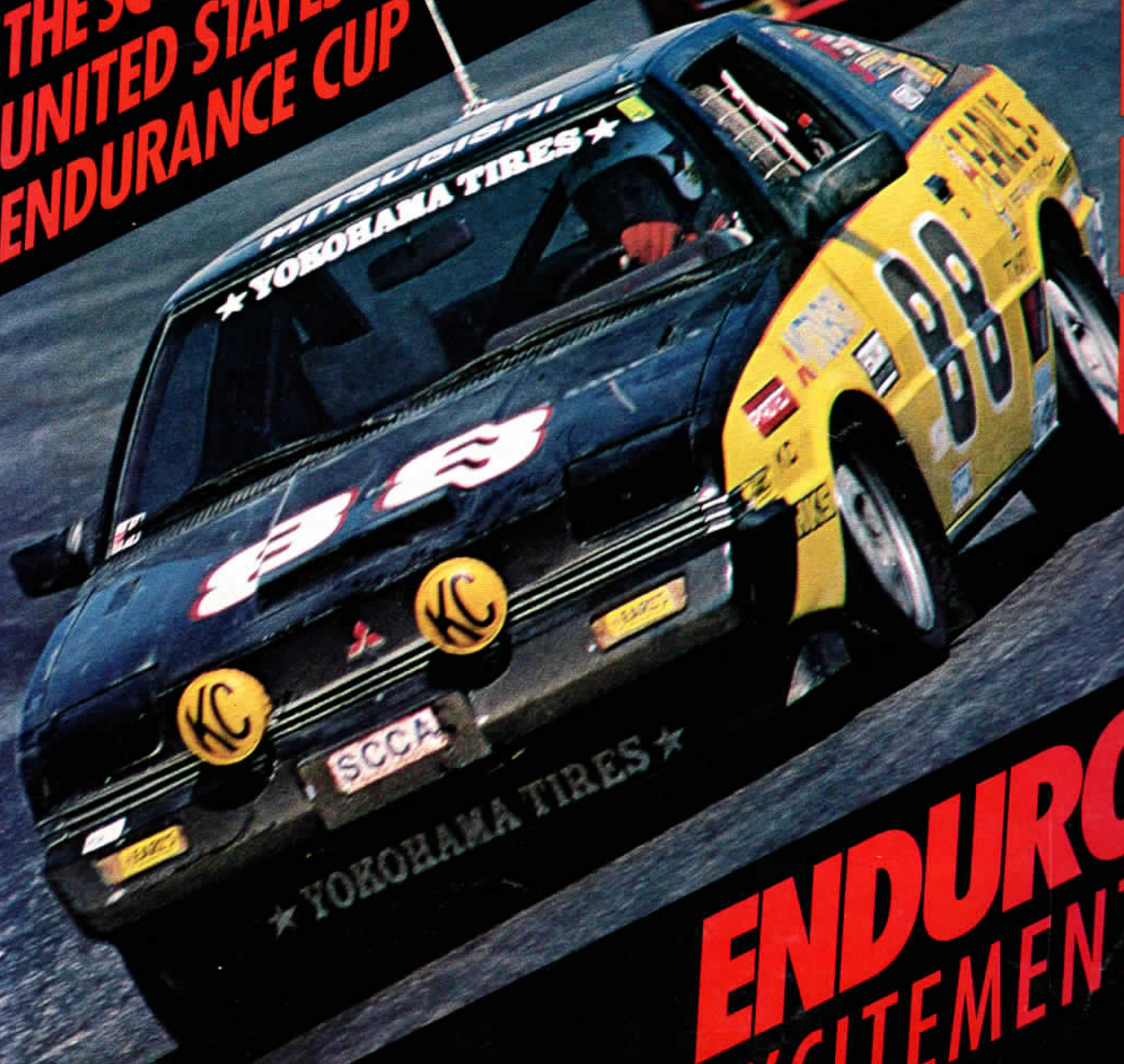
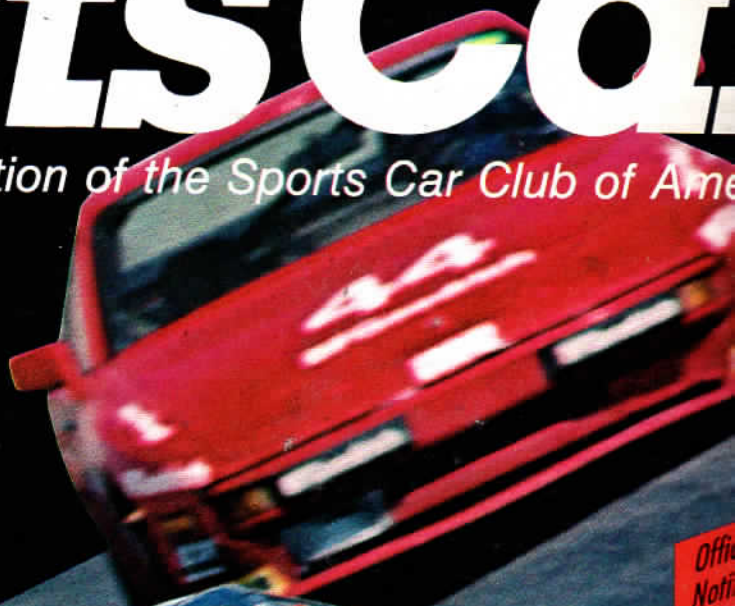


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Sports Car

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**A LONG LOOK AT
THE SCCA/PLAYBOY
UNITED STATES
ENDURANCE CUP**

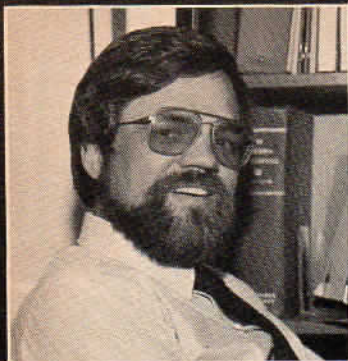


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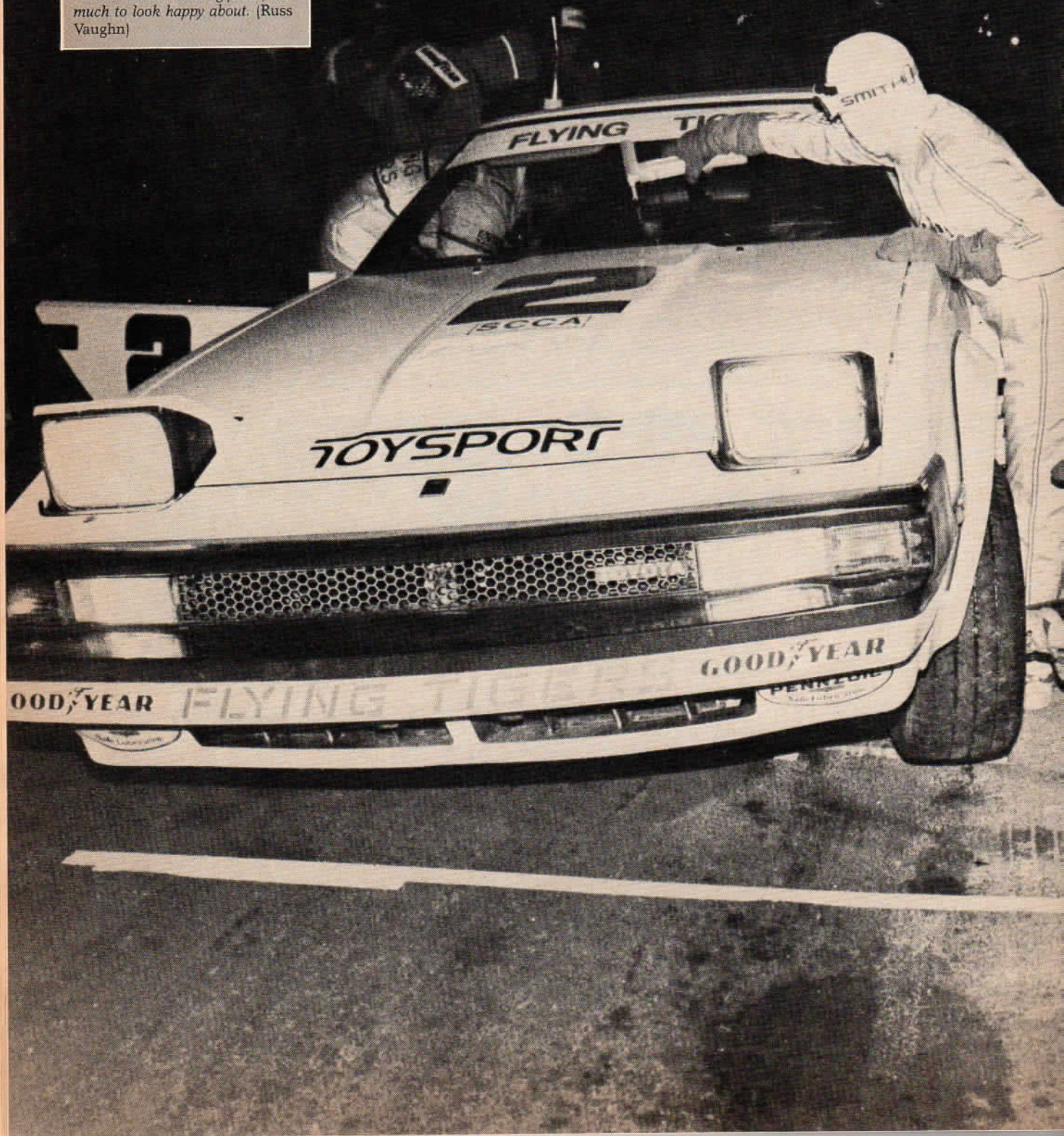
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See p.

**ENDURO
EXCITEMENT**



As the Playboy USEC series gets set to begin in 1985, Program Administrator Bill King (inset) has much to look happy about. (Russ Vaughn)



1985 SCCA/PLAYBOY UNITED STATES
ENDURANCE CUP SERIES

PLAYBOY



Enduro Excitement!

Showroom Stock Gets Everybody's Attention

BY BRYAN WEBB

The gags regarding the 1985 SCCA/Playboy United States Endurance Cup have already begun. *Playboy Magazine* is the USEC series' primary sponsor with serious dollars committed to the six scheduled events, so you must forgive the wags along pit wall for joking, "Playboy racers do it longer."

And indeed they will. The races will range from six hours to 24 and there's even an 18-hour event at Atlanta. Enduring begins on the West Coast at Riverside on March 30, then Sears Point on April 28, before taking the Southern swing May 26. Then it's on to the new St. Louis track on July 6, followed by Lime Rock on Aug. 31, and the big climax takes place at Mid-Ohio Sept. 28.

Feedback Helps Rules

Marketing and PR manager for the SCCA club racing department, Bill King, has been the SCCA's force behind all the good things that have happened since the USEC was announced last August at Mid-Ohio. He formed the schedule and drew up the rules; then to his credit he modified them based on input from last year's participants and some new entrants who'll be coming out to play this year. The eligible cars are governed by the club's existing SS rules...with limited modifications allowed. (For complete rules see this month's *FasTrack*.)

Each race will carry a \$20,000 purse divided equally among the four Showroom Stock classes, paying down through sixth

place with \$2000 going to the class winner. In addition to crowning a manufacturer champion in each class—the only kudos in 1984 other than the purses that were posted—Cincinnati Escort will pay out a \$40,000 year-end bonus to the top three teams in each class, with \$3500 going to each champion.

Contingency awards are expected to offset a team's potential winnings; the rules were written to encourage that kind of corporate involvement. Thus far contingency prizes have been posted by Hella Lighting, Centerline Wheels, Mitsubishi, Toyota and Redline Oil. Others will surely follow.

Plenty Of Bolt-On Modifications

Those allowed legal changes to the rulebook read like a list of every modification the board of directors voted down since the class began. Alternate brake materials are OK, as are heavy-duty shocks. You can even take the dust shields off the brakes and paint the car any color you want. The driver's seat and steering wheel can be replaced with units more appropriate to the task.

Road wheels can be other than "factory delivered" and sunroofs may remain in place if they're bolted down. Extra gauges can be mounted to monitor the car's vital functions and additional lights added to pierce the darkness. And the catalytic converter can be replaced with a bit of pipe.

All these modifications can be bolted on so it shouldn't be too hard for a member to alternate between club racing and endurance racing when a USEC event comes to town. This assumes, of course, that you have the desire, time and dollars to race for dollars rather than cups.

Night pit action at the '84 Willow Springs 12-Hour Enduro shows SSA Toyota Supra of Lee Mitchell/Ballantyne/Carlos Bobeda taking on fuel, tires and a new driver. (Steve Schnabel photo)

ENDURO EXCITEMENT

continued

Other organizational details are in place. The series' chief steward will be Charlie Earwood, experienced enduro boss and winner in 1982 of the SCCA's highest honor, the Woolf Barnato Trophy. Charlie was chief steward at the '84 CSPRRC. John

Timanus is the SCCA's friendly and familiar technical administrator with 15 years of service on the Denver staff, and he'll head up Tech. John won the Barnato Trophy in 1976 and at one time or another has administered ever pro series in the club's history.

Rich Lankford has agreed to serve as

timing & scoring administrator for the events, a duty for which he's well qualified. His computerized efforts helped the time Runoffs' coverage to appear in the December issue of *SportsCar*® and to work at the 1984 24 Hours of Mid-Oregon drew praise.

Something's Missing

So what's missing from the package, you're at all familiar with this type of madness, you've already noted that the founding event, The Longest Day of Nelson Ledges, is not part of the 1985 USEC. How could SS enduro's mid-wife possibly be omitted from the schedule? Event Chairman Ann McHugh says it all boiled down to three major differences: financial, philosophical and logistical. "We're a small voluntary track and just couldn't afford the fees involved in putting on a USEC event. They far exceed our ability to pay."

"Also we couldn't agree with excluding the regional drivers. The Longest Day is a little guy's chance to take part in a major endurance event without spending a fortune. We don't want to change that, or to bring the prototypes run, either. The date was offered conflicts with a traditional race in this division and was countered with a later date for a 12-hour but nothing worked out. So we won't be part of USEC or IMSA in 1985... We'll do our own event like we always have. Asked if Nelson Ledges might be a part of the 1986 USEC calendar, McHugh says, "Yes, if some things change."

"We're going to do everything in our power to get Nelson Ledges back in the program for 1986," says Bill King.

Prototypes No, Preview Maybe

As McHugh indicates, there is no Prototype Class, but King says these cars will be intentionally omitted because they will varyably win the overall honors and reduce the importance of others' accomplishments. Unlike its amateur counterpart, USEC will allow current model cars in every class, and there is a very straightforward procedure for having 1985 cars recognized. This should amply boost manufacturers' interest and involvement. Two provisions in the rules seem to do away with last year's Prototype terror, the Porsche Turbo: The car must be delivered into the country at a (projected) annual rate of \$100,000 units and sell to racers for less than \$29,500.

HAL CROCKER



GT1 National Champion Jim Fitzgerald chats with USEC Tech Administrator John Timanus.

USEC Contingency Fund—Money In The Bank

One problem with Showroom Stock class contingency programs in the past has been the requirement the cars remain, except for tire brand, completely "stock." This situation allowed the car manufacturers and tire makers into the publicity game, but shut out most aftermarket suppliers and their dollars. With the advent of the SCCA/Playboy United States Endurance Cup series, however, this situation is about to change.

Cars competing in the USEC series are now allowed the same modifications commonly made by auto enthusiasts to their own cars. These are enumerated in the series regulations (see FasTrack section). While USEC cars remain essentially stock, allowing the use of selected aftermarket items (particularly brake pads and shock absorbers) not only opens up the series to cars which otherwise may not have been competitive for endurance racing (i.e. "street" brake pads are not intended for racing's much higher wear rate), but also opens up the series to a whole new world of contingency possibilities.

JEFF FISHER



Mitsubishi is one of the manufacturers to establish a USEC contingency program. With new programs from aftermarket suppliers, '85 contingency fund may triple top teams' earning potential.

The interest expressed by aftermarket manufacturers to date has been so high there is talk the USEC contingency fund could end up tripling top teams' winnings. At presstime it was still too early in the year for the entire program to be cast in concrete, but there are a few early birds who have already put their money down.

Toyota has cars eligible for competition in SSA and SSC. In the six-hour races Toyota Motor Sales, USA will offer Toyota teams \$500 for first, \$400 for second and \$300 for third in each class. For the 24-hour events Toyota teams can win \$1,500 for first, \$1,200 for second and \$900 for third in each class.

The Mitsubishi Motor Sales contingency program is being administered by Dave Wolin, Incorporated. Mitsubishi will pay \$1,000 for first in class, \$750 for second in class and \$500 for third in class. A series championship will earn \$2,000. To be eligible for these awards, competitors must preregister with Mitsubishi. For more information contact Dave Wolin at (213) 834-0861.

Center Line Wheels will pay \$250 for first, \$150 for second and \$100 for third in each of the four Showroom Stock classes. To be eligible for these awards contestants must run four Center Line wheels and display Center Line decals on their cars.

Red Line Synthetic Oil Corporation is offering teams competing in the USEC series \$250 for a class win in each of the six events. Payment is contingent upon the use of Red Line Oil and the display of Red Line Oil decals on each side of the race car.

In addition to the companies paying cash awards, Hella lights has signed on as the "Official Light" for the SCCA/Playboy USEC series. Hella lights can be purchased at a special competitor discount from Performance Unlimited of Concord, Ohio. For full details call (216) 354-4403.

SCCA Club Marketing and PR Manager Bill King is working hard on the contingency package for the USEC series and he has promised *SportsCar*® will have all the information on new contingency programs as the agreements are solidified. Stay tuned. -Bill Sparks



Bundled up in his Nomex against the below-freezing temperatures at Road Atlanta test session for SSGT cars, USEC Administrator Bill King (left) chats with two-time SSB National Champion Don Knowles.

There could be a special Preview Category event late in the season, at which manufacturers will be encouraged to race their 1986 models and pre-production prototypes. Until then, the normally-aspirated 944 may have to carry the Porsche banner without any help from its deep-throated big brother. King thinks Porsche is serious enough to get its Turbo recognized by June, but half the events will have been run by then. Should the Porsche Turbo start racing in June, the other SSGT cars had better have a big points cushion going into St. Louis. The turbo Porsche's a proven frontrunner.

Is Anybody Left?

Bob Strange co-drove Rich Hurst's normally-aspirated SSGT Porsche 944 last year, helping that team win the class crown for Porsche. Of endurance racing he says, "It's just so much more interesting and challenging than sprint racing. So many more factors come into play, like what's the fuel consumption and who's got the biggest gas tank? The team manager may set the strategy, but everyone contributes to it. The drivers have to keep the car alive and on the pace that was set before the race started. After 20 hours you can look around and see if there's anybody left to race with.

"Endurance racing," says Strange, "allows a lot of people to become involved with a car... timers and mechanics, fuel men and tire changers, and lots of drivers.

When you win, so many people are happy it's just unbelievable, not to mention the sponsors and manufacturers."

A Big Gas Tank Helps

Veteran racer and two-time National Champion Don Knowles says, "In an endurance race it's not so much a matter of racing against everybody as it is covering more ground than they do. You've got to go, and go, and go. That's what it takes." It also takes a good car, team and sponsor support, and other good drivers able to stick to the plan and husband the car home.

Knowles continues, "There are only three things that count in this series. The first is a big gas tank. The second is a big gas tank, and so is the third. If you can go two hours and 20 minutes on a tank, the miles just roll up. A lot depends on how thirsty the car is. You can't run any of them at their sprint speed. If you back that '85 'Vette off three seconds and get a 40 percent increase in gas mileage, you're doing some real good business."

With all this energetic talk and activity centering on the 1985 USEC season, what of next year? Playboy has committed to long-term support, and even more sponsorship is undoubtedly on the way from other familiar names. As to the 1985 schedule, King says he had to leave five tracks still standing in line for dates. He felt 1985 was a growth year, and should be spent building team and organizational strength and experience. When USEC's greater potential has been proven by season's end, a 10-event series could very well be in the offing for 1986...one that includes the earth mothers of endurance racing, Ann McHugh and Nelson Ledges.

As for 1985, over 100 teams have already reserved permanent numbers, so it would appear the USEC is on the brink of a successful sophomore year. Manufacturers are supporting team entries and privateers are preparing to do battle with the giants. All the dramatic elements of an artistic and commercial success are falling into place. The Playboy connection is a fact and other sponsors are being courted to make the joys of winning even more pleasurable. So bring on the bumper stickers with their double meanings and let the wild rumpus begin. □



Certain to be among the strong teams in their respective classes are (top to bottom): SSGT Corvette of Dick Guldstrand Engineering, SSGT Porsche 944 of Rick Hurst, SSA Mitsubishi Starion of Dave Wolin, SSB Volkswagen Golf (Rabbit) of the Pate Brothers, and the SSC Bertone (Fiat X1/9) of Dan Baroody's Bertone Racing Team. (Steve Schnabel, Gary Yaruss, Bill Sparks, Steve Schnabel and Jeff Fisher photos)



STEVE SCHNABEL

Bob Strange and crew take a victory ride after his fourth straight enduro win in the Porsche 944.

On The Road Again

Coping With USEC's Long-Distance Logistics

BY BRYAN WEBB

In the final act of Gershwin's *Porgy and Bess*, poor old Porgy rolls himself to center stage and sings, "I'm on my way, I'm on my way. . . Oh Lord, it's a long, long way." He's in Charleston and must, somehow, get to New York City in search of his beloved Bess. His only conveyance is a small cart drawn by a pet goat. Audiences believe he will succeed and that an even larger drama is about to unfold off-stage, greater than the one they've just seen.

Racing's like that. Much of the drama takes place offstage and in order to take part in the drama you must first get there. Often it's a long, long road between engagements. The 1985 SCCA/Playboy U.S. Endurance Cup series will sorely test many teams' abilities to get from A to B because those points are so far apart. Some of the contenders have traveled to nearby regionals and more distant National races, but it's a long way from Los Angeles to Lime Rock. . . a distance even the optimistic Porgy wouldn't tackle.

Crew Chief A Commuter

Not only is the road long, it's expensive. And errors in planning can only add to that cost. Dave Wolin won the SSA endurance title for Mitsubishi last year with four straight victories in his Starion. He emphasizes the importance of having a firm schedule published early in the year. "There are just so many details to be taken care of in advance. We ship a lot of pieces around by air freight, but that's because I can't afford to run a semi-tractor. For now a Chaparral trailer and Chevy 'Dualie' will have to do."

Wolin operates out of Los Angeles as the Mitsubishi factory team, so the opening two West Coast races pose no great problem. But when the series swings to Road Atlanta in May, Wolin will move his two Starions to crew chief Dave Rosenbery's shop in Champaign, Illinois. Until then Rosenbery will commute to Los Angeles.

Series guru Bill King is trying to line up accommodations in various parts of the country, safe places where teams can leave their cars until the next event. This could save some the expense of pulling the rig



From high-dollar to shoestring, a wide variety of budgets will tackle the USEC logistics challenge. From top: Guldstrand Engineering Corvette (SSGT), Pate Brothers Rabbit (SSB), George Levy/Larry Huff Dodge Charger (SSB), Dave Wolin Mitsubishi Starion (SSA), and Larry Cress/Bruce Short/Donna Sue Landon Honda Civic CRX (SSC).

back and forth across America. There may be some disadvantage in effecting maintenance and repairs in an unfamiliar shop, but that might well be offset by the savings in both time and money spent chugging across Kansas.

Fly And Drive

Dick Guldstrand takes a different approach. His team will be contending the USEC with a Corvette and a Camaro. Guldstrand's sponsors include Goodyear, Pyrotec, Delco-Bilstein and Flying Tigers. He'll ship the cars by air and drive them to the track from the nearest airport. He says, "We've always done that. It's a natural with a Showroom Stock car and it gives the event some exposure." His Chaparral trailer serves as a mobile shop, and brings only the spare parts and tools.

Guldstrand's crew includes four full-time mechanics, but on raceday it expands with volunteer help. The crew number for two cars then totals 26, not including the two drivers. Dick says, "Everybody helps. They all work, even my two boys Victor and Gary. They take care of the fueling and radio gear. My child bride, Willy, does the organizational work. . . travel plans for everyone, lining up motel accommodations, rental cars, catering, airline reservations. . . everything! She's great at it, too. I just concern myself with getting the cars prepared and doing the tests."

Wolin's support doesn't include an air freight carrier, but he's in relatively good financial condition with Mitsubishi, Yokohama tires, Pyrotec, P.I.A.A. lighters, NGK spark plugs and HKS-USA (an OE accessory manufacturer) lined up for the '85 USEC season. When not racing, Wolin has an independent marketing research firm.

Says Wolin, "Doing the whole series is nearly a full-time job if you act as team manager and drive, too. We have four guys who essentially work full time for the team. It just takes that much work to run two cars with any hope of success. Even so, Dave Vegher will build our engines. You have



Dick Guldstrand.

do the maintenance even when the cars hold up well, because you don't know the life cycles of all the pieces."

What's It Cost?

What do Guldstrand and Wolin figure the travel costs to be for six USEC events? Guldstrand says, "It'll cost \$100,000, easy. There are so many people and things that need moving around, and that costs a lot of money these days." Would he like to see the series expanded in 1986? "No, absolutely not. Travel just costs too much and it's a big part of the annual budget. I'd rather the series stick to six events and have them all be 24-hour races. It costs just as much to get to Lime Rock for a six-hour event as it does for a 24. The longer races are more important, too, in the eyes of the press, the fans and the manufacturers."

Wolin reckons he spent \$50,000 last year getting one Starion to four events. "In 1985, with six races and two cars to run, it'll cost about \$110,000 to campaign all the events. Travel costs are just horrendous. The entry fees and car costs are nothing compared to travel. That's the biggest handicap for the independent without good sponsorship. He just can't afford the travel costs. He might race competitively, once he gets to the track, but maybe he can't afford to get there."

Good Racing Stories Important

The Pate brothers, Phil and Bill, ran a Volkswagen GTI in SSB last year and won every race in the series and the class crown for VW. Phil is a physician in Kokomo, Indiana and Bill a commercial trucker in nearby Lafayette. They bring in co-drivers Peter Schwartzott and Jack Ryan for the longer events. Bill says, "We all knew each other in the Rabbit Series. We need Ryan especially during the 24-hour races. He can tell you enough good racing stories to help pass the time, and it's important to keep up your sense of humor."

Their rig is a Chevy van and two-car trailer. "Yeah," says Bill, "we have only one racer and the other's a parts car. That's the only way we know of to be sure you've got absolutely *any* spare part you might need." They may run a Golf in SSC, but have not ruled out campaigning in SSB. He says, "We're definitely relying on the purse income to keep going. We'll leave the car in California for those two races, and then bring it back east. My father is retired and he drives the van. He does all the tourist things along the way and really enjoys it. Mom may fly to a race to meet him, but he does the towing thing alone."

Last season the Pates spent about \$15,000 for four events, including maintenance. This year Bill figures travel alone will cost them at least \$10,000. (The drivers pay their own travel expenses.) "At the big events we'll have around 25 crew members, and a few of them get paid something, but mostly they're our friends and their wives. We can do it fairly cheaply, but it takes a *lot* of support people to run for 24 hours." They have no sponsorship, but, says Bill, "we got some 'attaboys' from Volkswagen last year, and they're encouraging us again this year. But that's about it."

A Big Win For Peugeot

Jim Briody has been racing in SCCA for 15 years, won three Divisional titles, and had some outstanding runs at the CSPRRC, but essentially gave up sprint racing in 1981 when he became involved with Peugeot. He takes a great deal of pride in his class win last year at Lime Rock: "That was Peugeot's first race victory in this country in 65 years! They hadn't won here since Indy in 1919. Last year we had to run in Prototype and at Nelson were beaten by the Porsche Turbo, and at Mid-Ohio Guldstrand's '85 Corvette won, but this year I can run in SSB and should do even better."

Of his Peugeot 505 Turbo he says, "It's no sprint car, but we're going for an endurance title and you can't kill that car. We may not place too well in the six-hour events, but watch out in the longer races." Briody is a stockbroker in Cherry Hill, N.J. and has tried to get sponsorship without success. "I've been turned down by the best," he says, "and have over 300 rejections on file. But we'll be okay. We get some help from Peugeot, and my crew's a bunch of great volunteers who've been with me for five years. Their only pay is a big party I give at the end of the season."

Briody reckons his travel costs for the six 1985 USEC events will be about \$20,000—mostly eaten up by airline fares for the drivers and crew. His rig consists of a motorhome and flatbed trailer. "There'll be an eight-man crew on the West Coast, but for the longer races that'll grow to, maybe 25, not including the drivers." He'll share the racing chores with Bob Nagel who's run more Can-Ams than anyone in history, and PRO Rally racer Jon Woodner. Briody calls their heavy racer a "luxury, four-door sedan with great brakes."

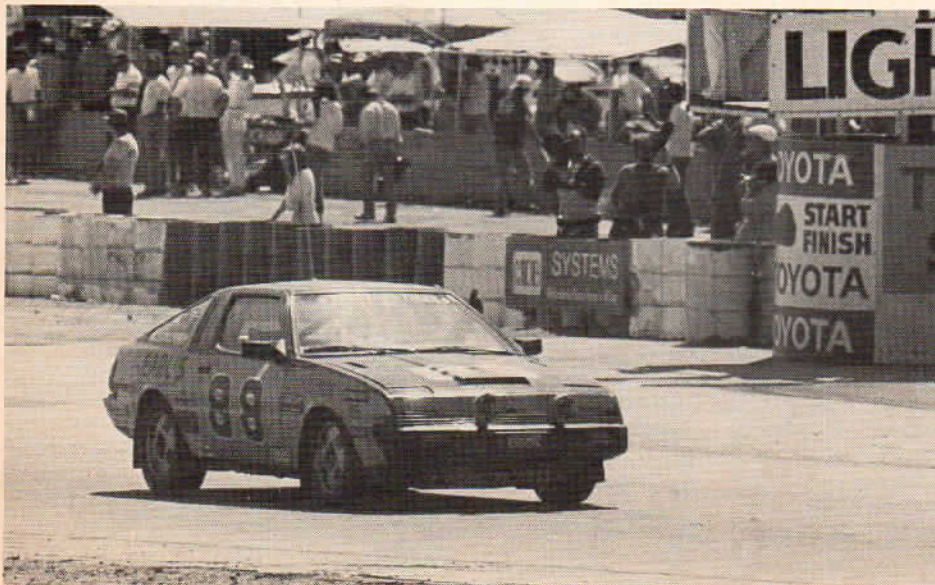
Not Just Masochists

Guldstrand began racing in the early 1950s, and did sprints and midgets before discovering sports cars. He left a job as an aerospace engineer to race professionally in the early 1960s. Among his many good rides, he drove Corvettes for Roger Penske, and Lolas in the Can-Am for the lady who would become his "child bride." Guldstrand Engineering is currently building six customer cars for the series and Dick is equally eager for the season to start at Riverside.

"We're just a big racing family," says Guldstrand. "We all really have a good time doing what we do. We're not just masochists by nature, but to win there has to be an extremely controlled effort, especially in testing, and I believe in a lot of that. Crazy racers will never be anything but crazy racers, but all the drivers bring something to the team effort. Don Knowles has a great settling effect on the other drivers. . . he makes a great contribution. But to win, the entire team has to have a lot of personal discipline. That's what makes it so great. . . when it all comes together."

Briody describes his wife Pat: "She's the team manager. She takes care of all the logistical problems. . . airline reservations, motel rooms, feeding everyone during the event. She has all the whips and chains. I'm just the gnome that drives the car."

Not all racing teams are created equal. Their origins and resources vary widely, but hope and enthusiasm spring eternal in all of them. When the green flag falls, the logistical problems are forgotten. . . only the race matters. Porgy's "long, long road" is a thing of the momentary past and a loving Bess figuratively awaits them all in the Winner's Circle. . . 24 hours hence. □



Dave Wolin will do a full season in the Mitsubishi Starion, and says ". . . with six races and two cars to run, it'll cost \$110,000 to campaign all the events." (Schnabel)