted off turn nine into the vacant "Indycar" pit lane. It turns out that a constant velocity joint failed, probably as a result of the spinning tire coming back onto the pavement from the grass. We were a little disappointed. I watched the remainder of the race from the wall. Mark Neuhaus had a good run, he ended up 13th in the 24 car field. Not bad for his first ACRL race, not to mention his first S2000 race.

Everyone worked extremely well together, and did their jobs. The cars were fast, and everything went according to plan with the exception of one cv joint. Even though the result was not there, it was apparent that the new car is the one to beat, and we have the team and personnel to dominate.

Our next event is the Mesa Marin Oval at Bakersfield, May 23-25. It should be an interesting one.



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Team Beverly Hills
Driver Update by Jeff Glenn
Race 2: Mesa Marin Oval, Bakersfield, CA

I can't believe this, I had this elaborate race account of our entire weekend, and my disk ate it. It is there, it just won't open. Anyway, this may be a little less detailed, but upon thinking about that, it may not be a bad thing at all.

Ah, yes, it is all coming back to me.....The weeks before the event were exercises in extreme stress and turmoil. It seemed like people were lining up, throwing flaming bricks at Eric and myself. We returned from Portland and got the cars ready for the oval. We had scheduled a test at Mesa Marin for roughly a week before the event. Then we had a really bad day. The day before we were scheduled to leave, the track called to inform us that we were not testing the dates that we had planned due to the fact that they had resealed the track the previous weekend. This caused a slight panic - we had arranged plane flights for Mark Cezon (our mechanic) and Norton Gaston (engineer) from Portland, and moving testing back any closer to the race date was illegal according to SCCA Pro Racing Rules that specify a seven day ban on testing at the track before a pro race is to be held. The same day we found out that the deal we had been negotiating for six + weeks on a trailer fell through. On top of that, we were evicted from our race shop by Dennis Reed (who has the lease on the space we were sub-letting. We had the trailer at the shop to load it for the Bakersfield test (for a total of eight working hours). It stirred a little commotion, and Dennis flipped out and evicted me immediately in a childish and unprofessional way with a string of letters attacking me and my operation. Thanks for the memories Dennis.

So back to the racing stuff; we were not able to test. This gave us some time to do some catch-up maintenance, and make arrangements for another shop situation (which we had already started the process before we were informed it was a necessity.) Now (much to the chagrin of Dennis Reed) we are four doors down inside X-Fab, a race fabrication shop with better equipment and rational owners. We loaded the trailer for the race, and vacated the Dennis Reed Syntropy racing shop for good. We towed down to Bakersfield Thursday night.

Now, on to the real racing stuff. We were on track Friday for testing. I got to drive Mark around the oval in his Ferrari 355 convertible -- nice car. We tested on Friday, and accomplished a few things, however the track kept shutting down for breaks just as we got ready to go out after making a big change. This was a little frustrating. The day went well, Mark got a bunch of time in the car, and adapted quickly to the oval. Saturday was a weird day; we had only one session- a practice at 3:00 in the afternoon. We tried a few more changes to the Carbir. Mark felt so comfortable that he decided to skip the Saturday session and went back to Beverly Hills Friday night.

Sunday was going to be the long day. We had 2 practice sessions, the qualifying and the race. We were making pretty large changes to the Carbir right up until the qualifying. It was going in the right direction, but we felt that the test days that we were forced to miss would have put us in a much better position. The first session was the scene of the only real carnage of the weekend. Unfortunately it was my teammate in my Swift - Mark had been running third quickest in the session, behind Peter Zarcades and myself. He was driving on the high side of the track when he got into the grey stuff and slid into the wall - the right front hit first. This ended his day. We would have been able to round up the parts and get it back together except that the front of the tub, where the upper front suspension mounts was damaged. This required some replacement tub parts and a considerable amount of welding before the front suspension could be hung from the car. Mark was a little upset, but he had learned quite a bit, and made great improvements on the oval.

Qualifying: We were assigned to be the ninth car out for qualifying. The procedure differs in oval racing in that each car goes out one at a time for 1/2 lap warmup and two timed laps. We were continuing to make changes to the Carbir, and we went out with a fairly large adjustment to the car. It was an improvement, and we were briefly in second spot, but by the end of qualifying I was in the fourth spot. Zarcades grabbed the pole, Steve Romak was second, and John Ostlund third.

The Race: It was a late afternoon event, with the sun setting above turn three. It was a clean start, I slotted in behind Ostlund in fourth. Ostlund was doing a great job of making his car 30 feet wide for the first 40 laps. I tried to go inside, then outside, but I couldn't find a clean path by. Zarcades began to motor away, and I was held up by the battle for second in front of me. Around lap 40 there was a caution with a pace car for a spin. The restart was the opportunity I had been looking for. Eric was on the spotter's stand with my engine builder Steve Jennings. He had been talking me through things, but it had been relatively uneventful to this point; but that would change. I was directly behind Ostlund and Romak in third and fourth, who were separated from Zarcades in the lead by a bunch of lap traffic. I was ready for the green, got a run on Ostlund, and simultaneously Eric went to work on the radio. He saw my speed into turn one and called me to go high. I went outside Ostlund, surprised him a bit, and got around at the exit of two. I then received instructions to go low, towards Ostlund and around a lap car that was on the high side. Going into turn three, Eric yelled high, so I put myself on the outside of Romak, and took the second spot at the exit of turn four. I continued around a bunch of lap traffic and convincingly motored away. Chris Ronson had followed me through traffic, and found himself in third. By the end, I had put about a half of a lap on Ronson, and we were catching Peter Zarcades in the lead (who began to suffer a misfire in the final ten laps). At the end, I was about two seconds behind Zarcades and closing; we just ran out of time. I was glad to see Peter win it - if anyone deserved it- he did, considering that last year he was on the pole and had a tremendous crash in the race. Ronson finished third and Team Las Vegas won the city team points deal. Compared with my mediocre results on the oval last year, I was pleased with the outcome, considering that the car had never been on an oval.

After this one, I went from last to seventh in the points, but after the next race the worst finish will be dropped, and our points situation could change drastically.

Back to road courses, and Portland - which has historically been a good event for us.

Thanks to the whole team for doing double duty while we were short on personnel -

A handwritten signature in black ink, consisting of several overlapping, sweeping strokes that form a stylized name or set of initials.

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Team Beverly Hills

Driver Update - by Jeff Glenn

6/15/97

The key word for the time between the last race and this one has been "Frantic." In fact, as I write this, I haven't even finished writing the update from the last race. We spent the two weeks between races fixing the crash damage from the oval on the Swift, and converting the Carbir to Carbon sidepods. This left us with no time to test- we were still getting parts for the Swift up until the day before we left.

In the meantime, during all of this we managed to start to settle into our new shop - with X-Fab fabrication just a few doors down from the dennis reed space where we had been until the Mesa Marin race. It was really a relief to work in a less stressful environment - things at the other shop had become more than stressful. For Eric and myself it was merely another hurdle cleared.

The third race on the ACRL schedule was the RoseCup weekend in Portland. We loaded up and left on Tuesday night, and traveled Wednesday to be in Portland by 5:00 for the track move in. Thursday was a test day - Mark Neuhaus (my Team Beverly Hills teammate) was not able to make it into town until Friday morning, so I went out in both cars. It rained early, but dried for the rest of the day. The Swift got a shakedown run in the middle of the day to sort things out after the repairs. The only real hitch came immediately, when the motor didn't feel all that responsive to me. I came in, and it turned out that the only thing we forgot to button up was the throttle cable bolts (where the majority of the tub work was done). We ran five more laps after fixing the cable, and were satisfied with the car. Work on the Carbir setup continued. This was the first time we had run a road course with the new redesigned Hoosier rear tires. They are considerably different from the previous tire, and we would continue to chase the setup a little for the entire weekend. Thursday was reasonably productive - we got within a second of the ultimate track record, but we were anxious to get there.

Friday was a two session day. Mark Neuhaus showed up just as we went out for the first time and got in a couple of laps in the session. The Carbir was suffering from an understeer condition on the new tires. The Carbir set fastest lap by a couple of tenths, but we felt the car was not up to speed. We made changes to combat the problem. The second session (and last before qualifying) was very tough; the car was a bit evil to drive. I did about three or four laps with a very loose rear end, we came in and made a ride height change and brought the rear of the car back under control. Track temperature was higher, and we were second fastest, behind Steve Romak in the Lola. After much discussion, we decided to make a bunch of changes to the car Friday night. Oh yeah, Tire sponsor, Hoosier did not send enough tires to sell to the field, and the merchant at the

track ran out of tires on Friday afternoon. I ended up buying a set from Chris Ronson (Team Las Vegas) who generously made an extra set available to us.

Saturday was a short day (on the track) for me. Our only session was the ten minute Top Five Qualifying. Seventeen cars went out to try for the top spots. Eric and I decided that we would run the session on new sticker tires. We went out, and I scrubbed tires for the first couple of laps. Eric alerted me that there was a gap in traffic behind me, so I slowed and let about four cars pass and get $\frac{3}{4}$ of a lap ahead. Our strategy paid off, the third hot lap on the new tires was a 1:16.60, which put us on pole by .6 seconds. Steve Romak in the Fresno Lola was second with a 1:17.2, Larry Vollum was third, Rick Lee fourth, and Peter Zarcades ended up fifth. Mark Neuhaus went out in the second session and landed the 14th spot. All in all, it was a pretty good day.

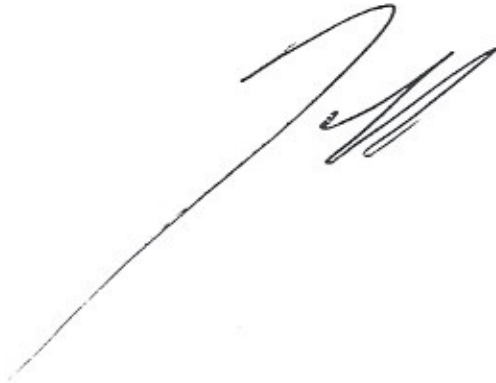
Sunday's only session was the race. The clouds began to clear off before we got started - the previous day it had been cloudy for qualifying. This would affect our car a little over the race distance. I was lined up on the inside of the first row for the start, next to Steve Romak. Steve got a tiny jump on me at the start, just enough to get to the first turn with $\frac{3}{4}$ of his car in front of mine. Instead of forcing the issue, I decided to leave all of the paint on my car and let him take the first corner. I dropped in just behind, and from what I hear from outside accounts, the first corner was a little bumpy in the middle of the pack. Mark Neuhaus got drilled from behind, and shoved into the car in front of him, but did a great job of keeping things together and making it through. There was a yellow on the second lap for a car that was stranded after the first corner incident. I stayed right behind Romak on the restart, but wasn't able to get around. Steve was working pretty hard to stay where he was, and I was confident an opportunity to pass would present itself. On the eighth lap he was a little late getting on the throttle out of the chicane and I got beside him on the outside of the exit - he didn't see me and I had to back out as he came across the track. The next lap I was able to get a run on him down the main straight towards the chicane again. This time I dropped inside, and made it by. I pulled out about six car lengths, but the rear tires began to get warm and get a little slick which made it difficult to put any more distance on him. At about $\frac{3}{4}$ of the distance, Steve went off in turn seven, leaving Rick Lee in second place about five seconds back. Lee was in his own battle with Peter Zarcades, and I managed the gap, finishing six seconds ahead. Steve Romak made it back to fourth place. My teammate, Mark Neuhaus had a great race, finishing eighth. We won the City Team trophy for the first time as well. This was an O.K. fathers day present for my dad.

Finally, we have collected the first professional victory for the new Carbir chassis. Brian Utt was very pleased, and there seems to be more and more interest in the cars all the time. This pole and win puts me in the lead of the driver's points (by two points or so) and we are confident that we can repeat the performance. We have assembled the best crew in the series with Eric Purcell, Dan Banks, Mark Cezon, and more than occasional collaboration with Norton Gaston.

There is much work to be done before the next event. We have to build the second Carbir, paint it, and do some development testing with the existing car. Our trailer should be coming on line before the event as well, and we need to organize in our new location with X- Fab Fabrication. Romak and Ostlund will both be tough at Sears Point, but we have some significant development pieces in the works.

Finally, our Colorado race has been canceled, but is being replaced with Las Vegas with IMSA.

Now I can return to writing my update from the previous race....
Until next time -

A handwritten signature in black ink, consisting of a large, stylized initial 'P' followed by several loops and a long horizontal stroke extending to the left.



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VANCOUVER B.C. Update
Jeff Glenn
TEAM Beverly Hills

Our entire team has high expectations regarding the tasks at hand. Vancouver had to have been one of the most disappointing ACRL races I have experienced for several reasons. I hate to sound like I am griping about the weekend, or like I am making excuses for a less than stellar performance.....but, I honestly believe that there were several issues beyond the team's control that affected our ability to finish the job we had started.

The in-between race stuff: Immediately following the Laguna race, engineers Eric Purcell, Norton Gaston, and myself got on a plane to Milwaukee with Brian Utt to evaluate the Piper Formula Ford 2000 car at Blackhawk Farms Raceway in Illinois. The test was successful; the Piper seemed to respond well to the changes we made (spring, shocks, and bars) even though the shock package left a little to be desired. The car was too stiff, and did not have enough rear rebound in the shocks to transfer weight forward under braking.

I also got a chance to do six laps in Greg LeMonds' Dan Campbell prepared Van Diemen. The car was quite a bit softer (and had different tires) but was a good baseline comparison with the Piper. Conclusion: The Piper is a good car that needs some refinement. More on this front at a later date.

After Laguna, we began to forge ahead with the assembly of the new car. We also ran several test days with Mark Neuhaus in the Swift to continue to bring him up to speed. The days went well, and he learned a great deal (after a number of offs.). Due to temporary financial delays, many of the parts were stuck in the UPS strike and Mark was unable to run at the Vancouver event.

Adding to the circus of events was the late delivery of our new trailer, which gave us a whopping three days to finish outfitting the inside with odds and ends and actually transferring our equipment. On top of that, we had hired a full time mechanic, who had recently graduated from the Russell school, to ease the burden on Eric and myself. This was a mixed blessing- what would have eventually have turned into a personality conflict between the team and our new hire. The situation took care of itself when he was hired away by PPI / Arciero Wells, the Toyota CART team.

On our own testing front, we did two days after Mark at Thunderhill, then a third day on our way up to Vancouver. As usual, we made improvements to the car. The first two days were plagued by weird problems both mornings. Things started strangely with the first session when I went out and while trying to scrub a new set of tires, the brakes refused to work consistently. I flew off the road, and kept locking the left front wheel. After checking the ride height, scaling the car again, we found that the Laguna race had

almost crystallized the brake pads. Our luck continued with a broken first gear, and other bizarre occurrences. We were happy to get these out of the way, or so we thought. Did I mention that it was warm? The second day Mark tested it was 113 degrees, followed by two days with more humidity in the 105's. We consumed what seemed like gallons of water. The second test (on the way up) went well - we worked like maniacs on the spring and shock package- and managed to get seven different spring combinations in four hours. The car now develops even more mechanical grip than ever. The weather was cooler, only mid - to - high 90's.

We trundled up to Vancouver, and arrived Thursday for the move-in. The new trailer is really nice - it handled the grades much better than the Lucas trailer we had been using. The border crossing was no problem at all. Vancouver is a beautiful city, and running with CART obviously made the event quite a spectacle. Unfortunately we were in the Witness Relocation pit space isolated under the Georgia street bridge on the other side of the track from the IndyCar and Lights / Atlantic pit. That was not a surprise.

Practice:

The first session went reasonably well. I managed to keep it off of the walls, and began to learn the track. I felt pretty slow, and the car was a little stiff and loose over the bumps. We lightened the rear springs and went with a little less bump after this session. We were fastest by a tenth, but felt that there was more in myself and the car.

Qualifying:

The rest of the weekend was frustrating for the entire Carbir team. First off, some of the other competitors began gridding for the sessions ridiculously early (at one point over 1 ½ hours before going out.) Fifteen cars went out for the fast five qualifying session, at ten second intervals. This eliminated gaps, which normally wouldn't have been a big deal. Two laps in, a Vancouver car spun and rejoined in front of me. I expected to be able to get by, and tried in every spot I could, but the driver was trying to race, and aggressively blocked me. He eventually hit the wall trying to stay ahead, but the session was flagged early. My lap after the out lap was my best, which just barely got us into the top five with the fifth spot behind Peter Zarcades, Rick Lee, Jeff Clegg, and Steve Romak. We decided to soften the car a touch at the front to combat a little bump-caused understeer.

Race:

Our strategy came from previous experiences on street courses. The game plan was simple; because of our starting position I would lay back for the first half of the distance, keep in touch with the leaders and then make the necessary moves. Street courses tend to be hard on cars, and we were merely going to make sure we didn't get involved in any early incidents. Our car was great on longer runs, and the field was coming back to me. Rick Lee developed a giant oil leak and oiled the track with a 50' plume of smoke for three laps. There was a yellow for a crash in the second chicane. After the restart, Peter fell back to third, and I was poised for attack less than a car length behind Peter who was all over Romak's gearbox. Halfway around the track on lap 12 Eric called that we had

reached halfway, and it was time to get to business. I put a little more effort into the back half of the course, and we set the fastest race lap. Entering the last corner onto the straight, Eric came on the radio again - "I can't believe this - They are reaching for the checkered." I was a bit dumbfounded. Clegg won, followed by Romak, Zarcades, and myself. Apparently Joe Giroski had hit the wall at the first hairpin. There was still 17 minutes left in our allotted time; plenty of time for a slow two lap yellow... The official reason given after the event was it was getting dark. We started at seven, visibility was fine for a good half hour after our race. We felt pretty empty after having traveled 2,000 miles round trip for a 13 lap event. The most dissappointing part was the enforcement of the "contact rules." It was stressed in fourteen different places before the Vancouver event that contact with anything (walls, another car, etc.) were to be black flag enforced. There were several contacts in front of me that went unpunished, that the announcers were watching on the monitors and commentating over the PA. Grumble, grumble, grumble....

On a more positive note, the weekend was quite productive in terms of meeting some influential people. I was fortunate enough to be introduced to Derek Daly and was able to discuss the Team Green Academy program. I also met Kim Green briefly, and talked with Carrol Smith.

All in all, Vancouver was a letdown, but that is part of the game. At the moment everyone is working to complete the second car, finish the trailer, prep for Las Vegas, and secure our deals for next year on both the sports 2000 front as well as formula ford 2000. Just the standard workload here.

At this point, we have nothing to lose and everything to gain in the championship. We are currently in third, only a couple of points behind second, but a bit back from first. We need good results and a little luck to pull it off - we will fight to the end.

Until next time-

Jeff Glenn



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LAGUNA SECA Update - the short version by Jeff Glenn, Team Beverly Hills

Everything but the win. It seems to have become a theme for us lately. We came essentially untested from the last event at Sears Point (a week and a half prior). We had changed the ring and pinion and done some other necessary maintenance - therefore we warned the other competitors that we might be slow in the first practice because we would be breaking in a differential. We got the car up to speed slowly, and managed to be quickest in the session and break the existing track record. The other competitors were highly suspicious of our "warnings" after that first session.

The car was working well, and we merely made bump changes to the shocks before the qualifying session. We grabbed the pole by .6 seconds, over Steve Romak, breaking our record from the earlier session. The top five was rounded out by Zarcades, Ostlund, and Lee.

Team Beverly Hills driver Mark Neuhaus struggled to keep the Swift db-5 on track during practice and qualifying. He got things together for the race, but was forced to pit with a flat left front tire, and later suffered a cooling system problem that sidelined his efforts.

Away from the track (setting up bodywork) I managed to get a piece of carbon stuck in my eye. It was driving me nuts on Saturday morning, so I went to the Emergency room. Unfortunately they did not have time to look at it before I needed to be back at the track. At the end of Saturday's sessions I returned to the ER, got the thing taken out and was given a patch to wear until the next day. This was the source of amusement for the rest of the team who continually made references to pirate accents and even went to the trouble of having a balloon parrot made for me. AAARRRRRGGGGHHHHHH Matey.....

The Carbir's race once again pegged the excitement meter. I won the pace lap (recall the spinning maneuver from Sears Point), and the start was uneventful. I was able to easily get out front and begin to pull away. One small problem; my left front tire began to deflate at the green flag. We managed to stay out front for four laps with the flat, but by the fourth time around I was plowing off the road in right hand turns (while still in the lead.) This forced us to pit, and the crew did an incredible job at getting me back out on the same lap, just in front of the leaders.

With four inflated tires, the car was great. In the time remaining we set another track record; .3 faster than we had qualified, (1.5 seconds faster than the previous record) and set fastest race lap at 1.7 seconds faster than Steve Romak, the race winner. I made it back to eighth spot. Along the way, a squirrel crossed the path of the car between turn 5 and 6. The Carbir won, but there were guts everywhere. The car truly dominated every session; it is hard when the final race results don't show the entire picture. (I was happy however, we went fast.)



RACE CARS inc.

1220 Falls Road · Grafton, WI 53024 · 414-377-2850

Las Vegas Update

by Jeff Glenn

Team Beverly Hills

September 22, 1997; It seems to have become the norm, between races the Carbir Factory Team has completed at least 3,000 tasks that would take most others months to complete. After the disappointment of Vancouver, we immediately got busy on the construction of Carbir CS2 chassis number two for Team driver Mark Neuhaus.

We had possession of many of the larger parts, but it was a "down to the wire" project. Many critical pieces were still arriving up until a week before the race. We had a closer deadline than the race; the car still had to be tested, any teething problems sorted out, and set up for the event. The team worked almost around the clock, averaging 18 hour days for the final week and a half. Finishing the car and ironing out the "first production car" bugs in the allotted time frame was a monumental task. Everyone rose to the occasion.

Mark's car was completed, engine fired, and rolling on the ground at midnight on Tuesday night / Wednesday morning. We loaded the cars and were on the road Wednesday morning at 1:00am. The plan was to test the new car on Wednesday at Buttonwillow (a road course west of Bakersfield, and on the way to Las Vegas), work out the bugs and set up the car with me driving, then let Mark loose in the afternoon. We got within an hour of the track and stopped to sleep for a little while. Check in time at the hotel: 3:00 am. We got out of there around 7:30am, and cruised to Buttonwillow.

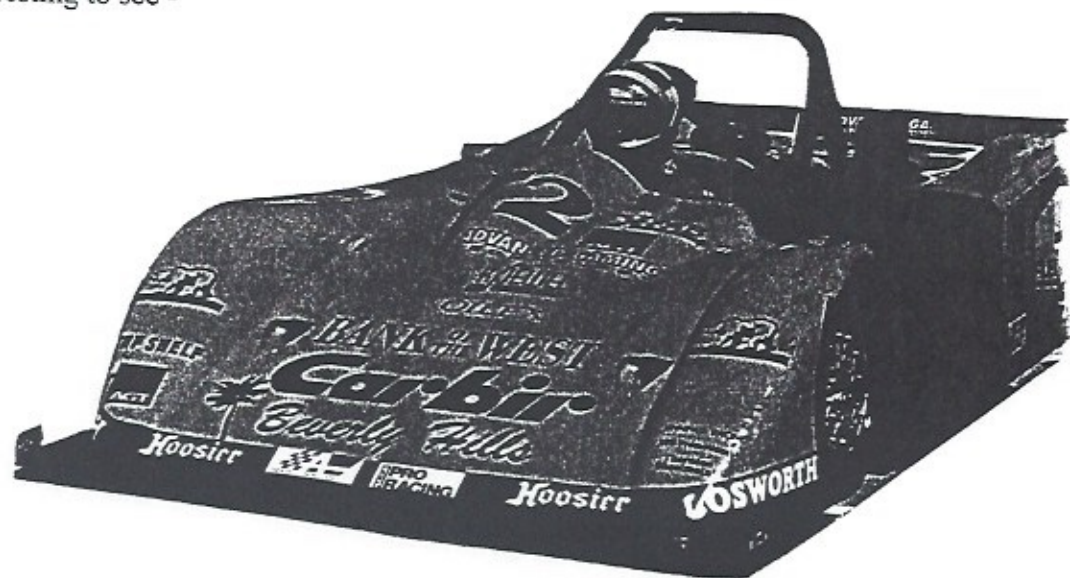
Testing. Neither Mark or I had ever been to the Buttonwillow track. We were lucky enough to slide in on an exclusive test day for Toyota Motorsports with the Lynx Atlantic team thanks to Eric and Dan's contacts with Steve Cameron and Lynx. The first order of the day was to do a systems check on the car- run a few laps that would familiarize me with the layout of the place and check the car for any major problems. The day went very well, and we encountered only a few small problems which were quickly dealt with. In three sessions, we had put a decent setup on the car, gone quickly, and done all of the necessary break - in procedures for the differential, brakes, and transmission. I was pleased with the car, and we sent Mark out in his new car. He seemed very pleased with the feel and build quality.

We loaded up from the test, and made it to lovely Barstow, CA Wednesday night. It had been a long couple of days. We arrived at the track at 12:30pm, Thursday. We set up and prepped Mark's car. My car was ready - we had prepped it for the race, anticipating that most of our attention would be focused on completing the new one. Our first scheduled outing was scheduled for 8:00am Friday morning. None of us had ever been to the new facility; the Las Vegas Speedway was an impressive venue, with hospitality

late as he braked, so I purposely went outside and rotated the car as he went by me into the corner. He slid wide across the corner, I was already straight and on the power and took the position back. There was a lot happening in the first couple of corners behind me; Steve Romak went into the grass after the first corner, and I think Neuhaus made contact with the Lola of Chris Ronson. By the end of the first lap, I pulled about a two second lead, which we continued to expand by several tenths a lap. By the time we had pulled a five second lead, things got more interesting. I got a little greedy just after lapping one of the S2000 classed cars, and went too deep into one of the infield corners. I got two wheels off but managed to keep things going the right direction, and only lost a second over second place. In the middle of the race, I continued to work the car hard and our lead stretched to ten seconds. This was fortunate because at about 3/4 distance, one of the cars had lost an engine in the second corner of the infield. I was coming up to lap the silver Team LA car, when it spun off in front of me. I backed out, thinking there must be something slick on the track; there was, and despite the fact I rolled out and was tiptoeing through, I slid off right behind the other car. I felt helpless as I plowed through the dirt, I was heading right for the car that had gone off, and sliding out of control with the brakes intermittently locked trying to avoid the other car. I made it around the outside, and passed as we both drove through the dirt getting back to the track. Luckily, I came back on with a five second lead. We managed the lead from then on, and ended up roughly seven seconds out front at the checkered. Steve Romak came back to second place, Zarcades was third, and Rick Lee was fourth. Mark Neuhaus had an eventful afternoon, damaged one nose at the start, and then came off the track three laps from the end in some gravel on one of the more slick corners.

It was good to win one again - for everyone. The crew - Eric Purcell, Mark Cezon, and Dan Banks put in an incredible amount of time and effort making the second Carbir a reality. To top things off, our sponsor, Oilex of Houston Texas was present. The group seemed to enjoy the weekend - and in all honesty it was a pretty damn good one.

Reno is around the corner, and I think it is going to be equally good, if not better. Bank of the West is planning on doing some hospitality, and I think we have convinced the Oilex crew to return to see the Finale at Reno. It may be a barnburner - I am back in second place in the points and the championship is within reach if certain variables play out..... it will be interesting to see -



Carbir

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Carbir takes all at ACRL Finale, Reno

by Jeff Glenn

Team Beverly Hills

October 23; Since the last update, I have been in a car almost every week. To say that the past few weeks have been busy would be a slight understatement, but by now you should realize that this is the norm. Lets us proceed with the conclusion of the 1997 American City Racing League season, and the a few details that struck me as memorable.

Post Las Vegas - Between Events:

The weeks between the Las Vegas event and the Reno event were spent in several race cars. The first order of business upon returning from Las Vegas was taking the engine out of the car, and completing the technical inspection. The post race tech - inspection consisted of an engine teardown. This moved our engine rebuild schedule a bit forward, but since the engine was apart it would be a logical time to have it freshened. The outcome of this altered the final results of the race; we were fine, but second place finisher Steve Romak was disqualified for an illegal coating on the pistons.

The week of October 1st, Eric and I got on a plane for Milwaukee to test the Carbir FF2000 car with Dan Campbell at Blackhawk Farms in Illinois. Several car-prep issues had been addressed with the car since I had driven it last including putting the car on the series required Yokohama tires, and making it possible to shift. In half a day, without getting into the shocks (the next area needing significant adjustment to make monumental gains) we were within a second of the record. Unfortunately a first gear let go, and made a mess in the gearbox - we were sidelined for the day. Eric and I felt much more confident with the potential of the car. There is much work to be done in terms of shock package development, and bodywork / aerodynamics, but the package is good and responsive to changes.

The week following we had scheduled a test at Thunderhill with Mark Neuhaus and his Carbir. At the same time, Mark Cezon and Eric stayed behind and worked on putting my rebuilt engine into my car. Norton Gaston, myself, and Dan Banks were the designated crew for the test. A last minute engine change was performed on Mark's car due to the appearance of a less than reassuring noise coming from the top end. Our testing plans were pushed back a day, but we lucked out on the weather and got a full day in. I did about three sessions in the car, two in the morning and one in the afternoon to refine the setup on the car. Mark had a pretty good day, with one small hiccup that involved the turn nine berm, air, dirt and a nose. Amazingly, the only casualty was a nose that my dad had just repaired by combining two different noses and was particularly proud of. The car survived this off without hardly a scratch. The nose exploded on impact with the berm, and the debris looked very much like a small plane crash. We reset the tow on the car, set up another nose, and were on our way. Setting up the nose in high winds unfortunately involved cutting fiberglass. Needless to say, for the second

time this season I found myself in the emergency room having pieces of fiberglass removed from my eye. Same one as last time (at Laguna) but this time there was no scratch.

Following this test and into the next week, Dan was kept busy preparing Mark's car for Reno, and we set out again with my car Tuesday before Reno at Buttonwillow to test a new shock package. Greg LeMond was at the track testing a FF2000 car; we got a chance to hang out a bit, and he was looking forward to running the ACRL race in Reno with Team Reno in a Lola. Our agenda for the day was quite busy, scrubbing tires for the upcoming race for both cars, and working out a completely new shock valving setup. At the end of the day, we had made great progress and had covered about 150 miles. We returned to the shop Tuesday night. Wednesday we cleaned my car, prepped as much as possible, set up some high- downforce bodywork, and loaded both cars. We towed up to Reno early Thursday morning.

RENO

We arrived around noon Thursday, set up, and began taking care of final details on the cars. Mark and I rode bikes around the circuit to get acquainted with the track, Neuhaus had never driven this or any temporary street course. The schedule for ACRL was a little less friendly than last year with only three sessions on the track for the entire event - practice, qualify and race. Thursday was pretty low-key without any track time. The highlight was (Carbir owner) Brian Utt's hotel room affectionately dubbed "the Porno Suite" complete with round bed and mirrored ceiling. Going into the event, I was optimistic regarding our chances to win the championship. We knew we had to pole and win, and to overcome our 23 point deficit to first, Zarcades needed a finish of sixth or worse.

Friday

Practice: We were the first cars on the track on Friday, and I went out on older tires we had been saving for some time. The track was quite dusty and slick which led to slow lap times. My tire choice left a little to be desired, as we were only able to get about 95 degrees of temperature in the fronts during the entire session - normally they would be about 100 degrees warmer. Officially according to the time sheets we were second fastest, just behind Zarcades. Our computer, timed off a beacon that wasn't at the same place as the official timer gave us a time that was quickest. The track seemed even bumpier than last year - probably due to the flood they had in Reno earlier in the year. We made a few changes to get the car to turn - in quicker and deal with the bumps. Mark Neuhaus successfully made it through his first session in the concrete canyon. At least three other competitors could not say the same thing.

Qualifying: Scrubbed tires and several other sessions helped the track a bit. It was still somewhat slick, as our qualifying session was the fifth group on track from the start of the weekend. Fast five qualifying was extended to fifteen minutes, and this time, we gridded very early (almost two hours) to ensure that we would have clear track and not get caught out like we did in Vancouver. This worked well. While the car was better than the first session, there were still areas that needed attention; we still had a push in

the bumpy section, I felt a little slow off of the tight corners, and the car wanted to get loose under the awning of the Hilton. For the sixth time in eight races we got the pole, this time we just squeaked it out by three hundredths over Steve Romak. To add to the drama, series points leader Peter Zarcades didn't make the fast five, and ended up in the sixth spot. Mark Neuhaus met the concrete walls of the track in one of the fastest spots on the track on the second lap of his qualifying effort. A photo of the incident made the front page of the following day's Reno Gazette - Journal. The damage to the right rear corner was extensive. We had almost all of the parts to repair the car, and improvised in a couple of spots. Thankfully we had spare bodywork, a lot of parts, and Pat Prince of Prince Race Car Engineering present. Pat builds the tubs and suspension pieces for the Carbir, and resurrected a pinched exhaust collector that would have sidelined just about anyone else in the series. Dan Banks and the rest of the crew put in a valiant effort, working very late into the hours of the morning, and up until the grid time of the race. Neuhaus would start from the back.

Saturday, RACE:

I rolled out of bed, and wandered out to the track just in time for the fast five presentation. Immediately following this, the officials whisked us away on golf carts to the press room where the Trans - Am drivers were doing their post qualifying interviews. True to form, no one knew why the ACRL drivers were there. Just to be nice, some of the Speedvision TV guys asked us a few questions after it was over. Our race was the first of the weekend, at noon on Saturday. The plan was for 35 laps or 40 minutes, whatever came first. We rolled my car out to grid, and Mark's car was finished just moments before we pulled out for the parade lap.

From my perspective the race went pretty much according to plan. We took the green flag, and I held my position into the first hairpin. With Romak close behind, the two of us started to pull away from the field, until the first yellow came out for a crash involving Mike Wright in Turn one on the second lap. The car was somewhat crumpled, and there was a fair amount of debris. Luckily he was OK, but it took several laps to clear the track. I got decent jump at the restart, and kept a large enough gap over Romak to not have to worry at the end of the straight. A fair amount of laps went down pretty uneventfully, until lap 13, when the Las Vegas car of Peter Zarcades crashed in the same spot, trying to overtake John Ostlund on the outside of turn one. This was an emotional turning point in the race for me. I came around and saw the white car against the wall, and couldn't believe that it might be Peter. I didn't let myself even think of the possibility until I came around for a second time, and actually saw Peter standing by the wall. It was at this point, during the yellow that I realized that I could win the whole thing. I felt bad for Peter, I would have liked both cars running at the end when the championship was decided- and with ACRL's drop rule this was by far Peter's worst finish and would be dropped. This seemed like an endless yellow, I had a million thoughts running through my head. On the other end of the radio, Eric was having the crew do the math to give me the worst position I could finish and win the championship. It was towards the end of the yellow period when Eric told me if I needed to let Romak by, I could and still win the title. I replied (in the Jeff/Eric Indian accent) that we had a

plan for this race, and I was sticking to it. At the restart, Romak stayed close. Without the worry of Peter's position on my mind, I was able to relax a bit, pulled a lead over Romak, and set the fastest race lap, and broke Steve Knapp's race record set in the Carbir last year. The car was a little loose, but seemed to get better over a longer run. Before the next yellow, Eric informed me that we would be on a timed limit, and let me know how much time was remaining. Unfortunately on lap 21, Leo Sismani and Bill King got together in turn eight. After the accident, it was several laps before the course went yellow, and I could not help but think about the California 500 where Jimmy Vasser was in the lead, saw a condition that he was sure would bring out a full course yellow, and lifted while second place Mark Blundell drove right by, (no flag was thrown) and went on to win. With this in my mind, I kept my foot down until I was sure the entire course was yellow. We resumed racing with two laps remaining. With the field bunched up behind me, before the pace car peeled off, to keep Romak on his toes I decided to alter my restart a bit. I slowed the field through the final corners, then jumped back on the throttle. This allowed me to have enough room at the end of the straight after the restart to protect my spot through the first hairpin. I decided to concentrate on keeping my position for the final laps and not make any mistakes. Romak was very, very close. I drove a defensive line on the last lap, and Steve gave me no breathing room. I crossed the finish line with Romak probably inches behind. Back a little ways was Jeff Clegg in third, and Joe Giroski in fourth. Rick Lee ended up fifth, and John Ostlund sixth. For the entire last lap, the hair on my neck stood up - we were so close to achieving the goal we had set for the Carbir back in November after my first test in the car.

We came in, and the Speedvision cameras were there as I took off my helmet. I don't even recall what they asked me, but I know I had a pretty big grin on my face. Everyone in our pit was happy to the point of emotion, because each and every one of them had endured the struggle to make it happen.

To top things off, Mark Neuhaus had a great race in his Carbir. After having the right rear corner totally reconstructed, the car worked flawlessly. He carved his way through the field from dead last to sixth position before being hit from behind with only a couple of laps to go. This killed his finishing position, but the point was made - the car and driver both worked very well.

"Woah, We Just Won the Whole Damn Thing"

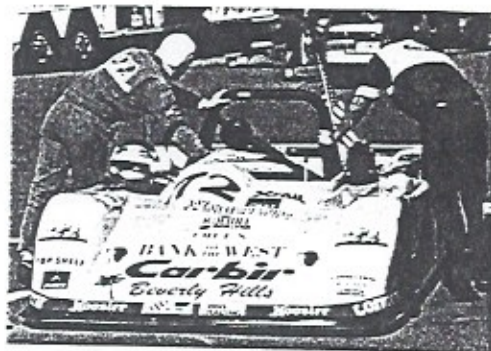
It was incredibly satisfying to deliver what we had set out to do so many months ago. In a way it was a relief; a weight lifted off of our shoulders just like the win at Moroso. They took us over to the victory stand, and did the usual activities. After this, we were again taken to the press room, and interviewed just like the Trans - Am drivers the previous morning. The local NBC affiliate interviewed me after the "press conference" and a small portion of the interview and some of the victory stand shots made it into their news broadcast Saturday night.

So, the year-end ACRL Banquet was held Saturday night, and Team Beverly Hills was obnoxious as ever. To take the team theme to the grossest degree, I wore a purple suit (that matched the car) with a yellow Beverly Hills palm tree stuck to the jacket, a yellow shirt with the Carbir logo in front, yellow sunglasses with purple frames, and I believe that I failed to mention that a week before the race I had my hair dyed red with

purple streaks in it. We found out that the banquet tables would be outfitted with tiny bubble blowers; to keep our image intact, Norton Gaston (our shock engineer) brought a bubble machine that produced watermelon sized bubbles that floated close to our table throughout the evening. We collected the Best Team Presentation award for Team Beverly Hills, and fifth place overall in the city team championship. I collected the Vasser Cup and some other stuff. After the banquet I changed out of the purple suit (which we had to go to some hideous East San Jose store to find) and we went out on the town to celebrate. During our adventures we ran into Tommy Kendall (Championship winning Trans-Am driver) at about 2:30 am. We ended up talking with him for a short time, and he congratulated me on my championship. His excuse for being out that late was he had plenty of time before his 10:30 am driver's meeting.

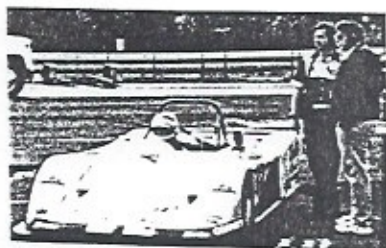
The Carbir ACRL Record - 8 races

- 6 poles
- 3 wins
- 6 fastest race laps
- 3 qualifying track records
- 3 race records
- 1997 Series Championship Title



Thank You

This was truly a team effort. Throughout the year, our team has overcome what seemed like endless obstacles being thrown at us, and no one gave up. Even at 3:00 am, whether we were towing to any number of tests or building a new car we kept our sense of humor. I would like to recognize all parties involved - even at this level of the sport, it takes a sizable cast of characters to put together a championship. A year ago, I was offered a test of a new Sports 2000 chassis, and from that point things have kept coming together. This has been the most important learning year of my career, both in the car with all of the development testing, and out of the car with the increased scope of the effort. I will refrain from the sappy stories and explanations - the folks listed on the following page know that they were instrumental in taking this car from a dream to reality, and from that point developing the package into a championship winning factory team.



Carbir Race Cars - Brian Utt - partner in crime to dangerboy, and handler,
Carl Seaberg - designer of the Carbir CS2

Motorsport Composites - Bodywork Supplier to Carbir (Brian Utt)

JAG Promotions Staff / Support

Eric Purcell - Technical Director / Chief Engineer

Norton Gaston - Shock Engineer / Neuhaus Coach / Data

Mark Cezon - Chief mechanic #72

Dan Banks - Chief mechanic #71

Steve Glenn - Bodywork, Paint, Graphics, Financial Analysis, general support

Cherryl Glenn - Cookies, Travel, Team cleanliness, Hospitality, Billing

Robyn Johnson - Hospitality, Crew Liaison

Bill Freed, Public Relations Support, television liaison

Mark Neuhaus - Driver, Team Beverly Hills concept, Carbir Race Cars first customer,
and solely responsible for the expansion of JAG Promotions racing effort and
factory team

Lee Lucas - my big brother in racing, use of the trailer for much of '97, taught me the
winning attitude

Oilex of Houston

Bank of the West

KJWL Radio Fresno - John Ostlund

Stonehouse Investments

Top Shelf / Giannini Packing - LeRoy Giannini

Prince Race Car Engineering - Pat Prince - chassis builder

Acceleration Technologies - Ray Grienke - wiring

Advanced Gaming Technology

Global Telemedia

Daeco Racing Gasoline - Nelson, fuel for Florida and all of those pole awards!

X-Fab - Greg Davis, Barry Stephenson - Fabrication, shop facilities

S. Jennings Racing - Steve Jennings, Championship Winning Engines

Thornton Sheetmetal - Tim Woodson

BBS Wheels

Stack - Dash

Park Performance / Heyer Performance - last minute tire mounting all season long

SignPro - Roger Harris, signage, graphics

Everyone else who reads these damn things.

With the '97 season behind us, we look forward to the future. We (Carbir Race Cars,
JAG Promotions, and Team Beverly Hills) have ambitious plans for next season. I will
keep you all up to date with the developments as they unfold.

