

# MIDNIGHT MADNESS

3 a.m.: Morrison-Cook vs. Bakeracing,  
Goodyear vs. BFG

BY BILL MITCHELL



The No. 98 Morrison-Cook Corvette of Don Knowles, Bob McConnell and John Heintzky survived the madness to win the Longest Day.

When was the last time a race had a four-car incident *before* the start? How about one where two cars ended up in a swamp? How about one with a last lap which began with the leading car and his teammate being knocked off course? Sound like a Formula Fanatic race? Does the story end with the Chief Steward putting on Steward's Stern Face No. 3 and telling everyone to put his toys away until he learns to play right?

Well, those incidents and more occurred at the Longest Day of Nelson Ledges, the

third round of the Escort Endurance series. Corvettes and Porsches knocked each other off course before the green flag, not Swifts and Crossles. It was a Dodge and a Camaro in the swamp, not a Reynard and a Van Diemen. The two Morrison-Cook Corvettes got punted off course a full 24 hours and 928 laps after the first Corvette hit the front straight tire wall. It was Madness in the Mahoning Valley.

Sixty-one cars approached the starter at 3 p.m. Saturday. Freddy Baker had his General Tire-shod Porsche 944 Turbo on the

pole alongside R.K. Smith in a Goodyear-clad Powell Motorsports Corvette. With a horde of 'Vettes and 944s charging into Turn One, it was anticipated that the inside row of polesitter Baker, third qualifier Tommy Archer (Bakeracing Corvette), fifth starter Bob Strange (Rick Hurst Porsche 944 Turbo), Don Knowles (Morrison-Cook Corvette), and Bill Cooper (Rippie-Anderson Corvette) would be able to pin the outside row in the marbles and seize an initial advantage.

Smith came onto the front straight sooner than Baker, who then appeared to hesitate.



That set off a chain reaction among the inside row which ended with T. Archer in the tires on the right side and Strange off course on the right. Knowles said he felt "like a ping-pong ball" as he bounced between cars in front of and behind him. Both cars continued, but it was a strange start to a 24-hour race.

The madness was just beginning. Twice within the first hour rain dampened the track, leading to numerous spins. Ron Grable, as experienced a driver as you can find in the series, spun three times in the first hour. But the madness was just beginning.

### LET ME OUT!

Scott Lagasse, making his Escort series debut in an RCG Corvette, got first shift. He

The third hour was tough on the front row starters. Baker handed over to co-driver Ross Cheever for the second stint. At 5:11 p.m., Cheever drove off the front straight onto the grass to pass another car. The Porsche slid into the tires and flipped onto the track. The Porsche was destroyed. The Fred Baker Racing truck left the track before dark, their hopes dashed in a moment's impetuosity.

Smith's problems were less dramatic and less terminal. The ECM got hot and they lost many laps replacing it. The car continued, but was involved in an unfortunate event in the middle of the night. Smith spun in the Carousel and parked the Corvette on the tire wall.

A wrecker was dispatched to pull it off. They hooked up and were preparing to remove the Corvette when Bob Reed spun

off the track and headed for the group. His Mazda RX-7 hit corner worker Bryan Bartzi and knocked him down, breaking his leg. The Mazda continued on to the tire wall, ending up atop Bartzi. Wrecker operator Willie Harshman was also hit and sustained a possible broken ankle. Smith drove to the pits and informed the stewards there was a serious problem on the circuit. The race was then red-flagged for 35 minutes.

After that incident, the pace car was sent out every time a wrecker was needed.

When the race was restarted, the SS battle was down to three cars: the No. 4 Baker-racing Corvette of Tommy and Bobby Archer, Kim Baker and Mitch Wright; the No. 1 Morrison-Cook 'vette of Knowles, Bob McConnell and John Henricy. The Good-

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The RA Motorsports Corvette and the Carlsen Racing Porsche duel in the rain at Nelson.



The Nelson Ledges survival hit . . .



. . . included rolls and rolls of racer's tape.

completed it respectfully, and then pitted for fuel and a driver change. But the cars were packed so tightly in the pits he couldn't get the door open. The refueling completed, he was pushed out and drove a second shift.

## Fits Good, Works Great

In the fourth hour, the windshield broke on the No. 9 ICY Racing Mitsubishi Starion. With no spares available, they borrowed an Audi windshield from the retired Biezer Racing team. Now, Quattro glass doesn't just pop into a Starion. In fact, it was at least a couple of inches too big. But the team fabricated some retaining clips, used a lot of tape and got it to work.

"Amazingly, it fit good and it just worked great," said ICY driver Ed Erlandson. The team got back in the race and finished 30th and ninth in SSB.



The driver's meeting at Nelson: do's and don'ts for the 24 hours.

BOB BROWN

GEORGE HEWITT PHOTOS



### SCCA/ESCORT ENDURANCE CHAMPIONSHIP

#### TIRE SCOREBOARD—After 3 of 6 races

Nelson Ledges, June 28-29, 1986

	SS	SSGT	SSA	SSB
First	BFGoodrich	Goodyear	Toyo	Yokohama
Second	Goodyear	Toyo	Goodyear	Yokohama
Third	BFGoodrich	General	Yokohama	Goodyear
Pole	General	General	Goodyear	Toyo

#### Year To Date—After 3 of 6 races

	First	Seconds	Thirds	Poles
Goodyear	2	6	3	3
Toyo	4	2	1	3
Yokohama	4	2	1	1
BFGoodrich	2	1	1	2
General	0	0	1	2
Bridgestone	0	0	1	1

### SHOCK ABSORBER SCORECARD

Nelson Ledges, June 28-29, 1986

	SS	SSGT	SSA	SSB
First	Bilstein	Bilstein	Moore	Koni
Second	Bilstein	Koni	Moore	Koni
Third	Bilstein	Koni	Tokico	Koni
Pole	Koni	Koni	Moore	Tokico

#### Year To Date Results—After 3 of 6 races

	First	Seconds	Thirds	Poles
Bilstein	6	5	2	1
Koni	2	4	5	4
Tokico	4	1	2	4
Moore	0	2	2	2
Edge	0	1	0	1

## RESULTS

### SCCA Escort Endurance Cup—Round Three

June 28-29, 1986/Nelson Ledges

2.0-mile course—24 hours

QA/POS	CL/POS	DRIVERS	CAR	LAPS	QUAL. POS (CL/QUAL)	QUAL. TIME
1	SS1	Knowles/Henry/McConnel	Corvette	929	27(SS)	1:17.09
2	SS2	Cooper/Nelson/Johnston/Martin	Corvette	926	29(SS)	1:17.53
3	SS3	Garth/Carroll/Hayner	Corvette	902	44(SS)	1:19.96
4	SS4	Milledge/Nierop/Utton/Utton	Porsche 944 Turbo	901	10(10-SS)	1:19.02
5	SS5	Nr. Krotzger/Singelaps/Dunroe	Corvette	899	59(SS)	1:17.12
6	SS6	Peckers/McDonald/Wilkins/Panofilio	Porsche 944 Turbo	897	15(15-SS)	1:18.37
7	SS7	Strang/O'Shea/Morton	Porsche 944 Turbo	896	53(SS)	1:17.02
8	SS8	Archer/Ancher/Jackson/Gullivan	Corvette	885	10(11-SS)	1:18.09
9	A/1	Rutherford/Kang/Walsh/Vogler	Mitsubishi Starion	878	37(B-A)	1:21.20
10	A/2	Lillem/Byrne/Bernick	Dodge Shelby Turbo	871	35(A)	1:24.77
11	SS9	Phillips/Lagana/Wilkinson	Corvette	869	19(19-SS)	1:19.45
12	B/1	Scott/Green/Landon/Peterson	Honda CRX-S	866	27(B)	1:24.41
13	SS10	Reynolds/Williams/Food/Pujol/Broad	Porsche 944 Turbo	864	16(16-SS)	1:18.44
14	B/2	Hanna/Gayland/Stewart	Honda CRX-S	863	25(B)	1:24.57
15	SS11*	Sherman/Careo/Cooper/Good	Corvette	862	15(17-SS)	1:18.68
16	G1/1	McIntosh/MacLennan/Bell	Porsche 944	860	DNQ	DNQ
17	G1/2	Colson/Parker/Lagham/D'Neil	Porsche 944	855	43(B-GT)	1:26.75
18	B/3	Klein/Dovey/Dog/Selico	Volkswagen Scirocco	853	40(10-B)	1:26.59
19	B/4	Wooden/Patten/Guthrie/Farnell	Peugeot 505 Turbo	852	25(B-R)	1:26.27
20	B/5	Parsons/Hays/Boody/Nagle	Nissan 200SX Turbo	849	55(B-R)	1:26.03
21	G1/3	Ridpath/Thou/Careno/Saiken	Ford Sierra Mustang	845	22(B-GT)	1:23.14
22	G1/4	Thou/Sween/Stratton	Ford Sierra Mustang	838	20(1-GT)	1:22.09
23	B/6	Conolly/Lowther/Staher/Marys/Lall	Nissan 200SX Turbo	835	36(B-R)	1:26.12
24	SS12	Lieberberg/Hill/Walczak/Mills/Hatrup	Corvette	834	14(14-SS)	1:18.27
25	G1/5	Merrigan/May/Anley	Ford Mustang GT	834	17(GT)	1:24.80
26	B/7	Schultz/Hiro/Rosenbaum/Dudrecht	Mitsubishi Starion	827	38(B-B)	1:26.46
27	SS13	P. Harrison/K. Hudson/Simons/ K. Matheson/Crygell III	Porsche 944 Turbo	827	12(12-SS)	1:18.17
28	B/8	Warren/Grant/Carson/Solomon	Honda CRX-S	819	52(B-B)	1:28.30
29	G1/6*	Michaux/Dunn/Roberts/Boze	Porsche Trans Am	809	21(GT)	1:23.02
30	B/9	Reberford/Harris/Blanchard/Hassett/Wisak	Mitsubishi Starion	806	44(B-B)	1:26.82
31	SS14	Burney/Cookson/Parkin/Gayland	Corvette	806	58-SS	1:17.02
32	SS15*	K. Baker/B. Archer/I. Archer/Wright	Corvette	805	23-SS	1:16.96
33	G1/7	McQuinn/Swan/Stratton/Colucci	Porsche 944	797	26(B-GT)	1:24.33
34	G1/8*	Mack/Mann/Walsh/D. Baker/Goodwin	Chevrolet Camaro	775	32(B-GT)	1:25.09
35	B/10	Liano/Light/Arnold	Volkswagen Scirocco	764	48(B-B)	1:26.94
36	A/3	Spencer/Hogden/Wheeler/C. Cortez/Reed	Mercedes RX-7	748	42(A)	1:25.95
37	A/4	Schumacher/Blagden/Platon	Triumph TR4	747	58(10-A)	1:25.14
38	B/11	Kivens/Palmy/Chapman	Honda CRX-S	728	51(B-B)	1:28.02
39	A/5	Ruff/Hartmann/Miller	Nissan 200SX	720	53(A)	1:28.04
40	A/6*	Crisp/Queen/Hopper	Nissan 200SX	709	41(A)	1:26.63
41	B/12	Timbrook/Hill/Shelby/Langford	Mitsubishi Starion	671	24(B)	1:26.18
42	A/7	Schlegel/Peck/Dendering/Abbott	Mercedes RX-7	630	53(A)	1:28.60
43	A/8	Sweet/Dowse/Norris	Mitsubishi Starion	607	34(B)	1:28.22
44	B/13*	Duncan/Irman/Jarcho/Coutreau	Nissan 200SX Turbo	601	54(10-B)	1:28.01
45	A/9*	Bromall/Henry/Hanneman/Shepherd	Dodge Shelby Turbo	544	47(B-A)	1:28.54
46	B/14*	Tomic/Conner/Wolf	Toyota Celica	522	55(B)	1:28.47
47	A/10*	Tom/Dennis/Owens/Brown/Randolph	Chevrolet Camaro	497	29(1-A)	1:23.66
48	B/15*	Walker/Hale/Breneman/Hart	Honda CRX-S	411	52(15-B)	1:27.59
49	B/16*	B. Hain/R. Hain/Schwartz	Volkswagen Scirocco	391	47(15-B)	1:26.84
50	B/17	Overton/Rand/Alexander/Frank	Vauxh 190 Turbo	318	38(B-B)	1:26.28
51	B/18	Landon/Carter/Alexander	Toyota MR2	317	52(14-B)	1:29.09
52	SS16*	L. Sanchez/L. Sanchez/H. Cortez/Dunn	Corvette	317	13(13-SS)	1:18.21
53	SS17*	R.K. Smith/Book/Lockhart	Corvette	308	22-SS	1:16.90
54	SS18	Nied/Pyrus/Rod/Lawrence	Porsche 944 Turbo	254	18(18-SS)	1:19.28
55	A/11	Mackin/Sloczyk/Depp/Kryder	Ford Thunderbird T	203	57(B-A)	1:30.21
56	G1/9*	Carter/Bullman/Schick	Audi Quattro Turbo	143	49(10-GT)	1:27.73
57	SS19*	E. Baker/B. Chaves/Francel/Grazzani	Porsche 944 Turbo	99	11-SS	1:16.29
58	G1/10*	E. Matheson/G. Matheson/ DeLoach/Strong	Porsche 944	57	23(A-GT)	1:23.32
59	B/19*	Arson/Johnson/Walton/Ingman	Nissan 200SX Turbo	24	48(B-B)	1:26.90
60	G1/11*	Hopper/Barnell/Leathers	Audi Quattro Turbo	13	28(B-GT)	1:24.71

\*Not Ranking at the Finish

## Tire Battlefront

**BFGoodrich:** The Camp TA "R" scored the overall win on the Morrison-Cook entry. Some teams were getting four hours out of this super-sticky compound. BFG also took third in SS on the other Morrison-Cook car.

**Toyo:** Eight cars were on Toyo tires for the Longest Day. The Coyote Mitsubishi Starion took the SSB pole, the Dave Walla Mitsubishi scored the SSA class win and the LeRoux Porsche finished second in SSGT.

**Goodyear:** By far the largest supplier, 28 teams used 1,100 of the new "S" compound. Lap times were lower and tire wear good, with teams getting three hours or more per set. Goodyear took the SSGT win on the Carlson Porsche, the SSA pole and second in SSA on the Team Shelby entry, finished second overall on the Rippe-Anderson Corvette and was third in SSB on the CCI Scirocco.

**Yokohama:** Yokohama had four cars running on its A11R performance tires. To support this effort, Yokohama brought 1,400 tires and used nearly 200 for the Quantum Engineering Honda CRX-S's, the Overton Vauxh and the Spencer RX-7. The Quantum Hondas took first and second in SSB and 12th and 14th overall, while the RX-7 was third in SSA.

**General Tire:** A newcomer to motorsport, General has quickly made a name for itself. Al Nelson, General scored two pole positions, the front-running Porsche 944 Turbo of Fred Baker and the SSGT Saiken Mustang, which also finished third in GT. —John Berquist

### SCCA/ESCORT ENDURANCE CHAMPIONSHIP

#### SportsCar DRIVERS CUP STANDINGS

After 3 of 6 races

SS	SSA
1. Bill Cooper	1. Mike Rutherford
2. Parker Johnston	2. Ray Song
3. Don Knowles	3. Dave Vogler
4. John Hinzney	4. Garth Utton
5. K. Archer	5. Tim Deans
6. Peter Farrell	6. Peter Farrell
7. Jack Bromall	7. Jack Bromall
8. Neil Harnemann	8. Neil Harnemann
9. Bill Spencer	9. Bill Spencer
10. Bob Cross	10. Bob Cross

GT	SSB
1. Paul McIntosh	1. Scott Gayland
2. Geoff Pross	2. Lance Stewart
3. John Green	3. John Green
4. Rick Titt	4. Rick Titt
5. Dennis Sue Landon	5. Dennis Sue Landon
6. Bruce Shaul	6. Bruce Shaul
7. Doug Peterson	7. Doug Peterson
8. Larry Bell	8. Larry Bell
9. Robert Hays	9. Robert Hays
10. Pat Parsons	10. Pat Parsons

### SCCA/ESCORT ENDURANCE CHAMPIONSHIP

#### MANUFACTURER'S STANDINGS

After 3 of 6 races

SS	SSA
1. Corvette	1. Mitsubishi
2. Porsche	2. Dodge
3. Honda	3. Mazda
4. Nissan	4. Nissan
5. Triumph	5. Triumph
6. Ford	6. Ford
7. Chevrolet	7. Chevrolet
8. Volkswagen	8. Volkswagen
9. Toyota	9. Toyota
10. Volvo	10. Volvo
11. Audi	11. Audi
12. Nissan	12. Nissan



## MIDNIGHT MADNESS

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year-shod Bakeracing car had completed 546 laps at 5 a.m., while the BFGoodrich cars of Morrison-Cook each had 545. The Rippie-Anderson 'Vette of Cooper/Parker Johnstone was nine laps back in fourth. The leading Porsche 944 Turbos were farther back, running sixth through eighth.

The lines were drawn: Morrison-Cook vs. Bakeracing, Goodyear vs. BFG.

The three-car battle continued into mid-morning. Most of the Corvettes were threatening to overheat. Dirt and debris from the deteriorating track filling radiators. The Morrison-Cook cars pitted more often to clean radiators than to refuel. The No. 5 Bakeracing Corvette was circulating at a slow pace with overheating problems.

The No. 1 Morrison-Cook car fell out of the battle for the lead when the mount for the steering rack broke. They only lost 35 minutes repairing it, but it was far too much time.

The Bakeracing Corvette survived until the afternoon but finally retired due to a blown head gasket. That left the No. 98 M-C car firmly in the lead, about nine laps up.

### WRECK AND CONTINUE

The last hour always seems to bring additional excitement. There were enough spins that the pace car came out three times to allow cars to be removed from tire walls. In a sprint race the dispatch of a wrecker usually means one less car in the race, one less car to pass. But many of these Escort cars were pulled off the unbanded tires and continued. The walking wounded also came out of the pits to finish the race.

The field almost made it to the finish behind the pace car. The announcer was under 20 seconds on his countdown to checkered when the pace car slid into the pits and the starter waved the green for a final lap of madness.

The two M-C cars led into Turn One ahead of one of the Powell Motorsports Corvettes. What followed might best be described as a three-rail billiard shot. The Powell car hit the No. 1 'Vette (Carradine driving), which then collected the leading No. 98 car and all three were off in the grass!

Both M-C Corvettes staggered to the finish line. The No. 98 car won with 929 laps, while the No. 1 car was third at 902 laps.

For Knowles, it was a record seventh career showroom stock enduro victory.

The No. 74 Rippie-Anderson Corvette was second at 916 laps, despite a broken right rear shock which caused the right rear



Top finisher in SSA was the Dave Wollin Mitsubishi.



The Woodner-Farrell Racing Peugeot took fourth in SSB.



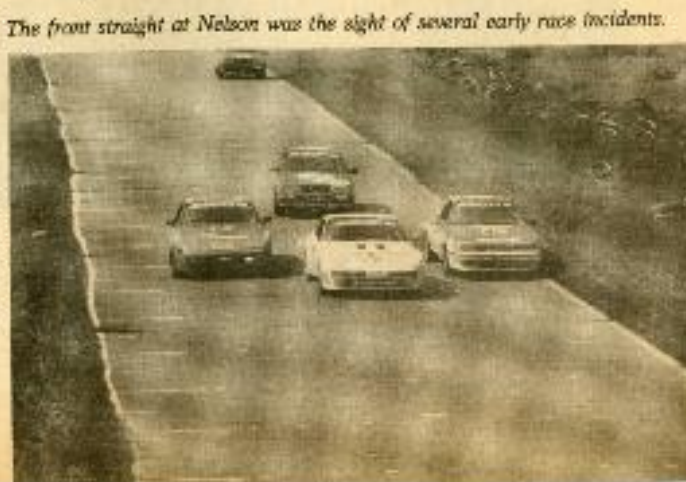
Team Shelby No. 53 was second in SSA.



The Quantum Engineering Hondas finished first and second in SSB and ahead of all GT cars.



The Le Team Racing Porsche (ABOVE) on its way to second place in GT.



The front straight at Nelson was the sight of several early race incidents.



wheel to bounce rapidly every time that tire was unloaded in a left-hand turn.

The No. 7 Porsche 944 Turbo of Carlsen Porsche finished fourth with 901 laps. The Rick Hurst 944 Turbos claimed sixth and seventh a couple of laps farther back.

### SSA: MITSUBISHI/TOYO

The Mitsubishi Starion of Mike Rutherford, Ray Kong, Dave Vegher and Dave Wolin won SSA after a battle with the Team Shelby Dodge Turbos. The Toyo-shod No. 87 Starion completed 878 laps to 871 for the No. 53 Dodge of Tim Evans, Garth Ullom and Larry Parmele. The Starion led continuously from the fifth hour and finished ninth overall, 23 laps ahead of the SSGT winner.

The No. 53 Dodge had a 10-minute stop to repair oil lines. They had a serious oil leak



Third in SSB went to CGF Racing's 16-valve Scirocco.



Racing through the night at Nelson.

somewhere. It never got fixed, but the team coped by adding two quarts of oil every hour. That was more fortunate than the No. 52 Dodge. About dawn, Neil Hannemann was running down the back straight when he tangled with another car. Whatever the sequence of events, Hannemann ended up sliding across the grass. He hit the tire wall and completed a 1½ gainer over the tires and into the swamp. He landed upside down with water seeping into the car. "Once I saw the water coming in, I got out in a real hurry," Hannemann said.

### SSB: QUANTUM HONDAS

The Quantum Engineering Honda CRXSi's finished 1-2 in SSB. The No. 33 car had a clear run to victory, three laps ahead of the No. 35 team car. The Yokohama-shod pair finished 12th and 14th overall, ahead of all the GT cars and all but two of the SSA

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180R17	183.00
180R18	193.00
180R19	203.00
180R20	213.00
180R21	223.00
180R22	233.00
180R23	243.00
180R24	253.00
180R25	263.00
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PIRELLI	
P-77	
Steel Bead Radial	Radial
SIZE	PRICE
180R14	51.00
180R15	52.00
180R16	53.00
180R17	54.00
180R18	55.00
180R19	56.00
180R20	57.00
180R21	58.00
180R22	59.00
180R23	60.00
180R24	61.00
180R25	62.00
180R26	63.00

MICHELIN	
XGT	
Steel Bead Radial	Radial
SIZE	PRICE
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180R17	133.00
180R18	139.00
180R19	145.00
180R20	151.00
180R21	157.00
180R22	163.00
180R23	169.00
180R24	175.00
180R25	181.00
180R26	187.00

MAXIMUM RADIALS TO MAXIMUM SAVING ON YOUR TIRES

BFGoodrich	
TA RADIALS	
T/A Radial	Radial
SIZE	PRICE
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180R15	65.00
180R16	66.00
180R17	67.00
180R18	68.00
180R19	69.00
180R20	70.00
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180R22	51.00
180R23	52.00
180R24	53.00
180R25	54.00
180R26	55.00

PIRELLI	
P-5, P-6	
Steel Bead Radial	Radial
SIZE	PRICE
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180R15	118.00
180R16	123.00
180R17	128.00
180R18	133.00
180R19	138.00
180R20	143.00
180R21	148.00
180R22	153.00
180R23	158.00
180R24	163.00
180R25	168.00
180R26	173.00

MICHELIN	
High Performance	
Steel Bead Radial	Radial
SIZE	PRICE
180R14	75.00
180R15	81.00
180R16	87.00
180R17	93.00
180R18	99.00
180R19	105.00
180R20	111.00
180R21	117.00
180R22	123.00
180R23	129.00
180R24	135.00
180R25	141.00
180R26	147.00

BFGoodrich	
TA RADIALS	
T/A Radial	Radial
SIZE	PRICE
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180R15	84.00
180R16	88.00
180R17	92.00
180R18	96.00
180R19	100.00
180R20	104.00
180R21	108.00
180R22	112.00
180R23	116.00
180R24	120.00
180R25	124.00
180R26	128.00

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180R17	115.00
180R18	121.00
180R19	127.00
180R20	133.00
180R21	139.00
180R22	145.00
180R23	151.00
180R24	157.00
180R25	163.00
180R26	169.00

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180R15	98.00
180R16	102.00
180R17	106.00
180R18	110.00
180R19	114.00
180R20	118.00
180R21	122.00
180R22	126.00
180R23	130.00
180R24	134.00
180R25	138.00
180R26	142.00

Continental	
CS21	
Steel Bead Radial	Radial
SIZE	PRICE
180R14	27.00
180R15	33.00
180R16	42.00
180R17	51.00
180R18	60.00
180R19	69.00
180R20	78.00
180R21	87.00
180R22	96.00
180R23	105.00
180R24	114.00
180R25	123.00
180R26	132.00

BRIDGESTONE	
137V POTENZA	
Steel Bead Radial	Radial
SIZE	PRICE
180R14	85.00
180R15	90.00
180R16	95.00
180R17	100.00
180R18	105.00
180R19	110.00
180R20	115.00
180R21	120.00
180R22	125.00
180R23	130.00
180R24	135.00
180R25	140.00
180R26	145.00

YOKOHAMA	
A001 R	
Steel Bead Radial	Radial
SIZE	PRICE
180R14	83.00
180R15	88.00
180R16	93.00
180R17	98.00
180R18	103.00
180R19	108.00
180R20	113.00
180R21	118.00
180R22	123.00
180R23	128.00
180R24	133.00
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## MIDNIGHT MADNESS

CONTINUED

cars. Bruce Short, Donna Sue Landon, Doug Peterson and John Green drove the winning car. The No. 35 car had to replace a windshield. The glass was removed from one of the practice mule cars sitting behind the pits and the installation completed in 13 minutes, but it cost them dearly.

The CGJ Racing Scirocco GTX was third in SSB, 13 laps behind the class winner. The Woodner-Parrell Peugeot was fourth and the Harvey's American Instrument Nissan 200SX Turbo fifth.

### SSGT: VALLEY FORGE

The SSGT class deserves the Valley Forge survivors award. A pair of Porsches finished 1-2 on the same lap, but don't expect to see the No. 11 Carlsen Porsche of Paul McIntosh, L. Bleil and Bruce MacInnes on a Porsche poster at your local dealer. It was a well-deserved win since the Porsche 944 started last with no qualifying time. But in

## A Very Used Car

The Spotsler-Tarr Racing Camaro has 30,000 miles on the odometer. The majority of that was put on by rental drivers at National and Regional races, and even a few Drivers Schools. The car has survived three rollovers in its life—two in the 1984 Longest Day. It was originally a T-top, but now sports a solid roof. At this year's Longest Day, the car's race ended early when it spun into a swamp after just 47 laps. —John Roquist

the process of completing 855 laps they suffered a lot of body damage. They finished 16th overall with the hood missing and the right front fender panel bashed back to allow tire clearance.

The Porsche of Le Team Racing was second. Third and fourth went to the Saleen Mustangs with drivers Steve Saleen, Rick Titus, Lisa Caceres and Alice Ridpath rotating between both cars. The Mustangs led the class until the 10th hour when the team began breaking wheels. □



Rick Titus, Ron Smaibone and Steve Saleen drove their Saleen Mustang to fourth in GT.



The GT-winning Carlsen Porsche finished with no hood and a bashed fender.