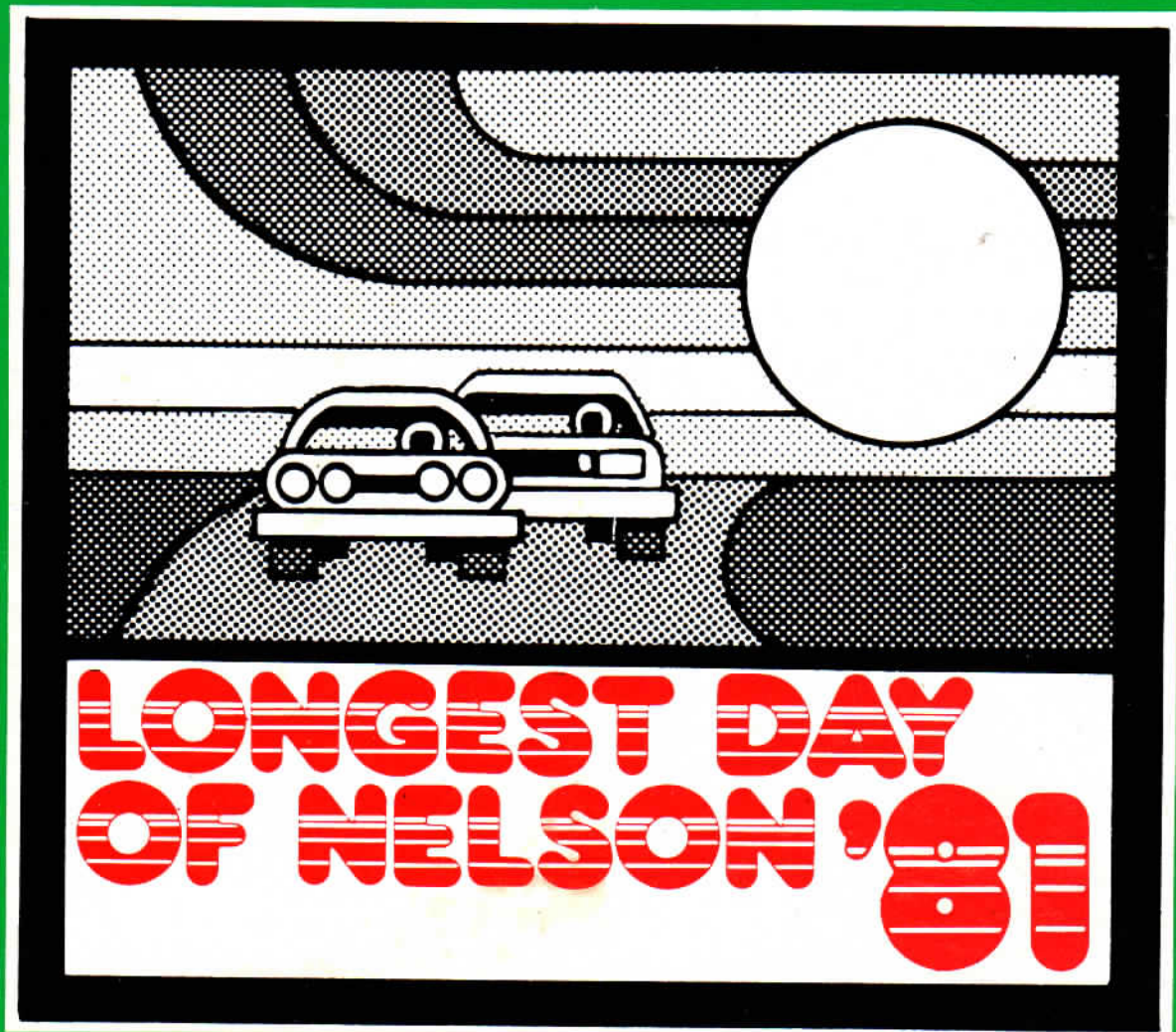


# June 19-20, 1981



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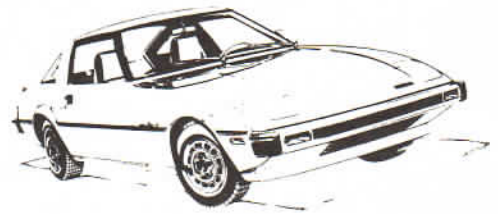
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June 19-21, 1981  
Sanction number 81-RS-39S**

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**Schedule for 2nd Quaker State  
"Longest Day"**

**Friday: June 19, 1981**  
 8:30 a.m. to Midnight. Registration and Tech inspection  
 9 a.m. to 11:00 a.m... Practice by groups as arranged by  
 ..... chief Steward  
 1:30 p.m. to 5:30 p.m... Qaulifying for 'The Longest Day'  
 9:00 p.m. to 11:00 p.m..... Familiarization Session  
**Saturday, June 20, 1981**  
 ..... Registration Open at 8:00 a.m.  
 9:00 a.m. to Noon Tech inspection after noon by appoint-  
 ..... ment or at the direction of the Chief Steward only  
 10:30 a.m. to Noon... Warm-up practice for Longest Day  
 Lunch & parade laps for Car Clubs  
 1:30 p.m..... Mandatory Drivers's Meeting  
 1:45 p.m..... Placement of all cars on False Grid  
 2:30 p.m..... Gridding of all cars on Track  
 2:55 p.m... Start of warmup lap and pace lap for Longest  
 ..... Day  
 3:00 p.m.. Start of 2nd Annual Quaker State Longest Day  
 ..... of Nelson  
**Sunday, June 21, 1981**  
 3:00 p.m.. Checkered flag drops on "Longest Day" race  
 4:00 p.m.. Presentation of trophies at Quaker State Tech  
 ..... Building

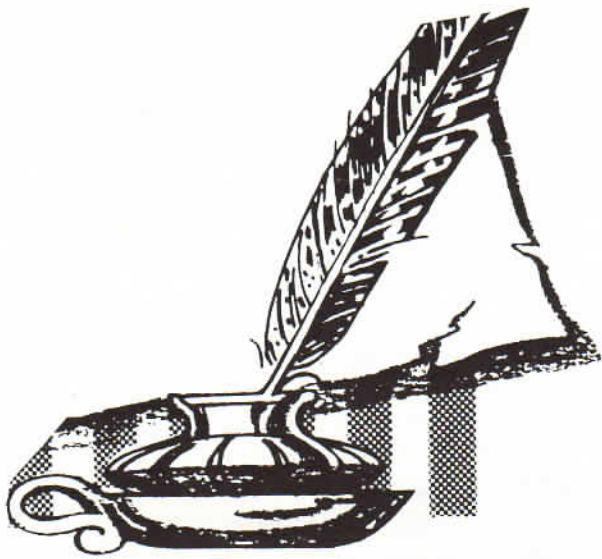


**LETTER FROM THE MANAGER:**

Well we've done it again, I think.... We said we would never do it again after last year, but we never learn. I know some of you drivers and workers have been planning on this weekend for an entire year. I hope that you enjoy yourselves and have a good time at Nelson. As we have said before - it may not be much, but we race almost every week (and since something almost always happens here it usually isn't boring) I would like to take this chance to thank all of the workers who have come far distances to help us put on our event. I would like to thank te 4 Regions that helped put this event on - Neohio Region, Steel Cities, Mahoning Valley Region and Western New York Region. Please patronize our advertisers and look over our stock of t-shirts, pass holders, patches, etc. The small profit we make from that helps us to buy advertising and alert you fans of upcoming events. Again, Thank you for coming.

John.

P.S. If you liked this all-nighter, try the 24 Hours of Nelson Motorcycle race in August!



## LETTER FROM THE EDITOR:

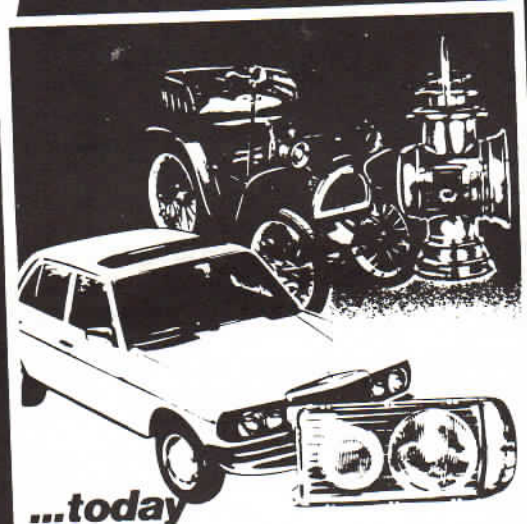
### LETTER FROM THE EDITOR:

It seems I never listen to my own "good advice" - if I did I would not have "volunteered" to do the publicity AND work as Race Co-chairman for this "Longest Day of Nelson '81". Next year, IF I survive this year's event I will be racing in it. What you the fans are seeing here this is just the tip of the iceberg, as they said on the Titanic - the teams here this years are living examples that some racers never learns - many, many of the drivers here were here last year AND THEY CAME BACK!! But seriously, there are untold, and for their remaining sanity they probably don't want to count, many, many hours of hard work that have gone into the preparation of these cars. They may look like just "street-legal" racers, but in order to make them last for 24 hours the teams had to replace and/or repair any part that showed signs or symptoms of weakness/failure. They are allowed to do that as long as they replace the old part with a "stock part" from the dealers' shelf. ('i wouldn't be a bit surprised to find many "dealers' shelves" in some of the support vehicles!!!) Keeping the cars running for the 24 hours requires good pit crews and they are usually recruited from friends, acquaintances, friendly straggers who have at one time made the mistake of showing an interest in the cars - and despite everything most are still friends AFTER the race! A 24 hour race brings together drivers, workers, crews, officials, and fans as no other kind of racing in SCCA - despite on-track rivalry, teams helps each other in the pits, in scoring, in tech, and wherever it is needed. The camaraderie seen here this weekend is what Sports Car Club of America racing is all about, not forgetting a little "grace under pressure" and true sportsmanship. I would like to thank the Ford Motor Company for their help in promoting this event, the Goodyear Tire & Rubber Company, NTW for their cooperation in getting everyone's tires changed, the Performance Unlimited team that is representing Cibie, Marchal, Hella lighting, and last but never least the Quaker State Oil Company without whose help, support, and contributions this race could not be held at all.

Ann  
P.S. AS the sun is now up(it usually does if you stay up 24 straight hours) I can read all the crazy team profiles that I have written. I will probably be able to read them again in a week or so and wonder who wrote them. However, as the semi-literate editor I must take all the blame, but not all the credit(if there is ANY) for this issue. As co-chairman of this race I feel I have a phone receiver growing out of my ear and I type in my sleep. If I ever volunteer to do this again I just hope someone commits me to the home first!

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## SCCA 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



Showroom Stock Category...HOLBROOK GRAPHICS PHOTO

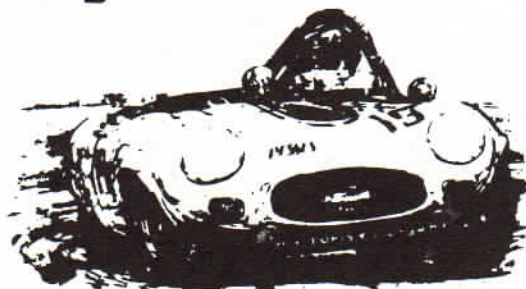
(SSA) includes: Chevy Monza V6, Datsun 280ZX, Mazda RX7, Triumph TR-7, Alfa Romeo Spider, Porsche 924.

Class B (SSB): Mustang II V6, Plymouth Arrow, Toyota Celica, VW Rabbit/Scirocco, Fiat 124, Chevy Citation V6.

Class C (SSC) includes: Chevy Chevette/Vega, Datsun B210/710, Fiat X1/9, Ford Pinto, Honda Civic/Accord, Renault 5, VW Rabbit, 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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## SCCA 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:** The Atlantic car must be a "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 of 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 the other than VW manufacture, unless 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!

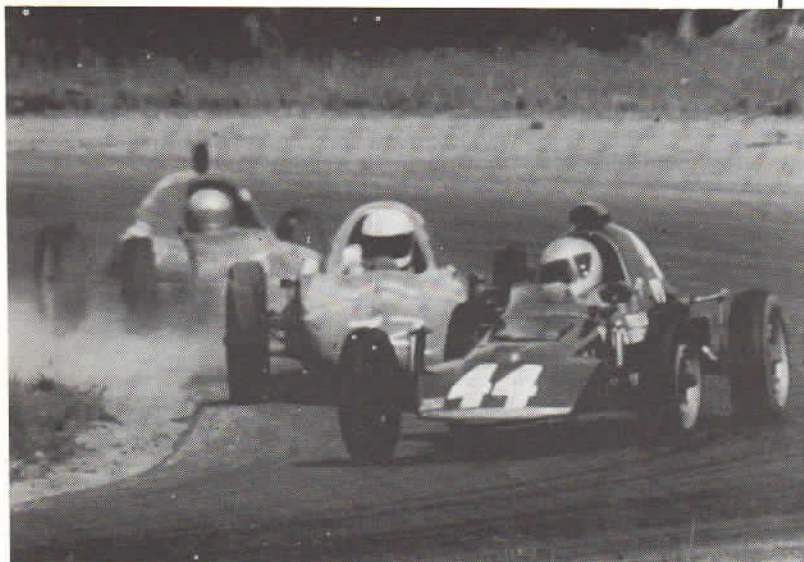


1980 NeOhio National...DAVID INGRAM PHOTO

**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 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 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 drive as well.



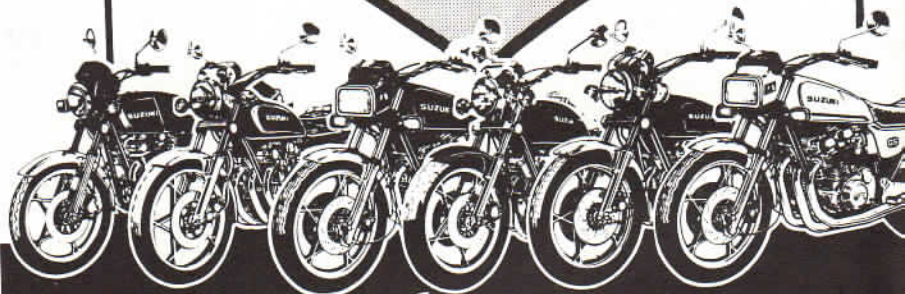
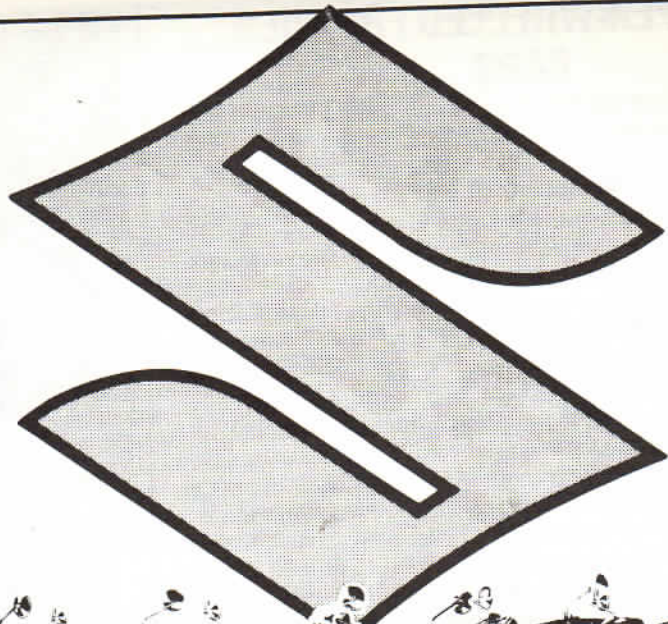
The top three finishers in FV at the 1980 Cumberland National: no. 44 Jim Wade, followed by Tom Schweitz and Ron Fieni. The finish had Schweitz first, Fieni second, and Wade third...BRUCE BEAUFORT PHOTO



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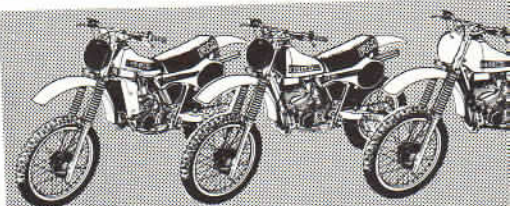
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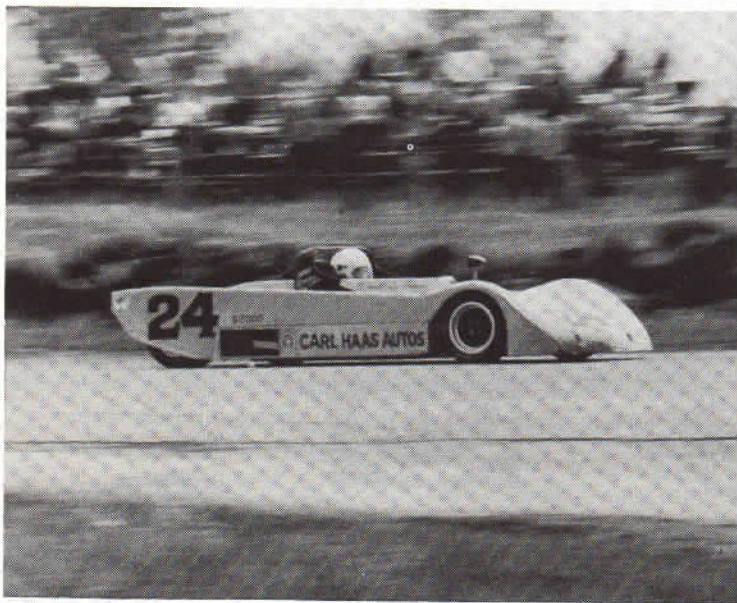


## SCCA SPORTS RACING CATEGORY

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 3000 cc if the induction is free, 4000 cc engines with 1 4-barrel carb, or 5000 cc stock block engines with one 4-barrel carb with a restrictor plate.

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!



Sprints Racing Category...BILL FREHS PHOTO

D Sports Racing Class engines aren't quite so complicated. Two stroke engines, typically motorcycle or snowmobile power plants, are limited to 850 cc. Four-stroke engines are allowed up to 900 cc or up to 1025 cc if they have no more than two valves per cylinder. Automotive based four-stroke engines are permitted up to 1200 cc displacement. In no case are the engines allowed more than four cylinders.

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 see 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 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 streamlined 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.

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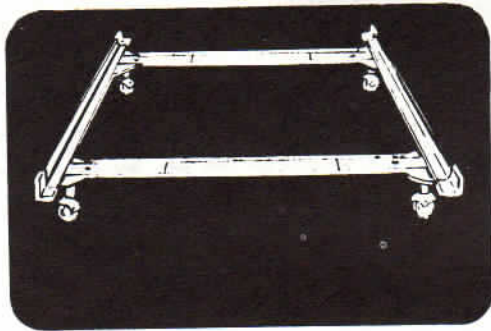
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**354-0**

## 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 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.



Jack Baumgardner holds the current GT-4 track record...TODD BEAUFORT PHOTO

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.

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, GT2 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 and Escort, Dodge Colt and Omni, and Plymouth Horizon representing American interests. 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 Category...BILL FREH'S PHOTO



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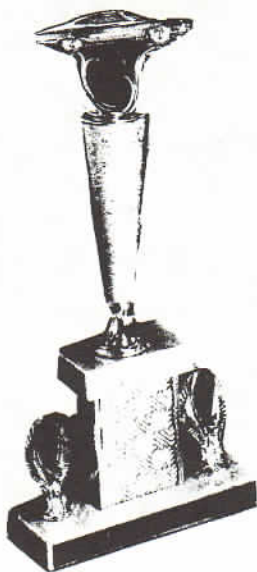
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# 1981 NELSON LEDGES TRACK SCHEDULE



DATE	EVENT	SANCTIONING BODY
May 2 & 3	SCCA Driver's School	Steel Cities Region, SCCA
May 9 & 10	Sprint Races	Motorcycles
May 16 & 17	QUAKER STATE NATIONAL RACE	NEOHIO REGION, SCCA
May 23 & 24	SCCA Regional Race	Western New York Region, SCCA
May 30 & 31	SCCA NATIONAL RACE (29th CUMBERLAND)	STEEL CITIES REGION, SCCA
June 6 & 7	Sprint Races	Motorcycles
June 13 & 14	SCCA Drivers School	Mahoning Valley Region, SCCA
June 19-20	QUAKER STATE OIL'S "LONGEST DAY OF NELSON" SHOWROOM STOCK ENDURANCE RACE	
June 27 & 28	Time Trials	Porsche Clubs
July 4 & 5	SCCA Regional Race	Neohio Region, SCCA
July 11 & 12	Sprint Races	Motorcycles
July 18 & 19	SCCA NATIONAL RACE	MAHONING VALLEY REGION, SCCA
July 25 & 26	SCCA Regional Race	Steel Cities Region, SCCA
August 1 & 2	"24 HOURS OF NELSON" (13th Annual Race)	Motorcycle Endurance Race
August 8 & 9	SCCA Regional Race	Mahoning Valley Region, SCCA
August 15 & 16	INTERNATIONAL	VINCENT MOTORCYCLE CONVENTION
August 22 & 23	SCCA Drivers School	Neohio Region, SCCA
August 29 & 30	SCCA Regional Race	Steel Cities Region, SCCA
September 5 & 6	SCCA Regional Race	Neohio Region, SCCA
September 12 & 13	Sprint Races	Motorcycles
September 19 & 20	SCCA Regional Race	Mahoning Valley Region, SCCA
September 26 & 27	SCCA Regional Race	Steel Cities Region, SCCA
October 3 & 4	PAN-AM Road Races	WEERA/Motorcycles
October 10 & 11	AMA-SANCTIONED MOTO-CROSS	Motorcycles
October 17 & 18	SCCA Regional Race	Western New York Region, SCCA

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, or Call Track Number (216) 548-8551.

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# OFFICIAL TIMING CHART

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

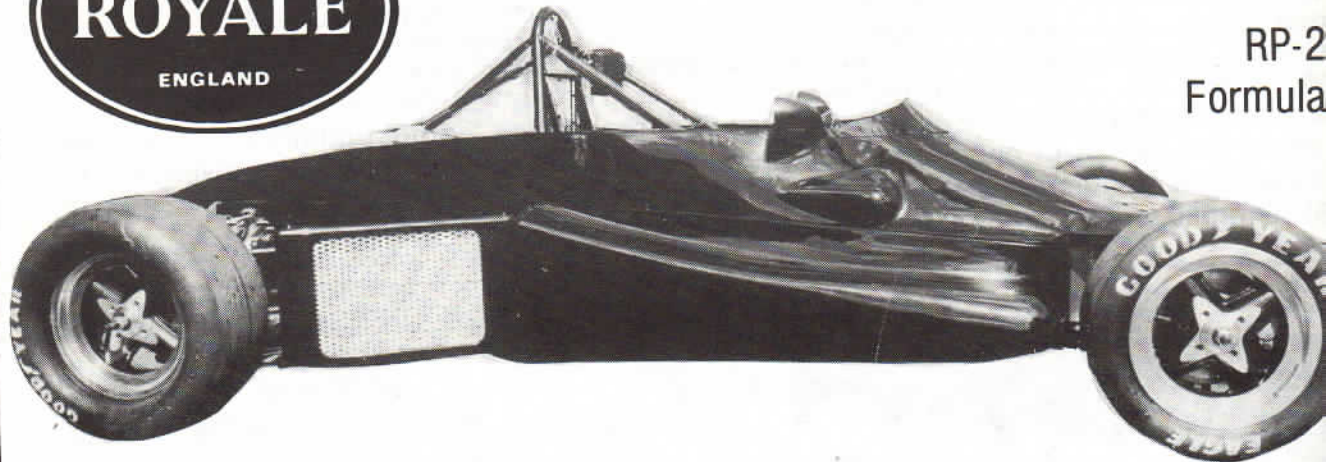
Using a stationary object as a starting point marker, start your stopwatch when the car you want to time passes the point. When the car comes around again on the next lap, stop the watch when the car passes the marker. Read the elapsed time in minutes and seconds. Using the chart below, you can then 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, the average speed is not the same as the top speed. 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	84.7
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	1:28	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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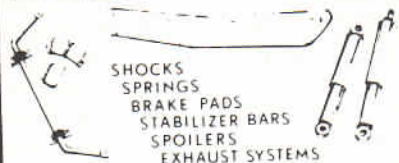
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## WE GET SOME OF THE STRANGEST STUFF DEPARTMENT:

HARMONY RACING would like to take this opportunity to make a pitch for the 'Longest Day of Nelson' 24-Hour Showroom stock endurance race. The duo of Triumphs which the team will field should be in perfect tune as they race at full song along the back straight for the twice-around-the-clock event. The two trios of drivers will be accompanied by a vocal crew, of chorus, and with luck the cars will look none the worse for wear after the 24 Hours. A flat during the race could lead to a note of discord, but the sharp pit crew would naturally put things right.

Victory will be a measure of survival and the Nelson Staff will be singing the praises of the teams that make it to the finale at 3:00 Sunday. It will take fast pitwork to keep a car in the lead and rhythmic pit stops to beat the rest of the field, sometimes waiting to change tires until the chords show through. If every man does his part, Harmony hopes to do the race with tenorless pit stops, a thought that helps the team to baritone of optimism.

Grx L'Mere, the team's enigmatic and reclusive spokesman put it best when he said, "The key to victory, basically, is to stay out of treble."

(Ed. note: this was received anonymously, for obvious reasons, whoever it is, he marches to the beat of a VERY different drummer.)



JOE GLICK PHOTO

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## Nelson Ledges HISTORICAL NOTES

Road racing was first offered in this area in 1952 when Put-in-Bay Island in Lake Erie, off Sandusky was the site of road races. Those events, limited to cars with capacities of 2 liters (120 cubic inches) or less continued till 1959. After that, their legality was questionable, due to an Ohio law passed to stop impromptu drag races on Cleveland's shoreway access roads. During that same period, there were also 2 events held on a course laid out on runways at the Akron airport.

By 1960, area enthusiasts had to travel to airport races at Dunkirk, New York, or Watkins Glen, New York or Cumberland, Maryland to spectate or participate. (Curiously, Dunkirk & Cumberland events are now part of the Nelson Ledges schedule.)

That was the climate which fostered purchase of the initial area which has since grown into the Nelson Ledges Road Course. By 1961 work was under way for a 1.8 mile dirt time trials course, with hopes of paving it in later seasons. By summer 1962, bulldozers had done their work and the 1.8 mile course was used for a solo event for sports cars. It proved to be very "Mickey Mouse", hard on the machinery and was never used again. Its remains though are still used as some of the infield access roads on the present course.

After a quick change of owners, the 1.1 mile paved Nelson "short course" was constructed and opened in 1963. First ever event was time trials by Corvette Cleveland, who have been strong supporters at Nelson ever since. Later that same year, Steel Cities Region of the Sports Car Club of America held its first road race on the course. They too have continued as staunch Nelson supporters. Nelson Ledges Road Course circa 1963 had no control tower, no electricity, no water, no rest rooms, no fencing, no communication system, and consequently very few spectators.

During the period from 1963 to 1967, places where SCCA could put on Regional and National races diminished and even though facilities at Nelson were very limited, there were up to 6 SCCA races per year there. During this same period other types of racing also took place at the Nelson Ledges course. Motorcyclists from Canada began using the course, setting the stage for the 24 Hours of Nelson Motorcycle endurance races which are still held. Go-carts, popular in the mid 1960's also ran with regularity at Nelson. There was even an abortive attempt to bring NASCAR stock car style racing to Nelson. Sedan racers from local quarter mile ovals

were scheduled for an event. They found that road racing was a bit too strenuous for the turn left only machinery and never returned again.

In 1966, renamed Steel Cities International Raceway, the track acquired outside financial support to extend its length to the present 2.0 miles, so that it could qualify for SCCA National races. That expansion was completed in 1967. However, during the next three years, maintenance cost increases, poor weather on race dates, lack of spectator attendance and other factors brought activity at the track to a virtual standstill.

During the dramatic month of May, 1970, Mahoning Valley Motorsports, present lease holders and operators of Nelson Ledges Road Course was organized, the dormant track was started on the road to revitalization and a first race under the new management was held. All that took place within one month.

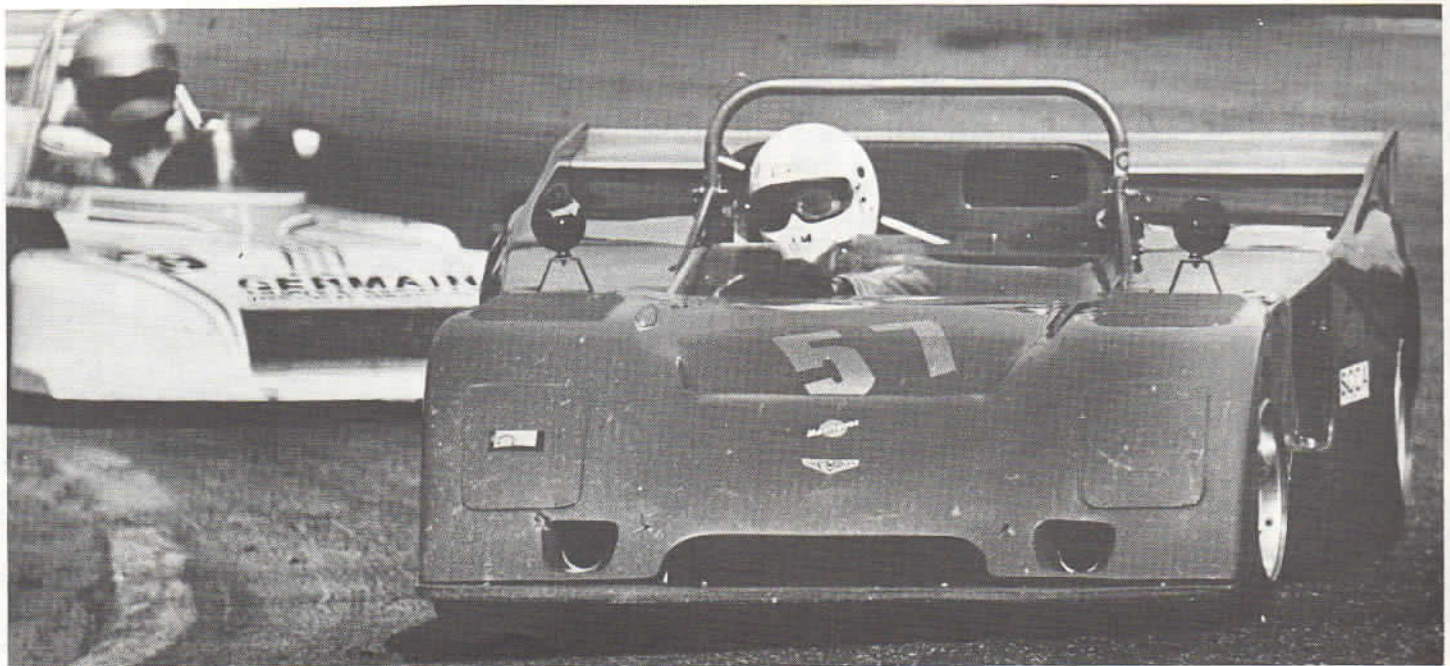
Renamed Nelson Ledges Road Course and with present manager John McGill as leader, lots of activity began taking place at the track. The activity continues at a staggering pace even today.

Since 1970, using borrowed funds, volunteer workers, loaned equipment and the efforts of hundreds of dedicated workers an impressive list of track improvements have been accomplished. Included have been complete resurfacing of the track, (in some places the asphalt is two feet thick), paddock improvements, infield roads, a communication system with donated wire and phones, trucks, fire engines, miles of guard rail, even a road grader and a bulldozer.

In 1980 oil & gas wells were drilled at a number of places throughout the facility. An immediate consequence was the improvement of some of the access roads and opening of new spectator areas, all made possible by the drilling company which needed access to their well sites. The income from the oil and gas does not go to the track management, but other incidental improvements are expected as well.

In the first ten years of operation, Mahoning Valley Motorsports built a foundation at Nelson Ledges. The track has survived the seventies in relatively good health, something that cannot be said of some other more well known facilities (remember Ontario Motor Speedway?, or even Watkins Glen).

The management intends to continue the improvements and turn Nelson into a premier racing course capable of hosting any motorsport event.



## WONDERFUL WOMEN IN WHITE

By Denise L. Thompson

What can a woman do at a race track? It used to be a woman's activities were restricted to spectating, washing the windshield of her husband's car or passing out trophies, kisses and smiles. There's nothing wrong with any of these activities, (the last few can be really fun) but in keeping with the increasing involvement of women in all aspects of the once male-dominant world, a woman can now do absolutely anything she wants. Women are so involved in Sports Car racing today that if they all stopped coming to the tracks at once, the sport would be up the proverbial creek without a gearshift.

Women drive cars, prepare them, organize races and put in countless hours working at events. One way for a woman to get close to the action is to become a corner worker. Corner workers are those people seen standing around the track wearing 'glamorous' white uniforms, waving flags, talking on the phone system and running to and from errant race cars. All corner workers are members of a Flagging & Communications group operating under a set of rules established by the Sports Car Club of America.

The purpose of the Flagging & Communication group is to provide safe course control by:

- 1.) Informing the drivers, through flags and signals, of the condition of the track, the condition of their cars or any unusual conditions affecting the running of the event.
- 2.) Informing the Chief Steward and other officials, through the communications network, of the condition of the course and the competing cars, and of any situation requiring decisions and/or action by the race officials.
- 3.) Relaying information and instruction from the Chief Steward to the workers operating the various emergency vehicles and equipment, as well as to the race drivers and corner personnel.
- 4.) Undertaking any emergency action needed to protect the lives and property of drivers, workers or spectators in the event of an accident.
- 5.) Maintaining a clear course.

Sounds rather dry and almost dull doesn't it? Far from it. Some of the things that have happened on a corner station could make a very entertaining prime time combination Sit-Com-Adventure series. Of course, all the stories would be based on real situations, and star the woman corner worker. The first show of the series would show our heroine, Wanda Worker, going through the required weekend school including a day of classroom instruction and a day working the corner under close supervision. Wanda would learn she can run just as fast as her male counterpart as an errant Formula Ford charges toward her finally coming to rest on the guard rail of the station two feet from where she was standing. The next group of cars would teach her to surface dive like an Olympic Swimmer as a fast moving Corvette chases her to a point of no return, forcing Wanda to dive over the tire wall and tumble out of the way. The show would end as Wanda has her log book graded and signed giving her an immense sense of personal satisfaction that she is now a real part of racing.

Other shows in the series could center on how popular myths are proven wrong. First myth: all women are weak. Wanda snaps the blue flag with such vigor that the material rips right off the stick. Second myth: All Corvettes are driven by big, macho-muscular men and Volkswagen Rabbits by small, accountant types. This is not always the case, fortunately and every corner worker, whether male or female, is especially thankful when a stalled car needs a push start. Third myth: a woman could not possibly look attractive in an oversize pair of white overalls. Our heroine is showered with kisses on the victory lane from a certain Mazda. Fourth myth:

sessions with less than seven cars are boring. Wanda spun up to a car which had spun on the dewy grass then then decided to rest stalled on the track. The driver (the nearest car is 30 seconds behind) smiles casually, "You looked a bit bored. Thought you could use the excitement." He turns the key and drives away.

The series wouldn't be complete without showing the humorous side of working. A Midget careens off course its front tire flew off. Wanda, first to the car, rather than forms the driver to help roll it to a safer place. (Wouldn't it been a good idea if the car could roll.) Just goes to show even Wonder Worker can be a step ahead of herself. Wanda would also learn at least one new limerick lifting a barrel at the after race campfire where new friendships are made and old ones reinforced. All in all she would find that a corner doesn't mean just hard work.

If you would like to join Wanda and all the other corner workers patrolling Nelson Ledges and Midway, they are more than welcome. Lake Erie Communications is the name of the Flagging & Communications group works at both tracks. Lake Erie Communications has a calendar on its 1981 calendar and could use all the help you are interested in attending a training school or for more information, call membership chairman Bob W. 216-923-2542. They'd love to hear from you no matter your sex happens to be.

So what can a woman do at a race track? Anything your heart desires.



## THE COMPETITION



**Car No. 00:** The Car and Driver team came in second in last year's "Longest Day", beaten by only 3 laps and a fuel pick-up problem that required them to make unscheduled pit stops. This year, in their continuing battle against their "principal foe" ROAD & TRACK magazine, the "Rodent Track Eaters" plan on a different outcome. The Ford Motor Company has given the C/D team the use of a 1982 Ford EXP for this year's race, and it is entered in the prototype class. The team's efforts are under the direction of DON SHERMAN, technical director for the Ann Arbor, Mich.-based magazine, and a driver in last year's event. Don is a resident of Ypsilanti, Michigan and when he isn't at his desk, he is off testing various 4 wheeled machines. Don started driving in 1972-in fact his first race was here at Nelson Ledges in 1972, driving a Pinto. Don also holds the Bonneville Speed Record, in the rotary engine class, of 183.904 mph driving a Mazda RX-7. RICH (EPPOS) is another veteran of last year's race that has returned on the C/D team. Rich is from Ann Arbor, Michigan and is a writer/editor for C/D. Rich was North Atlantic Road Racing Champion in 1977, qualified for the 1978 Runoffs in a SSC Plymouth Arrow (finished 14th), qualified for the Runoffs in 1979 in an SSB Saab (finished 8th). Earlier this year, in his first Formula Ford race at Shanonville, Ontario, the 31 year old finished 3rd. Rich should certainly know his way around Nelson after the 2nd place finish last year as should CSABA CSERE, chief mechanic in 1980 turned driver in 1981. It is rumored that Csaba has raced here at Nelson Ledges in the motorcycle races-if he used an alias to enter, it was probably John Smith or something as equally unpronounceable!. Csaba has the title of Technical Editor at C/D and should be quite up to the job of getting the most out of the new Fords. A new member to the Car and Driver Team is MICHAEL JORDAN. Mike is from San Pedro, California and it is rumored that he is a motorcycle racer deep down. The sponsors for the C/D team are WHISTLER FUELSKAN, FORD MOTOR COMPANY, and CAR and DRIVER magazine.

**CAR NO. 0:** team has another father/son combination-Les and Mark Behm. LES BEHM is 56 years old and has driven since 1955. At one time he raced Formula Vees and won the Division championship, he co-drove the winning 750cc Stangullini at the Sebring Grand Prix of Endurance in 1957. He also drove the Nassau Invitational in 1964. Les is the owner of Behm Motors, Inc. in Appleton, Wisc. where he lives. MARK BEHM is Les' 28 year old son who was SSA Central Division Champion in 1978 & 1979 and finished 3rd at the Runoffs in 1977. He also won the 1980 Little Lemans 3 hour Enduro at Lima Rock. Mark also lives in Appleton, Wisc. where he works as General Manager at Behm Motors. The 3rd driver on the Behm Team is Ken Williams from Austin, Texas. Ken, a 35 year old mechanical engineer for Texas Instruments, has been SCCA National Champion in SSA twice, once in 1977 and in 1980. Ken is usually found in a Porche. The 4th driver's name came in so late that there was no time for bio information. However, KENT McCORD from California has been a regular competitor in the Bilstein Series (that Mark often takes part in) so it must be THAT Kent McCord. The Behm Team is sponsored by PERFORMANCE PRODUCTS and COLOR DYNAMICS. The car is a Mazda RX-7.



**CAR NO. 1:** The Andrews Racing team, is made up of some veteran drivers, familiar to Nelson Ledges fans, that will be driving a Mazda RX-3SP this weekend. The yellow SSB car belongs to F. REED ANDREWS, JR. of Moreland Hills, Ohio who is in his 25th year of SCCA racing. Reed has driven many types of cars from TR-3's, Sunbeam Alpines, Porsche 356B to a Pinto. Reed, and investment broker for BUTCHER & SINGER, was SSB champion in 1979 and 1980, in the Neohio Region of SCCA. The Mazda is sponsored by BUTCHER & SINGER, MAACO AUTO PAINTING, and QUA IMPORTS. Driving with Reed is JERRY PETERSEN of Chardon, Ohio. Jerry is a 42 year old attorney who was 4th in a Formula Vee at the Runoffs in 1974 and 4th in Formula SuperVee at the 1978 Runoffs. If Jerry doesn't have a lot of time in a Showroom Stock car, the 3rd driver on the team more than makes up for that-DICK JENKINS from Hudson, Ohio has been to the Runoffs 6 times- the last time he was in his Alfa in Showroom Stock. Dick is a sales manager for the Technical Publishing Company, and although he hasn't driven too much in the past year or so, the "49 year old and holding" driver will probably prove that driving a car is like riding a bike-once you get the hang of it you never forget. The 4th driver on the team is another familiar name and face here at Nelson-DICK SCOTT or "Scotty" from Pittsburgh, Pa. He is the owner and resident expert at REDLINE RACING for the preparation of Formula race cars. Scotty has served on the Steel Cities Board of Trustees and their Competition Board Chairman for many years. He drove his Formula Continental at the Cumberland National here just 2 weeks ago. It may take a little time for Scotty to get used to a car with fenders but then the other SSB guys had better watch out!



**CAR NO. 2:** The Briody Racing Team will be piloting an unusual car here this weekend-an SSB class Peugeot 505. A car almost identical to this one was raced last year for the first time-the first time that the French manufacturer had raced in the U.S. in 60 years! JIM BRIODY who lives in Cherry Hills, New Jersey with his wife Pat, started racing in 1964 in an Austin Healey Sprite that came home as a basket case. He turned it into a competitive car and then sold it to buy a Formula C Brabham. After winning 6 times and placing second twice, he sold that car and bought a Camaro. In the A Sedan Camaro, the 37 year old Stockbroker, was Northeast Division Champion in 1976, 1977 and 1979. In 1979 he broke the oldest class record at Bryar Race Course. Jim considers the "LD" to be the ultimate test for the Peugeot 505. Also driving in the no. 2 Peugeot will be a new driver who "speaks the language" of the car, JEAN MARC PIQUET (he says he is from West Milford, New Jersey but his accent reminds me too much of French 101, 102, 103 to believe they all talk like that in W. Milford) is a technical and quality analyst for Peugeot Motors of America. Although this is Jean Marc's first 24 hour race he did finish 2nd overall in the ROAD & TRACK Challenge in 1980. The third driver on the team is Bob Nagel, a name that should be very familiar to road racing fans, here and at many other race tracks across the country. In fact Bob has driven professionally on every major racing circuit in North America. Bob, who says he is probably the oldest driver here this weekend at 56 years of age, was SCCA National Champion in 1973, he was North East Division Champion five times, has driven at Sebring 7 times (1st in class in 1967 Ford Prototype, 3rd in 1973 in a Camaro, 2nd in 1974 in a Porsche), has raced at Daytona 5 times (2nd in 1974 and 3rd in 1975-both times in Porsches), won 18 consecutive National races from 1972 to 1978, and has competed in more Can-Am races than any other driver in the history of the series (from 1967 to 1979). Bob, who is an Executive pilot for Westinghouse, lives in McMurray, Pa., will be a definite asset to the Peugeot team. The fourth driver for the team is DANNY SULLIVAN, a 30 year old resident of Beverly Hills, Calif. (he was born in Louisville, Ky.) Most of Danny's racing career has been spent in open-wheeled formula cars, having started with a Formula Ford in 1972. Danny has spent most of his racing time in Europe, only having come back to the U.S. to "stay" in 1979, the year he was an instructor at Skip Barber's Driving School and drove at Daytona and Sebring in a Stratos. In 1980 he drove the Intrepid GB-1 Can-Am car for Garvin Brown Racing. This year, when not here at the "LD", Danny is campaigning a car for Garvin Brown in Can-Am and the Formula Atlantic Series. The team is sponsored by KENDALL OIL, PEUGEOT MOTORS OF AMERICA, and MICHELIN TIRES.



**CAR NO. 3:** The no. 3 car is a Fiat 124 Spyder, d Nelson races by CHERYL BAKIN and her husband Tom. Nelson has been racing in Showroom Stock since 1976 and has driven at Glen, Pocono, Road America, Summit Point, Charlotte, Lime Rock in addition to Nelson Ledges. Cheryl met her husband when he was on the University of Pittsburgh Racing Team on the crew. For a short time they drove two Fiat 124 Showroom Stock cars but one of the cars was "retired". Cheryl, who is 32 and a Benefits Manager for Allegheny International, has finished 7th in SSB in the Northeast Division (1978). Cheryl is one of the drivers competing here this weekend. The Bakins live in Pittsburgh and are active in the Steel Cities Region of SCCA. The Bakin Racing Enterprises Team were rather successful. TERRY WHITLOCK is from York, Pa. and has driven small production cars in many races here at Sebring. CANAN is from Columbus, Ohio and ROGER SHROER is from Ohio. REED KRYDER is from Canal Fulton, Ohio and is an engineer when he isn't working as a distributor for Formula products (there is a KRYDERACING ad somewhere in the magazine). The 31 year old driver has raced in both C Production and D Production Division SCCA races. Reed has also been permitted to race a street car in a few Showroom races. Sandie is a very nice lady. If Reed is not at the KRYDERACING van, Sandie is the Team is sponsored by HANOVER AUTOMOTIVE, ANALYTICAL SERVICE, INC., TIRE AMERICA, and KR



**CAR NO. 4:** Car 4 is listed as RIVER ROAD RACING TEAM (Returns) because they were one of the 3 cars that put the rubber-side UP in last year's "Longest Day"-sometimes during the night. There is an old saying that some people never learn, but one begins to wonder if Showroom stock drivers ever learn?! The Fiesta that rolled last year belonged to driver RO JANSSEN from Chagrin Fall, Ohio and this year the car belongs to him too! Ro is 27 years old and is assistant sales manager for Plastic Process Equipment and just to reinforce the need to keep his "street transportation" in one piece, he is taping the car's bank payment book to the dash! (however, the bank shall remain anonymous for Ro's protection). Joining Ro again this year is the man who taught him how to race in Showroom Stock, DUANE ROST from Canfield, Ohio. Duane was NOT the driver behind the wheel last year when the car rolled (it wasn't Ro either-in fact he isn't racing anymore!). A consulting Engineer by profession (with a Doctorate in something I probably wouldn't understand anyway) Duane is a partner in SOLAR ENERGY ENGINEERING, located in Poland, Ohio. Duane is married to one of the Best Timing & Scoring Specialists in SCCA-Kim Rost and is the father of the second-best T&S person-his daughter Kelley. Kim will be here this weekend in charge of T&S for this race. Another driver on the RRRT is MARV GRAY from University Hts., Ohio. Marv served very capably as an announcer at last year's race, but wanted to be out driving the whole time he was announcing! This year he promised to announce when he wasn't driving or sleeping. Marv started racing in 1972 in Showroom Stock-the first year of the class's existence. He switched to an Opel in 1973 and scored 3 firsts and 3 second place finishes. He was a frequent "protaganist" of CAR and DRIVER's Pat Bedard and Don Sherman in East Coast showroom races. (Both of those drivers are entered this weekend). Marv left SS racing in 1975 when he purchased a Pinto for B Sedan which is now GT-2. Marv has been the Neohio Region GT-2 champion for the past 2 years. The 32 year old lives with his wife Joy and owns the MATTRESS WAREHOUSE in Willoughby, Ohio, one of the team's sponsors. The 4th driver is KURT HAHN from Kirtland, Ohio. Kurt is a plant manager for Central States Industries, Inc. and was named the Neohio Regional Champion in GT-4 in 1980 and Steel Cities Champion in GT-4 in 1980. Kurt retired from the army after 20 years. The 5th member of the team is ALAN TROTT from Lyndhurst, Ohio. At 28 years of age, Alan is a nuclear Instrument technician for the Harshaw Chemical Company. Alan hasn't been racing too long but he will have a lot of advice from the more experienced members of the team (whether he likes it or not!) The team's other sponsors are NTW-NATIONAL TIRE WHOLESALE, POWER BOOST, and SIRRAH MOT. The crew for the team is composed mainly of members from the Akron Sports Car club.

**CAR NO. 6:** The no. 6 car is another return entry this year. The Triumph TR-7 will be driven by JIM GOUGHARY from New Canaan, Connecticut. Jim is 33 years old and has driven Formula Vee's, Formula SuperVees, Formula Fords, and SSB cars. (We think this is the same car that Jim drove last year-same year and same color) The second driver in the green coupe is RICHARD O'NEIL from New Canaan, Conn. Dick also drove last year in the same car. A new driver for this year is TOM BAGLEY from Westlake, Ohio. Tom is far better known in the open-wheel classes, having driven Formula SuperVees, Formula Atlantic, Mini Indy, and the Indy 500 itself (in 1979 and finished 9th). Tom, who has his masters degree in Physics, has taught driving, worked in tire development as a test driver, and has worked as a consultant for the ZINK Mfg. Corporation working on chassis and suspension tuning for Formula Fords, and SuperVees. Since 1980 Tom has worked as a Manager of Employee Relations at PPG Industries, Inc. in Cleveland and as a Promotional Representative at Special Events for the Gould Company. Tom has also driven in IMSA GTU and GT races and the SCCA Trans-Am series in a Camaro. Tom is 41 years old and is married. Tom was USAC Rookie of the Year in 1978.



**CAR NO. 7:** The HARMONY RACING Team will be in the no. 7 Triumph TR-7. TOM ETSINGER, a software engineer for ITT North Telecommunications, was the crew chief on the Ted Schumacher/Jim Goughary team in 1980. Tom said that was too much work (!) so he is driving this year. The 26 year old is from Bucyrus, Ohio and apparently has worked for Ted Schumacher too long--his puns are almost as bad and Ted's are infamous. Although Tom has been around racing for a few years, this will be his first endurance race of any kind--he went to the May drivers' school here at Nelson. The second team driver is PAUL BRAND, the former P.R. man for Bob Tullius' Group 44 and currently P.R. man for Brainerd International in Minnesota. The other minor piece of information that Paul sent along was that he is the current SCCA National Champion in E Production. (He'll never let us forget that!!) This will be Paul's "debut" in Showroom Stock racing and in fact, despite the many times he has been to Nelson Ledges, this will be the first time he has driven the track at speed!! He says that Tullius used to tell of the terrible "kink" at turn 11 and now he'll find out for himself! The 3rd driver in the Harmony car is MIKE COOK of Bloomingdale, N.J. For those of you that have followed racing since way back when, the name should ring a bell, especially if you have ever had to beg parts/support money/tow money/etc. out of British Leyland, a.k.a. JRT. This is THE Mike Cook that so many "goodies" came from after England invented the sportscar. Mike is currently the Public Relations Manager for JRT and has been with the company for over 20 years (just how many, many years over he didn't say!). He is interested in car collecting and is currently working on a 1972 GT-6 MkIII (ed. note. I tried to learn to drive a stick shift on one of those--hope its not the same one--the clutch was shot I was done with it!). Mike or "Cookie" as he is known by some is soon to have a book out called the "History of Triumph Spitfire" (I don't think it is a gothic romance-I just hope he had someone else type it--he makes more typos than this editor!) Mike raced a TR-3 and a Spitfire until 1972. He event raced at the old Cumberland Airport Course. Since then he has had his racing fun limited to test drives, pace car duties, etc. He said that the "24 Hour event at Nelson should be the best way to find out anybody's driving ability or at least his stamina, and I am really looking forward to it." (Ed. note--we will let this sexist comment go unanswered) Mike has 3 sons and a baby daughter, Jennifer. Jennifer and Carol Cook will be along to keep an eye on Mike this weekend. The Team is sponsored by TS IMPORTED AUTO WRECKING and GRX L'MERE (see--told you Tom had been with Schumacher too long!)



**CAR NO. 8:** The Ted Schumacher Racing team is headed up by the car owner Ted Schumacher from Pandora, Ohio. Ted who says he is 39 years old is the president of TS IMPORTED AUTO WRECKING, known for its "formerly raced or 'experienced' competition parts". Ted ranks among his major achievements having survived last year's Longest Day and states that his racing experience is "long and checkered". He has raced small production cars and raced in the Cumberland National here two weeks ago (Ed.-ask him why he parked on the tires out at turn 8) in SSA. The brown Triumph TR-8 that he raced at Cumberland will be back with a new fender. It is also one of the few TR-8 Coupes ever made. Ted is known throughout the SCCA racing world and then some for his terrible puns and worse jokes. However, the drivers that Ted has riding in the car also this weekend are not jokes at all. JOHN KELLY, who lives somewhere east of here (he didn't send any info) was SCCA National Champion in DP in 1968, in FP in 1970 and 1973 and a near miss several times since then in an Elva Courier (?). John used to drive for Group 44 and has held class records here at Nelson. The other driver that Ted Schumacher has picked for his assault on the "LD" is Bob Speakman from Lutherville, Maryland. I haven't any info on Bob except that he drives very fast in whatever he drives. The team's other sponsor is JRT COMPETITION PARTS.

**CAR NO. 9:** The car carrying no. 9 is driven by the HENRY MEARIG, INC. RACING Team from East Petersburg, Penna. The team is driving a brown 1980 Fiat X1/9 in the SSC class. The drivers are KIM BAKER from Wilbraham, Mass. who is usually found in his G Production car. He has ranked as high as 3rd in GP in the Northeast Division. He has won several National races up North of here, but this might just be his first trip to Nelson (It may also be his longest trip AT Nelson). Kim is 30 years old and is the owner of Baker Automotive in Wilbraham, Mass. The second driver is CHUCK CALLIS from Manheim, Pa. Chuck lists his age as 30 so he must have started his racing career early as he lists having gone to the Runoffs in 1974 and 1977 in a B Production car and holding the pole position in the 1977 line up. That was also the year he was NorthEast Division champ in BP. Chuck is a salesman for Henry Mearig Fiat in East Petersburg. The 3rd driver for the H. Mearig team is KARL GOCHNAUER of Lancaster, Pa. Karl is 34 years old and is a bookkeeper for E.H. Gochnauer & Sons, Inc. Though new to actual wheel to wheel racing, Karl has been Autocrossing in the Central Pa. area for the past 2 years. He is a recent graduate of the Bill Scott Racing School and got his Regional license 3 weeks ago. The team is sponsored by HENRY MEARIG FIAT MOTOR CARS and ACTION TIRE SALES.

## THE COMPETITION



**CAR NO. 11:** CARLOS RAMIREZ and his team mates had the fastest laps in last year's "LD" qualifying and had the pole position and in the lead for several hours until a wheel bearing failure forced them to drop out. This year it is a safe bet that he will come with a gross wheel bearings! The HERMAN-MILLER RACING TEAM is in the number 11 Porsche 924. Carlos is 33 years old and is a native of Columbia, South America (I knew people in New Jersey had accents but not like the one Carlos has!) and emigrated to the U.S. when he was 10 years old. The manager of the "infamous" Red Ball Garage (where Cannonball Sea to Shining Sea Dashes start each time they run) lives in Dumont, New Jersey with his wife and three daughters. Carlos started racing go-carts when he was 13 years old and has "always wanted to race". He went to medical school for 1½ years before he came to the U.S. He started racing in a VW Rabbit and then became a driver for the now defunct Saab Racing Team (a former teammate is Bill Burne) He went to the Runoffs in 1977 in the Saab. Since 1978 Carlos has run Porsches in Showroom Stock and endurance races. He has raced at Daytona and at Sebring, finishing as high as 3rd at Sebring in 1980. Carlos had enough points to get the Runoffs in 1979, 1979, and 1980. A qualifying accident put him out of action in 1980 but he came back to run again in 1980. In 1980 another car tripped shorten Carlos' by several feet, causing him to DNF. This week Carlos should be at the head of the pack. Hedging his bets a little Carlos got one of his friendly New York City neighbors to come drive with him-someone who was used to the New York city traffic probably resembles the first laps of our "LD". PAT BEDARD was the 2nd place car last year, driving on behalf of CAR and DRIVE which he is Editor-at-Large. Pat has driven a variety of cars every year from Showroom Stock to Indy cars (this past May). Pat was the first to win a pro race in North America in a Wankel-powered car (Mazda) in the Goodrich Challenge, Sept. 1973). Pat started racing in 1971 in Showroom Stock so he should feel right at home. The 3rd driver for the team is TOM BRENNAN from Danville, Ill. Tom has had a great deal of racing experience and can include the SCCA National Champion in D Production in 1978 among his achievements. The 4th driver (I guess you can drive if you own the car!) is JOE ORBAN from Bethlehem, Pa. Joe holds a National License and the title to the car and since he didn't send a bio there isn't too much else I can tell you. The car no. 11 team is sponsored by HERMAN & MILLER, SCHE/AUDI, HELLA LIGHTS, and the GOODYEAR TIRE & RUBBER COMPANY.

**CAR NO. 13:** One of the drivers from the no. 13 Fiat must get the most distance traveled award (if we had one and if this nonsense race goes another year we may need one! ed.) JUAN CARLOS CATANZARO is 25 years old and is coming from Caracas, Venezuela (!!) via Bloomington, Minn. to race his Fiat 131 Brava. Juan Carlos is a student with an FIA and an SCCA Regional license. Friends call him by his nickname Gianni. On the team with Gianni will be ROBERT HALL from Eden Prairie, Minn. Bob is 33 years old and holds a novice license in SCCA. The 3rd driver in the black Fiat is JERRY DULSKI, a 38 year old millwright from Plymouth, Minn. who works for General Mills. Jerry has a national license and ran at the 1980 Runoffs in an A Sports Racer. The 4th driver is JIM REID from Chicago, Ill. The team aptly called the Venezuela Racing Team-is sponsored by OLIMPAUTO from Caracas, Venezuela.

**CAR NO. 12:** The Mazda RX-7 wearing no. 12 is also known as the American Spirit Racing-Spirit of New Haven and is captained by RICHARD ABBATE from New Haven, Ct. R.J. lists himself as a "Bureaucrat Pro Tempore" from the City of New Have. But besides that the 36 year old holds the lap record at Bryar and Lime Rock Park in SSA. He was North Atlantic Road Racing Champion in SSB in 1979 and NARRC in SSA in 1980. (Ed. note-certainly do admire a racer who asks and GETS sponsorship from a bank for a race car!!). Sharing the RX-7 is BILL SILVERMAN a 21 year old from Bridgewater, New Jersey. "Mr. Bill" as he is called by his friends (?) is a student at Fairleigh Dickinson University when he is not racing. He was NARR Champion in SSB in 1980 (maybe that is why Richard moved into SSA?). Familiar to racing motorcycles but somewhat new to car endurance racing is the 3rd driver on the team, CARTER ALSOP, a 31 year old lady driver from Riner, Virginia. Carter has been a professional motorcycle rider/racer, is a model, and a writer. She raced at the 24 Hours of Daytona, but this will be her first 24 hour race in a showroom stock car. Carter's nickname is "Nonstop"-this will certainly be the right thing to do this weekend. The 4th driver on the Mazda team is Steve Potter of Freehold, NJ. Steve is 33 and is the Motorsports Correspondent for the New York Times, along with being a contributor to AUTOWEEK, CAR and DRIVER, ROAD & TRACK, and ON TRACK to name a few. Steve is licensed to compete in the American 3/4 midget Racing Association and plans to compete on a regular basis this season. Currently on an extended leave of absence from graduate training in clinical psychology, Steve assures us all that "participating in a 24 Hour race isn't really so crazy in the overall scheme of things." (Thanks Steve, we 'almost' crazies needed that!) The no. 12 car is sponsored by the BANK OF NEW HAVEN, H. PEARCE REALTY, MAACO AUTO BODY, FITZPATRICK MAZDA, and QUAKER STATE OIL COMPANY.



**CARS NO. 14 & 15:** Two Prototypes here this weekend are Datsun 280zx Turbos, with automatic transmissions. Running as a team effort will be the cars no. 14 of JOE NONNAMAKER and no. 15 of TOM SCHNEIDER. Both have run the pro Rabbit series before undertaking the job of making an automatic last for 24 Hours! Joe started racing in 1974 in SSC in a Ford Pinto. In 1977 he switched to the Bilstein/Scirocco Cup and SSB. In 1979 he continued in the Rabbit Series. At the race at Trenton he had the pole position and set a new track record. In 1980 he continued in the Rabbit series, was second at the Mid-Ohio race while setting a track record and came in first at Charlotte, setting a track record there, too. In between Rabbit races Joe ran the Longest Day here last year and came in 4th Overall and First in SSC. Driving the no. 14 car will be Joe who hails from Lima Ohio, DICK HOFFMAN, and GEORGE LEVY. George is a writer for AUTOWEEK and is only 25 years old (they keep saying the pay isn't great but they get to road test some great machines!). George gives an address in Detroit that looks an awful lot like the address I send advertising copy to-maybe he doesn't want us to know where he keeps those "nifty" cars? The no. 15 car will be captained by TOM SCHNEIDER of Ypsilanti, Michigan. At 32 Tom is an automotive engineer for the Ford Motor Company and began driving in 1974 in a Pinto. He was Regional Champ several times. After switching to a Scirocco in 1976 Tom set a track record here at Nelson. In 1978 he was 3rd in the Rabbit/Bilstein Series. In 1979 he set a track record at Road Atlanta in his Rabbit. He competed with Joe Nonnamaker in the "LD" last year and there were only two of them driving. This year he will share the driving with DENNY MOOTHART of Taylor, Michigan. Denny is also a Ford Engineer and at 32 has competed in the Gold Cup SuperVee Series. He finished 6th in the series standings in 1979. The 3rd driver in the no. 15 Datsun Turbo is JIM GANDY from Reno Nevada. Jim is a "freelance" writer for AUTOWEEK since it moved to Detroit. Jim got his SCCA license in 1974 driving a Dodge Colt (that he still drives in Autocrosses) in the New England area. Jim has earned 5 invitations to the Runoffs, with his best finish in 1977-a 6th place finish driving the Saab Team back-up car. Jim is 33 years old and has 3 degrees, a B.S. in Engineering, M.S. in Engineering and a B.S. in Journalism (remember that B.S. when you read his stories in AUTOWEEK). The RR Racing Team is sponsored by GREENWOOD DATSUN, GOODYEAR TIRE & RUBBER COMPANY, KC HIGHLIGHTS, and RAIN-X.

**CAR NO. 16:** If the no. 16 car looks or sounds a little different from the rest of the field it is! The Peugeot 505 wearing no. 16 is a TURBO DIESEL! (There is a short write up about this car elsewhere in this program-very interesting) The driver/driving force of the team is BRUCE MABRITO of San Antonio, Texas. The 38 year old Texan is a Quality Control Manager for Prescon Corporation when he isn't out stock car racing or running road racing endurance events. The Mabrito Racing Team has raced at Daytona and Sebring and finished 2nd in SSB class in last year's "LD". The 2nd driver on the no. 16 team is RUSSELL STRATE of Alden, New York. Rusty is a welding supply distributor for the Strate Welding Co. and is 29 years old. Rusty was Rookie of the Year of the SCCA Western New York Region in 1976 and was NY Series Road Racing Champion in CP the same year. He was also on the MRTeam last year. The 3rd driver in the Peugeot is GEORGE SHAFER of Somerset, Pa. George, or 'Shaf' as he is sometimes called, is a pharmacist. He has driven in several long distance races including Sebring in 1981 in which he finished 2nd All American GT. George was also on the 2nd place SSB Peugeot in 1980. George is currently one of the officers in the Steel Cities Region of SCCA. His wife Shirley is also a "force to be reckoned with" in Registration and Timing and Scoring. The team is sponsored by HOSON PETROLEUM, PEUGEOT MOTORS OF AMERICA, MARCHA MICHELIN TIRES, and ROBINSON PETROLEUM. The number 16 on the car is a tribute to the Peugeot which won the Indianapolis 500 in 1919, for the third Indy win by the French Manufacturers Tradition counts for something.



**CAR NO. 21** is being driven by current SCCA C Production National Champion, **FREDDY BAKER** of Kirtland, Ohio. Freddy is a transplanted Englishman who was able, with the effort put forth by Gran Turismo Jaguar of Eastlake, Ohio, to end the dominance of Datsun with a 15 year old Jaguar XKE. Freddy holds the track record in CP at Mid-Ohio, Atlanta, and he just dropped the track record here at Nelson at the Cumberland National May 31. At 38 years of age, Freddy is the Service Director at PORSCHE AUDI MOTOR CARS in Bedford, Ohio. Freddy has been CP Neohio Regional Champion in 1972, '73, '74, '75. **GARY WITZENBURG** was on the Herman-Miller Porsche Team last year but will be driving with Baker for the second "LD". At 37 years of age Gary, a resident of Troy, Michigan, lists himself as a "kid who grew up in Cleveland and escaped to Detroit". A writer by profession, Gary contributes to several publications including PLAYBOY, CAR and DIVER, BETTER HOMES and GARDENS, and ROAD TEST. In fact he will be writing a story on this weekend's race for some of the publications. Gary is not a stranger to endurance racing, having run the 24 hours of Nurburgring in 1979 in an AMC AMX and won in class. He has been active in the Detroit Region of SCCA. **BOB NIKEL** is a long time "Porscheophile" and is owner of Sewickley Porsche Audi, Alfa, in Sewickley, Pa. Before Bob moved to Pennsylvania, he was a member of Neohio Region and was Regional Champion in 1972 & 74. Bob has driven since 1971 and includes 914/6, 914/4, 911, and 924 among his past and current race cars. Bob, at 40, is an active member of his community, currently serving as President of the Sewickley Valley Chamber of Commerce. The 4th driver on the number 21 team is **CATHERINE "CAT" KISER**, a 33 year old "transplanted Texan" currently living in Akron, Ohio. Cat is the first woman in the history of SCCA Runoff Competition to win a National Championship - she did that in 1979 in an H Production Sprite. She also won the coveted President's Cup for her competitive and skilled drive during that race. This year Cat and her husband David are concentrating on the IMSA Kelly Girl Series with CAT driving a Team Highball prepared AMX. Of course the Sales Rep for Bio-Science Labs, a Division of Dow Chemical, has taken time out to run here this weekend. Even though Cat is slightly built and won her championship in a "small car" she has driven larger race cars, including a Trans-Am Corvette at the Glen 6 Hour Endurance race last year. The number 21 Team is sponsored by BEDFORD PORSCHE AUDI MOTOR CARS, PENNZOIL, GOODYEAR, ALPHABET NURSEY SCHOOL, AND ROAD TEST MAGAZINE.



**CAR NO. 22:** Whatever you do don't ask the no. 00 team what their opinion is of the team on car no. 22!! The no. 22 team is made almost entirely of the editorial staff of ROAD & TRACK Magazine whole motley crew of them! The FORD MOTOR COMPANY provided the R&T Team with a 1982 Mercury LN7 to run in Prototype Class. The drivers are **JOE RUSZ**, **JOHN LAMM**, **BILL WARNER**, **SAM POSEY**, and **JOHN DINKEL** as an alternate driver. Joe was one of the winning Saab team last year and was the one who managed to find the TIREWALL at Turn 13 sometime during the dark hours. Fortunately for him he only broke the left driving light. Joe is the Motorsports Editor/photographer for R&T and lives in Seal Beach, Ca. He is 43 years old and the editor will give out Joe's real name for the price! **JOHN LAMM** is also listed as a writer/photographer for R&T. John is 36 years old and apparently is going to let his driving speak for him since he didn't fill out his bio sheet!. **BILL WARNER** is a resident of Jacksonville, Florida and is a Freelance photographer in addition to being a regular contributor to R&T. Bill has been a participant in the Cannonball Sea-to-Shining-Sea-Trophy-Dash (1975) and finished 13th. He was selected as SCCA Photographer of the Year in 1970. His "Nom de drive" is Captain Marvel and he and Bob Snodgrass from the Brumos Porsche team are planning on exchanging cassette tapes for their car stereos-one has the soundtrack from the movie GRAND PRIX and the other has (or says he has) a copy of "Slim Whitman singing of Wayne Newton's Most Favorite Marches". Bill is 38 and despite the fact that he lists himself the oldest captain in the Florida Air National Guard, he really ought to know better! One other driver listed on the entry who may be the salvation of this team, if he has the nerve to come is **SAM POSEY**. Sam, who is 36 and lives with his wife Ellen in Sharon, Conn., lists his occupation as "racing driver". He has raced everything from Formula 5000 to Can-Am to Indy to IMSA GT. Sam is also an artist of some reknown and his sketches have appeared in R&T often, as have his stories. The alternate driver is the R&T Editor, **JOHN DINKEL** from Laguna Niguel, Ca. He was on the winning Saab team last year and is on that team again this year. (He can drive only if the Saab is unable to race or continue to race). John is 36 years old. The no. 22 car is sponsored by FORD MOTOR COMPANY, MICHELIN TIRE, BILLY SHOCK ABSORBERS, RECARO SEATS, AND RADIO SHACK (now known as Radio Shack). (now know how Bill will play his tape cassette.)



**CAR NO. 24:** The no. 24 VW Rabbit marks the return of the PARTS BIN Racing Team to Nelson Ledges. **FRANK STODDARD** is the 47 year old owner of the PARTS BIN, a foreign Auto Parts Store in Shawnee, Kansas. Frank drove here last year to a 3rd in class (SSC) along with **CHUCK DAVIS** of Overland Park, Kansas. Chuck is a 40 year old salesman and is past licensing chairman for Central Ill. Region. He has track records at the June Sprints in 1978 and at Hallett Motor Club in July 1978. Chuck won the National at Hallett in his first race of the year. Third in that same Hallett race was the 3rd driver on the team, **STEVE EBERMAN** from Overland Park, Kansas, the owner of the FUNCTION JUNCTION. Steve, who is 39, was SCCA Regional Champion in 1979 & 1980 in his SSC Rabbit. Before the Rabbit, Steve drove a Corvette in Solo II events. The sponsors for the no. 24 Rabbit are FUNCTION JUNCTION and THE PARTS BIN. The car is being prepared by Geoff Rood who is the son of the famous motorcycle road race champion, Ben Rood. Ben is now the managing director of the famous Cosworth Engineering Co. Geoff will also be the crew chief for the weekend.



**CAR NO. 33:** The no. 33 car here this weekend is a Mazda RX-7 and it belongs to BRUCE MAC GILLIS of Willoughby, Ohio. Mac, as he is called by his friends, will be racing in his first endurance race. Helping him with the driving job will be TOM ABBOTT a veteran driver from Maumee, Ohio who has raced at Daytona and Sebring. The 3rd driver (as of press time) is BOB RITZ from Wadsworth, Ohio, a familiar sight in his dark brown Saab Turbo. The car will be running in the Prototype class and will be sponsored by the YEEHAW BROTHERS, INC., TRI-C CLASSICS, PAULICH SPECIALITY COMPANY, INC., DOBIE-DOC (a reality co.) and THE ALL AMERICAN SOAPBOX DERBY.



**CAR NO. 34:** "SPOT" has returned to Nelson Ledges. KEN WILLIAMS (the one from New York) will be bringing back his uniquely painted SSB Scirocco, that bears the name "Spot". The team is aptly called the DALMATIAN RACING TEAM and is based in Pittsford, NY. (Ed. note. I'm almost convinced that Ernie and Fletcher, the Dalmatians, really do run the whole show!) Ken, who is of indeterminate age, and his wife Eileen built the engine that they will be racing with this weekend. Last year a faulty part in the engine caused the team to retire while running 2nd in class. Ken, who is a manager at the University of Rochester, will again share his driving time with FRANCIS McALLISTER of Webster, New York. Fran holds the lap record for the short course at Watkins Glen in E Production. Currently R.E. for the SCCA Finger Lakes Region, Fran has been racing for at least 10 years (he didn't comment on anything that happened more than 10 years ago!). GEORGE MORRIS is also a resident of Pittsford, NY and will again be on the Dalmation Racing team. George is an engineer for EDMAC Associates. The team is sponsored by SHARROW VW, MT. READ AAMCO, CRONATRON WELDING SYSTEMS, and ERNIE & FLETCHER. The Scirocco will be no. 34 again this year.

**CAR NO. 44:** For those of us who survived the first Longest Day, the number 44 Gremlin of CHARLIE SCHNEPP needs no introduction. "The People's Choice" last year captured the hearts of the fans through their determination and never-say-die attitude. By the end of the race the Gremlin would barely make two or three laps before the ignition system overheated and started cutting out. Again and again they brought it in, cooled it off, and sent it back out, usually with a crowd of people (some from other crews) helping to get the car moving again. The persistence won them not only the admiration of the crowd, but an additional position in the final standings. So Charlie's back again, this time with 'The People's Choice' T-shirts and a new list of drivers, and we wish him better luck this time. Charlie's from Tiffin, Ohio and, as last year, shanghaid his team from the Toledo area. The lucky drivers this year are DAVE BAHRs, ROBERT LESAGE, AND DAVE KLOCKOWSKI.



**CAR NO. 43:** The number 43 car here this weekend is a BMW 320i that will be running in the SSB class. If it looks familiar to many fans it should - not only was it here just two weeks ago, but it has been raced for the past couple of years by ED ULLLOM of Mechanicsburg, Pa. The black car and its driver are currently 2nd in points in the NorthEast Division. Ed's son, GARTH ULLLOM, also from Mechanicsburg, Pa. is in first place in the standings. Garth is 27 years old and is the Sales manager at Cumberland Valley Motors. Garth has been 1st in NeDiv in SSA in 1977, 1st in NeDiv in SSB in 1979 and 2nd in NeDiv in 1980. Ed is 51 years old and is the owner of Cumberland Valley Motors. He was 4th in NeDiv in 1977 in SSB and qualified for the Runoffs. After being named the MARRS Series Champion in SSB in 1980, Ed received the D.C. Region's Dick Lord Award for Best Regional Driver in 1980. A typical proud father, Ed maintains his "claim to fame" is that is "Garth Ullom's Father". BILL DAVIS from Anandale, Virginia says that he is 29 years old "and holding". Bill who has 3 daughters states he is an "Honest" GSA employee. His claim to fame is that he was Garth Ullom's instructor at his first drivers' school. Bill has qualified for the Runoffs(1970) in an A Sports Racer, was 2 time Regional Champion in an MGA in F Production, 5 time Regional Champion in a VW Bug(!), and ran IMSA events in the mid 70's. The sponsors are CUMBERLAND VALLEY MOTORS, GOODYEAR TIRE & RUBBER COMPANY, PRECISION BMW, AUTOY PARTS, P & W FOREIGN CAR SERVICE, HEISHMAN BMW, and CHELSTED MOTORS BMW.





**CAR NO. 47:** Talk about "Family Participation" the number 47 team must have everyone but the Osmond family beaten! 3 sons and their father are all on this team, driving one little Mazda RX-3SP(not to mention the 5th driver). The patriarch of the family is ROBERT TAMBOURINE who is 53 years old and lives in Northbrook, Ill. where he runs his own Auto Body Shop. Bob participated in the 1962 Corvette Economy Run and came in 1st Overall with 84 mpg. while driving a Renault Dauphine Automatic (where is it now when we need it, Bob?) At the 1980 Runoffs, Bob was inducted into the "Les Chevaliers" by none other than Paul Newman, who is 2 years older than Bob. RICHARD TAMBOURINE or Rick, is 28 years old and is a personnel recruiter for Bob Canyon & Assoc. Rick lives in Glenview, Ill. ROY TAMBOURINE, whose nickname is "Toy" (really guys!) is 27 years old and lives in Glenview, Ill. Roy is District Sales Manager for American Motors Corp. Roy holds track records in SSB at Mid-Ohio, Blackhawk Farms, Brainerd, I.R.P. and Mid-America. With the cars running as strictly Showroom Stock maybe Roy will be out for another track record here at Nelson. RONALD TAMBOURINE is the youngest of the brothers at 26 and he lives in Chicago, Ill. Ron is an Insurance Salesman for Wausau. Ron was 3rd in the 1980 CenDiv Regional Championship Series. The one non-family member of the team is FRED FIALA from Berwyn, Ill. Fred is somewhat famous for having won his 1980 SCCA National Championship in the near dark at Road Atlanta last Fall. (and he didn't turn on his lights until the victory lap) He won the championship driving a car from the last place on the grid because an accident going to and from the Atlanta track wiped out his race car and the only one he could find was on a rental car lot. Fred took it, put in the rollbar and went out and won. Even if his name is not Tambourine, he should make the number 47 car hard to beat. The Team is sponsored by TEAM TAMBOURINE, PRO/AM ROAD RACING.

**CAR NO. 55:** The number 55 Datsun is the car of the Spirit of Atlanta Racing Team. The 280 ZX is being prepared by BEN BURRELL of Atlanta, Georgia, the 29 year old owner of the Z SHOP OF ATLANTA, A INC. Ben has run over 60 races and never DNF'd or been disqualified and he has set lap records at Savannah, Charlotte, and Daytona. His car was clocked with the fastest SSA time ever for a Z car at Road Atlanta. Ben finished 3rd at the 1979 Runoffs and 2nd at the 1980 Runoffs - maybe he'll win it all in 1981. Driving with Ben is GEORGE BEECH, JR. from Greenwich, Conn. George is 46 and owns the sleek red Datsun the team will be driving this weekend. George is an advertising executive with the Williams Esty Company in New York. BRUCE WILLINGHAM, also called "Boom Boom" is from Sholoo, Penna. where he is an engine builder for J.C. Engines. Bruce is only 25 years old, but is already making a name for himself in racing circles - he build the engine that Doc Bundy won the D Production National Championship last year. The team is sponsored by THE Z SHOP OF ATLANTA, AUTOMOD OF ATLANTA, and GOODYEAR.

**CAR NO. 58:** Car number 58 is bound to cause a stir this weekend - if Hurley Haywood comes back from 1st or high finisher, everyone will want to congratulate him. It will happen then everyone that managed to get through will be bugging Bob Snodgrass for his cassette tapes. The Brumos Porsche Team will be making the long trip to Sebring, Florida. ROBERT "SLUG" SNODGRASS is the President/General Manager of the Brumos Porsche Team. He claims to be "just another nobody striving for world and local fame". Bob tried to get Linda Vaughn to join the team but something tells me they would be too busy with the messages! The 2nd driver listed is H. HURLEY HAYWOOD, Jacksonville, Florida. Hurley who was at LeMans last year is being type the race is still going on! Hurley has won LeMans once, won at Daytona 4 times(a record), won the 24 hour 2 times and has won more victories at Daytona than any other driver! Hurley lists his occupation as a racing a minority occupation, but one that he is very good at. Another member of the team is WILLIAM ARCHER, A.K.A. "Brucey". Bill is an old vice-president of Peter Gregg, Inc., and lists as one of his accomplishments as being the Overall winner of the 9th Tuscon Wagon Race?? Bill lists the same sponsors as the team but adds DIATRIM to his personal list of sponsors. Another member is JOHN "Slow Michael" COLUCCI. John is 35 years old and is a Sales Rep for Brumos Porsche, which is unusual for a driver. He is the Chief mechanic for the late Peter Gregg form 1975 to 1977. John is a top wrench during the 6 times the team was IMSA champion. John has won 3 times for Trans-Am championship and was IMSA champion in 1978. John has raced stock cars and won several races recently - one at the Glen and one at Pocomoke. John that Brumos does it "Longer, Faster, Stronger, Quicker" - we'll see on Sunday afternoon. The sponsors are BRUMOS, KENDALL, BILSTEIN R-2000, GOODYEAR, SPRINGER, and the TOOTH FAIRY(??)



**Hurley Haywood**

**CAR NO. 66:** If the Fiat Brava number 13 gets the award for a driver, then the Rotary Engineering number 7 gets the award for farthest distance traveled. PATTY PFEIFER, a 30 year old lady driver from Sebring, Florida, has rounded up some of the best rotary engineers in the country (the world if you count one of the team). Patty is the public relations and manager of Rotary Engineering. She placed fourth in last year's race, driving a Mazda. Patty was California Sports Car Club Regional Champion. The 2nd driver is RON CHRISTENSEN from Salt Lake City. He won the SCCA National Championship in 1980 in Sebring. The 3rd driver is DAVID PALMER of London, England. He is a rallyist ROD MILLEN from Santa Ana, California (we have bio information but that it might have burned up the car, right, Rod!!). The 5th driver, but certainly no less a competitor, is BOHREN, a regular competitor and winner in the past. He is from Pebble Beach, Ca. The team sponsors are HORIZON MAZDA, the RX-7 CLUB OF AMERICA, and ROTARY ENGINEERING.

**CAR NO. 71:** The BLB Racing Team is returning for its second try at the Longest Day - they started 2nd in SSC last year and finished second in SSC! TOM BLOOM is 42 years old and lives in Mansfield, Ohio where he is self-employed. He will be driving again with his son MARK BLOOM in the number 71 Pinto. Mark (really Tom Jr.) is a florist and lives in Mansfield, Ohio. Again joining the Blooms is PHIL LINNE of Mansfield, Ohio. Phil at 41 is an account executive for WMAN Radio and Executive Director for the Mansfield Downtown Growth Association. Their number 1 helper is Bob Heckathorn - he is the one who organizes the BLB "act" and gets the car back into running condition, despite them! The sponsors are AL RUSSO FORD MERCURY, BUCKEYE TIRE CO., DAUGHERTY'S SOHIO, and HAMMETT ASPHALT PAVING.



**CAR NO. 72:** Car number 72 is another father and son team from Mansfield that have entered in the LD. They will be here for the first time however. RUSS SPRANG is the father half of the pair while MARTIN SPRGAN is the son (I got that by the process of elimination!) They will be running in a 1980 Pinto in the SSC class. The team sponsors are CENTRAL OHIO MECHANICAL CONTRACTORS and AL RUSSO FORD MERCURY.

**CAR NO. 76:** Team Quak does really exist! The team using number 76 here this weekend are living proof of what racing can do to normal people. (not to mention being in the cold midwest plain states in the winters). ROBERT "Granny" KOSKY is 36 and is the internal auditor and property manager for the REGIS Company - a large chain of hair styling salons. Bob lives in Edina, Minn. and is an ice racer in addition to working corners when he isn't racing. Bob has been racing for 7 years. DAVID DAHLIN was 2nd in the 1980 CenDiv Regional Championship in SSC, second in the IRP National Race and set a new Track REcord at IRP. He is also Regional Executive for the SCCA Great River Region. He was also listed as the most improved driver in 1980. David is also called "Double D" and is 29 years old. JIM DAXON is a Formula 440 driver most of the time, while the 4th driver RON MAYEUR is a Porsche 914 driver. This unlikely group comes from 3 different states - Illinois, Iowa, and Minnesota. Bob and Dave proposed a common effort after doing battle on the track. They started off the season with a 3 hour ICE race using the REGIS RABBIT. The "Longest Day" marks the debut of REGIS HAIRSTYLISTS as a race car sponsor at a road course. REGIS has 300 locations in 43 states to serve the needs of the racing public from Daytona to Long Beach. Dave is a distributor for Bilstein Rust Proofing. Jim is a manager at the Hiland Toyota Service & Parts store. Ron owns a car detailing company, Professional car car in Peoria, Ill. The team sponsors are the REGIS COMPANY, REXROAT PORSCHE AUDI, and MAT. A fifth driver may be serving as an alternate, George Drolsom who as raced in IMSA.

**CAR NO. 74:** The car number 74 is another Mazda RX-7, this time from Long Island, New York, and driven by RANDY POLLOCK from Lawrence, New York, ERIC MORROW, NICK MOORE and R BELL (who is usually found in Pro-Atlantic cars. Randy has been driving for 5 years and divides his time into 3 classes - Formula Vee, Production Mazda RX-7, and the Showroom Stock Mazda RX-7 that he runs here this weekend. After 3 years of college, majoring(?) in aerospace engineering, Randy quit to manage a Rock band! After managing a band for 5 years he turned to rare coin investments and Sports repair, specializing in Mazda RX-7's. Those two businesses have been profitable enough to sponsor Randy's racing hobby. The sponsor names, just for the record are NUMISMATIC RESOURCES and AUTOTRIX.

**CAR NO. 79:** The number 79 Triumph TR-7 of the Northcoast Racing Team is as much a racer car as any of the Showroom Stock cars here in Mansfield could be. The car was purchased for racing and with the Longest Day in particular, in mind and it isn't even run on the street between outings. STEVE LESSMAN of Parma, Ohio is the driving force behind the team. The 28-year old civil engineer for the C.W. Courtney, also happens to be the head of MGB Racing Enterprises, a Parma-based service center specializing in performance engines and tuning British cars. Joining Steve in the Triumph will be TED MENTALOR, Lorain, Ohio, and Tom Spisak of Parma. While Tom is just getting started in SCCA racing, Ted is a veteran, having been both Steel City Regional Champ and Nelson Ledges Regional Champ in B-Sedan in 1978. Northcoast Racing is sponsored by MGB RACING ENTERPRISES, MILLS JAGUAR, CLEVELAND TIRE, and SPORTS & CLASSICS in Darien, Conn.



**CAR NO. 87:** The number 87 Ford Fiesta-S entered by RIC PAMER from Parma, Ohio usually has a lot of support when it takes to the track. Ric is a member of the Cleveland Association of Sunbeam TIGERS (CASA) and past president. This year Ric notes that more than half of the club has gone SCCA racing and since many of them have their own businesses they often have signs hanging out that say "Gone Racing" hence the name of the team. Ric certainly has been around in the racing world, beginning with ice racing in Alaska in 1970. After four years in a Formula Ford, Ric finally got into Showroom Stock in 1977 and competed last year in the Longest Day in another Fiesta. Unfortunately, last year's car was in no shape to compete again after a midnight incident that put them out, not Ric's fault. This year Ric is campaigning both a Fiesta-Sa in SSC and a GT-2 Pinto after being Neoh Regional Champ last year in SSC. With Ric on the team is JOHN WIDOWSKI of Cleveland an ex-Solo II racer who is moving up in SCCA. John is preparing a GP Sprite for the regular season while helping with the driving chores this weekend. SCOTT GAINER of Parma is the third driver on the team and has been with Ric for many years as a crew member. Last year he finally got into the driving end of the sport and helped Ric pilot the Fiesta to a second in the Nelson 150 Endurance while obtaining his National license. The team is sponsored by C&M ENTERPRISES of Parma, NATIONAL TIRE WHOLESALE, FOX AUTO PARTS, CHAMPION SPARK PLUG, and DART, INC.

## 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 21 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.



**CAR NO. 96:** The last team (in numerical order only!) is the Pirelli-Saab Team organized by Bill Fishbourne. The Saab coming back as the defending champions having won the 1st Day by a mere 3 laps. It took a lot of very hard, fast, and skilled to bring the Saab out from behind the CAR and DRIVER Mazda. The year the Saab out from behind the CAR and DRIVER Mazda. The the Saab Turbo will have many more teams out to knock the the Victory Circle. However, BILL FISHBURNE, at 38 years knows what and who it takes to win. The V.P. of marketing Fishburne Equipment Company has brought 2 time SS champion KNOWLES back for another umpteen trips around Nelson Led has participated in all of the Runoffs for Showroom Stock class the class was started! Driving two cars at the Runoffs (in two races) Don finished 2nd in SSA and 3rd in SSB for 1980. Don states that "Fish" wears a hairpiece and dentures and is really even though he looks 43, is the proud new father of a baby girl khaki boxer shorts, and is the only guy "I know that can decide the outcome of a race while finishing 7th." We speculate... Don is 34 and is a program analyst for the U.S. Agriculture and lives in Springfield, Virginia. Also returning to ride in the Saab is JOHN DINKEL, the 36 year old editor of TRACK, who lives in Laguna Niguel, CA. John knows a winner when he sees one so while his fellow writers battle it out in Prototypes, he will be hoping to savor the sweet smell of brake pads, scorched rubber, and Moosehead beer(?) and all. The 4th driver is DICK BAUER from Montvale, New Jersey automotive Marketing executive for Performance Association who is 48 years old has been racing for 22 years. He has done everything from MG-TDs to Corvettes to Lola's. He has been in retirement since 1973, but he will no doubt be back in the seat without any problems before too much time passes. The driver is literally a name out of the past and he isn't even a name. NES IRELAND is now 51 years old and lists himself as a journalist indeed his name does appear on the masthead of R&T. His real fame lies in his winning of the 1961 Grand Prix at Silverstone - the first year that the race was given full FIA sanctioning on to win more Grands Prix and race until 1968 when he was accepted for occasional appearances in saloon racing (as Grand Prix sometimes called in England). Innes is slated to start the weekend and even though the cars have fenders, it should be a close times again. Innes now lives in Newbury, England. The Saab is the Pirelli-Saab are the PIRELLI TIRE CO., SAAB-AMERICA, COMPLETE SAAB, ROAD & TRACK MAGAZINE, MOOSEHEAD BEER.

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## MERCURY LN7 PACE CAR

This Mercury Turbo LN7 is one of four cars, representing each of the four major American car manufacturers, on the PPG Pace Car Team, which paces races on the world's fastest tracks in the PPG Indy Car World Series. The car was developed in cooperation with Ford Design Center and Ford Special Vehicle Operations and is a modified prototype of new coupe version of Lincoln-Mercury Division's front-wheel drive Lynx. Body and interior were designed at Ford and built by American Sunroof, Corp., Southgate, Mich. Engine and suspension were prepared by Jack Roush Performance Engineering, Livonia, Mich., with support from Ford's Special Vehicle Operations. The engine is a turbocharged version of the stock 1.6 liter four-cylinder powerplant to be offered in the Mercury LN7.

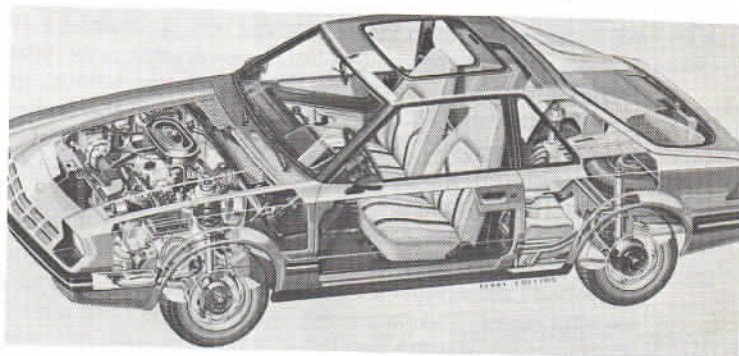
**1982 MERCURY LN7 CUTAWAY - The Bare Facts** This artist's drawing strips away the sheetmetal "skin" of the 1982 Mercury LN 7 sportcoupe to reveal its advanced technology, including the fuel-efficient, four-cylinder Compound Valve-Angle Hemispherical (CVH) engine. Fully independent four-wheel suspension contributes to the new car's exceptional handling, and front-wheel drive provides excellent traction - especially on slippery road surfaces. The little "bubbleback" two-seater is available now at Lincoln-Mercury dealerships.

1982 LN7

### Dimensions



	3-Door Bubbleback
Interior	
Front compartment:	
Head room	37.0"
Shoulder room	51.5
Hip room	51.9
Leg room (max.)	41.7
Cargo volume (cu. ft.)	33.7
Fuel capacity (gal.)	11.3
Curb weight (lbs.)	2100



### Power Teams

Engine	Type/Cyl	Carb	Transmission	Final Drive Ratio		
				Std.	Opt.	Altitude
1.6L	In-Line 4	2V	4-Speed Manual OD 3-Speed Auto	3.59 3.31	4.05 —	4.05 3.31

### Chassis Specifications

Type of construction	Unitized body	Springs	Helical coil
Front suspension, type	Independent MacPherson strut front drive with strut-mounted coil spring; stabilizer bar, forged lower control arm and cast steering knuckle	Shock absorbers	Integral with modified MacPherson strut, hydraulic, telescoping (1.06" piston diameter)
Springs	Helical coil	Brakes, type	Dual hydraulic, (diagonally linked, front to rear); pin-slider-type, power front disc/rear drum
Shock absorbers	Integral with MacPherson strut hydraulic, telescoping (1.06" piston diameter)	Front disc diameter	9.29"
Steering, type	Rack-and-pinion	Rear drum diameter	8.0"
Overall ratio — manual	21.3:1	Brake swept area	214.5 sq. in.
Rear suspension, type	Independent trailing arm with modified MacPherson strut and coil spring mounted on stamped lower control arm — forged spindle	Tire size	P165/80R13

**Two-Seater Sportcoupe-** The 1982 front-wheel drive EXP - the first two passenger Ford in a quarter century - is fuel-efficient sportcoupe with handling characteristics and styling designed to please driving enthusiasts. Although the EXP's size and sporty appearance are reminiscent of the classic two-passenger Thunderbird, Ford's newest model has a combination of high-technology features unheard of in the 1950's. The EXP standard manual four-speed transaxle and 1.6 liter CVH engine have projected fuel-economy estimates of at least 28 mpg(city) and 45(highway). The EXP option list - limited because of the car's high level of standard equipment - includes a flip-up open-air roof, a premium stereo-radio sound system, and leather or shearing-and-leather seating surfaces.

# 24 HOURS OF NELSON...AUGUST 1 & 2, 1981



PHOTO CREDIT: JOE GLICK

Twelve years ago seven brave groups of motorcycle enthusiasts (and two more slightly less certain teams) got together here to see how far they could push a motorcycle in twenty-four hours. Since that time the 24 HOURS OF NELSON Has grown to become the most prestigious motorcycle endurance race in the United States. Some may be longer, some maybe faster, but none can match the tradition and the spirit of Nelson.

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 and the gas truck was parked along the track so the gas would be available all night. To the organizers of the race, the Completion 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.

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6750 South Emporia Street  
Englewood, CO 80112



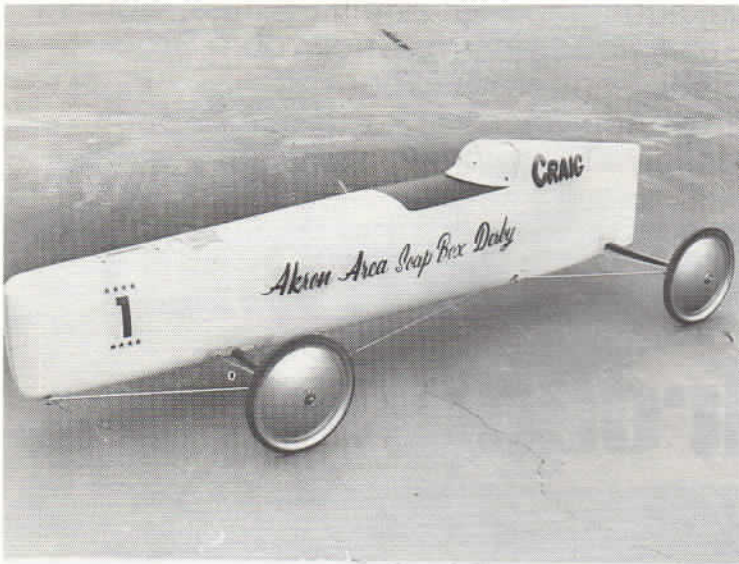
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## ANOTHER GRAND PRIX FOR THE SCCA

This weekend marks the beginning of what is hoped to be a long continuing relationship between two internationally known racing bodies. The All-American Soap Box Derby and SCCA. The SCCA has agreed to recognize the Derby as the International Gravity Grand Prix, lending it some of the SCCA's prestige as the sanctioning body for the Grand Prix of the United States, while gaining exposure from the Derby's national TV coverage.

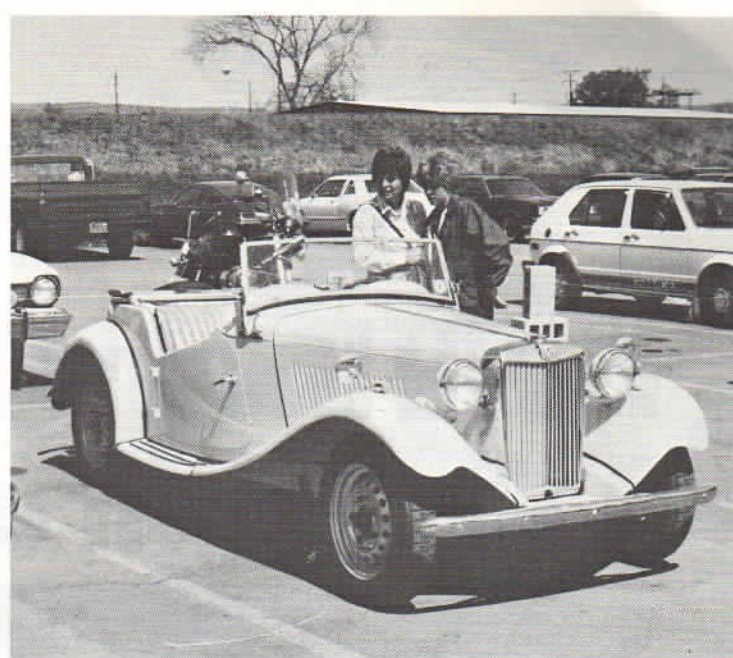
There are many records of gravity powered cars competing in city races back into the nineteenth century, but formal Soap Box Derby racing as we know it today was born in 1933 when a reporter-photographer from the Dayton Daily News saw some children racing down a hill in homemade race cars. This inspired the reporter, Myron Scott, to have his paper sponsor a city-wide competition of these cars. The program was so well received that Scott contacted other newspapers and encouraged them to do the same and send their champions to Dayton for a national runoff. Thus the All-American Soap Box Derby was born in 1934.

The name of the program alluded to the fact that many of the early cars were truly constructed from wood soap boxes, and utilized whatever wheels the competitor could scrape up. Over the years, the design of the cars have paralleled the design of motor driven race cars. The Soap Box Derby display here this weekend illustrates this evolution very well. In this display is the world champion race car from 1936 along with two cars of recent construction.

After the 1934 race in Dayton, the All-American was moved to Akron where it was staged on a city street in 1935, while its permanent home was being constructed. The Derby moved to Derby Downs in 1936, where it has been held every year since, except for the four years of World War II.

The All-American Soap Box Derby is a week long festival which begins this year on August 10. The actual race will take place on Saturday, August 15. There will be bands, parades, entertainment, celebrities and most important, the run for the World Championship. Competing will be more than 180 youngsters from 100 cities in the United States as well as representatives from Canada, West Germany and Venezuela.

Additional information regarding the race may be obtained by writing the All-American Soap Box Derby at Box 7233, Akron, Ohio 44306 or by calling (216)733-8723. Derby representatives are also at their display.



## WIN A 1952 MG-TD WITH TRAILER MAKE A DONATION TO THE AMERICAN CANCER SOCIETY

Following the successful raffle of Mr. Steven R. Keeseey's 1958 M.G.A. coupe this past year, the American Cancer Society of State College, PA. has decided to make the raffle of a Classic Car an annual event. This year a 1952 M.G.-T.D. has been purchased for the drawing. Proceeds will benefit the American Cancer Society.

This M.G.-T.D. is outfitted with a leather interior, has its original engine and clocks 1000 miles since completion of its frame off restoration. Mr. Keeseey tells us it is in excellent condition. It is light daffodil yellow with a new top and tonneau cover. The English leather interior is light beige and this T.D. has had only two owners. The trailer is a 22 ft. (16 foot bed) tandem axles, 6000 lbs. capacity Gold Dust Trailer with four wheel electric brakes and sells for \$2,000.

There will be only 3500 tickets sold for this drawing; the tickets are \$10.00 each. You need not be present to win and the drawing will be held August 28, 1982 (should all 3500 tickets be sold prior to 8/28/82, the drawing will be held sooner).

Here is how to get your chance to win the M.G.-T.D.

Send a check, made payable to the American Cancer Society for the number of chances you wish. Cost is \$10.00 each. Send this check along with 2 self-addressed stamped envelopes (so that your chance stub can be sent to you, and you may be notified if the drawing date is changed) to: The American Cancer Society, 121½ East Beaver Ave., Suite 714, State College, Pa. 16801. Should you wish to call them for any reason, the number is (814) 238-8908.

This is your chance to donate to a worthwhile cause and to perhaps win the dream car that you have always wanted. Don't miss out on this opportunity. Remember that the sooner all the tickets are sold, the sooner some lucky person can drive to State College and take home his/her M.G.-T.D.

When deciding how many tickets you want, REMEMBER\* WE CAN LICK CANCER AND THE SOONER THE BETTER!

This Saab Turbo, equipped with Pirelli P6 tires, won the world's first 24-hour race for Showroom Stock cars here at Nelson Ledges last year.

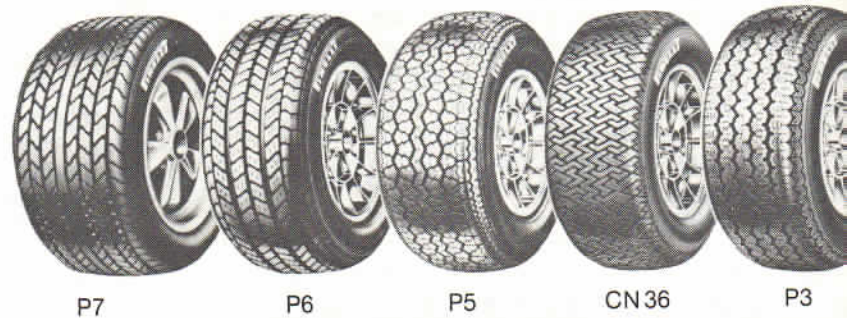
In this grueling endurance race, Pirelli's P6 tires performed flawlessly. The winning Saab completed

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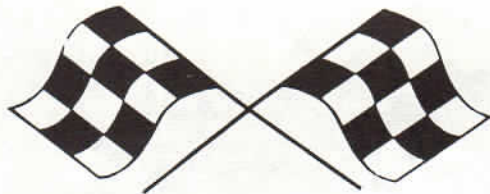
# Nelson Ledges Track Regulations.....

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 workers and Officials if asked to move from a restriction. **DO** remember that MOTOR RACING IS DANGEROUS. Nelson Ledges personnel are responsible for insuring the track is as safe as possible for both the competitor and 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 wells. The pumps, tanks and drilling equipment belong to the track management. The equipment belongs to a drilling company that WILL NOT TOLERATE TRESPASSING OF ANY KIND. The track management is charged with reporting to Police Officials any infractions. EXCEPTIONS WILL BE TOLERATED!

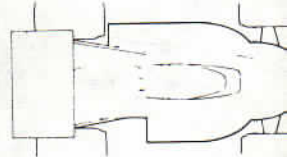
**DO** put out your campfire properly when you're using it; **DON'T** cause a fire hazard through carelessness.

**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 track. **DO** remember the 10:00 p.m. noise curfew.

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

**DO ENJOY YOURSELF! DO MAKE SURE YOU COME BACK NEXT YEAR FOR ANOTHER FUN WEEKEND!!**



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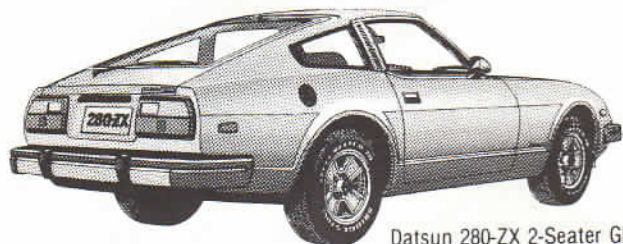
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# SCCA Flagging Standards

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.

**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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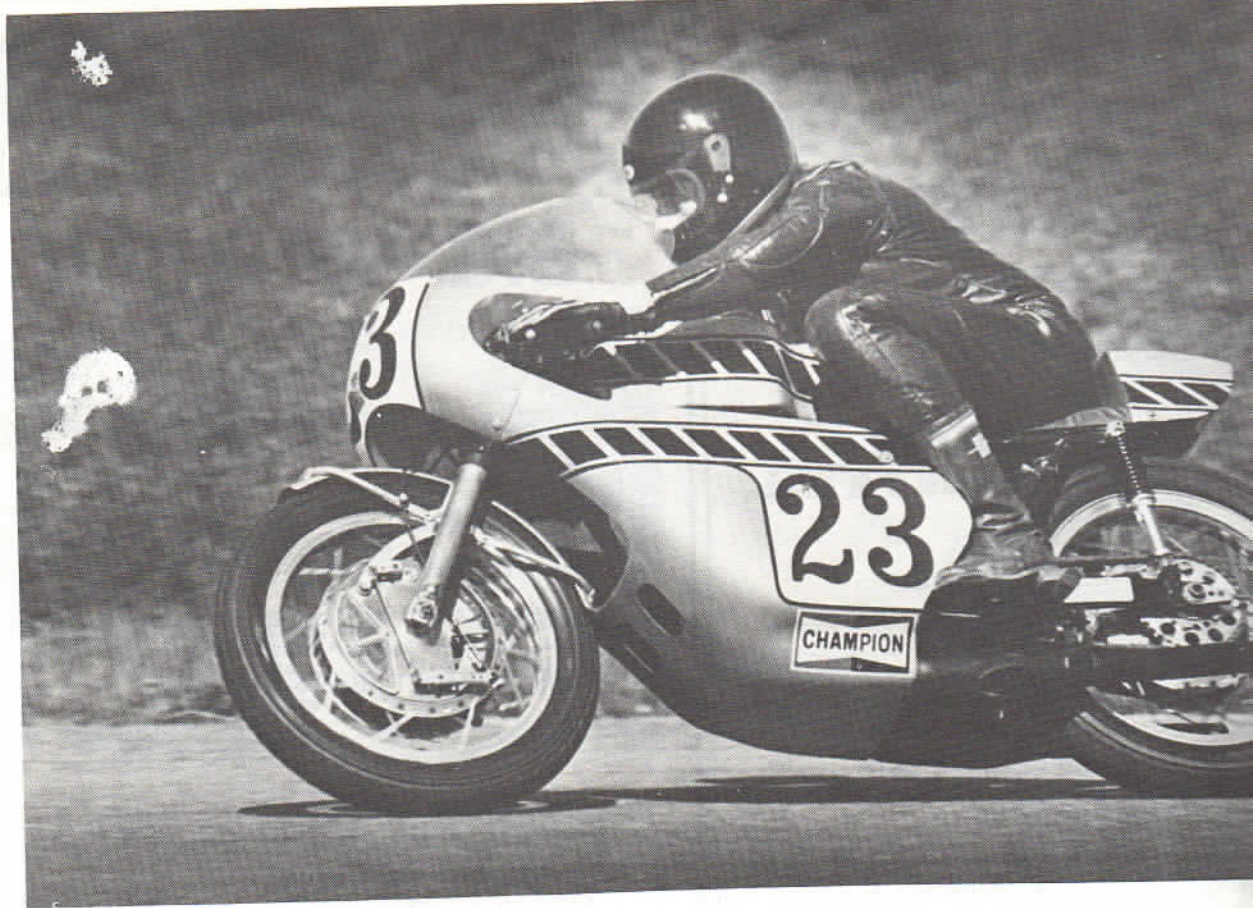
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A Cafe Racer—Nelson Ledges Motorcycle Sprint Series...JOE GLICK PHOTO

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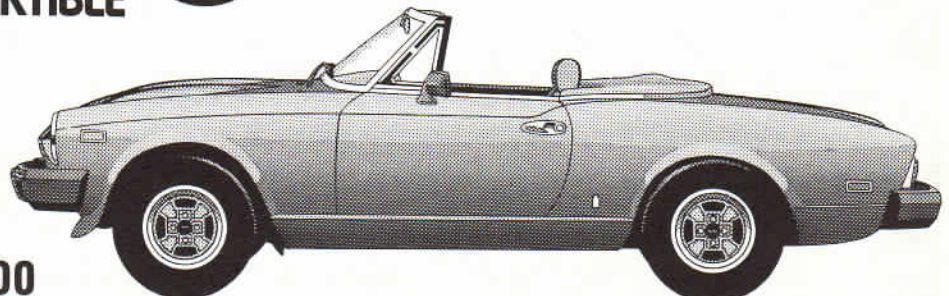
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# 1981 Nelson Ledges Sprint Series

Nelson Ledges has one of the busiest racing seasons of any track in the country. One of the reasons for this is that it is so well suited to such a variety of racing formula. Motorcycle riders are particularly concerned with safety since they are far more vulnerable in the event of an off-road excursion. The Nelson Ledges TIREWALL makes this track one of the best for motorcycle road racing. As a result, one out of four weekends every season sees motorcycle road racing events here at Nelson Ledges.

The Nelson Ledges Sprint Series is for Modified Production 'bikes' and full-fledged Grand Prix racing motorcycles. The Modified Production class is designed "to provide racing at the lowest possible cost" and the rules reflect this goal. The basic bike must be a standard production machine designed for highway use. Some modifications are permitted such as a replacement handlebar or springs and shocks, but these must be in the original mounts. Not even an oil cooler can be added if it was not supplied as original equipment, and the same goes for fairings. No accessory or optional equipment is permitted. Only the engine is open to serious modifications, but EXTERNALLY it must appear original, including the original carburetor and mufflers.

The Grand Prix bikes, or Cafe Racers as they are sometimes called, have no restrictions whatsoever on engines, transmissions, and frames. Fairings are permitted as long as they comply with AMA regulations. Mufflers are not required and supercharging is permitted on 4-cycle engines. One important requirement is that the bike must be able to lean to an angle of 50 degrees from vertical without any part other than the tires contacting the ground. This is for the safety of the riders; if a foot peg or fram member should hit the pavement while cornering it would literally throw the bike and rider off the track. Other than these few regulations, the entrants have a free hand in constructing the ultimate road-racing bike.

The Sprint Series action alone would be enough to entice a spectator, with well over 200 entries on a typical weekend but there is also a full slate of sidecar racing on the Series Weekend. There is no adequate way to describe the sight of a person lunging back and forth across a track at speeds in excess of 130 mph, sometimes hanging off the pavement while cornering at unbelievable angles. The passenger, or "monkey", serves as a stabilizer, shifting from side to side to allow his (or her) partner to corner the sidecar at higher speeds. It's really a sight to see it to fully appreciate the skill of these teams.

If you haven't seen Nelson Ledges Motorcycle racing, you've missed a lot. Make a point of seeing some of it, we're sure you'll be back!

For more information contact Don or Jeanne E. 44th St., Ashtabula, Ohio 44004

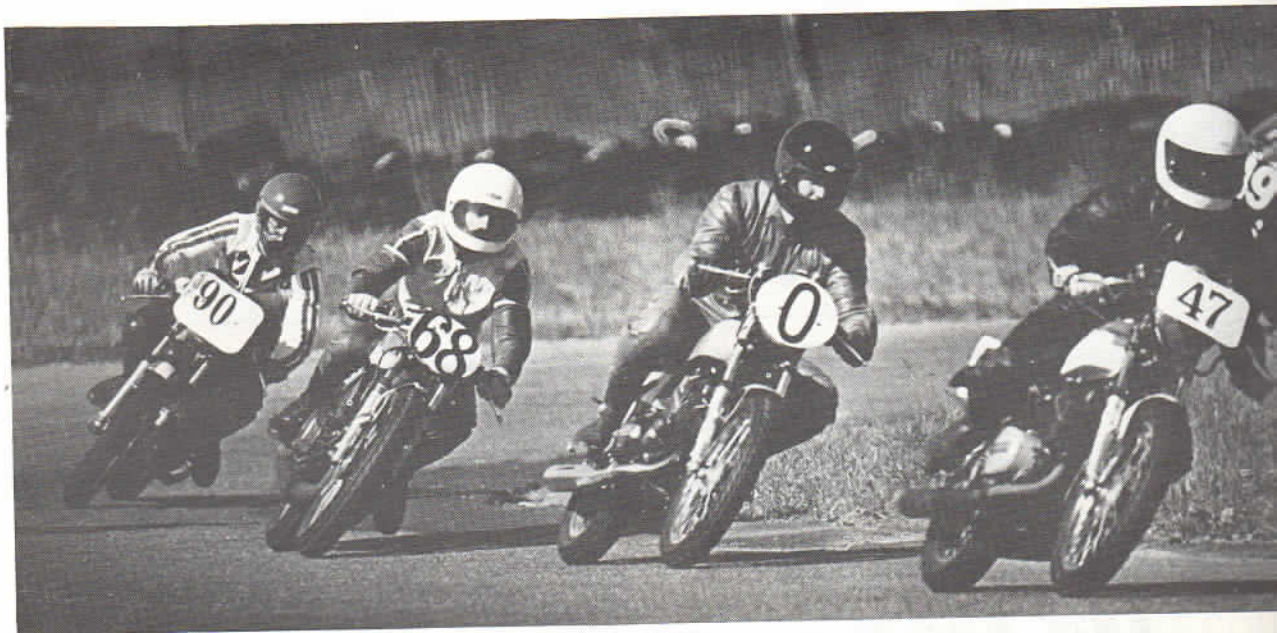
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Modified Production Racers-Motorcycle Sprint Series 1980, Close Competition...JOE GLICK F



# 1981 NELSON LEDGES ROAD COURSE QUESTIONNAIRE

DATE \_\_\_\_\_

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? \_\_\_\_\_  
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 \_\_\_\_\_ 28. \_\_\_\_\_
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: \_\_\_\_\_

If you are not now receiving information from Nelson Ledges, fill in your name and address and you will be added to our mailing list.

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# 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.

**BEND**-To damage a race car.

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

**BINDERS**: A slang term for brakes

**BITE**: Traction of tires

**BLIP**: A momentary application of the throttle to briefly increase engine RPM's.

**BOG**: The unintentional reduction in RPM due to improper gear selection or inadequate starting RPM for the available traction. Usually caused by an inept driver.

**BONZAI**: a somewhat insane maneuver on the race track, especially in the eyes of the other driver.

**BOX**: Transmission

**BRAIN FADE**: A slang term used to describe a momentary mental lapse that leads to a major mistake, usually said about drivers who spin or crash for no apparent reason.

**BRAKE FADE**: A reduction of braking efficiency that reduces braking force or requires more brake pedal pressure, due to heat build-up in brake system.

**BROKE**: Out of event due to mechanical failure.

**CAMBER**: Angle between wheels and road.

**CAMSHAFT**: Eccentric shaft, operates valve gear.

**CHIEF MECHANIC**: The person in charge of the maintenance, preparation, and set-up of a race car. Sometimes called the crew chief. The person the driver usually blames for slow laps or crashes!

**CRASH BOX**: An unsynchronized transmission

**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.

**DRIVER**: The single most frustrating piece of equipment in a race car. The person who is usually blamed for all evil by the team manager.

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

**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 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.

**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 "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 with 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 driving through a curve.

**SHUNT**-An accident.

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

**SLINGSHOTTING**-Pass a car using its draft.

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

**SQUIRRELLY**: 1) Someone who scampers all over the track, usually a less than capable driver. 2) A car that "over" the track, even though the driver would prefer to be wise. 3) The combination of 1) and 2) is an awesome sight for others on the track and a thrilling sight for the fans.

**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.

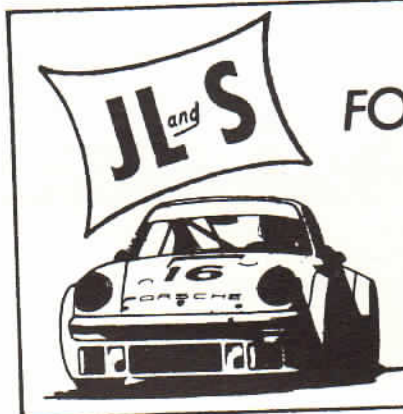
**TURBO-CHARGING**-Similar to super charging except blower driven by exhaust gas pressure instead of mechanical belts.

**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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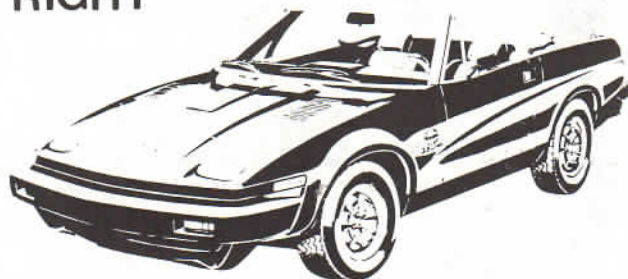


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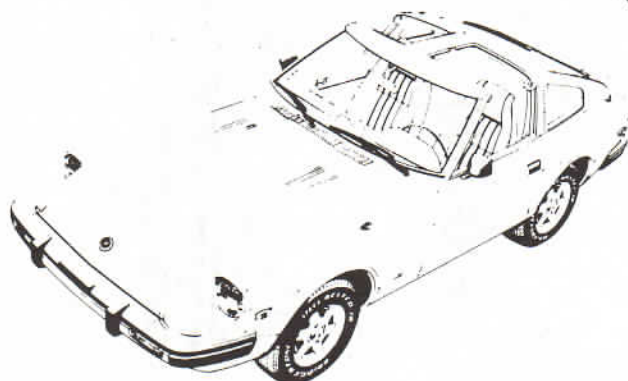
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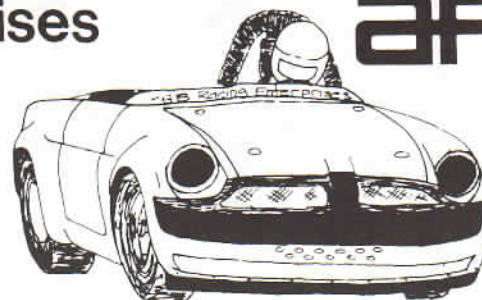
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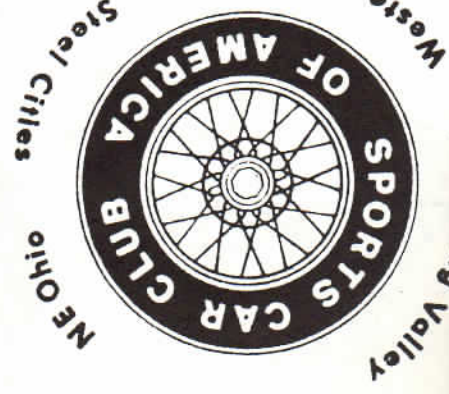
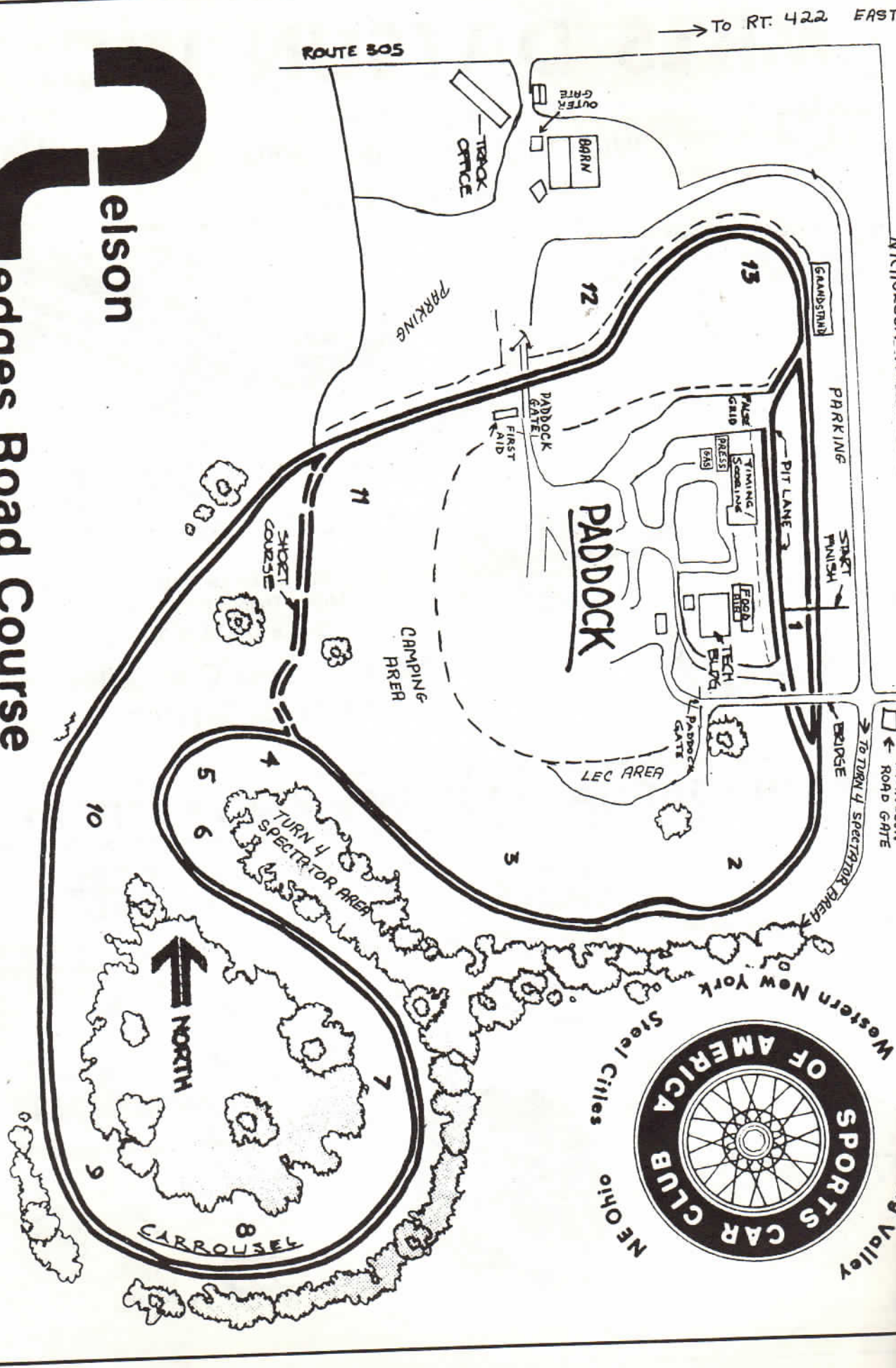
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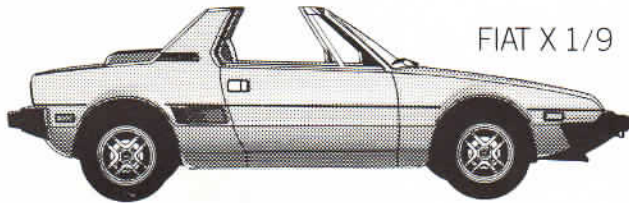
ROUTE 305

NICHOLSON ROAD

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# GOING FAST.



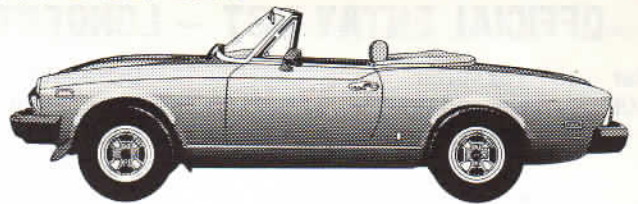
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# FIAT

## GRID POSITIONS FOR THE "LONGEST DAY OF NELSON '80" JUNE 21 - 22, 1980

Grid. Pos.	Car no.	Class	Time	Car/Driver(s)
1	69	SSA	1:25.78	PORSCHE 924/Carlos Ramirez, Gary Witzenburg, Garth Ullom, Ed Ullom
2	25	SSA	1:29.15	MAZDA RX-7/Rich Ceppos, Larry Griffin, Pat Bedard, Don Sherman
3	1	SSA	1:29.48	MUSTANG/John Baldwin, Allen Michelet
4	96	SSA	1:29.50	SAAB TURBO/Bill Fishburne, Don Knowles, Joe Rusz, John Dinkel
5	82	SSA	1:29.64	MAZDA RX-7/Mark Welch, Jim Cook, John Casey
6	81	SSA	1:29.77	MAZDA RX-7/Brent Regan, Robert Jennings, Herbert Gomez, Patty Pfeifer
7	2	SSA	1:30.22	PORSCHE 924/Fred Baker, T. King-Hedinger, D.J. Fazekas, Peter Frey, Bob Harwood
8	28	SSB	1:30.50	SCIROCCO/Bob McConnell, Tom Pomeroy, Dan Pohlbel
9	77	SSA	1:31.49	ALFA SPYDER/Art Pamas, Linda Snellbaker, Bill Snellbaker, Gordon Perkins
10	16	SSC	1:32.16	VW RABBIT/Tom Schneider, Joe Nonnamaker
11	21	SSC	1:32.97	FORD FIESTA/Ro Janssen, Duane Rost, Ric Pamer, Jack Petrof
12	29	SSB	1:33.53	TRIUMPH TR-7/James Goughary, Richard O'Neill, Ted Schumacher
13	83	SSA	1:33.66	MAZDA RX-7/Steve Dietrich, Tom Winters, Peter Dawe
14	17	SSC	1:34.96	FORD PINTO/Tom Bloom, Mark Bloom, Phil Linne
15	34	SSB	1:35.13	VW SCIROCCO/Ken Williams, Fran McAllister, George Morris
16	5	SSB	1:35.44*	VW SCIROCCO/Cliff McCandless, Joe Goncz, Jim O'Neil
17	40	SSC	1:35.59	FORD PINTO/Dave Rush, Gene Tolbert
18	24	SSC	1:35.61	VW RABBIT/Chuck Davis, Frank Stoddard, Paul Prill, Steve Eberman
19	23	SSC	1:38.67	TOYOTA COROLLA/Jim Whetstone, Jesse Mettler, Bill Roush
20	93	SSA	1:40.03	PEUGEOT/Russ Strate, Bruce Mabrito, George Shafer, Jack Steel
21	44	SSC	1:42.85	AMC GREMLIN/Charlie Schnepf, Chic Williamson, Paul Taraschke, Mike Kilbride, Larry Bradley

These times were set with some brake, shock absorber, and seat modifications/not official\*\*

# OFFICIAL ENTRY LIST — LONGEST DAY OF NELSON — JUNE 19-21, 1981

Car	Team/Car	Drivers/Hometown	Sponsors
OOP	Car and Driver 1982 Ford EXP	Don Sherman/Ypsilanti, MI Csaba Csere/Ypsilanti, MI Rich Ceppos/Ann Arbor, MI Mike Jordan/Baja Palos Verde, CA	Whistler Fuelscan Ford Motor Company Car and Driver Magazine
0A	Behm Racing Team 1980 Mazda RX-7	Ken Williams/Austin, TX Mark Behm/Appleton, WI Les Behm/Appleton, WI Kent McCord	Performance Products, Aurora Color Dynamics, Appleton, WI
1B	Andrews Racing Team 1978 Mazda RX-3 SP	F. Reed Andrews, Jr./Moreland H., OH Richard Jenkins/Hudson, OH Jerry Peterson/Chardon, OH Richard Scott/Pittsburgh, PA	Butcher & Singer Inc., Phila., PA Maaco Auto Painting, Maple H Qua Imports, Bedford, OH
2B	Briody Racing Team 1980 Peugeot 505	Jim Briody/Cherry Hill, NJ Jean Marc Piquet/w. Milford, NJ Bob Nagel/Pittsburgh, PA Danny Sullivan/Beverly Hills, CA	Kendall Oil Peugeot Motors of America Michelin Tires
3B	Bakin Racing Enterprises 1977 Fiat 124 Spyder	Cheryl Bakin/Pittsburgh, PA Terry Whitlock/Yardley, PA Roger Shroer/Hilliard, OH Mike Canan/Columbus, OH Reed Kryder/Canal Fulton, OH	Hanover Automotive, Columbu Masi Mobile Analytical Svc. Tire America, Wheeling, WV Kryderacing
4C	River Road Racing Team 1980 Ford Fiesta-S	Kurt Hahn/Kirtland, OH Al Trott/Lyndhurst, OH Ro Janssen/Chagrin Falls, OH Marv Gray/University Hts., OH Duane Rost/Canfield, OH	NTW-National Tire Wholesale Mattress Warehouse, Willoug Power Boost Solar Energy Engineering Ssirah Mot
6B	1979 Triumph TR-7 Coupe	Jim Groughary/New Canaan, CT Richard O'Neil/New Canaan, CT Tom Bagley/Cleveland, OH	
7B	Harmony Racing 1978 Triumph TR-7 Coupe	Tom Etsinger/Bucyrus, OH Mike Cook/Bloomington, NJ Paul Brand/Minneapolis, MN	TS Imported Auto Wrecking, I GRX L'Mere of the planet Ear
8A	Schumacher Racing Team 1980 Triumph TR-8 Coupe	Ted Schumacher/Pandora, OH Bob Speakman/Lutherville, MD John Kelly	TS Imported Auto Wrecking, JRT Competition Parts
9C	Henry Mearig, Inc. Racing 1980 Fiat X1/9	Karl E. Gochnauer/Lancaster, PA Charles Callis/Manheim, PA Kim Baker/Wilbraham, MA	Henry Mearig, Inc. Fiat Action Tire Sales, Manheim, I
11A	Herman & Miller Racing Team 1979 Porsche 924	Carlos Ramirez/Dumont, NJ Pat Bedard/New York, NY Joe Orban Tom Brennan/Danville, IL	Herman & Miller Porsche Goodyear Tire & Rubber
12A	American Spirit Racing Spirit of New Haven 1979 Mazda RX-7	Richard Abbate/New Haven, CT Bill Silverman/Bridgewater, NJ Carter Alsop/Riner, VA Steve Potter/Freehold, NJ	Bank of New Haven H. Pearce Realty Maaco Auto Body Fitzpatrick Mazda Olimpauto, Caracas, Venezu
13B	Venezuela Racing Team 1979 Fiat 131 Brava	Juan Carlos Catanzaro/Caracas, Venezuela Bob Hall/Minneapolis, MN Jerry Dulski/Minneapolis, MN Jim Reid/Chicago, IL	
14P	RR Racing 1981 Datsun 280ZX Turbo	Joe Nonnamaker/Lima, OH Dick Hoffman George Levy/Detroit, MI	Greenwood Datsun Goodyear Tire & Rubber KC Highlights Rain-X
15P	RR Racing 1981 Datsun 280ZX Turbo	Tom Schneider/Ypsilanti, MI Denny Moothart/Taylor, MI Jim Gandy/Reno, NV	Greenwood Datsun Goodyear Tire & Rubber KC Highlights Rain-X
16P	Mabrito Racing Team 1981 Peugeot 505 Turbo-Diesel	Russell Strate, Jr./Alden, NY George Shafer/Somerset, PA Bruce Mabrito/San Antonio, TX	Hobson Petroleum, Flint, MI Peugeot Motors of America Marchal Michelin Tires Robinson Petroleum, Pittsbu

21A	Porsche Audi Motor Cars Racing 1980 Porsche 924	Fred Baker/Kirtland, OH Bob Nikel/Sewickley, PA Cat Kizer/Canton, OH	Porsche Audi Motor Cars, Bedford, OH Pennzoil Oil Co.
22P	Road & Track 1982 Mercury LN7	Gary Witzenberg/Detroit, MI Joe Rusz/Seal Beach, CA John Lamm/EI Toro, CA Sam Posey/Sharon, CT Bill Warner/Jacksonville, FL John Dinkel/Laguna Niguel, CA	Ford Motor Company Michelin Tires Koni Shocks Recaro Seats, Radio Shack
24C	The Parts Bin 1979 VW Rabbit	Frank Stoddard/Lenexa, KS Charles Davis/Overland Park, KS Steve Eberman/Overland Park, KS Paul Prill/Milford, OH	The Parts Bin, Shawnee, KS Function Junction, Kansas City, MO
33P	BMN Racing Team 1979 Mazda TX-7	Bruce MacGillis/Willoughby, OH Tom Abbott/Maumee, OH Bob Ritz/Wadsworth, OH	YEEHAW Brothers, Inc., Clevel., OH TRI-C Classics, Willoughby, OH All-American Soapbox Derby Paulich Specialty Co., Clevel., OH Dobie-Doc, Willoughby, OH
34B	Dalmation Racing 1977 VW Scirocco	Kenneth Williams/pittsford, NY Fran McAllister/Webster, NY George Morris/Pittsford, NY	Sharrow VW, E. Rochester, NY Mt. Read Aamco Transmissions Cronatron Welding Systems Ernie & Fletcher
43B	Cumberland Valley Motors Racing Team 1978 BMW 320i	Garth Ullom/Mechanicsburg, PA Ed Ullom/Harrisburg, PA Bill Davis/Annadale, VA	Cumberland Valley Motors Goodyear Tire Precision BMW, Frederick, MD AuToy Parts, Rockville, MD Chelsted Motors BMW, Greensburg, PA
44C	The People's Choice 1980 AMC Gremlin	Charlie Schnepf/Tiffin, OH David Klockowski/Toledo, OH Bob Lesage/Toledo, OH David Bahrs/Toledo, OH	
47B	Team Tambourine 1977 Mazda RX-3 SP	Rob Tambourine/Northbrook, IL Rick Tambourine/Glenview, IL Ron Tambourine/Chicago, IL Roy Tambourine/Glenview, IL Fred Fiala/Berwyn, IL	Team Tambourine
55A	Spirit of Atlanta Racing 1979 Datsun 280ZX	Ben Burrell/Atlanta, GA George Beech/New York, NY Bruce Willingham/Shohola, PA	The Z Shop of Atlanta, Inc. Automod Atlanta Goodyear
58A	Brumos Racing Team Brumos Porsche-Audi Corp. 1980 Porsche 924	Hurley Haywood/Jacksonville, FL Bob Snodgrass/Jacksonville, FL Bill Archer/Jacksonville, FL Michael Colucci/Jacksonville, FL	Goodyear Tire Kendall Oil Bosch Electrics Bilstein R-2000 Rustproofing SpringPark Auto, Jacksonville, FL B.F. Goodrich Horizon Mazda, Bellflower, CA RX-7 Club of America Rotary Engineering, Santa Barbara, CA
66A	RX-7 Club of America/ Rotary Engineering 1979 Mazda RX-7	Patty Pfeifer/Santa Barbara, CA Ron Millen/Santa Ana, CA Ron Christensen/Salt Lake City, UT David Palmer/London, England Walt Bohren/Monterey, CA	
71C	BLB Racing Team 1978 Ford Pinto	Tom Bloom/Mansfield, OH Mark Bloom/Mansfield, OH Phil Linne/Mansfield, OH	Al Rosso Ford Mercury, Shelby, OH Buckeye Tire, Mansfield, OH Daugherty's Sohio, Mansfield, OH Jammett Asphalt Paving, Mansfield, OH
72C	1980 Ford Pinto	Russ Sprang/Mansfield, OH Martin Sprang/Mansfield, OH	Central Ohio Mechanical Con.
74A	1979 RX-7	Randy Pollock/Lawrence, NY Eric Morrow Nick Moore Rick Bell	Al Russo Ford Mercury Numismatic Resources Autotrix
76B	Team Quack 1977 VW Rabbit	David Dahlin/Eldridge, Iowa Bob Kosky/Edina, Minn. Ron Mayeur/Peoria, Illinois Jim Daxon George Drolsom	Rexroast Porsche Audi, E. Moline, IL Regis Company, Minneapolis, Minn. MAT Company, Eldridge, Iowa

21A	Porsche Audi Motor Cars Racing 1980 Porsche 924	Fred Baker/Kirtland, OH Bob Nikel/Sewickley, PA Cat Kizer/Canton, OH	Porsche Audi Motor Cars, Bedford, OH Pennzoil Oil Co.
22P	Road & Track 1982 Mercury LN7	Gary Witzenberg/Detroit, MI Joe Rusz/Seal Beach, CA John Lamm/EI Toro, CA Sam Posey/Sharon, CT Bill Warner/Jacksonville, FL John Dinkel/Laguna Niguel, CA	Ford Motor Company Michelin Tires Koni Shocks Recaro Seats, Radio Shack
24C	The Parts Bin 1979 VW Rabbit	Frank Stoddard/Lenexa, KS Charles Davis/Overland Park, KS Steve Eberman/Overland Park, KS Paul Prill/Milford, OH	The Parts Bin, Shawnee, KS Function Junction, Kansas City, MO
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34B	Dalmation Racing 1977 VW Scirocco	Kenneth Williams/pittsford, NY Fran McAllister/Webster, NY George Morris/Pittsford, NY	Sharrow VW, E. Rochester, NY Mt. Read Aamco Transmissions Cronatron Welding Systems Ernie & Fletcher
43B	Cumberland Valley Motors Racing Team 1978 BMW 320i	Garth Ullom/Mechanicsburg, PA Ed Ullom/Harrisburg, PA Bill Davis/Annadale, VA	Cumberland Valley Motors Goodyear Tire Precision BMW, Frederick, MD AuToy Parts, Rockville, MD Chelsted Motors BMW, Greensburg, PA
44C	The People's Choice 1980 AMC Gremlin	Charlie Schnepf/Tiffin, OH David Klockowski/Toledo, OH Bob Lesage/Toledo, OH David Bahrs/Toledo, OH	
47B	Team Tambourine 1977 Mazda RX-3 SP	Rob Tambourine/Northbrook, IL Rick Tambourine/Glenview, IL Ron Tambourine/Chicago, IL Roy Tambourine/Glenview, IL Fred Fiala/Berwyn, IL	Team Tambourine
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66A	RX-7 Club of America/ Rotary Engineering 1979 Mazda RX-7	Patty Pfeifer/Santa Barbara, CA Ron Millen/Santa Ana, CA Ron Christensen/Salt Lake City, UT David Palmer/London, England Walt Bohren/Monterey, CA	
71C	BLB Racing Team 1978 Ford Pinto	Tom Bloom/Mansfield, OH Mark Bloom/Mansfield, OH Phil Linne/Mansfield, OH	Al Rosso Ford Mercury, Shelby, OH Buckeye Tire, Mansfield, OH Daugherty's Sohio, Mansfield, OH Jammett Asphalt Paving, Mansfield, OH
72C	1980 Ford Pinto	Russ Sprang/Mansfield, OH Martin Sprang/Mansfield, OH	Central Ohio Mechanical Con.
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79B	Northcoast Racing 1979 Triumph TR-7	Steve Lessman/Parma, OH Woody Hogin/darien, Conn. Ted Mental/Lorain, OH Tom Spisak, Parma, OH	MGB Racing Enterprises, Par Mills Jaguar, Willoughby, OH Cleveland Tire Sports & Classics, Darien, Co
87C	Gone Racing 1978 Ford Fiesta-S	W. Richard Pamer/Parma, OH Scott M. Gainer/Parma, OH John Widowski/Cleveland, OH	C&M Enterprises, Berea, OH National Tire Wholesale, Clev. Fox Auto Parts, Malvern, OH Champion Spark Plug Dart, Inc., Clevel, OH Pirelli Tire Corp.
96A	Pirelli-Saab Turbo 1980 Saab Turbo 2-dr.	Innes M. Ireland/Newbury, England Don Knowles/Springfield, VA John Dinkel/Laguna Niguel, CA Dick Bauer/Montvale, NJ Bill Fishburne/Arden, NC	Saab-Scania of America Moosehead Beer Complete Saab, Woodstock, Road & Track Magazine



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**TRACK RECORDS**

Class	Time	Avg. Speed	Date	Driver	Car
FB (Class no longer in existence)	1:02.5	115.200	6/18/78	Ken Diclos	Ralt
<b>SPORTS RACING</b>					
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	1:10.9	101.537	5/31/81	Al Beasley	Bobsy
Sports 2000	1:10.0	102.857	7/20/80	Larry Campbell	Lola
<b>FORMULA</b>					
FAtlantic	1:02.7	114.833	5/31/81	Joe Nastasi	March 80-S
FContinental	1:06.9	107.623	7/22/79	Tom Pomeroy	Argo J-M2
FFord	1:09.0	104.348	7/20/80	Chip Ganassi	Crossle
FVee	1:17.9	92.414	5/31/81	Carl Salamon	Caldwell
F440	1:20.2	89.775	7/6/80	Dan Pecchio	Red Devil
<b>PRODUCTION</b>					
CP	1:11.8	100.265	5/31/81	Fred Baker	Jaguar XKE
DP	1:14.0	97.297	7/20/80	Pete Lobianco	Lotus S7
EP	1:15.7	95.112	5/17/81	John O'Steen	Porsche Spd
FP	1:16.3	94.364	7/27/75	Ken Slagle	Spitfire
GP	1:19.0	91.139	5/23/76	Bob Booher	Midget
HP	1:19.4	90.680	5/30/76	Bob Criss	Sprite
<b>GT CARS</b>					
GT-1	1:13.5	97.959	5/18/80	Bob Fryer	Javelin
GT-2	1:16.2	94.488	5/31/81	Bill Coykendall	Datsun 200-S
GT-3	1:18.8	91.370	5/17/81	Russ Theus	Toyota
GT-4	1:20.5	89.441	5/18/80	Jack Baumgardner	Mini-Cooper
<b>SHOWROOM STOCK</b>					
SSA	1:26.2	83.527	5/17/81	D.J. Fazekas	Porsche 924
SSB	1:28.3	81.540	6/12/77	Chris Kennedy	Alfa Spyder
SSC	1:31.6	78.602	6/1/80	Tom Welshans	Bobcat
			6/1/80	Tom Sager	Pinto
			9/27/80	Tim Elliott	Rabbit
5/19/81 - KJR					

# Quaker State has three gas-saving motor oils.

Quaker State offers motorists their choice of three gas-saving motor oils. They are Quaker State Sterling (10W-40), DeLuxe (10W-40) and Super Blend (10W-30) Motor Oils.

Quaker State Sterling, DeLuxe and Super Blend increase the miles-per-gallon performance of vehicle engines; exceed new car manufacturers' warranty requirements; and exceed the American Petroleum Institute's SF Service Category.

If you're buying a new car, van or light-duty truck, ask your dealer about Quaker State's Lifetime Engine Lubrication Warranty.

