

NELSON LEDGES

24

HOUR ENDURO



JUNE 21-22, 1980

Presented by Quaker State Oil



Sanction No. 80-RS-53S

OFFICIAL PROGRAM

\$1.50

by STEPHEN J. WALAS

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So now you can pick up more Quaker State products to keep your car running young.



QUAKER STATE KEEPS CARS RUNNING

QUAKER STATE OIL PRESENTS:

"The Longest Day"

June 21-22, 1980

SCHEDULE OF EVENTS

Neon - 8 pm Thursday, June 19
Registration and Tech Inspection at the track

7 am - Midnight Friday, June 20
Registration and Tech Inspection at the track
9 am - noon Practice by groups
1 pm - 5 pm Qualifying by groups
8 pm - 11 pm Night practice by groups

7 am - midnight Saturday, June 21
7 am - noon Registration at the track
Tech Inspection at the track
(after noon by appointment only)
8:30 am - 10 am Warm up for showmen cars
Course will be cleared
1 pm Special interest cars allowed on course
3 pm Mandatory Driver's meeting
**4 pm Start of 2-4 hour endurance race

8 am - 10 am Sunday, June 22
Registration at the track
**4 pm Finish of The Longest Day



LETTER FROM JOHN MCGILL

The "The Longest Day" is finally here - it has been a long time in planning and a lot of manhours have gone into trying to get the track and the grounds in shape. We all know that farmers need rain for their crops, but it really is getting ridiculous. The field of cars for this event is not as large as we had anticipated, but the enthusiasm and high caliber of racing talent that is here make up the difference in numbers. For those of you that might not remember the first 24 HOURS OF NELSON 12 years ago, let me remind you that we started with only 9 entries and now we must turn them away the 2nd day after the entry forms are out! Nelson Ledges has had many first in its years - the TIREWALL, the 24 HOURS OF NELSON, the British Leyland now JRT Bridge, the oil wells on the false grid, and now the "Longest Day". We hope to continue to bring you, the fans, the kind of racing that you like so please let us know how you have liked the Longest Day. Have a safe weekend and don't forget a lot of mosquito repellent!



OFFICIALS

Overall Chief Steward..... Fred Cummings
Chief Steward..... Tony Phelps
Asst. Chief Stewards..... Terry Hitchcock
..... Ed Hughes
..... Al Johnston
Safety Steward..... Charles Caldwell
..... Terry Connell
Chairman, SOM..... George Heffner
Stewards of the Meeting..... Larry Brinkman
..... Joe Gonnella
..... Al Grosser
..... Ed Myers
Steward in Training..... Rod Whelan
Announcers..... Jim Eddy & Ted Sohler
Course Marshall..... Dave Meek & N.O.V.R.
Flagging & Communication..... Lake Erie
..... Communications & Sam Oram
Grid & Pit..... Dutch Moore
Observer..... Frank Young
Paddock..... Stan Tumas
Physician

Press Officer..... Ann McHugh
Race Chairman..... Fred Koslasky
Registrar..... Sue Koslasky
Honorary Starter..... Gordie Wells
Starter..... Chick Walsh
Chief Scrutineer..... Kirk Hopkins
Chief Technical Advisor..... Roger Cash
Asst. Chief, Tech..... Jay Cutler

NELSON LEDGES ROAD COURSE STAFF

John McGill..... Track Manager
Denny Gulyas..... Asst. to Manager
Ann McHugh..... Press/Publicity Officer
Nelson Ledges Program Staff Steve Walas, Jr.
..... Ed Mallinak, Jr.
..... Jeanne Ferrick
..... Dee LeBlanc
..... Ann McHugh, Editor

★ PROGRAM COVER STEVE WALAS, JR. ★

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SCCA Sanction No. 80-RS-53S



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TRACK RECORDS

<u>Class</u>	<u>Time</u>	<u>Average Speed</u>	<u>Date</u>	<u>Driver</u>	<u>Car</u>
<u>Overall Course Record</u>					
FB (Class no longer in existence)	1:02.5	115.200	6/18/78	Ken Duclos	Ralt
<u>SPORTS RACING</u>					
ASR	1:03.9	112.676	8/14/77	Bob Nagel	Lola
CSR	1:09.1	104.197	7/22/79	Fred Knoll	Bobsy
DSR	1:11.2	101.123	7/30/78	Jim Matthews	Ocelot
Sports 2000	1:10.4	102.272	5/18/80	Bill O'Connor	Lola
<u>FORMULA</u>					
FAtlantic	1:03.3	113.744	7/22/79	Dan Carmichael	March
FContinental	1:06.9	107.623	7/22/79	Tom Pomeroy	Argo J-M2
FFord	1:09.2	104.046	6/12/77	Mark Miller	Zink
FVee	1:18.0	92.308	6/12/77	Jon Weisheit	Caldwell
F440	1:25.8	83.916	5/18/80	Dan Pecchio	Red Devil
<u>PRODUCTION</u>					
BP	1:11.4	100.840	7/27/75	Bob Tullius	Jaguar XKE
CP	1:12.2	99.723	7/29/73	Bob Tullius	TR-6
			6/17/79	Fred Baker	Jaguar
DP	1:15.3	95.617	6/7/75	John McComb	TR-6
EP	1:16.0	94.737	5/20/79	John O'Steen	Porsche Spdstr.
FP	1:16.3	94.364	7/27/75	Ken Siagle	Spitfire
GP	1:19.0	91.139	5/23/76	Bob Booher	Midget
HP	1:19.4	90.680	5/23/76	Bob Criss	Sprite
<u>SEDANS</u>					
GT-1	1:13.5	97.959	5/18/80	Bob Fryer	Javelin
GT-2	1:23.9	85.816	5/18/80	Keith Bowman	Datsun
GT-3	1:20.2	89.775	5/18/80	Russ Theus	Toyota
GT-4	1:20.5	89.441	5/18/80	Jack Baumgardner	Mini-Cooper
<u>SHOWROOM STOCK</u>					
SSA	1:27.3	82.474	9/30/79	Edward Rhyshek	Datsun 280Z
SSB	1:28.3	81.540	6/12/77	Chris Kennedy	Alfa Spyder
SSC	1:31.7	78.517	8/20/78	Jeff Baldwin	Vega

5/19/80 -- KJR

OFFICIAL TIMING CHART

USE FOR CALCULATING AVERAGE LAP SPEEDS
IN MILES PER HOUR NELSON LEDGES ROAD
RACING COURSE 2.0 MILES

Using a stationary object as a starting point marker, start your stopwatch when the car you want to time passes that point. When the car comes around again on the next lap, stop the watch when the car passes the marker. Read the elapsed time in minutes and seconds. Using the chart below, you can then read out the average speed of the car in miles per hour for that lap.

For example, if the car takes one minute and twenty seconds, its average speed was 90 miles per hour.

Be sure your start-stop marker is not a person or item like a can, that may move, or be moved. Remember too, that to average say 90 miles per hour, a car may travel 150 miles per hour on the straights and only 40 miles per hour through some corners.

Have fun timing the cars and comparing times. That's what road racing is all about.

1:00	120.0	1:15	96.0	1:25	84.2
1:01	118.0	1:16	94.7	1:26	83.7
1:02	116.1	1:17	93.5	1:27	82.8
1:03	114.3	1:18	92.3	1:28	81.8
1:04	112.5	1:19	91.1	1:29	80.9
1:05	110.8	1:20	90.0	1:30	80.0
1:06	109.1	1:21	88.9	1:31	79.1
1:07	107.5	1:22	87.8	1:32	78.3
1:08	105.9	1:23	86.8	1:33	77.4
1:09	104.4	1:24	85.7	1:34	76.6
1:10	102.9			1:35	75.8
1:11	101.4			1:36	75.0
1:12	100.0			1:37	74.2
1:13	98.6			1:38	73.5
1:14	97.3			1:39	72.7
				1:40	72.0

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Flagging Standards

One of the most common questions asked by a new fan at a road race is "What is that character doing waving a flag at the cars as they go past?" To say that he is not drying his tablecloth is an understatement. Every flag is a very specific instruction that must be followed by all drivers, without question IMMEDIATELY!

GREEN FLAG: When first shown at the start finish line, the race is underway. During the race, when the green flag is displayed, the driver knows the track is clear and he may drive at his fastest speed.

YELLOW FLAG: (motionless) There is a dangerous condition on the course. The driver approaching the yellow flag is NOT TO PASS until he is past the danger area. Slow Down.

YELLOW FLAG: (waving) The driver should be prepared to stop as there is a very serious or hazardous condition on the track. The NO PASSING rule is still in effect. Slow Down and be prepared to stop.

RED FLAG: Upon first seeing the RED FLAG, the driver MUST STOP IMMEDIATELY and clear the track as well as possible. Race has been stopped.

BLUE FLAG WITH YELLOW STRIPE: (motionless) The driver in the lead at that point should check his mirrors as another driver is fast approaching.

BLUE FLAG WITH YELLOW STRIPE: (waving) The driver in the lead at that point should check his mirrors as a faster driver is about to overtake him. The driver about to be passed should signal to the passing driver the side that he expects to be passed on.

YELLOW AND RED STRIPE FLAG: The driver should exercise great care as the track condition has become slippery due to oil or water.



dave Ingram Photo

WHITE FLAG: The driver is warned that there is an emergency vehicle or slow moving race car on the track and extra care should be used until the vehicle is passed.

BLACK FLAG: (furled) The stewards are warning the offending driver that he has been observed driving in an unsafe or reckless manner. If the driver continues to do so he will be "Black Flagged."

BLACK FLAG: The driver receiving the black flag is to complete the lap he is on and proceed to the pits to see the Chief Steward, to "discuss" the rule infraction.

BLACK FLAG WITH ORANGE BALL (Meatball) The driver is warned that something is mechanically wrong with his car and he should proceed with reduced speed to his pit.

CHECKERED FLAG: The driver is signaled that the race is over. He is to complete one more lap cautiously and come into the pits. If the driver is the first in his race to receive the checkered flag, he has won the race.



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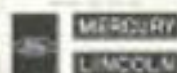
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OFFICIAL ENTRY LIST

CAR #	CLASS	MAKE	OWNER/HOMETOWN	ENTRANT/SPONSOR
5	SSB	VW Scirocco	Carl McCandless/Trenton City, Pa. Joe Goss/Trenton City, Pa. Jim O'Neil/Trenton City, Pa.	
16	SSC	VW Rabbit	Joe Korman/Lima, Ohio Tom Schneider/Ypsilanti, Mich.	Rain-X, Zolnost Racing Lights, Escort Radar Detector, Bilstein Shock Absorbers
17	SSC	Ford Pinto	Tom (Bones) Mansfield, Ohio Mark Bones/Mansfield, Ohio Phil Llanos/Mansfield, Ohio	Al Roush Ford-Mercury, Buckeye Tire Daugherty's Schia, Hammett Asphalt Paving
21	SSC	Ford Fiesta	Bo Janssen/Clayton Falls, Ohio Ric Parnock/Parnock, Ohio Jack Petrol/Salembridge, Ohio Danae Best/Cincinnati, Ohio	National Tire Warehouse, C&M Racing Enterprises, Solar Energy Engineering
23	SSC	Toyota Corolla	Jack Matlock/Southampton, Ohio Bill Hauck, N.D./Tulsa, Okla. James Whitstone/Austintown, Ohio	Valley Toyota at Youngstown
24	SSC	VW Rabbit	Chuck Davis/Overland Park, Kansas Paul P.W./Wichita, Okla. Frank Stoddard/Lawrence, Kansas Steve Eberman/Overland Park, Kansas	The Parts Bin, Shawnee, Kansas
29	SSA	Mazda RX-7	Rich Coppas/Ken Arbor, Mich. Larry Gaffner/Silverdale, Mich. Patrick Sedard/New York, NY Dan Sherman/Alex Arbor, Mich.	
28	SSB	VW Scirocco	Bob McConnell/Durham, Ohio Dan Polakoff/Englewood, Ohio Tom Pennington/Orlando, Ohio	Autobahn VW (Dayton) Taylor Battery Systems (Dayton)
29	SSB	Triumph TB-7	Ted Schumacher/Pasadena, Ohio Jim Goughery/New Canaan, Conn. Richard O'Neil/New Canaan, Conn.	JRT Competition Parts Service TS Imported Auto Wrecking
34	SSB	VW Scirocco	Fran McAllister/Webster, NY George Morris/Pittsford, NY Ken Williams/Pittsford, NY	Delmarco Racing
35	SSA	Datsun 280Z-2	Paul West/Harrisville, Pa.	
40	SSC	Ford Pinto	David Rush/Backhannon, W. Va. Gene Talbot/Venona, Va.	T-Racing (Backhannon) Bill Ford Sales (Backhannon), Tire City (Backhannon)
68	SSC	AMC Gremlin	Charles Schopp/Tiffin, Ohio	
69	SSA	Porsche	Carlos Ramirez/Dumont, NJ Gary Wittenberg/Troy, Mich.	Herman & Miller - Porsche - Audi Parsippany, NJ
77	SSA	Mercedes Spyder	Art Parnock/Englewood, Colo. Linda Smallbaker/Evergreen, Colo. Bill Smallbaker/Evergreen, Colo. Gordon Perkins/Lafayette, Colo.	Team Colorado, Autotech
81	SSA	Mazda RX-7	Robert Garcia/Guaynabo, Puerto Rico Robert Jennings/Corte Miera, Calif. Brent Rogers/Foster City, Calif.	Trinity Racing
83	SSA	Mazda RX-7	Jim Creso/Los Alamitos, Calif. John Casey/Los Altos Hills, Calif. Mark Webb/San Francisco, Calif.	Trinity Racing
93	SSA	Mazda RX-7	Peter Davis/Venice, Calif. Steve Dietrich/Marana Del Rey, Calif. Tom Winters/Tucson, Ariz.	Trinity Racing
94	SSA	Mazda RX-7	Patty Miller/Santa Barbara, Calif.	Trinity Racing, History Engine
92	SSA	Pontiac G34	Easy Strain/Alden, NY Bruce Mahrt/San Antonio, Texas Jack Steel/ George Shaler	Stude Wolding Supply Co. Buffalo, NY
94	SSB	VW Scirocco	Graig Robertson/Schenectady, NY	Autosport, Lime Rock Park, Racing Magazine, Luck, Slack & Barrel Restaurant
96	SSA	Saab 900 turbo	John Dinkel/Laguna Niguel, Calif. Bill Fishburne/Chicago, Ill. Don Knowles/Springfield, Va. Joe Nash/Seal Beach, Calif.	Saab-Scania of America, Robert Bosch Corp., Valvoline Motor Oil, Complete Sales & Service, Gabriel Shock Shock Absorbers

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Bob
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Everything about the TR8 was designed to move you and move you quickly. Its wide torque band provides a satisfying response of power as you shift smartly through the gears. A truly responsive sports

car is at your command. Even its sleek contemporary design says "move."

And you move in perfect comfort. The TR8's suspension consists of MacPherson struts up front and four-link coil arrangements in the rear. There's a full eight inches of suspension travel between you and the roughest roads.

The TR8 has already proven itself in competition. Rally driver John Buffum and racer Bob Tullius drove TR8s to first place time after time in races and rallies during the 1979

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PRIZE AND CONTINGENCY MONEY

The following contingency money will be awarded upon display of the approved Quaker State Logo.

\$800	1st Overall (1st in SSA)	to be divided by the same formula as entrants, example, if 40% of starters in 24 hr. are SSA, then 40% of 4800 paid to SSA 1st.
4800	1st in SSB	
	1st in SSC	
600	2nd overall	
480	3rd overall	
400	4th overall	
360	5th overall	
320	6th overall	
280	7th overall	
240	8th overall	
200	9th overall	
160	10th overall	
80	11th overall	
80	12th overall	
80	13th overall	
80	14th overall	
80	15th overall	

\$9140

OTHER CONTINGENCY MONEY AVAILABLE AS OF MAY 10, 1980

Marchal Lighting	\$100 to the winner in each class if running with Marchal lights.
Hella Lights	\$50 to the first car finishing in each class, \$30 to second and \$20 to third car running in each class with Hella lights.
Ford Motorsports	Ford and Lincoln-Mercury drivers finishing in the top five overall positions will be eligible for \$1000, \$750, \$500, \$300 and \$200 respectively. Vehicles included in the program are Mustang/Capri, Pinto/Bobcat, and Fiesta.

To further support the Ford competitors, Ford Motorsport will have a large tent for servicing Ford vehicles. This tent will be situated in a central location from June 18 through June 22. Serving as the focal point for Ford's presence, the tent will be open and available to all Ford competitors registered for the event.

Mazda	Mazda drivers finishing in the top 3 overall positions will be eligible for \$1500, \$1000 and \$500 respectively.
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PRIZE MONEY

Prize money for THE LONGEST DAY - \$2460.00 to be split as follows:

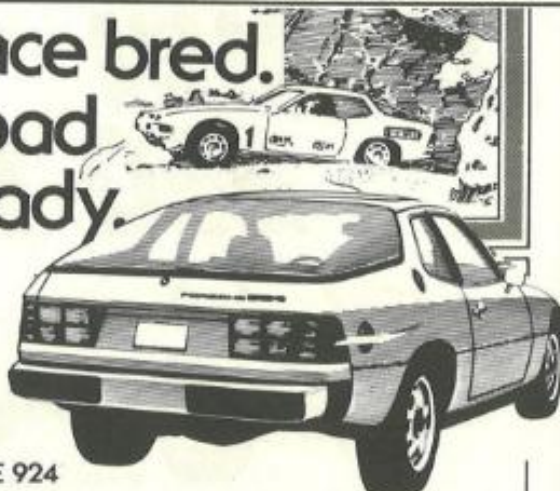
200.00	1st overall	(to be split according to the same formula as the entry, example if 40% of first 50 cars are A, then 40% of 1200 paid to 1st overall in A)
	1st in A	
1200.00	1st in B	
	1st in C	
150.00	2nd overall	
120.00	3rd overall	
100.00	4th overall	
90.00	5th overall	
80.00	6th overall	
70.00	7th overall	
60.00	8th overall	
50.00	9th overall	
40.00	10th overall	
20.00	11th overall	
20.00	12th overall	
20.00	13th overall	
20.00	14th overall	
20.00	15th overall	

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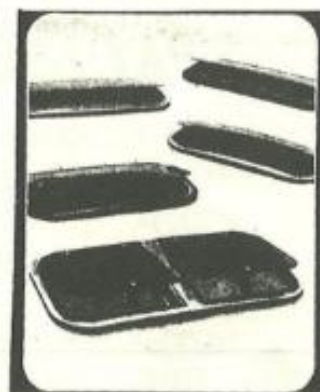
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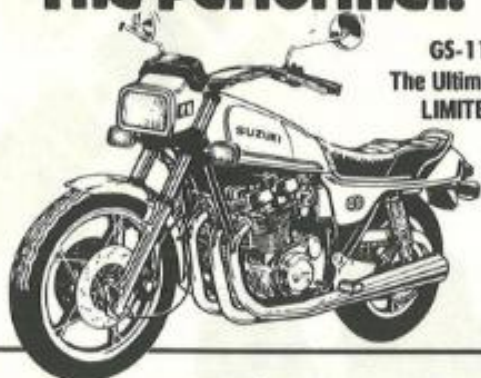
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Enter the appropriate number on the line to the right.

1. Sex 1—Male, 2—Female _____ 1. _____
2. Age 1—under 12, 2—12 to 17, 3—18 to 28, 4—28 to 45, 5—45 to 65, 6—over 65 _____ 2. _____
3. Marital Status: 1—single, 2—married, 3—divorced/widowed _____ 3. _____
4. Number of children: _____ 4. _____
5. Number of persons with your group: _____ 5. _____
6. Income: 1—under \$5,000, 2—\$5,000—\$8,000, 3—\$8,000—\$10,000
4—\$10,000—\$15,000, 5—\$15,000—\$25,000, 6—Over \$25,000 _____ 6. _____
7. Education: 1—some high school, 2—H.S. grad, 3—some college
4—college grad, 5—master's deg., 6—doctorate _____ 7. _____
8. Occupation: 1—self employed, 2—unemployed, 3—blue collar, 4—white collar, 5—professional _____ 8. _____
9. I have been attending events at Nelson since: 1—today, 2—this year, 3—1-2 years,
4—3 to 4 yrs, 5—5 or more years ago _____ 9. _____
10. Rate these Nelson events as to your frequency of attendance _____
0—least frequent, 5—most frequent

A. Pro Auto Racing	10. A. _____
B. SCCA Nationals	B. _____
C. SCCA Regionals	C. _____
D. Motorcycles	D. _____
E. Time Trials	E. _____
F. Club Events	F. _____
16. Rate these Nelson events as to your preference _____
0—least favorite, 5—most favorite

A. Pro Auto Racing	16. A. _____
B. SCCA Nationals	B. _____
C. SCCA Regionals	C. _____
D. Motorcycles	D. _____
E. Time Trials	E. _____
F. Club Events	F. _____
22. Number of Nelson events attended last year: _____ 22. _____
23. Number of Nelson events you expect to attend this year: _____ 23. _____
24. What is your favorite spectator area: 1—paddock, 2—infield, 3—outfield, 4—bleachers _____ 24. _____
25. Rate each of these areas on a scale of 0 to 9: _____
0—very bad, 9—very good

A. Courtesy of track personnel	25. A. _____
B. Spectator Viewing	B. _____
C. Food Services	C. _____
D. Admission Price	D. _____
E. Quality of racing	E. _____
F. Sanitary Facilities	F. _____
G. Parking	G. _____
H. Overall value for price	H. _____
26. Rate each of these areas on a scale of 0 to 9: _____
0—needs no improvement
9—needs considerable improvement

A. Spectator Viewing	26. A. _____
B. Food Services	B. _____
C. Admission Price	C. _____
D. Quality of racing	D. _____
E. Sanitary Facilities	E. _____
F. Parking	F. _____
G. Courtesy of track personnel	G. _____
27. How many road racing circuits have you attended besides Nelson: _____ 27. _____
28. If you have attended Nelson before, how long ago was your last visit? _____ 28. _____
0—2 wks, 1—one mo., 2—two mo., 3—three mo., 4—four mo.,
5—one yr., 6—two years, 7—three yrs, 8—longer
29. How far do you live from Nelson? _____ 29. _____
1—less than 100 miles, 2—100 to 200 miles, 3—200 to 300 miles, 4—300 to 400 miles,
5—400 to 500 miles, 6—over 500 miles
30. In what direction from the track do you live? _____ 30. _____
1—north, 2—northeast, 3—east, 4—southeast, 5—south
6—southwest, 7—west, 8—northwest
31. What radio station do you listen to most often? _____ 31. _____
32. What T.V. station do you watch most often? _____ 32. _____
33. What newspaper do you read most often? _____ 33. _____
34. Where did you first hear about Nelson Ledges Road Course? _____ 34. _____
35. Where did you first hear about this event?(please be specific - it helps us in advertising) _____ 35. _____
36. Please give us the name of your local sports editor & newspaper _____
37. Additional comments: _____

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**BILL
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Editor

Race for Rights III

Inter-Association Memo

To: Ed Youngblood

Government Relations Director

From: Utter Futility Racing Team

Copies to: All AMA members

Subject: We quit

Dear Ed:

Rather than beat around the bush, we want to get right to the point. We quit. Nothing personal, Ed. It's for the good of the team. You see, for the past three years we've enjoyed working with you and have appreciated your talents as our team manager at the annual 24 Hours of Nelson Ledges Road Race.

Just two years ago, we dreamed up the idea of the "Race for Rights" to benefit the AMA's Legislative Supporter Program. AMA members pledged "so much per lap" and UFRT went to Nelson Ledges to collect on the pledges. The record shows that after a third-in-class in 1977, UFRT slumped to fourth in '78 and fifth in '79. In '78, the debut year of the Race for Rights, we totaled 833 laps and raised \$3,400. In '79, the lap total was 857 and the bucks came to \$4,400. There is a trend here which disturbs us.

Why, we wonder, does UFRT finish worse every year despite covering more miles and raising more money? At this rate of improvement (if you can call it that) in another five years we'll complete a zillion

laps and finish 35 minutes after last. Is it really improvement when you cut your lap times by a second... and everybody else either comes down three or goes on Social Security? Frankly, Ed, we're beginning to question our ability to strike fear in the heart of Kenny Roberts.

And then there's the matter of pushing our luck. For two years, we've begun the 24 Hours knowing that people were pledging things like pennies and nickels for every lap we finished. After 24 hours and 800-odd laps, those pocket liners add up. But who's gonna count all those pennies when the odds finally catch up to us and we throw the darned bike down the road on the second lap?

So the bottom line is, we quit. Sure, we'll be at Nelson Ledges on August 2-3 for the 12th annual 24 Hours. And there will be a Race for Rights, which we're going to help every way we can. We're just not going to be the official Race for Rights entry (which will doubtless prove our most valuable contribution!)

There's an old adage in management circles that any good manager has his successor in mind. And this is where the good news starts, Ed. Because we're a lot better managers than racers! And if you think the guys we brought in from North Carolina last year were ringers, wait till you hear who we've got lined up to ride on the Race for Rights entry this year. They call themselves Group Four, and they've only succeeded in winning the 24 Hours four times overall, including 1977 and '78. Don Bartram rode on winning Group Four teams in 1971 and 1972, and managed the two recent winners. Charlie Stump has been calling shots in the pits from the start. And Bartram's "probable" riders — John Samways, Jon White, Craig Morris and Steve Pearce — have all ridden on 24-hour winners before. These guys also have a combined total of 61 years of AMA membership and want to do their bit for the Legislative Supporter Program.

So here's how we have it planned. The Group Four Team is setting its goal for the 1980 24 Hours at 1,000 laps, which has never been done before. (Group Four has come closest, racking up 964 laps in 1978. In '79, they were on a 1,000-lap-plus pace till a crash put them out.) The trick is, Ed, if our members make the same pledges they did last year — and the Group Four Race for Rights entry gets its 1,000 laps — the Legislative Supporter Fund will make more money. It's our hedge against inflation.

The only problem is that we've used up most of our space and still haven't pitched the members on making a pledge. Fortunately, AMA members keep up to date on the important work you guys do in the Government Relations Department. And so they know that funds raised by the Race for Rights go directly to the Legislative Supporter Program, to help protect the right to ride of all American motorcyclists.

So all they really have to do is fill out the handy coupon below and mail it back to us with their pledge or contribution, plus a prediction of how many laps the Group Four Race for Rights entry will complete in the 24 Hours of Nelson Ledges August 2-3. The person coming closest to guessing the number of laps will receive a Bell Helmet, a set of Carlisle Tires and a Diamond Chain. Second wins a set of Carlises and a Diamond Chain. And third gets a pair of Hi-Point boots. In case of a tie, earliest postmark wins. The prizes are neat and in all cases the winner specifies what style of helmet, tires, etc., he or she prefers. (Special thanks are due to AM advertisers Bell Helmets, Carlisle Tires, Hi-Point Accessories and Diamond Chain for donating the prizes.)

So that's the deal, Ed. We think our members will again pitch in and help make the 1980 Legislative Supporter Program a success. In fact, we're counting on it.

am

Race for Rights III pledge card

(Complete and return to: AMA Race for Rights III, P.O. Box 141, Westerville, OH 43081. Must be postmarked prior to August 2 to be eligible for prizes.)

- ☐ Sure I want to help. Put me down for _____ cent(s) a lap.
- ☐ Forget the pledge. My contribution of \$_____ is enclosed.
- ☐ I think the Group Four team can break the 1,000-lap barrier in the 24 Hours. And if they do, I'll throw in a bonus of \$_____.

I predict that Group Four will complete _____ laps in the 24 Hours of Nelson Ledges.

Name _____

Address _____

City _____ State _____ Zip _____

AMA Number _____ Signature _____

(If you don't want to cut up your AM, duplicate this info on plain paper.)

RACING TERMS

ALL-OUT-Complete set up for racing, a car modified as far as the rules will allow.

AMMETER-Instrument which measures flow of electrical current.

BACK-OFF-Ease off or slacken speed.

BAFFLE PLATE-Plates in muffler which reduces engine noise. Also plates in gasoline tank and oil pan to reduce slosh.

BLOWN-Supercharged (blower-supercharger)

BEND-To damage a race car.

BHP-Brake horsepower. A measure of useful power at output shaft of engine.

BIG END-Crankshaft end of connecting rods.

BITE-Traction of tires.

BOX-Transmission.

BROKE-Out of event due to mechanical failure.

CAMBER-Angle between wheels and road.

CAMSHAFT-Eccentric shaft, operates valve gear.

COBBLED UP-A car put together from odd parts; something put together quickly.

CRASH BOX-An unsynchronized transmission.

DE DION-A type of suspension in which independent rear wheels are controlled by connecting link or tube.

DICE-Close competition in a race track.

DRAFT-The act of running closely behind a faster car to be pulled along by the suction in its wake. Known as "hitching a ride".

DRIFT-A planned and controlled four wheel slide.

DRY SUMP-A racing engine mechanism which circulates oil without using a reservoir in bottom of engine, as in conventional powerplants.

E-Z-Pit signal for driver to ease off, position is safe or save car.

FIRING ORDER-Numerical order in which engine's cylinders fire.

FLATHEAD-Engine with valves in block.

FULL BORE-Full Speed. (also, flat out)

GRID START-Cars are positioned on track grid lines according to qualifying times.

GUM BALLS-Super soft and adhesive tires used in short qualifying events to get good starting position, but not capable of lasting a race.

HEADERS-Part of exhaust system directly bolted to cylinder head.

HOMOLOGATED-Guarantee from manufacturer that a sufficient number of cars have been produced to qualify for production racing.

HONKER-An unusually fast car.

HYDROPLANING-When wheels of a car are sliding over water on a wet road.

INJECTED-Engine equipped for direct fuel injection rather than carburetors.

JOURNAL-The part of a crankshaft or camshaft where bearing ride.

KNOCK-OFFS-Wheels held on by large winged nuts designed for fast removal. No longer "legal" in SCCA.

LINE-Route taken through a curve. Each driver searches for his fastest route and then concentrates on staying on this "line".

LITER-Metric unit of volume. Equal to about 61 cubic inches.

LUNCH-To destroy an engine.

MONOCOQUE-Car design which unites engine and body without internal chassis.

NERFING-One racing car deliberately bumping another from behind or side.

OHC-Overhead camshaft.

OUT OF SHAPE-Losing control in racing, the car pointed in an odd direction.

PRANG-To damage a race car.

REVS-Engine revolution per minute.

SCOOP-Device to channel air where desired.

SHUT THE DOOR-The act of blocking another car while going through a curve.

SHUNT-An accident.

SLICKS-Tires with absolutely no tread pattern. Run on dry track.

SLINGSHOTTING-Pass a car using its draft.

SPOILER-Air deflector used to control lift at high speeds.

SUPERCHARGING-Forcing air into an engine by a mechanically driven blower. Increase power.

STROKING-Increasing piston travel to increase displacement. Also, driving slower than possible according to plan.

TIME TRIALS-Competition with car racing clock.

TORQUE-Turning force.

TOW-Slipstreaming; following another car closely to reduce wind resistance.

TRAPS-Series of lights and photo cells set up to clock speed.

TURBO-CHARGING-Similar to super charging except blower is driven by exhaust gas pressure instead of mechanical gears or belts.


TWEAKS-Modification to increase engine power or chassis.

UNSANITARY-Poorly prepared or unsafe looking race car.

VISCOSITY-Thickness or body of motor oil.

WHEELIE-Front wheels lifting off ground under hard acceleration when riding a motorcycle.


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SCCA Car Classifications



SCCA Production Car Category

The Production Car Category consists of series-produced sports cars, generally available for purchase by the public, which are suitable speed events. You won't see any Lamborghinis or Cadillacs here. For any new model to be admitted, it must be produced in quantities of at least 1000 in a period of twelve months. This excludes a manufacturer from producing a limited edition racing model in the hopes of dominating a class. A wide variety of cars fit nicely into this category and the SCCA tries to keep the competition balanced so that all drivers have an equal opportunity and so no one car model dominates.

There are some modifications that are allowed for production cars which are very obvious—some of the cars have all possible modifications and such farout paint jobs that they no longer look like the spitfire your neighbor drives. However, take a walk through the paddock and look closely at the production cars and you will still be able to recognize that Austin Healey you always wanted or the Corvette you still covet and even the Lotus Super Sevens that look like so much fun to drive.



Just what modifications are allowed would be too numerous to list here but these are some of the obvious ones: Instrument panel may be altered, the passenger seats may be removed along with interior trim, the windshield may be removed but must be replaced with a suitable windscreen, headlights must be removed, bumpers may be removed, the wheel wells may be enlarged to accommodate wider tires but the fender opening profile (approx. size, location, shape) viewed from the side of the automobile should not appear changed, and front spoilers are permitted. The not so obvious modifications take place in the engine and drive train—the block may be bored out (this is the reason that so many racing engines seem to go up in smoke—the walls of the cylinders are made very thin by the boring-out process and the addition of larger pistons and too often metal-fatigue takes its toll), the engine may be balanced and lightened, the fan

removed, valve springs substituted, the muffler may be removed and headers used instead of the stock exhaust system, and the electrical system may be rewired.

There are currently seven classes of cars within this category, designated classes BP through HP. The cars are grouped according to performance potential, not by and strict numeric formula based on engine size or curb weight. Instead, the club Competition Board makes a judgement as to the overall capability of a particular model assuming a reasonable degree of race preparation, and places the car in a particular class. This decision can be reviewed after some race experience to ensure that the car neither overwhelms nor is overwhelmed by the other cars in its class.

Here are some examples of each Class. A complete listing can be found in the 1980 GCR which is available from several of our advertisers.

B Production:

Corvette—283, 327, 396, 426, 454 engine sizes—both coupes and roadsters

Ferrari—275 GTB, 308 GTB, and 365 GTB 4 Daytona

C Production:

Alfa Romeo Giulia TZ

Datsun 240Z through to 280Z of 197 vintage

Jaguar XK-E 3.8 & 4.2 Coupe & Roadster

Mazda RX7

Porsche 914/6

Triumph TR-8

D Production:

Porsche 911, 914S

Datsun SRL-311U

Jaguar XK 120, 140, 150, 3.4 & 3.8

Lotus Super Seven

Porsche 924

Triumph TR-7 Coupe & Convertible

E Production:

Alfa Romeo Giulia Spider Veloce

MGB & MGB—GT

Morgan 4

Porsche 356

Triumph TR-2, 3, 3A, 3B, TR-4, TR-4A

F Production:

Alfa Romeo Giulietts, Sprint Special & Zagato

Austin Healey Sprite MK IV

Fiat X/19 & 124

G Production:

Austin Healey Sprite 1100

Datsun SPL 311, SPL 311U

Triumph Spitfire

MG Midget

H Production:

Austin Healey Sprite Mk1, Mk 11 (948 c.c.)

Fiat Spider Racer 850

MG Midget 948

Morgan 4/4 Mk IV

SCCA GT Category

The GT category is similar to the Production Car category in that both are based on series produced cars. In the case of the GT category however, the requirements are somewhat stricter. More than 5000 examples of each make and model must be produced in a twelve month period for a car to be recognized for the GT category. Only models meeting the SCCA requirements and recognized by the club may compete in this category. The cars in this group are therefore less exotic and more down-to-earth than those of the production classes, but they are nonetheless just as much race cars when finally put on the track. The GT cars have their own set of preparation rules and in some cases are allowed more freedom for modifications than their counterparts in the

OSHA up the wall anything from 110 degrees in the shade to 40 degrees in the sun; such variety of working conditions has included snow, hail, rain, dust and mosquitos. The training is arduous and exacting and the discipline is strict. Why do these people do it week after week? They take pride in their work doing a tough job well, a day of action-filled racing safely completed, maybe a tragedy avoided and the satisfaction that they were "up to" their challenge just as much as the drivers in the race cars were to theirs.

Of course the cornerworkers are not total martyrs. There is also a lot of fun social activities planned for race weekends. There are parties after every Seminar, beer parties seem to happen on Saturday nights to swap race tales and tall stories, and Sunday afternoon picnics to replay the day's races. Recently there has been a great deal of Lake Erie Communications support for the local SCCA Regions and area auto shows. It is at these shows that the Lake Erie members have shown themselves to be some of the nicest people in racing or anywhere else.

More members can only mean greater efficiency and that is why Lake Erie Communications is constantly seeking new members. Far from resting on their past accomplishments, the LEC members realize that new members can contribute new solutions to old problems or anticipate a problem before it arises.

If you would like to join Lake Erie Communications and be a part of one of the best groups of its kind, and are at least 18 years of age, please fill out the form below and send it to John Gall, 2046 W. Blvd., Cleveland, Ohio 44102. If you have any questions that you would like answered first or are in a hurry, there is a number that you can call- Cleveland: (216) 281-3639.



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GT1 CLASS — T.L. BEAUFORT PHOTO

production category; this reflects, in part, the fact that the cars are less at home at speed events to begin with.

Again, as with the Production cars, the primary concern is with safety and all of the required safety equipment is included in this category as well. Modifications are permitted to the suspension, chassis, body, engine, electrical system, drive line, cooling system, and brakes but the exact nature of the allowed modifications are detailed in each case. Only those modifications strictly mentioned are permissible, if it isn't mentioned, it isn't allowed. This attitude makes the job of policing the cars much easier, and keeps the competition in these classes at a very high level. Cars in this category are classified by performance potential into classes GT1 - GT4.

The GT1 class is a part of what the press and news media like to call the Big Bore or Muscle Cars. Those of you with average memories can remember many of these makes of cars running very successfully in the Trans-Am Series a few years ago; some are still quite competitive in the current series. The big American sedans are the backbone of this class with the Mustangs, Camaros, Javelins, and Firebirds comprising the bulk of the field.



GT 2 CLASS — Coyhendall Photo

The GT2 class are the slightly smaller, slightly less powerful, sedans and touring cars. While very few foreign cars are to be found in GT1, GT 2 shows a healthy mix of US-built vs Imports. Chevrolet Vegas and Ford Pintos do battle against Datsun 810s and Mazda RX-3s. Engine sizes are in the 2000 cc range as compared to the 5-liter engines of GT1.

GT3 cars are virtually all imported cars with only the Ford Fiesta, Dodge Colt and Omni, and Plymouth Horizon representing American interests, yet even these aren't strictly US made. These are smaller still than the class 2 cars, having engines on the order of 1600 cc. Datsun B210, Fiat 124 Sport Coupe and VW Scirocco and Rabbit are examples of this class.

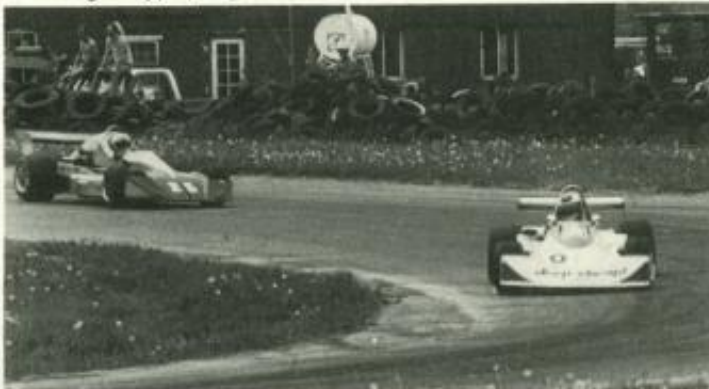
The smallest of the GT classes is GT4 with the truly tiny Mini-Cooper and Honda Civic competing with early VW Beetles and Fiat 128s. The largest engine in this class is a mere 1300 cc.



GT 4 CLASS - Holbrook Graphics Photo

OPEN-WHEELED FORMULA CARS

If there are glamour cars that stand out in SCCA racing, the formula open wheelers would definitely be the ones. The closest thing that the United States has to Grand Prix cars, these are usually the fastest on the course. However, since there are several types of these out and out race machines, this class has to be broken down into specific formula based on engine type, engine size, and "coachwork."



FORMULA ATLANTIC CLASS — T. Bowdish Photo

FORMULA ATLANTIC: The Atlantic car must be "single seat", four open-wheeled racing car with a firewall, floor, and required safety equipment." One of the biggest safety requirements is the one requiring the entire fuel tank area to incorporate a "crushable structure" that is capable of withstanding a minimum crushing strength of 25 lbs./sq. in. and a sheet of aluminum having a tensile strength of 14 tons/sq. in. Those fragile looking cars are obviously stronger than they look. The engine size or displacement can be over 1100 cc and below or equal to 1600 cc. Cars with rotary engines are allowed if they are of the type the Wankel patent. The examples of Formula Atlantic engines are very interesting and include such as Lotus Ford 1600 Twincam, Datsun 1600 SOHC, Fiat 124 DOHC, Ford BDA 1600 (4-valve), and the VW Rabbit/Scirocco 1600. The minimum weight for these machines is 930 lbs., without the driver. Maybe that is one of the big reasons you can't get your Rabbit to get you to work as fast as these cars make the circuit.

FORMULA VEE racers are based on the standard Volkswagen 1200 series Type 1, U.S. model sedan components and the somewhat restrictive specifications are made up to emphasize driver ability rather than design or preparation of the car. "No component of the engine, power train, front suspension or brakes may be altered, modified or changed nor be of other than VW manufacture, unless

EXCELLENCE + DEDICATION = LAKE ERIE COMMUNICATIONS



Patti Fife Photo

The argument about who is indispensable at a race probably started the first time some "hair-brained" fool decided to race his horseless carriage around the outhouse and needed someone to chase the pigs and chickens off the "track".

You won't get an argument when you state that you can't have a race without car owners, race cars, sponsors, race tracks, or drivers. However, you can put all of those parts together and that is all that you will have a bunch of people in drivers' suits, in sponsors' jackets, and in a state of confusion! The reason for the confusion is the absence of racing's unsung heroes: the cornerworkers. Money can buy a lot of things including race cars, race tracks, and drivers, but it couldn't possibly buy the dedication, perseverance, talents, and man-hours contributed by the workers in white.

Week after week, race after race, be it a professional race or a drivers' school, the cornerworkers can be depended upon to show up and do an excellent job. Here at Nelson Ledges, we are fortunate to have the award-winning Lake Erie Communications group handling our race control. Founded and primarily based in the Northeast Ohio area, Lake Erie Communications is known throughout racing circles as one of the very best. LEC has received the Road Atlanta award for the "Most Outstanding Flagging & Communications Group" at the Sports Car Club of America Championships. The group has also won the Neohio Region Roxy Kincaid Award for Sportsmanship and the Jesse Coleman Sportsmanship Award given by the National SCCA Board of Governors.

If this is one of your first times at a road race, you may be asking exactly what do these people do that make them so special? The cornerworkers serve in two very important capacities: they are the eyes and ears of the Chief Steward, the man with the awesome responsibility of conducting a high speed race over a two mile course, when he can see only a fraction of it; secondly, but perhaps most important, by the use of various colored flags, they inform the drivers of the condition of the course ahead and the cars around them. Sometimes they are responsible for the very lives of these drivers. All flag stations that you see around the course are connected by a field telephone "party line" to a central station referred to as "Able". When an accident occurs, "Able" is immediately informed and rescue operations begin at once. Many of the cor-

nerworkers that you will see here at Nelson Ledges have completed a course in Emergency Medical Training (EMT) and are able to administer emergency treatment until a doctor arrives on the scene. If the one thing that race drivers fear the most fire occurs, the cornerworkers are able to handle anything but the worst possible fire until Nelson's fire & rescue trucks reach the incident.

Despite their readiness for accidents, the LEC workers will do their very best to avoid the possibility of using their skills. One of the main ways that they do this is to keep a very close watch on the cars on the track. A wisp of smoke from a tire, a spark from a broken exhaust pipe, a piece of electrical wire dragging are all signals of potential danger. These are in turn reported to station "Able" who keeps a written log of all incoming reports. If potential hazards are reported by one station they are noted as the car progresses around the course. If the problem seems severe enough, it is reported to the Chief Steward, who then in turn makes a decision as to whether the car should continue to race or be "flagged in" to check it. Sometimes ungentlemanly conduct is observed by the cornerworkers and this in turn is also reported to "Able". Again the Chief Steward is advised and must decide if punitive action must be taken. This is an important responsibility for the cornerworkers and steward because a minute in the pits talking about an incident that didn't happen or that was blown out of proportion can cost an innocent driver a first place and in a professional race a great deal of money. It is because the safety of the cars and drivers rests so heavily on the cornerworkers that you often see them on their hands and knees checking the underside of a suspect car, or memorizing the way a car takes a corner so they are aware when the cornering begins to change ever so slightly. In the latter case, an alert cornerworker can spot a case of heat exhaustion before the driver or the crew of a certain car might notice it. Calling in such a driver may prevent an accident and save property and possibly lives.

Lake Erie Communications is now in its fourteenth year of operation, having grown out of Watkins Glen's Race Communication Association. From a handful of well trained individuals, LEC has grown to over three hundred active members. They schedule a formal flagging and communications school each month at Nelson Ledges. Each spring a "seminar" is held to decide what exactly can be done to improve an already excellent record in the coming season.

The hours for a cornerworker are long first on the track in the morning and the last off the track in the afternoon. The pay is nonexistent and the working conditions would drive



Joseph Rinehart Photo



FORMULA VEE CLASS — C.H. Cundiff Photo

specifically authorized." Now you know why FV's seem to travel "in flocks" - they are so closely matched that it is indeed driving skill, technique and a little luck that gives one driver the lead over another. The minimum wt. is 1000 lbs. WITH the driver. The regulations that are placed on the FV take up 8 pages in the GCR so if you really want to know what makes those little cars run in excess of 120 mph down our back straight, buy a GCR or take a FV driver home to dinner!

FORMULA FORD classifies the formula of singleseat, open-wheeled racing cars using standard Ford 1600 "crossflow" pushrod engines and having a floor, firewall, and safety equipment. It is the Ford Cortina 1600 GT engine that is the basis for the class. The Formula Ford class is restricted almost as much as the Formula Vee class, with even the compression ratio, head dimensions, and weight of the wrist pin to within 2 grams specified. Wings are prohibited and the



FORMULA FORD CLASS — Joe Glick Photo

wheel rim width may not exceed 5.5 inches. Putting those wide tires on such narrow wheels MUST be defying some law of physics! The primary appeal of the FF class lies in the reliability of its water-cooled engine, its sophisticated suspension, and its ability to exceed speeds of over 140 mph down the straights. This popular class fills the gap between the low cost FV and the faster, more expensive Formula Continental.

FORMULA CONTINENTAL Cars are basically similar to the Formula Atlantic machines but with less powerful engines. There are three basic types of cars represented in this class and all are highly sophisticated racing machines. The first type consists of pure-bred racers with finely-tuned, screaming engines of less than 1100 cc displacement. These tiny powerplants push the light (750 lbs. minimum weight) little cars to speeds of 160 mph, or more. The other two types have larger engines but are restricted in allowable modifications to maintain the competitive balance in the class. These other types used to be in the Super-Vee class and are based on VW 1600 cc engines. The air-cooled engine from the venerable Beetle powered the original Super-Vees and as an older design is permitted more freedom than

the newer and more powerful water-cooled design from the Rabbit and Scirocco. These cars, along with the Formula Atlantic class, represent the most advanced and refined racing equipment the SCCA has to offer.



FORMULA CONTINENTAL — Joe Glick Photo

FORMULA 440 - This is a brand new class for the SCCA and is only eligible to run in regional events, not for National points. These cars have been running on ovals in the South and West for a few years, but are just becoming popular here. The class is for single-seat, open-wheel, rigid-suspension race cars using snowmobile-derived engines and drive components. Yes, rigid suspension means no springs or shocks, just solid, live axles, no differentials or limited-slip units, no rubber bushings, nothing. Only one particular type of engine, a Fuji "Chaparral" 2-cylinder, 2-cycle, water-cooled engine, is permitted and no modifications of any kind are allowed. Drivetrain consists of an automatic torque-converter type, variable-ratio transmission with belt or chain drive and a centrifugal clutch. If all this sounds a lot like a go-cart then you have a pretty good picture of the newest SCCA class. These mini-formula cars are fun to watch and apparently fun to drive as well.



FORMULA 440

SCCA SPORTS RACING CATEGORY

The sports racing category is said to be one where the designer's imagination is probably the only real limitation put on the "machines". They have to be designed and constructed for road racing, have room for a driver and passenger (because of some consolidation of classes, you may see some single-seater sports racers on course) and be powered by an engine! Not too many limitations! The limitations put on the class show up in the engine size and type of induction (that means in plain English - the type of carburetor or fuel injection), although they all must be reciprocating piston engines, or Wankel rotaries.

The A Sports Racing Class combines the ASR and BSR classes of previous years. It has engines over 1300 cc, but less than 5000 cc if the induction is free, 6000 cc engines with 1 4-barrel carb. or 3000 cc racing engines.

Around Nelson Ledges Road Course in a D Sports Racer! with Al Beasley, 1979 NeOhio Driver of the Year.

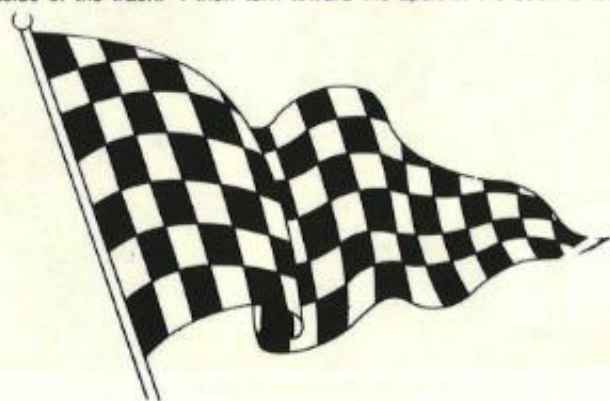


TOM BEAUFORT PHOTO

The sports racer that I have driven for 16 years has been constantly upgraded with engine changes, tire improvements and most recently a completely new fiber glass body. The chassis is aluminum tube, the engine is a Kohler 4 cylinder, 2 cycle Wiseco piston machine producing 145 hp at 9500 rpm. There is also a Volkswagen-Hewland modified 6 speed transaxle gearbox. The wheels are American Mag 5"x13" with 6 inch wide tires on the front and 8"x13" with 8" wide rear tires. The tires are made by Goodyear of Akron. The car weighs only 825 when ready to race and has a top speed of 135 mph at Nelson Ledges.

Nelson Ledges is a relatively short course (2 miles) however, in comparison to other tracks the average speed is in the 100 mph range for my Bobsy. I have had the pleasure of driving this car for 16 years and during that time I have held the Nelson Ledges track record for D Sports Racing 6 times!

Now for a fast lap: The race begins with a pace lap to bring the cars to the starting line in second gear, the engine turning 7000 rpm, which is the low torque range for the Kohler engine. As the starter drops the green flag, I apply full throttle, shifting thru 3rd and then into 4th gear approaching turn 2 which is a high speed sweeping right hand turn. (This turn will be taken in 5th gear on the following laps as faster speeds are attained having not to approach the starting line in 2nd gear.) Once into the first turn on the inside lane, traveling approx. 100 mph, I set up for the next corner by allowing the car to drift to the left outside of the track. I then turn toward the apex of the second turn



which is another right hand turn sometimes referred to as a "dog-leg" corner or a change of direction of about 30 degrees. Using the entire width of the road as the fastest line through the corner, I again set up for the next turn, no. 4, which is a left hand turn requiring a cross over to the outside right of the course. For the first time I apply the brakes and gear down to fourth gear. I then get on the gas to accelerate through the turn (sometimes called Oak Tree here at Nelson) and gain tire traction, steering to the left and to the inside of the track and shifting to fifth gear while at the same time turning left through the ever decreasing turn of about 250 degrees. Remaining in 5th gear, the next turn changes from the left hand turn to a right hand turn and is slightly banked. This turn is taken near the middle of the pavement. This section of the course is known as the Carrousel due to the 250 degree turn and the decreasing radius. The outlet of the turn leads to the back straightaway which is the fastest section of the course. I leave the corner by dropping down off the bank to the apex of the corner, allowing the car to continue to accelerating and the centrifugal force to take the car to the outside edge of the pavement. Entering the back straight, there is a bump which causes the suspension to "bottom out". Due to the set up of the chassis there are not ill effects except the strain to the chassis itself. Now heading down the straight, the engine revs are taken up to 9500 rpm, getting the maximum speed from the engine. At this point sixth gear is reached and maintained through turn 11, a "dog-leg" to the right and a change in direction of about 45 degrees. This turn is taken utilizing the whole track from the left outside of the track to the right. I judge the approach to have the right front wheel pass the inside edge of the "apex" and then drift to the outside. The corner has an uneven surface which, at 135 mph, does provide a thrill or two and requires finesse and skill to maintain a high speed. The next section of the course curves right, then left. However, the approach to turn 12 is straightened out with a slight movement of the car from right to left. Getting through turn 12 requires hard braking, driving up to the right hand outside, downshifting from 6th to 3rd gear and then accelerating through the 90 degree left hand corner and setting up quickly for the "keyhole". Turn 13 is a very tight right hand corner, slightly banked and is the approach to the pit or front straight. Having come through turn 12 at 55-60 mph, I apply the brakes again and downshift to second gear, approaching the keyhole near the middle of the track. This is the slowest corner and the best or fastest speed is the one that allows you to enter the front straight with full acceleration and the car in complete control. Again I apex the inside edge of the corner and allow the car to drift to the left outside of the track entering the front straight. This time, at racing speeds, I accelerate up through the gears to fifth gear for turn 2 at the end of the straight.

You may recall the brakes were applied only 3 times during the lap. The lap time usually runs around 1 minute 12 sec. or 100 mph without passing traffic. In the later laps of a race, cars will be lapped and lap times may change one or two seconds. At other times, when the competition gets the adrenalin pumping, the track time will be in jeopardy.

This race car is a joy to drive-performance is tremendous not withstanding the small size of the car. It is 12 feet long, 5 feet wide and only 28 inches to the top of the roll bar. It has a new paint job this year-a color becoming well-known in racing circles as "Red Roof Inn Red", after 15 years as the "beautiful blue Bobsy". The "Sleep Cheap" red Bobsy will be at race tracks all over the East coast this year and hopefully back to Road Atlanta for the National Championship this coming October.

I have raced on 32 race courses spanning 23 years of amateur racing in the Sports Car Club of America racing program. I have enjoyed the wins and suffered the "agony of defeat"; however, to win requires "staying power", determination and love of the sport of motor racing. (Ed note: Al Beasley will be the Chief driving instructor at the NeOhio Drivers School in August here at Nelson Ledges.)

C Sports Racing Class gets more complicated and only a true sports racing buff can tell what is in a car by its engine. But since most of our fans don't know which is which (ed. note: include me here) without a "scorecard" here is an attempt at an explanation. The engine size can be over 850 cc and under or equal to 1300 cc, have more than two valves per cylinder and have free induction. (most of these sound like motorcycle engines to me); the engine size can be from 1300 cc to 1450 cc and have an overhead cam (OHC) cross flow head and only carburetors; also allowed is a pushrod non-crossflow, carburetors-only engine up to 1615 cc; the largest engine allowed is permitted up to 1615 cc, OHC crossflow with restricted carburetors. I won't go into any more engine details, because if you think that last part was bad, you should see the rest of the data!

D Sports Racing Class have engines below or equal to 850 cc. Now you know why so many of them seem to "scream" out of the corners and down the straights - they ARE for the most part bored-out, tweaked-up motorcycle two-strokes! Of course some are 4 strokes, but they still sound like over-revved motorcycles!



SPORTS RACING CATEGORY

The Sports Racing Regulations state that the "coachwork shall provide comfort and safety for driver and a passenger." After you look inside a sports racer you will see why the dimensions of the passenger compartment are not listed - you would have to be very good friends with the driver or be a midget to fit comfortably in as a passenger! As for safety - the sports racers are somewhat fragile, but to a skilled driver, like many you will at a National race, the worst they could do would be to forget to bring their arms in and skin their elbows on the pavement! The safety regulations are same as other classes, but there are fewer restrictions. In the Sports Racing class you will see some very exotic cars with wings and fenders never dreamed of in Detroit. This class is indeed the one where a driver's imagination and fabricating talent are let loose and that may be what makes this class one of the most competitive in SCCA.

SPORTS 2000

The Sports 2000 class is the Formula Ford of the Sports Racing category. Based on the standard Ford 2000 cc single overhead cam Pinto engine, these cars are designed to be fast, reliable, inexpensive and fun. The modifications are severely limited which means very little cost is involved in creating a highly competitive engine. Most of the parts are required to be the stock Ford parts and minimal machining is permitted. Aside from the engine, however, these are serious race cars. The suspension, transmission, and bodywork are essentially free. With a minimum weight of only 1060 lbs. they are actually lighter than the Formula Ford open-wheel cars with the uprated engines. The larger engine, enclosed wheels and stream-lined bodywork allow even higher top speeds than their Formula class counterparts. This is the newest of the Sports Racing class and is growing larger each year.



SHOWROOM STOCK

SHOWROOM STOCK CATEGORY

The Showroom Stock class has to be the fastest growing class in SCCA today.

The popularity of this class undoubtedly stems from the ultra-low cost of the competition. Absolutely no modifications are permitted to the cars in this class. The only difference between the cars you see on the track and a typical model on the street might be the additional roll bar, fire extinguisher, and competition safety belts required by the SCCA for driver protection. Many of the cars you see racing are the driver's primary transportation to and from work during the week. These cars are as close to stock as the tech inspectors can keep them. While any driver can protest another car for legality following a race, the most effective measure for keeping them honest is the fact that each Showroom Stock event is a claiming race; that is, for \$500 over the base list price of the car, any competing driver can claim any other car in the race. This would quickly make extensive, and expensive, modifications a grossly unprofitable venture. But aside from the serious aspects of the sport, Showroom Stock racing is perhaps the most enjoyable from a driver's point of view. The cars, as they come from the factory, are usually ill-handling monsters compared to the other racing prepared cars in other classes, but that's what makes racing them so much fun. It is virtually impossible to pitch a purebred racing machine sideways into a corner with any reasonable expectation of driving it out the other end, and yet you will see that this is a more or less normal cornering attitude for the Showroom Stockers. The cars are just plain fun. Class A (SSA) includes: Chevy Monza V8, Datsun 280Z, Mazda RX4, Triumph TR-7, Alfa Romeo Spider

Class B (SSB): Audi Fox, Dodge Colt, Mustang II V6, Plymouth Arrow, Toyota Celica, VW Rabbit/Scirocco, Fiat 124.

Class A (SSC) includes: Chevy Chevette/Vega, Datsun B210/F10/610/710, Fiat X1/9, Ford Pinto, Honda Civic/Accord, MG Midget, Renault 5, Triumph Spitfire, VW Beetle, AMC Gremlin 258.

This list is by no means complete, there are many more eligible cars recognized for Showroom Stock competition by the SCCA. Cars are only eligible for three years and new models are added each year. The class was designed to give drivers an opportunity for inexpensive, competitive sport and it does that very well indeed.

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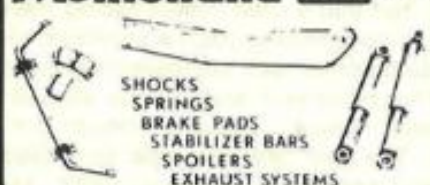
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NELSON ENDURES!!!!.....

The Longest Day June 20-22, 1980



They Are Coming!!

For those of you automobile race fans who have felt left out all these years watching the motorcycles run in the 24 Hours of Nelson, have we got news for you. Adding to Nelson Ledges' long list of 'firsts' we bring you "The Longest Day", the first 24 Hour endurance race for showroom production cars. While rumors persist that this effort was conceived by certain members of the track staff while "under the influence", it nevertheless remains another triumph for the Northern Ohio area. No other track we are aware of hosts TWO 24 Hour endurance races.

Entrants and drivers from all over the United States are due to compete with some international entries as well. Team cars with manufacturer support and name drivers will be running against our local talent. Up to 110 entries will be accepted with timed qualifying reducing these to the fastest 60 cars. All three classes of showroom cars as defined by the SCCA will be represented in the race by percentage of the entry. This will assure everyone an equal chance at participation and will also guarantee a mix of cars to keep the racing exciting for the spectators.

These cars are essentially stock automobiles with only safety equipment additions permitted under normal SCCA rules. For "The Longest Day", the cars will be permitted additional lights, heavy duty shocks and brake pads, and optional seats to reduce driver fatigue as consideration for the vagaries of endurance racing. They will remain street legal and no modifications to the engine and drive train are permitted. Winners will be recognized in all three classes as well as overall and over \$12,000 in prize and contingency money will be awarded.

This should be our show of shows for the season so make your plans early. Practice Thursday and qualifying Friday. Consolation race on Saturday with "The Longest Day" starting at 4 p.m. Saturday and continuing through to 4 p.m. Sunday.

24 Hours Of Nelson- Aug. 2 & 3, 1980

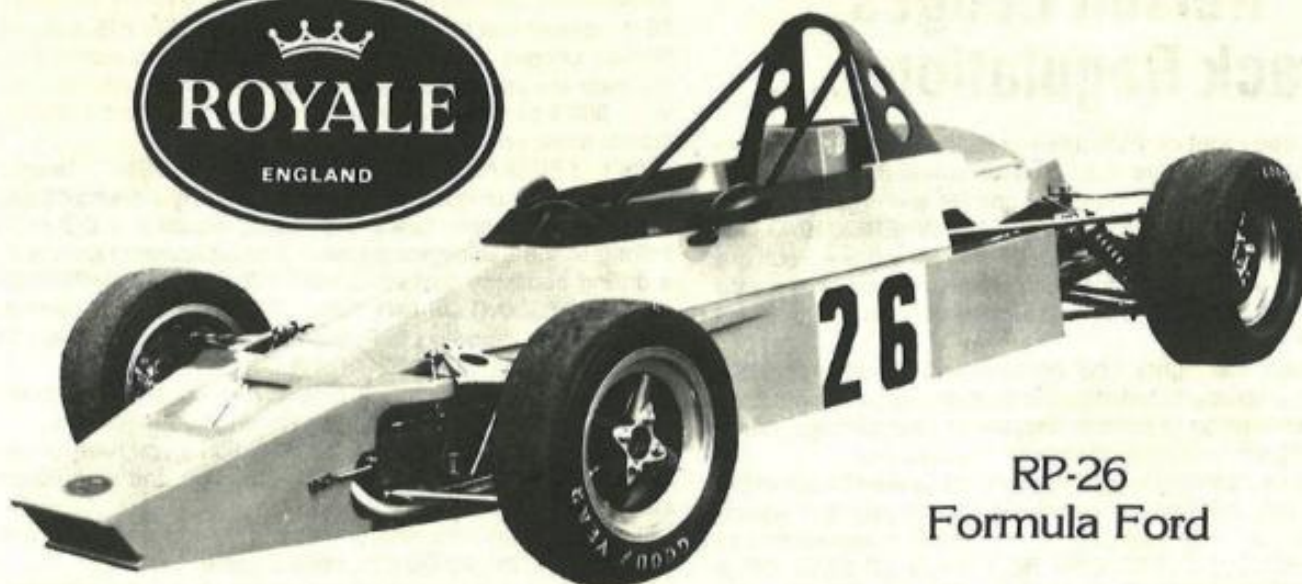


BILL MEREDITH PHOTO

Once a year Nelson Ledges goes absolutely 'bonkers' over motorcycles. For one L-O-N-G weekend in July, 50 teams of some 200 riders plus countless supporting crew members (not to mention the track staff) physically abuse themselves for twenty-four straight hours. This is supposed to be fun, and it really is, but don't ask anybody on Sunday evening (except maybe the winners). Why do these people do this every year? In one word...motorcycleendurance racing.

With fifty bikes entered and scores of other teams turned away after the magic 50 places are filled, it hardly seems possible that the 24 hours nearly ended with the first race in 1969. Only 7 teams showed up that year and the race wasn't started until 2 more teams were cajoled, kidded, and possibly threatened into entering the event. With only 9 teams entered, the pits were actually on the track (after all you really didn't have to watch out for huge traffic jams!0 and the gas truck was parked along the track so the gas would be available all night. To the organizers of the race, the Competition Riders Association (CRA), it was a disappointing disaster! Despite the pessimism of some of the members, it was decided to go ahead with the plans for the second 24 hours (referred to by the CRA members as the "Second Last Annual 24 hours of Nelson"). The 1970 race was a pleasant surprise with 18 entries and a fairly successful event. The race went smoothly and both the riders and spectators alike were happy with the weekend. The third year there were enough entries to make it necessary to limit the total number of entries to 50, as it now stands. The stature and prestige of the 24 hours of Nelson has continued to grow until it is now considered to be THE 24 Hour Race in the world of American motorcycle endurance racing. Riders now come from all over the United States, Canada, and Europe.

Nelson Ledges Road Course has been the home of several 'firsts' and the 24 hours of Nelson is one of them. Growing as it is in prestige every year, we are proud to be the home of the 24 Hours of Nelson.



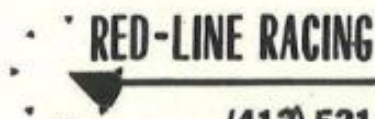
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harnesses

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REPCO brake pads, engine parts
STT timers, LCD quartz controlled
SAFETY BRAKER
SAFETY WIRE, twisters
SHOEI helmets ('75)
SIMPSON safety equipment
Spoilers, flares
STEWART—WARNER gauges
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1980 NELSON LEDGES ROAD COURSE SCHEDULE

April 26-27	Drivers' School	Steel Cities Region
May 3-4	Drivers' School	Mahoning Valley Region
May 10-11	Sprint Races	Motorcycles
May 17-18	JRT NATIONAL RACE	Neohio Region
May 24-25	Regional Race	Western New York Region
May 26	Time Trials	
May 31-June 1	CUMBERLAND NATIONAL RACE	Steel Cities Region
June 7-8	Sprint Races	Motorcycles
June 14-15	Regional Race	Mahoning Valley Region
June 20-22	LONGEST DAY 24 HOUR PRODUCTION CAR RACE	Nelson Ledges Regions: Neohio, Mahoning Valley, Steel Cities, Western New York
June 28-29	Time Trials	
July 2-3	Time Trials	
July 4	Time Trials	
July 5-6	Regional Race	Neohio Region
July 12-13	Sprint Races	Motorcycles
July 19-20	SCCA NATIONAL RACE	Mahoning Valley Region
July 26-27	Regional Race	Steel Cities Region
August 2-3	24 HOURS OF NELSON	Motorcycles
August 9-10	Drivers' School	Neohio Region
August 23-24	Regional Race	Steel Cities Region
August 30-31	Regional Race	Neohio Region
September 1	Labor Day Time Trials	
September 6-7	NATIONAL MOTORCYCLE RACE	A.M.A. Sanctioned Motorcycles
September 13-14	Sprint Races	Motorcycles
September 20-21	Drivers' School	Western New York Region
September 27-28	Regional Race & Enduro Race	Steel Cities Region
October 4-5	Time Trials	
October 11-12	Time Trials	
October 18-19	Regional Race	Western New York Region
October 25-26	Time Trials	

This schedule is as accurate as we can make it at press time. Before planning on attending an event that is Not in capital letters, check at the track gate or phone in advance. The Cleveland phone Number that will list all of the upcoming events here at Nelson Ledges is (216) 651-2580.

SCCA NATIONAL CHAMPIONSHIP ROAD RACING

Each year thousands of people across the country begin a summer-long journey to Atlanta, Georgia, but only a few hundred will complete the trip. The people are members of the Sports Car Club of America and the journey is in search of the National Championship awarded at Road Atlanta. The SCCA has developed the National Championship Road Racing series as an arena for high caliber road racing competition on an amateur level. While this is an amateur series in the fact that most winners receive only a modest trophy and series points, there is nothing amateurish about the way these drivers approach their sport. The cars are prepared with care and finely tuned to extract the last ounce of power and speed.

There are seven divisions in the SCCA and each holds its own series of races. A divisional champion is chosen for each of the 22 classes currently recognized by the SCCA for

National competition. Drivers are awarded points according to their finishing position in each National race and the totals at the end of the season determine the divisional champion. In addition, the top four drivers in each class in each division receive invitations to participate in the National Championship Runoffs at Road Atlanta in October. The Runoffs are a week-long competition culminating in a winner-take-all final race for the title of National Champion.

The competition in that final week is intense to say the least, but the competition on any given weekend of SCCA National Championship Road Racing can be every bit as tense and exciting, if not more so. With the end of the season seemingly far off, each driver feels that he has a place in the Runoffs and is determined to assume that place. The resulting competition would do any professional series proud and the proof of that is the ever larger spectator crowds that return year after year. Where else can you be treated to as many as nine spectacular races in the span of a single day? SCCA National Championship Road Racing--more excitement for your money than any other sport in the world.

Nelson Ledges Track Regulations.....

There aren't a lot of restrictions at Nelson Ledges, because our spectators are here to enjoy a fun weekend and just happen to be probably the most responsible and orderly folks to be found at a Motor Racing Circuit-ANYWHERE! However, we have a few "DO's and DON'T's" which we feel are necessary so Nelson Ledges can continue to maintain a safe facility. We ask that you please observe them as much as possible:

DO respect the rights and possessions of others; **DON'T** trespass on property belonging to Nelson Ledges neighbors.

DO use our garbage cans to dispose of your garbage, cans, etc. **DON'T** litter our 260 acres-they're yours too!

DO make sure that your neighbor for the weekend can enjoy himself, too. **DON'T** park your vehicle or pitch your tent square in front of his campsite or chairs. It is a Nelson regulation that **NO VEHICLE OR TENT CAN BE WITHIN 20 FEET OF A SPECTATOR FENCING ADJACENT TO THE TRACK.** No scaffolding is allowed.



DO obey the white-coveredalled Nelson Ledges Corner workers and Officials if asked to move from a restricted area. **DO** remember that MOTOR RACING IS DANGEROUS and that Nelson Ledges personnel are responsible for insuring that the track is as safe as possible for both the competitor and for you. **DON'T** climb fences or try to get too close to the track. Do not stand on Bridge!

DON'T TRESPASS ON DRILLING EQUIPMENT! Nelson Ledges is very unique to have on the property working oil/gas wells. The pumps, tanks and drilling equipment **DO NOT** belong to the track management. The equipment belongs to a drilling company that **WILL NOT TOLERATE TAMPERING or TRESPASSING OF ANY KIND.** The track management is charged with reporting to Police Officials any infractions-**NO EXCEPTIONS WILL BE TOLERATED!**

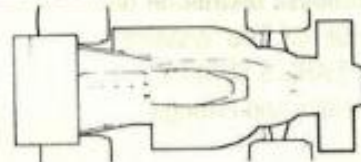
DO put out your campfire properly when you're through using it; **DON'T** cause a fire hazard through carelessness.

DO make use of Nelson's First Aid Station if you have an accident; **DON'T** forget that medical attention and ambulance service is available.

DON'T bring any mini-bike or motorcycle into the infield and **DO** remember the 10:00 p.m. noise curfew.

DON'T let us make our plans for the future without letting us know what you like and dislike about Nelson Ledges. Write the press office or fill a questionnaire out in this program.

DO ENJOY YOURSELF! DO MAKE SURE YOU COME BACK AGAIN FOR ANOTHER FUN WEEKEND!!



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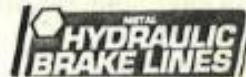


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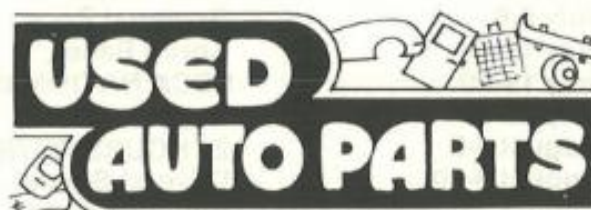
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MAZDA HUMS A WINNING TUNE!

When the green flag launches the "Quaker State Longest Day" 24-Hour endurance race at Nelson Ledges June 21, rotary-powered Mazdas will be among the top contenders. The showroom stock proven RX-2s and RX-3s will be joined this year by the most recent addition to the Mazda rotary line, the RX-7-competing in Class SSA. Notably among the Nelson Ledges competitors is an RX-7 entry by "Car & Driver" magazine, with driving chores to be shared by a quartet of the magazine's writers.

Although Mazda has been well represented in racing around the country for several years, probably its most significant racing achievements were posted last year by the (then) newly introduced RX-7.

Now the only rotary-engine car sold in the U.S., the RX-7 made its racing debut in 1979 at the 24-Hours of Daytona. Its debut was a big one! RX-7s came home first and second in class, and fifth and sixth overall. Follow-

ing that impressive showing at Daytona, minimum weight restrictions were slapped on the RX-7 for several races. Those races probably cost Mazda the season title in IMSA's GTU division. By the time the RX-7 contenders were allowed to jettison all the extra weight, precious points were lost. Even so, Mazda finished the 1979 season second in the manufacturer's standings, with two RX-7 drivers placing second and third in drivers points standings in their class. Not bad for the first season with a brand new car!

In last year's IMSA small sedan series, the Champion Spark Plug Challenge, Mazda RX-2s and RX-3s dominated the series for the second straight season, with three drivers topping the individual drivers' points standings.

Mazdas have also been strong in Sports Car Club of America events, --notably in Showroom Stock competition. Last year's national championship run-offs at Road Atlanta saw Mazda RX-2 and RX-3 sedans claim five of the top ten spots in Showroom Stock B.

The 1980 racing season is still young, with many miles of fender-to-fender contests yet to be run. Mazda is carrying on where it left off last year, and will certainly continue to contribute to the thrill and excitement of head-to-head competition to be witnessed only on the racing circuit.

Ohio Mazda dealers and their employees will be on hand for a summer outing and will have some specially prepared Mazdas on display in their tent perhaps including the land speed record setting Car & Driver RX-7. Stop by and say hello to our friends from QUA Imports and ask nicely and they might invite you in for a look.



MAZDA RX-7 JOE GLICK PHOTO



Charles H. Cundiff Photo



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The Competition (Cont.)

Scirocco no. 94 will be driven by **CRAIG ROBERTSON** from Schenectady, New York. He will be sponsored by Autosport, Lime Rock Park (?) and the Lock, Stock and Barrel Restaurant.

Car no. 96 may be the last on the list of entries but it was the first entry officially received by the Race Chairman for the Longest Day. The **BILL FISHBURNE** Saab Team will be driving a 900 Turbo. Bill Fishburne from Chicago has won here at Nelson in Showroom Stock before, finished first and second in the SCCA's Central Division in 1978 & 1979 respectively and holds the lap record for SSA at Road Atlanta. As if that weren't enough to worry the competition here this weekend, he has as a co-driver the defending SSB champion. **DON KNOWLES** from Springfield, Va. in fact has been National Champion in SSB for the past two years and is well on his way to a third consecutive winning season. Knowles actually began his racing career here at Nelson in 1972 completing his second driver's school in a Showroom Stock Opel 1900. (ed. note: I went to driver's school at Nelson in 1972--how come I'm not a National Champ yet--no don't answer that!)

While these two hardly need any help at the wheel, they will be assisted (or is it hindered?) by two veterans of another highly competitive field. No doubt keeping a special eye on the Mazda RX-7 of Pat Bedard et. al. will be **JOE RUSZ** and **JOHN DINKEL**. Joe Rusz happens to be Motorsports Editor and John Dinkel is Editor of Road & Track Magazine, and they will surely be hoping to outdo the contingent from Car & Driver. One final note Bill Fishburne is spending his honeymoon here this weekend and while Garrettsville, Ohio isn't quite Honolulu or Niagara Falls we would like to extend congratulations to he and the missus and we hope they have an enjoyable time. (P.S. for a price I will tell Joe Ruhz's real name!)



DON KNOWLES in his SAAB 900 Turbo.
TL BEAUFORT PHOTO



"When you run with Turkeys, it's hard to soar with the Eagles!" LARRY SHIELDS PHOTO

The Competition

RAPID RABBIT RACING TEAM

JOE NONNAMAKER is a certified public accountant and the team business manager. He is in his seventh year of racing and his fourth year of professional competition in the Scirocco/Bilstein and Rabbit/Bilstein Cup series.

TOM SCHNEIDER is an automotive engineer and has six years experience in sedan racing. He has been a leading contender in the professional Scirocco/Bilstein and Rabbit/Bilstein Cup series from the inception in 1976. He is responsible for the engine and chassis development that has enabled the team to lead all of the races in the 1979-80 race season.

Both drivers have raced in showroom stock and the Rabbit/Bilstein Cup exclusively during their careers. During his first five years (1974-1978) Tom distinguished himself with the following laurels: 1974-3rd place-Central Division Regional Championship. 1975-2nd place-Central Division Regional Championship Winner-Car and Driver Consolation Race. 1976-1978-Top contender in selected Scirocco/Bilstein and Rabbit/Bilstein Cup series.

In 1979 Joe and Tom joined forces to form Rapid Rabbit Racing to compete in the Rabbit/Bilstein Cup Series. In five races during 1979 and the first race of 1980 Rapid Rabbit Racing has led every race which they have entered; qualified at least one of the cars in the top four of each race; (This includes qualifying on the pole for three of the six races.); won one race and two second places in the six races. Even though the team competed in only five of the eight races in the 1979 Rabbit/Bilstein Cup, Tom finished fourth overall in the season's points standings. The Rapid Rabbit Racing Team is being sponsored during the 1980 season by Rain-X and Zelmat Racing Lights. Those two will be joined by Escort Radar Detectors, Bilstein Shock Absorbers, and Lossman Motors of Cleveland is backing the team for "The Longest Day".

Joe Nonnamaker holds the track record at Mid-Ohio and Charlotte Speedway and the team finished 2nd and 4th at Mid-Ohio two weeks ago. (although they didn't say who finished ahead of the other!) The Rapid Rabbit Racing Team will definitely be a team to watch this weekend.



Car 16 Rapid Rabbit Racing Team

The team of car no. 17, an SSC Ford Pinto, is headed up by **TOM M. BLOOM** of Mansfield, Ohio. Somehow Tom has managed to fulfill the requirements for an SCCA National license without once doing anything spectacular (like run over a Race Steward or vault over the tirewall!) However, the self-employed salesman did manage to convince the Al Rosso Ford-Mercury Dealership of Shelby, Ohio, the Buckeye Tire Company, Daugherty's Sohio and the Hammett Asphalt Company from Mansfield, Ohio that his was the car to sponsor for the Longest Day. He must at least be a good salesman. Tom did give his age as 41 years which makes the second team entry on car no. 17 highly suspect of nepotism. The second entry is **TOM M. BLOOM II**, also of Mansfield and he is only 20 years old. There may just be a familiar tie there but it wasn't stated in either bio sheet. Tom II lists his nickname as "Mark" or "Arnold Schwarzenbloom" (?) The third member of the no. 17 Pinto team is **PHIL LINNE** from Mansfield, Ohio. He does not appear to be related to the first two no. 17 drivers! Phil is a salesman for WMAN-Radio in Mansfield, Ohio. He has been racing something or another since he started in 1965 in a Bugeye Sprite. When not racing, Phil runs Pro Rallies in both SCCA and Ohio events. He stated that he doesn't have an addiction to racing-he does it for relaxation. That could be why, after extensive research, the NLRC Program Staff was unable to verify that he did indeed act as Team manager for the "only U.S. entry at the Grand Prix of Macau in November of 1967. "He was probably so relaxed that he forgot to turn in his results! When he must behave himself, Phil is the Executive Director of the Downtown Growth Association for Mansfield (isn't that like being the financial adviser for the City of Cleveland?) and is a member of the Marketing Club of North Central Ohio and the MidOhio Sports Car Club.



1979 Photo of W. Richard Pamer and his SSB Ford Fiesta. For the 24 Hour Event he is driving on Ro Janssen's Team SSC Fiesta Car 21.



Car 34 Dalmatian Racing Scirocco - Ken Williams Racing - NELSON LEDGES PHOTO

The no. 40 SSC Pinto will be driven by **GENE TOLBERT** of Vienna, Virginia and **DAVID RUSH** of Buckhannon, W. Virginia. Gene, who holds a National License in SCCA, is a Geologist for the U.S. Geological Survey. Gene at 54 years of age is one of our "senior drivers" here this weekend. David is 35 years old and, if one goes by his biographical sheet, is not employed! However, he did finish 1st in the NorthEast Division in SSC in 1979. Sponsored for the Longest Day by B&R Ford Sales and Tire City, both of Buckhannon, W. Virginia, it is obvious that the team knows how to set up a Ford Pinto for "sprint" races--whether they can make it 24 hours is yet to be seen.

The only representative of American Motors here this weekend is the SSC no. 44 Gremlin of **CHARLES SCHNEPP** from Tiffin, Ohio. (I would have put in my Jeep, but Fred Koslasky wouldn't let me!) Charlie and his Gremlin have to be the underdog favorites.

The Porsche contingent has only one entry at press time too--the entry of Herman & Miller Porsche-Audi driven by **CARLOS RAMIREZ** of Dumont, New Jersey and **GARY WITZENBERG** of Troy, Michigan. Carlos lists his occupation as Garage Manager at the Red Ball Garage--a name that should ring a bell with all you "Cannonball Baker Sea-to-Shining-Sea Dash" devotees. That is where the first Cannonball races started from. Carlos' record is pretty impressive--in 1976 he was NorthEast Division Champ in a Rabbit, in 1977 he raced on the Saab "factory team", in 1978 he raced the first 924 Porsche ever! and "had lots of problems". In 1979, after getting most of the bugs out of the Porsche, Carlos finished second in NorthEast Division and won an invitation to the Atlanta "Runoffs". While in qualifying, coming out under the bridge toward the start finish line, Carlos hit a speed bump and ended up going down the hill on the shiny side of the sleek Porsche. (That accident convinced the SCCA that window nets be mandatory in Showroom Stock) Carlos has apparently recovered from that foray and is ready to take on the Longest Day. Although there are several Sciroccos entered, Carlos and his teammate Gary will have to carry the 924 colors themselves. Gary, who can write up a storm (and has) on technical and PR items, should have plenty to keep him busy the rest of the summer.

Car no. 77 is another phantom with very little information available. It is supposed to be a Monza Spyder and the team is from Colorado. The team as listed at press time was **ART PASNER** from Englewood, Colo., **LINDA & BILL SNELLBAKER** from Evergreen, Colo., and **GORDON PERKINS** from Littleton, Colorado.



Herbert Gomez in White (Fiat)

Cars no. 81, 82, 83, 84 are all from California, are all racing under Trinity Racing Team colors and are all Mazda RX-7's! **HERBERT GOMEZ** who is lending Nelson some International flavor this weekend will be in car no. 81. No one in the U.S. seems to know too much about how races are held in Puerto Rico, but Herbert was placed first in the 100 miles of Caquas earlier this year. For the rest of the entrants in the Mazdas, please check the Entry list.

Car no. 93 will be running in SSA and may just be the "scarcest" car on the course. Not many spectators will readily recognize the Peugeot 604 that will be driven by **RUSTY STRATE** of Alden, NY, **BRUCE MABRITO** of San Antonio, Texas, and **JACK STEEL** and **GEORGE SHAFER**. Rusty is 28 years old and is a welding supply distributor in Buffalo, New York. Bruce is 38 and is a corporate manager for the Prescon Corporation of San Antonio. Bruce finished 16th at Daytona in 1976. Rusty was NY State Road Racing Rookie of the Year in 1976. The Strate Welding Supply Co., Inc. is the Peugeot's sponsor--wonder if Rusty's related?

The Competition (Cont.)

The Ford Fiesta no. 21 in SSC is being driven by several local drivers. The car is owned by **RO JANSSEN** of Chagrin Falls, Ohio. An assistant Sales Manager for Plastic Process Equipment, Ro's ambition this weekend is just to finish! The 26 year old is also a serious autocrosser and is currently leading in his class in the Akron SCC, Porsche Cleveland SSC, and the NorthEast Ohio Sports Car Club. Ro has only been driving for a year, after watching and drooling at many Can-Ams, Trans-Ams, etc., he made the big step to buy a Showroom Stock car last season. His car is sponsored this weekend by NTW of Bedford and Willoughby who are providing the Kleber tires for the white Fiesta, and C & M Racing Enterprises who have done all the preparations on the car. Corbett's Plowing is supplying the radio for use in the car. Gould Inc. is supplying the specially made headlight covers (we aren't sure if they know that Ro's dad works there and we know how that sometimes goes). The second member of the no. 21 team is **JOHN PETROF** of Bainbridge, Ohio.

John lists his occupation as a truck driver-just what a truck driver should do for relaxation-jump in a race car for 24 hours! John or Jack as he lists his nickname is also 26 years old and if the entry is correct, Ro and Jack share the same house on Chagrin River Road, but live in different cities! Well it isn't a rally here this weekend so it shouldn't make any difference! Jack is also in his second year of racing and is a member of Neohio Region of SCCA as is Ro. The third member of the no. 21 Team is **RIC PAMER** of Parma, Ohio. The 34 year old Development Engineer at Lamson & Sessions graduated from the Bob Bondurant School of High Performance Driving in 1971. Ric raced a Formula Ford for 4 years, until he turned to Showroom Stock. Ric is also an Autocrosser and holds the Nelson Track Record for Small Sedan Class of Corvette Cleveland Speed Events that are held on the 1.1 short course. He set that record here on April 20, 1980. As President of the Cleveland Association of Sunbeam Tiger Sports Car Club, Ric seems to have made it mandatory attendance at this weekends race--the entire membership of C.A.S.T. will be on the no. 21 pit crew--this may be the first time they have all been together at one time, in one place. The fourth member of the no. 21 Team is veteran Showroom Stock driver, **DUANE ROST** who may just be wondering how he got mixed up with this group in the first place after reading the editor's renditions of their bios! Duane is a PhD with his expertise in Solar Energy Engineering, which is also his sponsor this weekend. At 39 years of age, Duane is considered the resident expert in SSB & SSC racing at Nelson Ledges. He was Nelson Ledges SSB Champion in 1978, but did not race too extensively in 1979 due to an unexpected "off-road trip" in a practice and his commitments as an SCCA Steward. He has served as an instructor in several drivers schools, and in fact, had Jack and Ro as students last season. Duane is not only bringing his own driving skills to the Longest Day, he is bringing one of the best timing and scoring teams around--his wife Kim and his daughter Kelley. Residents of Canfield, Ohio, the Rosts are very actively involved in Nelson Ledges and Mahoning Valley Region, SCCA of which they are members. Now if Duane's students can only remember what he taught them in drivers school and Ric Pamer's L&S hardware holds up the no. 21 Fiesta should be a strong finisher.



Ro Janssen - DAVE KLEIN PHOTO

Car no. 23 is a Toyota Corolla and will be driven in the SSC class by **JIM "STONE" WHETSTONE** of Austintown, Ohio.

There must be a connection between Stoney's occupation as a salesman for Valley Toyota of Youngstown and the fact he is driving the only Toyota here this weekend. Sharing the ride in the Valley Toyota is **JESSE METTLER** of Southington, Ohio who works as the service manager of Toyota of Warren. Jesse drove a Mini-Cooper with some considerable success a few seasons ago. Now at 27 he is starting again in a Toyota. Well, he should know what he is doing since service managers hear all consumer complaints and then some! The third driver in the no. 23 Toyota is **DR. BILL ROUSH** of Tallmadge, Ohio. Bill has driven everything from BSports Racers to thundering Camaros--it will be a quiet ride compared to those machines, but it certainly shouldn't be dull.

The no. 24 VW Rabbit will definitely make its presence known this weekend. **CHUCK DAVIS** from Overland Park, Kansas holds the SSC record at Road America set during the 1979 June Sprints. He has finished 1st in every SSC race he entered (he didn't say how many though) in 1979. When not racing in SCCA events, Chuck ran in the Rabbit/Bilstein Series, never finishing out of the top 10. He states that his racing career began 28 years ago, when at age eleven he entered the E. Hartford, Conn. Soap Box Derby. He didn't say how he finished, but he certainly hasn't done badly since. The second driver on the no. 24 Parts Bin Rabbit is **PAUL PRILL** of Milford, Ohio. Paul can normally be found behind the wheel of a DProduction Lotus Super 7 which he has run with considerable success, especially at Waterford Hill, Mich. He has held the DP lap record in 1973, 1976-79. Proof that not only does Paul belong here this weekend, but that he has a sense of humor, is the fact that he was SSC Class Champion in 1976 in a PACER!! (ed. note: only an editor who owns a 1971 Javelin SST and a 1978 Jeep CJ-7 can make that remark--no "Nash" or "Rambler" jokes will be tolerated from the lovers of the "small three"!)) When not racing, Paul is the advertising account supervisor for Valvoline International and Valvoline Racing Activities worldwide. He has also been active in SCCA club racing in both the Detroit and Cincinnati Regions. **FRANK STODDARD** must have been talked into the Longest Day by his old friend Paul Prill. Frank

The Competition (Cont.)

is valuable not only for his driving record of never having finished worse than 4th in any race he has entered, but his company, the PARTS BIN of Shawnee, Kansas is sponsoring the Rabbit. Frank is 46 and lives in Lenexa, Kansas. The fourth driver on the Parts Bin Team is **STEVE EBERMAN** of Overland Park, Kansas. The 38 year old president of Function Junction, "a lifestyle housewares chain in the Kansas City area". Steve comes from the Solo II ranks where he is currently SCCA National Champion with a B Stock Corvette. He has also raced an Alfa Spyder in road racing competition.

Car no. 25 in SSA will be an open target for all frustrated writers of "Letters to the Editor" that never got answered in CAR & DRIVER Magazine. The Editor-at-Large **PATRICK BEDARD** from New York, New York will be sharing the wheel with Technical Editor **DON SHERMAN** (who refused to give a home address for some strange reason), Associate Editor **LARRY GRIFFIN** of Belleville, Michigan, and Associate Editor **RICH CEPPUS**

from Ann Arbor, Mich. Patrick has done a great deal of IMSA racing and with a fair amount of success, but you'll have to take the NLRC editor's word for it because he did not list it on his biography sheet! (ed. I read the magazine) He did list that he was the driver of the first Wankel-engine car to win a Pro class road race in the U.S. That was a Mazda RX-2 at Lime Rock Park, Conn. in Sept. 1973 at an IMSA race. Larry Griffin is 33 years old and has also run IMSA races. The other two members of the team did not submit any information so they must be "on vacation" from journalism. The no. 25 Mazda should certainly be a car to keep a close eye on this weekend. Maybe the CAR & DRIVER contingent will be all action and no words this weekend, which would indeed be a change of pace.

Car no. 28 is a VW Scirocco sponsored by Autobahn VW of Dayton, Ohio and Taylor Battery Systems of Dayton, Ohio. **BOB McCONNELL** of Dayton, Ohio is a doctor who finished second in Central Division in 1978 & 1979 in SSB Scirocco. He finished a very respectable 7th at the "Runoffs" in 1978 and 6th at the "Runoffs" in 1979-the only Scirocco in the race! Sharing the driver's seat with the 41 year old Osteopath is **DAN POHLABEL** from Englewood, Ohio. The 30 year old machinist is usually found behind the wheel of a Triumph TR-7, running in DProduction at National SCCA races. Before he switched to a TR-7, Dan ran an FProduction car and finished 2nd in 1975 & 76. In 1975 he received the prestigious Mark Donohue Road Racers Award for an outstanding drive in Runoff Competition. The third driver in the no. 28 car is **TOM POMEROY** of Urbana, Ohio who is more at home behind the wheel of an open-wheeled racer. In fact Tom's record includes a second in FV at the Runoffs, a second in Formula SuperVee in 1977 at Atlanta Runoffs and finally the coveted National Championship in Formula Continental in 1979. Tom holds the track record in Formula Continental at IRP, Nelson Ledges, and Road Atlanta. Listed for his occupation is "engine builder" and it all seems even more remarkable when the story is told that Tom has accomplished so much, despite the fact that he lost his right arm at the shoulder when he was 13 years old. Tom is proof that winners never quit and that winners can still be nice guys.



Car 28 pushing leaders at Cumberland National Earlier This Month. TL BEAUFORT PHOTO

Car no. 29 is in the SSB Triumph TR-7 of **TED SCHUMACHER** from Pandora, Ohio. The 39 year old junk yard dealer e-r-r...TS Imported Auto Wrecking operator is sponsored in part by Jaguar Rover Triumph Competition Parts Service. Ted was originally very active in SCCA racing, but turned to IMSA a few years ago. Ted will be sharing his ride with **JIM GOUGHARY** from New Canaan, Conn. and **RICHARD O'NEILL** from New Canaan, Conn. Ted is infamous for his lousy jokes, poor puns, and beautifully restored classic cars.

The Dalmation Racing Team will be no. 34 this weekend in their VW Scirocco in SSB. "Spot" as the Scirocco is affectionately called by **KEN WILLIAMS**, the car's owner from Pittsford, NY, will also be driven by **GEORGE MORRIS** of Pittsford, NY, and **FRAN McALLISTER** of Webster, NY. Ken is the Treasurer for the Finger Lakes Region of SCCA and holds the short course lap record for SSB at Watkins Glen. Fran holds the track record for the short course in EP, set in October 1978. When Fran is not racing or working at his Aamco Transmissions Shop, he serves as Regional Executive for the Finger Lakes Region. George is an engineer for EDMAC Assoc. Inc. and although he didn't enumerate, he stated that he has had 20 years of driving experience. The Dalmation Racing Effort is a well planned one, aimed at success, both sponsor-wise and win-wise. Keep an eye on "Spot" this weekend--there is no telling how far up front "he" will end up.

The no. 35 SSA Datsun 280Z driven by **FRED WERL** is the only Datsun entered as the program goes to press. Fred, a resident of Murrysville, Pa., is a sales manager for Galley Motors, Greensburg, Pa. Fred is no stranger to Nelson Ledges where he was co-champion in A Sports Racing in 1979.