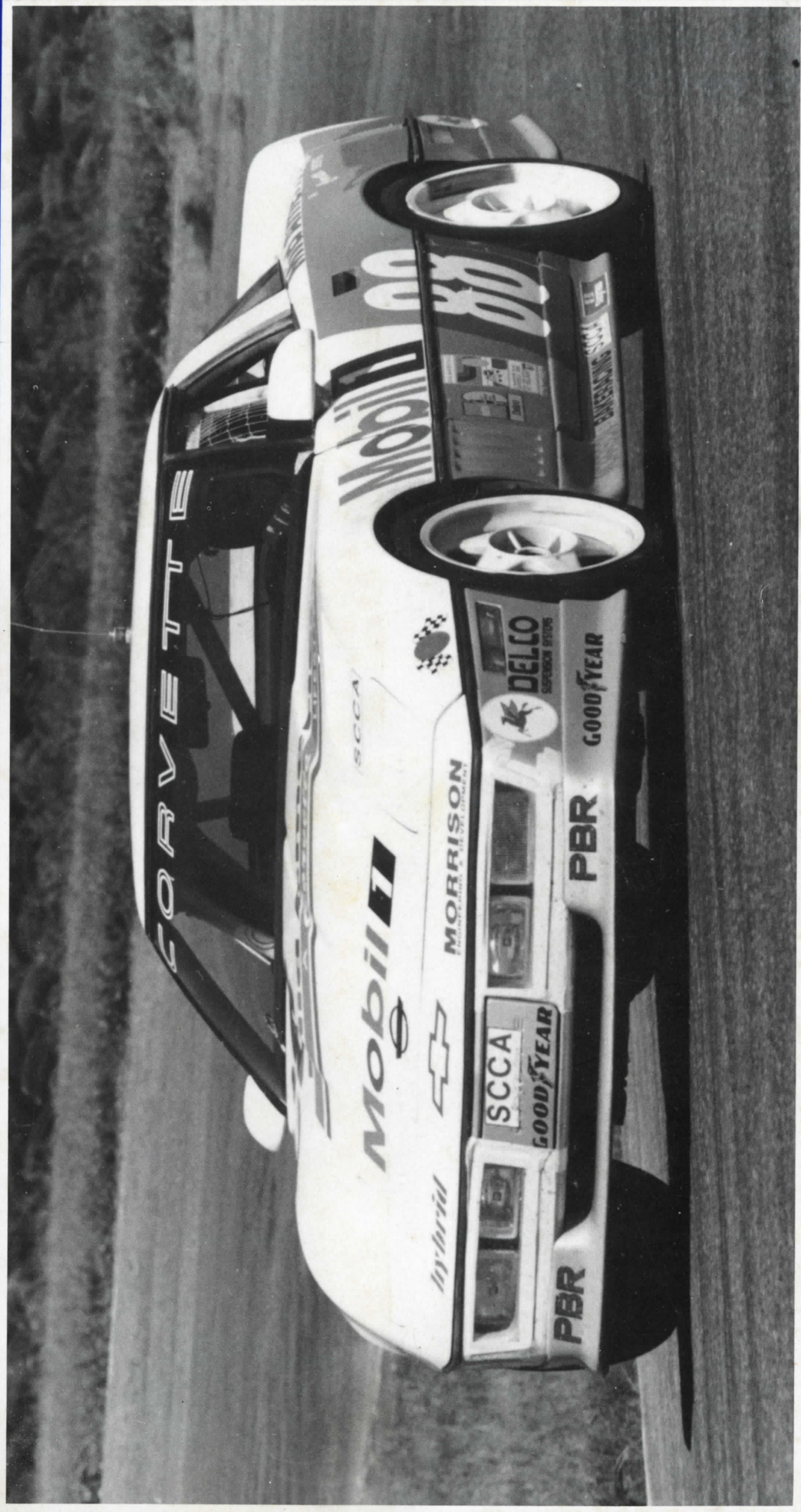


9th Annual

# LONGEST DAY OF NELSON '88

June 24-26, 1988

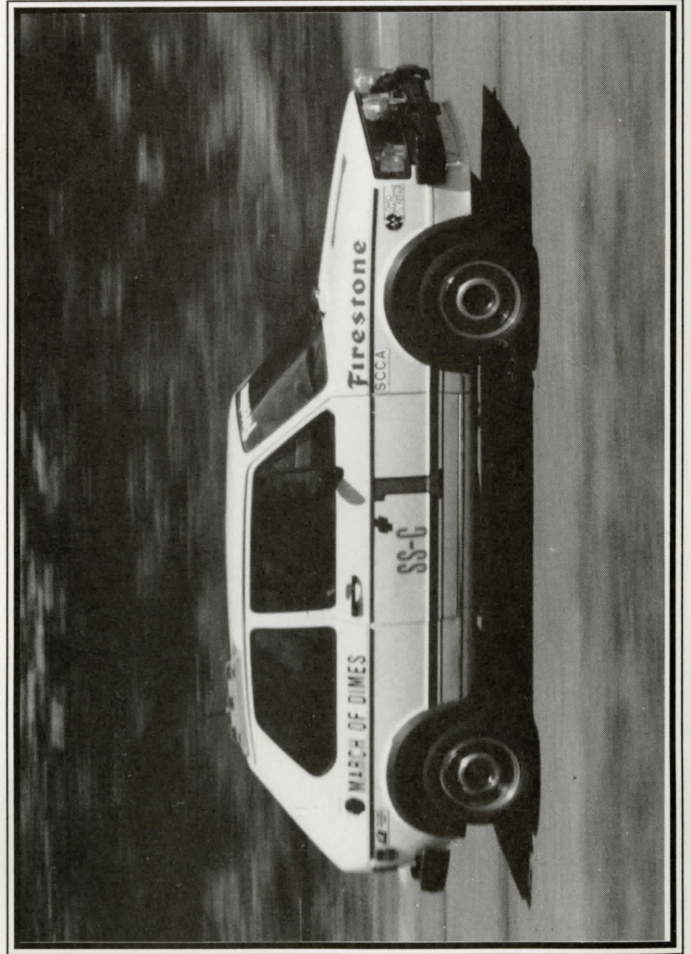
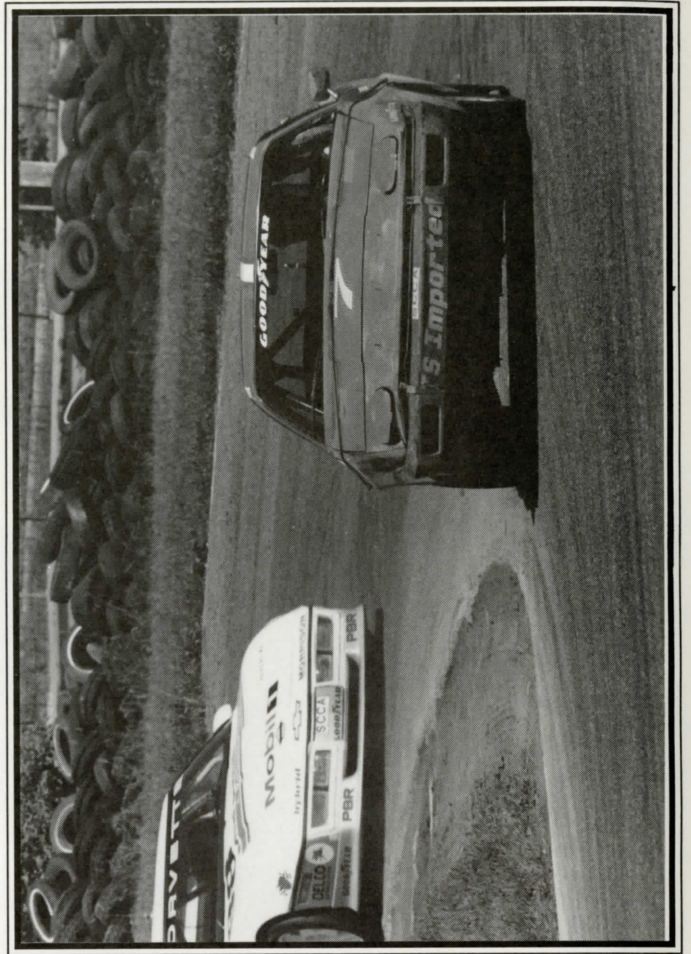
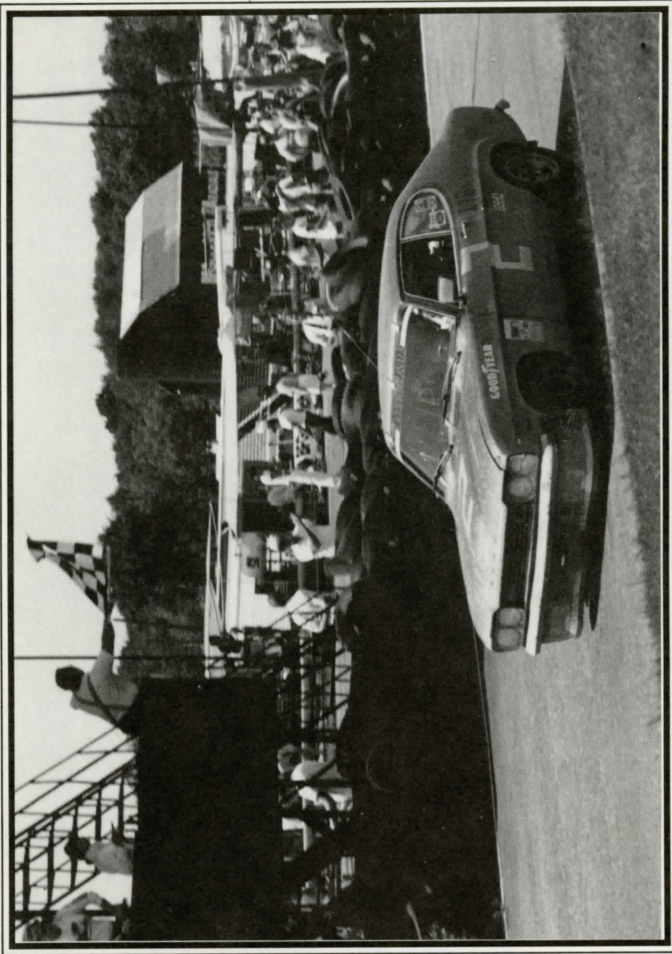


NELSON LEDGES ROAD COURSE

SANCTION #88-RS-94S



OFFICIAL PROGRAM \$2.00



# "LONGEST DAY OF NELSON '88" SCHEDULE

June 24-26, 1988

## Thursday, June 23, 1988

4:00 P.M. to 8:00 P.M.

Registration at the Track

## Friday, June 24, 1988

8:30 A.M. to 10:00 P.M.

Registration & Tech Inspection at Track

9:00 A.M. to 11:00 A.M.

Practice for ALL cars\*

11:00 A.M. to 1:00 P.M.

LUNCH BREAK/Media Rides on Course

1:00 P.M. to 2:30 P.M.

First Qualifying Session

2:30 P.M. to 3:00 P.M.

Break for Workers and Course Clean-up

3:00 P.M. to 5: P.M.

Second Qualifying Session

5:00 P.M. to 8:00 P.M.

DINNER BREAK—Sponsored by Toyo Tire

8:00 P.M. to 11:00 P.M.

Night Practice-All Cars-For light adjustment and track Familiarization

## Saturday, June 25, 1988

8:00 A.M. to 2:00 P.M.

Registration & Tech Open

8:00 A.M. to 10:30 A.M.

Running of 3rd Annual **Longest Day Charity Solo II** on race course-open to first 50 cars entered

11:00 A.M. to 12 Noon

Warmup of ALL cars

12 Noon to 1:30 P.M.

LUNCH BREAK

1:30 P.M.

Worker/Media Lunch sponsored by **Longest Day**

2:30 P.M.

Parade Laps for Car Clubs

2:55 P.M.

**MANDATORY DRIVERS MEETING** at Start/Finish Tower

3:00 P.M.

Gridding of All Cars on Start/Finish Straight

## Sunday, June 26, 1988

3:00 P.M.

Start of Warm-Up Lap and Pace Lap for "LD 88"  
Start of 9th Annual **LONGEST DAY OF NELSON**

4:00 P.M.

CHECKERED FLAG Drops on 9th Annual **LONGEST DAY OF NELSON**-exactly 24 hours after the Official Start of Race

Presentation of Trophies at base at B.F. GOODRICH TIMING TOWER

## NELSON LEDGES ROAD COURSE—1988 SCHEDULE OF EVENTS

DATE	EVENT	ORGANIZATION
Apr. 30-1	SCCA Drivers School	Steel Cities Region
May 7-8	Motorcycle Races	West.—East RdRc. Assoc.
May 14-15	SCCA Drivers School	Mahoning Valley Region
May 21-22	Cumberland SCCA National Races	Steel Cities Region
May 28-29	SCCA Regional Races	West. New York Region
June 10-12	Vintage and Historic Cars	Nelson Ledges
June 18-19	SCCA Regional Races	Steel Cities Region
June 24-26	Longest Day of Nelson 24-Hour Showroom Stock Endurance	Longest Day
July 16-17	SCCA Regional Races	Neohio Region
July 29-31	24 Hours of Nelson 24 Hour Motorcycle Endurance Race	West.-East RdRc. Assoc.
Aug. 13-14	SCCA Regional Races	Steel Cities Region
Aug. 21-22	SCCA Drivers School	Neohio Region
Aug. 27-28	SCCA National Races	Neohio Region
Sept. 3-4	Motorcycle Races	West.-East RdRc. Assoc.
Sept. 10-11	SCCA National Races	Mahoning Valley Region
Oct. 1-2	SCCA Regional Races	Steel Cities Region
Oct. 22-23	SCCA Regional Races	West. New York Region
Oct. 29-30	SCCA Regional Races (2)	Mahoning Valley Region

NELSON LEDGES INFORMATION: (216) 369-3150—(216) 548-8551

**NELSON LEDGES "LONGEST DAY"  
'88 OFFICIALS**

Chief "LD" Steward.....Ed Nicholas  
 Asst. Chief Stewards.....Al Johnston, Charles Shapiro,  
 John Gall, Barry Kaplan, Frank Karl  
 Asst. Chief Steward-Safety.....Art James, Gary Barnhart  
 Steward of the Meeting .....Walt Phillips  
 Chief Tech Inspectors .....John Holick  
 Chief Pit Marshall .....Tom Crusoe  
 Chief of Timing & Scoring .....Constance Peplowski  
 Asst. Cief of Timing & Scoring .....Les Walter  
 Don Baker  
 Chief of Scoring .....Dave Killian  
 Chief of Flagging & Communications .....Sam Oram  
 Falgging & Communications ....Lake Erie Communications  
 Chief Starter .....Dick Chesser  
 Chief Paddock Marshall .....Ron Urchek  
 Chief Registrar .....Dee Duncan  
 Chief of Fire & Rescue .....Bob Roth  
 Medical Staff .....Akron Emergency Race Physicians  
 Emergency Tow Truck .....Willy Harshman and  
 Harshman & Sons Towing  
 Ambulance Service .....Action Ambulance  
 Pace Car Drivers.....TBA  
 Race Chairman.....Ann M. McHugh  
 Asst. to Race Chairman .....Donna McDonough,  
 Tom McDonough, Ed Mallinak  
 Official Photographers.....Geoffrey Hewitt,  
 Duane Harrington  
 Cover Photos .....Geoff Hewitt  
 Announcers ..... Jim Eddy, Ted Sohler  
**NELSON LEDGES ROAD COURSE STAFF**  
 Track Manager .....John McGill  
 Asst. to Manager.....Denny Gulyas, Scott Lane  
 Nelson Ledges Program Staff .....Ann M. McHugh, Editor  
 Ed Mallinak, Jr., Dee LeBlanc  
 Official Program Production .....Speedway Press, Inc.  
 Oswego, NY

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 UNLESS OTHERWISE INDICATED.

**FOR MORE INFORMATION:** If you would like additional information about the events here at Nelson, or perhaps more information about the groups which stage events here, these are the persons to contact:

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 (216) 548-8551

**SPORTS CAR CLUB OF AMERICA**

Brenda Winters, Mgr. Membership  
 P.O. Box 3278  
 Englewood, CO 80155  
 (303) 790-1044

**NEOHIO REGION, S.C.C.A.  
(Cleveland, Akron Area)**

Ann M. McHugh, Membership Chairman  
 8722 Pine Hollow Dr.  
 Russell, OH 44072

**STEEL CITIES REGION, S.C.C.A.  
(Pittsburgh Area)**

Don Baker  
 12461 Lariner Ave.  
 No. Huntington, PA 15642

**MAHONING VALLEY REGION, S.C.C.A.  
(Youngstown, Kent, Akron area)**

Pat Pim  
 8061 Cooley Rd.  
 Ravenna, OH 44266

**WESTERN NEW YORK REGION, S.C.C.A.  
(Buffalo Area)**

Joyce Hayward  
 4885 Smiley Terrace  
 Clarence, NY 14031



## MEET SOME OF THE ENTRIES OF NELSON LEDGES' LONGEST DAY



**#1 TEAM DAYTON** is made up of "Longest Day" veterans, and despite the name, none of them are from Dayton, Ohio! The name of the team comes from the brand of tire that will be making its racing debut here at the "LD". The "boss" of the Dayton team is Kent, Ohio resident **Roger Marble**, a 43 year old senior project engineer for the Firestone Tire Company. Roger, who actually lived here at the track for 3 years (in the trailer by the front gate in the 70's) has been racing for 19 years, ever since he got fastest time of day in an autocross in a 1964 stationwagon. Roger must have felt a little dejavu when he raced the Ford Ranger pickups here at the "LD" last year - the trucks had all the aerodynamics of a stationwagon! However, the trucks made a creditable showing and proved that the Firestone Firehawk tires were up to the rigors of a 24 hour race. Roger's team won the 1985 "Longest Day" in 1985 in SSA and he was the 1987 Kryderacing class champion and 1987 Steel Cities Endurance Series Overall Champion. Roger lists the mention of his name in the Road & Track editorial (4/88) as one of the highlights of his career. When not racing, Roger enjoys sunbathing (now there is a real rigorous sport!) Roger is aided and abetted by his wife Nancy Shaw and his son Robby. **Dave Weitzenhof**, a 45 year old research scientist for Firestone, lives in nearby Bath, Ohio with his wife Sherrie. Dave was on Roger's winning '85 team and has been with him ever since, trucks and all. Trucks are a long way from the FV's and Formula Fords-the two SCCA classes in which Dave has won 4 National Championships. Dave worked on the development of SCCA's Sports Renault and has also raced Sports 2000. Dave has been awarded the prestigious Presidents Cup by SCCA and the coveted Road Racing Drivers' Award for his outstanding driving throughout his career. **Brian Goodwin** is a 16 year racing veteran from Maine, where he lives with his wife Cindy and their three children. Brian is 36 years old and was on Roger's 1987 team. **Mac DeMere** is the 34 year old Editor-at-Large of Sports Car Magazine, Official magazine of SCCA. Mac drove trucks last year and survived his first "LD" - he was so anxious to come back he said he would even have raced a Yugo. Instead he will be driving Roger's brand new 1988 IROC Camaro. Mac (who won't tell anyone his REAL first name) got hooked on racing back when he was 14 years old and heard Indy for the first time. His best finish to date in Showroom Stock is a 3rd place in SSA at the 1988 Sears Point Escort Enduro. (He got his name in an ad for a different tire company and his wife Susan says that there is no living with him since!) Mac maintains he first heard about the "LD" by reading a note on the bathroom wall at Mid-Ohio, however, we aren't sure we believe that 'cause everyone knows editors can't read - ask any writer! Mac and Susan have recently moved to Colorado from California. The fifth driver on the team is **John Gimbel**, a 41 year old bachelor from Glastonbury, CT.

John, who sells Kenworth and Hino trucks to pay for his racing hobby, is a well known name for those of you that follow Formula Ford racing here at Nelson and on the East Coast. John has been racing for 19 years and was on the 1987 truck team. The team is sponsored by **DAYTON TIRE, MARHOFER CHEVROLET, AND BOSCH SPARK PLUGS.**



**#3 ROTARY REBELS** will be racing in their first "Longest Day" this weekend and are racing a 1974 Mazda RX-3 in the Improved Touring class. The car owner is **Stan Hinds** from Knoxville, TN where he owns his own land surveying company and where he lives with his wife Maureen and their two children. Stan raced motorcycles for 14 years before a knee injury made him look to cars with rollbars, doors, 4 wheels, etc. as a safer way of going fast! One of the toughest things that Stan has done in car racing to date is build a car "with very little knowledge of race cars." He must have done a pretty good job as he lists a first in a race at Daytona earlier this year. As for future plans, Stan plans on returning in 1989 to the "LD", although for a short time he listed racing and winning the Baja 500 on a Vespa moped.(huh?) Stan's birthday was June 23 when he turned 35 - a win in IT-A would make a nice belated birthday present. **Joe Henslee** is a 36 year old engineer/race shop owner from Knoxville, TN where he lives with his wife Kimberly and their three children. Joe has been racing for just a year, but has been building performance, competition cars since 1971 when he put together a B Sports Racing chassis and took it to hillclimbs and Solo I & II events. Joe got into open-wheel racing with the purchase of a 1985 Zink Formula Ford and his greatest racing thrill to date is winning the very first club Formula Ford race that he ever entered (Road Atlanta May 1987). Joe's lists championships in Southeast Division Solo II (1980, 1981) and Solo I (1984 & 1985) and Chimney Rock hillclimb championship in ASR class (1985 & 1986) in his list of competition achievements. **Lee Graser** is from Andersonville, TN where he lives with his wife Margaret and their three children. Lee is 41 years old, but maintains he has been bench racing for 31 years! Actually, looking at Lee's bio form, one would have to conclude he was once locked up with an unabridged version of Webster's dictionary and a red pen!! After sorting through the gross exaggerations and outright fabrications, we have been able to determine that Lee started racing at least one year ago and that at one time he won a race at Nelson Ledges in the rain (of course based on the other liberties taken with the truth, it is possible he went across the S/F line backwards...) We don't know just what Lee does for a living - he lists being a "neophyte sesquipedalologist" for his occupation, but we told them we can't list that in a family publication!! Other drivers on the team are **Mike Levy** and **Russ Battaglia** of Doraville, GA. The team is sponsored by MAZ-MEDICS and HENSLEE SPORT RACING

## MEET SOME OF THE ENTRIES OF NELSON LEDGES' LONGEST DAY

**#6 MIKRON RACING** is back again from California and this time they have a chance to win overall in their "new" 1970 Datsun 240Z which has been rebuilt from the bottom up for the Improved Touring S class. **Ron Johnson** is the unofficial ring-leader of this crazy team from the land of fruit and nuts and some of what he has written shouldn't be shown to small children and pubescent females! Ron is 40 years old and lives in Cypress, California. Ron has been racing for 7 years although he maintains he decided to go racing when he was 13. He stated that he picked up the expensive hobby of racing as a "substitute for the sex he wasn't getting then" and maybe why he is STILL racing... Ron raced in the "LD" in '84, crewed in '85, raced in '86 and won IT-C in 1987. (Of course it was the ONLY car in the IT-C class but that wasn't his fault, right?) When he isn't racing, Ron is a technician for Nissan. Ron also is known as the PHDH (poor, dumb, hero driver) of the team so if you want his autograph just ask-it'll make his day!! **Mike Anson** is the 41 year old editor of Motor Trend Magazine from Hermosa Beach, CA. where he lives with his wife Viki. Mike has competed in the Baja 500, but not with too much success - we'll leave out the gory details, but we guess his wife doesn't send him out for a quart of milk without a map and a guide! Mike has been racing on asphalt since 1983 when he won the San Diego Summer Series in IT-C. Mike raced in the 1987 "LD" in the Mikron Pulsar AND in one of Roger Marbles Race trucks (which were in Prototype) and he got to play the "Lone Ranger" driver... (we suspect Mike has hung around Ron too long...) The Team is sponsored by **NISSAN, B.F. GOODRICH, PANASPORT WHEELS, MOBIL OIL, DEIST SAFETY EQUIPMENT, KONI SHOCKS, AUTOPOWER ROLL CAGES, HELLA LIGHTS, NGK SPARK PLUGS**

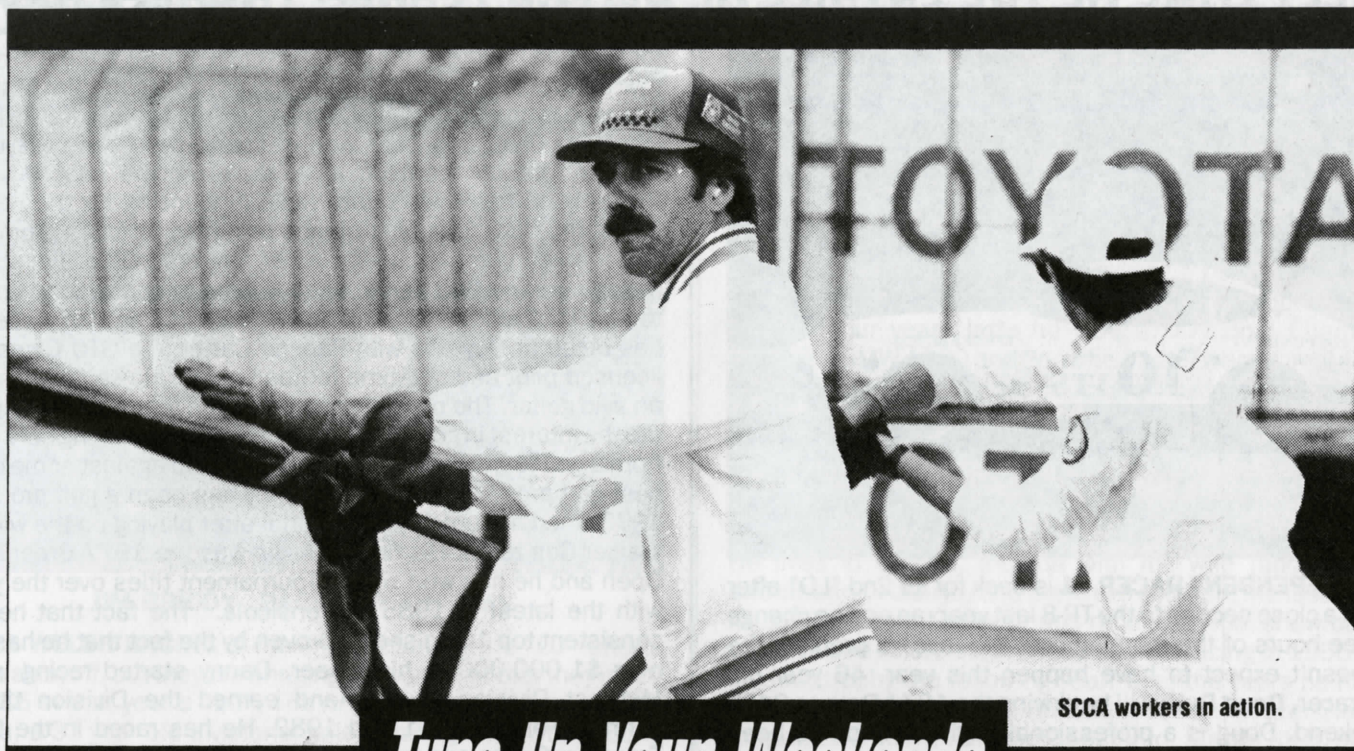
*The following was submitted by Mr. Johnson. The editor takes no responsibility for the following nonsense - read at your own risk!*

**BY POPULAR DEMAND MIKRON RACING IS BACK!!!** After finishing the '87 24 hours of Nelsons Ledges as the winningest\*\* racing team ever to run at that hallowed race track one of the (if not THE) most (in)famous teams in the history of racing is returning. We hadn't planned on doing an encore by Ann McHugh (Mother Nelson) had begged us saying that spectator attendance would fall dramatically if we didn't show so we felt obligated to say yes (of course, the appearance money she promised didn't hurt either). Drivers Mike Anson, Ron Johnson and Rob Walker are once again coming back to pillage the peaceful village of Warren, Ohio, while looking for that ever-elusive (if not entirely extinct) NE Ohio virgin. Also returning to assist them will be that notorious "Pits by Pety" group (Vernon, Dale, Greg, Mark & Karen). They have been with MIKRON Racing since 1984 and provided the support for last years fantastic effort with the use of only a few simple hand tools (6 hammers, a broken screwdriver and a dull wood chisel to be exact), a couple of tires and a few gallons of gas. Team photographer Gary Podolsky will also be returning for his 2nd stint as a MIKRON crew person. We found this poor guy lying face down in the mud obviously attempting to recover from another gourmet meal at the track's world-famous Road Kill Cafe. Gary's 8x10 glossies of the Stars of MIKRON Racing will be available for sale at the track (discounted slightly if your cute; discounted a lot if your cute and single; and free if your cute, and single; and free if you're cute, single and...

**#8 TED SCHUMACHER RACING** will be racing a "new" 1980 Triumph TR-8. **Ted Schumacher** is the 47 year old guru behind this team that maintains they are after the "Manufacturer's Championship" this year. I don't want to be the one to tell him

that TR-8's let alone any Triumphs aren't made any more!! Actually the Pandora, Ohio resident is the owner of TesRec Enterprises, a "ferrous-non-ferrous recycling" operation, so he has access to a lot of experienced car parts. Ted has been racing for 20 years, is the father of three children and is married to Doris, who must be a very patient lady (if you had to listen to some of Ted's bad jokes you'd understand why I say that (ed). Ted ran the very first "LD" back in 1980 in a TR-7 that belonged to Jim Goughary of Connecticut and he has been here every year but 1985 when he ran a series race instead. Ted's plans for 1989 - fill out another "LD" form and do it again! Joining Ted is **Tom Etsinger** a computer jockey from Bucyrus, Ohio who is 33 years and should know better than to hang around Ted - his jokes are now almost as bad as Ted's! Tom has been racing for 7 years and used to work on Ted's car before he got his license - he should have known better... Tom maintains he first heard about the "LD" from a matchbook cover that said "Draw a Tirewall" (see, we said he was getting weird...) Tom has raced with Ted's team in several Escort Series races - the lowlight of which was to be punted into the guardrail at Road Atlanta by a Corvette. Back again is **Pete Paxton** of Crownsville, Maryland, a 37 year old insurance company president who has been racing for 14 years. 1981 was a very interesting year for Pete - he won 8 of the 8 SSA races he entered and had his TR-8 claimed at Watkins Glen (back then a protesting competitor could claim a car, paying the going price + \$500 for safety equipment). Pete qualified for the SCCA National Runoffs in 1977, '78, '80, '81. When not racing, Pete and his wife Chris enjoy sailing. The Paxtons have two children. Joining the team this year is 40 year old writer **Sam Moses** from Key West, Florida where he lives with his wife Karen. Sam has been racing for 12 years if you count "bikes". He started road racing in cars in 1982 when Sports Illustrated assigned him to "race some and write about it" - he raced here in an "LD" in 1982 and '83 and went on to write about his whole season that went on to include NASCAR races in a book called "Rich Guys, Fast Guys, and Idiots." Sam isn't sure if Ted is a "fast guy" for asking him to race or an "idiot" for the same reason.(we'll know come 3 PM Sunday) The team is sponsored by **GOODYEAR, MOBIL 1, and TS IMPORTED AUTOMOTIVE**

**#9 RABBITS DON'T ROLL** is a team that is coming from Wisconsin to run in the Improved Touring Class B in a 1983 VW Rabbit. The car owner is **Robert Willhite** from Wausau, WI where he is a shop foreman and engine rebuilder. Robert started racing motorcycles in 1981, but got smart and quit to take up sports car racing four years ago. He mentioned he did some ice racing for two years, but he didn't say where in the sequence of events he did that, but he does admit to freezing in the snow and rolling a car at the Thunder Bay ice races. Robert, who is 33 years old, says he heard about the "LD" by reading the bathroom walls at Blackhawk Farms and since he had nothing else to do this weekend he thought he'd give it a try. When not racing or working, Robert likes to "practice making babies" while "waiting to win the next Publishers Clearing House Sweepstakes." (Robert must have talked his wife Karen into practicing as they have 2 children.) **Scott Kronn** is also making his debut in an "LD" race. Scott has been racing for 8 years and was able to finish a very respectable 5th in the 1983 SSB National Championship Race. When not racing or camping which he enjoys with his wife Nancy and their two children, 31 year old Scott is a dairy plant manager. Although he has 12 Central Division wins to his credit in Sports Renault and 5 top 10 finishes in Professional Sports Renault to his credit, Scott will consider himself a survivor if he can outlast his 4 year old son Geoff!! The other drivers on the team are **Dan Schaut** and **Bob Roth**. The team is sponsored by **WAUSAU CRANKSHAFT AND BILSTEIN OF AMERICA**.



SCCA workers in action.

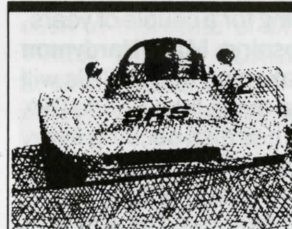
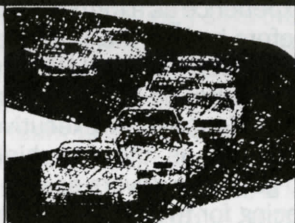
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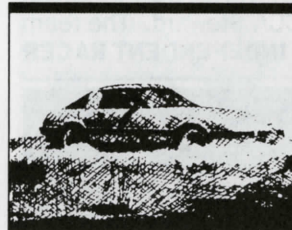
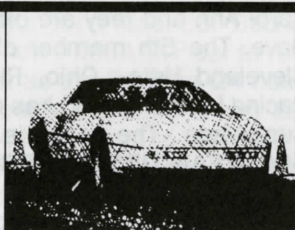
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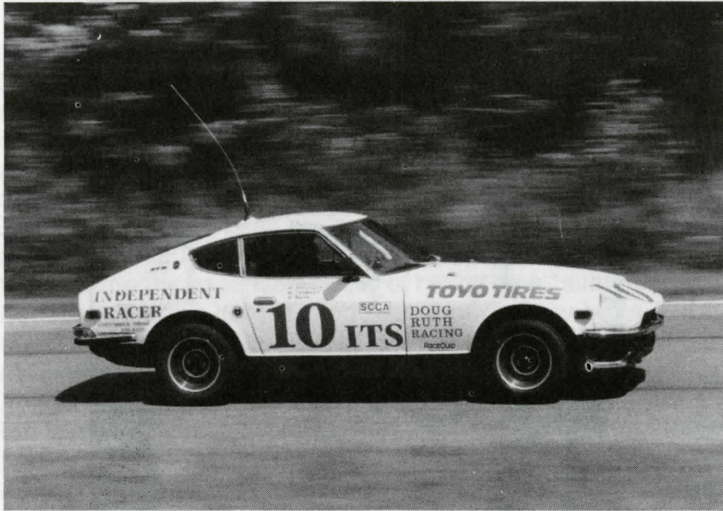
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# MEET SOME OF THE ENTRIES OF NELSON LEDGES' LONGEST DAY



**#10 INDEPENDENT RACER #1** is back for its 2nd "LD" after coming in a close second to the TR-8 last year - an engine change in the wee hours of the morning cost the race - a problem the team doesn't expect to have happen this year. 46 year old veteran racer, **Doug Ruth** will be driving the 1974 Datsun 240Z this weekend. Doug is a professional engineer and has been racing for 16 years. Possibly the highlight of his career was winning the 1984 24 Hour Mid-Ohio Race. Maybe he will be able to add an "LD" win to that after this weekend. When not racing or engineering or going to races as an SCCA steward, Doug enjoys classical music and restoring antique cars. He has 2 children and he lives in Amanda, Ohio. Car owner **Mike Crawley** will also be in the #10 car this weekend. Mike, who is otherwise known as the Independent Racer, lives in Galloway, a suburb of Columbus, Ohio. Mike has only been racing for a couple of years, but before that he did extensive Autocrossing. **Mark Hardymon** is a "reformed" (?) rally driver who has taken up racing. This will be his 3rd "LD" race, although he drives a mean little Honda CRX in SCCA club races. In fact his wife, Ellen, has also become a very fast racer in her own right, although she will most likely be doing Timing and Scoring this weekend. Mark and Ellen live in Delaware, Ohio. The 4th driver on the team is **Bill Koch** of Columbus. Bill was also on the team that won SSC in 1984. When he is not racing, Bill is also an SCCA Steward. The team is sponsored by **TOYO TIRE, U.S.A. and INDEPENDENT RACER**



**SSGT WINNER 1987 DILLIGAF MUSTANG**

**#13 DILLIGAF RACING** is back again to defend their SSGT title that they won in 1987 and they will be driving the same Mustang GT this weekend. Fresh from his victory at the Society

for Crippled Children Mini Grand Prix race on the streets of downtown Cleveland is the "boss" of the Dilligaf team, **Jim Mueller**. Jim, who lives with his wife Cathie and their two children in North Olmsted, Ohio, has been one of the voices of the Cleveland Browns football team on local radio for the past 9 years. Recently he has added auto race announcing for the Penske racing facilities to his list of jobs that also includes promotion and marketing for Mullinax Ford of Amherst, Ohio. Jim started racing here in 1983 in just enough time to qualify for a license to race that year's "LD" and he has been racing ever since. Jim has raced at Daytona with Pancho Carter in a GTO Camaro. A licensed pilot and one-time football player himself, Jim is also an avid golfer. The newest member of the team should appreciate the interest in golf - **Danny Edwards** will be coming here fresh from a golf tournament where he competed against some of the best golf pros in the country. Danny has been a golf pro since 1973 when he turned professional after playing on the winning Walker Cup team. His first PGA win was the 1977 Greensboro Open and he has won 5 PGA Tournament titles over the years with the latest in 1985 at Pensicola. The fact that he is a consistent top 10 finisher is proven by the fact that he has won over \$1,000,000 in his career. Danny started racing in the Midwest Division of SCCA and earned the Division title in Formula Ford in 1981 and 1982. He has raced in the SCCA Trans-Am Series and currently is competing in the Escort Series. When not winning money golfing or racing cars, Danny likes skiing and collecting old cars (almost sounds like another Danny that raced here back in 1982 - that one's last name is Sullivan ...) Another driver new to the team is **Jerry Draga**, the 36 year old General Manager of Service Operations for Mullinax Ford. Jerry took Jim Mueller's old Ford Thunderbird to drivers school last year and went on to earn his competition license. With his experience as a former National Go-Kart Champion it wasn't long before he had the T-bird going as fast as the rest of the team. This is Jerry's first "LD", but he helped out last year so he should know what he is getting into... The 4th member of the team is **Dave Forgash**, an executive from Westlake, Ohio. Dave "served his time" as the crewchief of Dilligaf and last year he decided to get in the drivers seat to see what it was like. Dave has been racing for two years and has raced in several National races in both Showroom Stock and Sports Renault. Dave is married to Carol Ann and they are often joined at the races by their son Dave. The 5th member of the team is **Richard Myhre** from Cleveland Hgts., Ohio. Richard is a one-time Skip Barber Racing Instructor and has raced in Formula Fords and Formula SuperVees. The team is sponsored by **MULLINAX FORD, GOODYEAR TIRE & RUBBER COMPANY, CHAMPION SPARK PLUGS, AND MAC TOOLS**



**WELSH RACING MR-2 DURING 1985 "LD" RACE**



## MEET SOME OF THE ENTRIES OF NELSON LEDGES' LONGEST DAY



**JIM BRIODY - BACK FOR 7TH TIME**

**#21 WELSH RACING** is making a return to the "LD" after a two year layoff, but they are bringing the same car that they raced in 1985 in that year's "LD". The ringleader/car owner is **Keith Welsh**, a 33 year old divisional sales manager for WorldBook/Childcraft. A bachelor who lives in McMurray, Pa., Keith has been racing in the IMSA Firehawk series for the past 2 years with some success. Racing in his first "LD" is **Jeff Pierce** from Binghamton, New York where he is a driver/salesman for ABF. Jeff is 35 years old and has been racing for 13 years. He was driver of the year in Southern New York in 1981, '82, '84, & '85. He was SCCA New York Road Racing Champ from 1981-1984 in FV. Jim has been racing in the Firehawk series where his best finish to date is a 4th at Sebring in 1986. Jim kiddingly says that racing for 24 hours should be a piece of cake after babysitting his 5 month old daughter Megan who acted just like a driver - "yelled a lot, demanded a lot of attention and passed a lot of hot air"!! Another veteran driver on the team is **Jim Briody** from Cherry Hill, New Jersey. Jim and his wife/team organizer Pat have been at every "LD" since 1981, having only missed the first one. Jim has raced for many years and qualified for the SCCA Runoffs in A Sedan in the late '70's. Currently the husband and wife stockbrokering team that works for Prudential Bache Security is attempting to sort out a "new" IMSA GTP car to run in the longer endurance events such as the Daytona 24 hour race or even Lemans. The 4th member of the team is only 23 years old, but already has several 24 hour races to his credit - **Chuck Kurtz** is from State College, Pa and has been raised around racing since his stepfather is wellknown Bob Leitzinger who has raced in Trans-Am and other Pro events. Chuck's first "LD" was back in 1985 when he raced a Nissan. The sponsors are **WORLDBOOK/CHILDCRAFT, TOYOTA, FIRESTONE, AMOCO OIL, SUNOCO GASOLINE, AND PRUDENTIAL BACHE SECURITIES.**

**CAR #64 TEAM TURTLE** has as its motto "You have to first finish to finish first". I can't think of a better guideline for a 24 hour endurance race. **F. P. 'Wedge' Rafferty** heads up Team Turtle which has a 30 year history. Wedge started racing in 1959 and quickly learned his first rule of the road - "Don't take your hands off the wheel at the end of the race." (We can only imagine how he was taught that golden rule.) Since that time Wedge has competed in a variety of racing series, including the U.S. Endurance Cup, the L.A. Times Grand Prix, 24 Hours of Daytona, 12 Hours of Sebring, the ARRC, USRRC, and Can-Am Challenge Cup, not to mention two previous appearances in the LONGEST DAY. Through virtually all of that time his wife, Marietta, has

stood by him as Team Turtle's Chief Records Manager and greatest fan. (They even went racing on their honeymoon.) Wedge lives in Rensselaer, Indiana where he teaches in the Industrial Arts Department at Central High School. He's been flying airplanes even longer than he's been racing and holds a commercial pilot rating as well as being an Air Frame and Power Plant mechanic with inspection authorization. Wedge is teamed up with **Glenn Davis, Jr.** for this year's LONGEST DAY. Glenn started racing go-carts in 1965 while still a sophomore in high school. Four years later he won a Divisional Championship running a BMW 1600 and Porsche 911. It wasn't until 1985 that he attended his first SCCA driver school. He won his class race that weekend and has led his class in every race since then. I don't know whether to believe that or not, since he also claims to be better than anyone at being humble. Anyway, that could be a hard act to keep up here at the LD. When not racing, Glenn is a partner in a law firm, specializing in personal injury litigation. He lives in Carmel, Indiana with his wife (and high school sweetheart), Kathryn, and there two children, Melissa and Glenn III. Joining Team Turtle for this race is a local showroom stock ace, **F. Reed Andrews, Jr.** Reed started racing in 1956 and won his first trophy the following year. Over the years he has raced such cars as Triumphs, Sunbeam Alpine, Frazer Nash, A.C. Bristol, Elva MKVI, Porsche 356, Pinto, Mazda RX-3, and, most recently, a VW Rabbit GTi. But don't think that he has slowed down any over that long period of time. In 1985, Reed was Driver of the Year in the Neohio Region of the Sports Car Club of America, which says a lot about the way he has been dominating the showroom stock ranks here at Nelson. Not a bad addition to the team. When not racing, Reed is a viced investment banker with Butcher & Singer. ("Sorry guys, no tips!"). He lives in Moreland Hills, Ohio with his lovely wife, Barbara ("The best cook in the state of Ohio"). The team is sponsored by **TOYO TIRES, U.S.A., QUAKER STATE MOTOR OIL, and BOSCH SPARK PLUGS.**



**TEAM  
TURTLE  
GLENN  
DAVIS, JR.**



**TEAM  
TURTLE  
"WEDGE"  
RAFFERTY**



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## MEET SOME OF THE ENTRIES OF NELSON LEDGES' LONGEST DAY

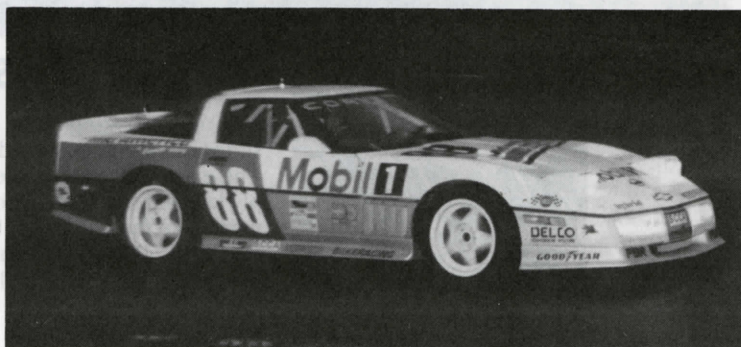
**#16 DRP RACING/NISSAN NORTH** will be racing the "old" Mircon Racing 1983 Nissan Pulsar that now belongs to owner/driver/crew chief **Dale Petry** of Powell, Ohio where he lives with his wife Karen. Both Dale and Karen have crewed for Micron Racing since 1984, but despite "threats" from former "boss" Ron Johnson, Dale has decided he wants to race himself! (Maybe Dale figures he can race faster than his "hero" Johnson - this weekend he'll find out.) Dale is 27 years old. Joining Dale is Californian **Leonard Baotiste** from Cypress, California. Leonard raced on the Micron team last year in the same car and he was the one who had the "honor" of driving the race car transporter across the country not one but twice!! (Maybe he figured it would be less boring the second time around...) Leonard is a graphic designer by profession and has been racing since 1982. In fact last year, only 2 weeks after the "LD" he won the 1987 DSP Solo II Division championship in the same Pulsar that was in the race and that will be racing again this weekend. Leonard who is 38 years old says he heard about the "LD" from "PDHD" Ron Johnson and that Ron has paid him to keep repeating his name! (Maybe Ron figures his autograph's will be more valuable that way....(see car #6 for further nonsense)) After this year's "LD" Leonard wants to go back to building his own Datsun 510 for IT racing on the West Coast. The third driver on the team is **Norm Murdoch** from Columbus, Ohio where he is an account rep for a company that shall remain nameless to protect the innocent! Norm, who is nicknamed "Stormin Norman" by those who know ALL about him has been racing only 3 years, but he says that he decided to be a race driver when he was only 5 years old. Norm, who is now 30 years old, maintains that "poverty" prevented him from racing earlier. However, Norm was named Cincinnati Rookie of the Year and Regional Driver of the Year. The team is sponsored by **NISSAN NORTH, RUSK BROTHERS BODY SHOP, VALVOLINE, AND B.F. GOODRICH**

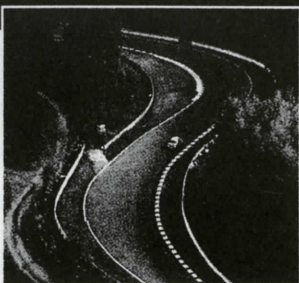
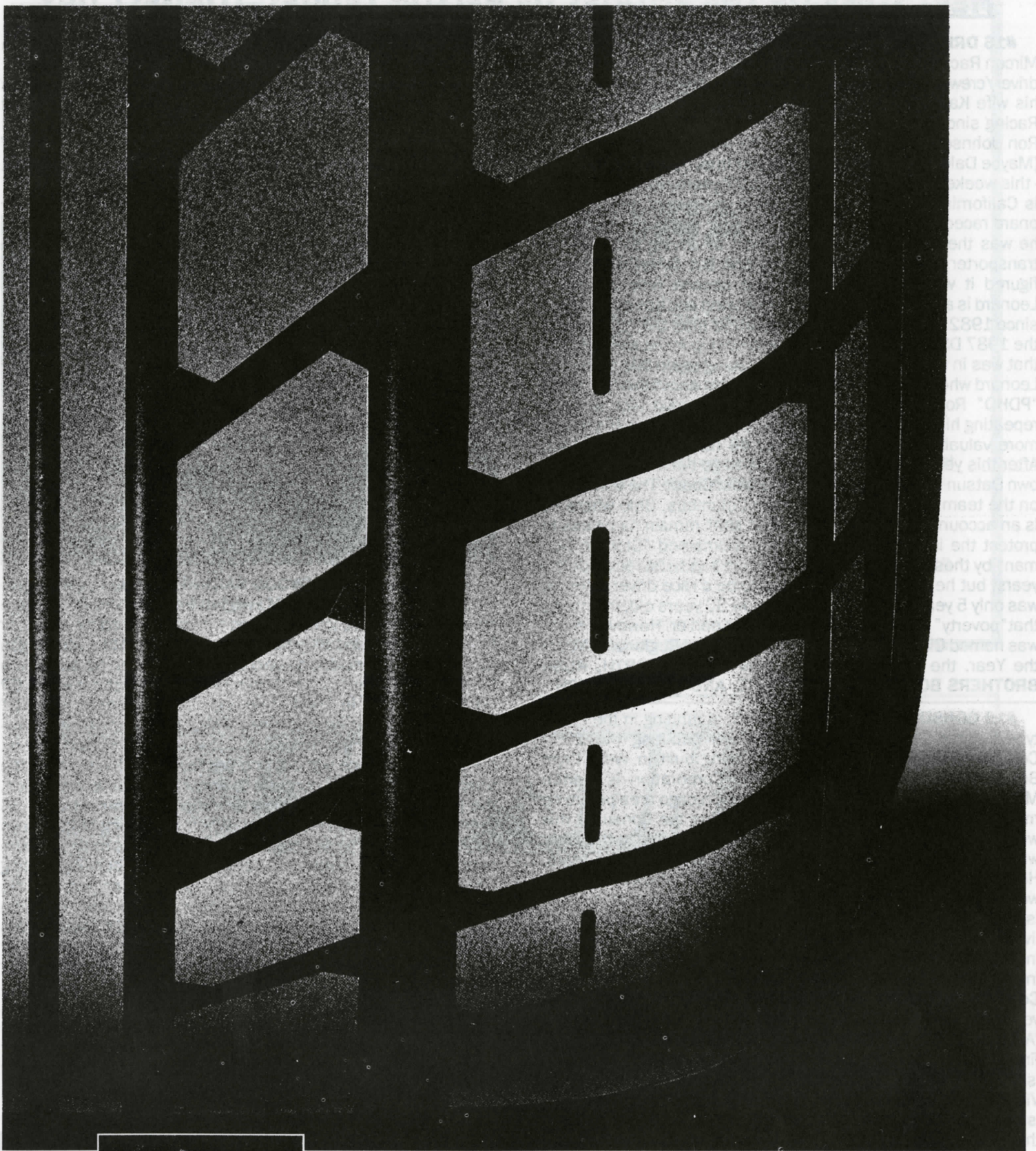
**#19 CONSULIER INDUSTRIES, INC.** is running in the Prototype/Limited Production class and will debuting the 1989 Consulier GTP car that is currently being built in West Palm Beach, Florida. The president of the Corporation is Warren Mosler, an owner/driver that lived in the Chicago area before he moved to Florida. Warren will not be racing the Consulier this weekend because "he wouldn't be putting his car to the limit, which is what he wants, like the other drivers" on the team. However, Warren will probably have no fingernails left after this weekend. Driving for his first time at Nelson Ledges and the "LD" is former Indy 500 driver **Chet Fillip** from Juno, Florida where he lives with his wife Julie. Chet, who is 31 years old, began racing in 1973 in late model stock cars. He qualified and raced at Indy in 1982 and 1983 and now works as a race/test driver for Consulier Industries. **John McComb** has been racing for 25 years and includes 2 SCCA National Championships to his credit (A-Sedan 1967 and D Production 1975) and a win in one of the first ever Trans-Am races in Fort Worth Texas in 1966. John, who is 51 years old lives in Milford, PA where he lives with his wife Vici and their 2 children, started racing in an MGB in 1962, which is not much different in size that the car he will be racing here this weekend. John lists his occupation as "race driver/instructor". The third driver on the team is no stranger to Nelson fans as he drove here in 1984 on the winning team for Dave Wolin Racing. **Ron Cortez** who is 37 years old is a marketing/technical advisor when he isn't racing. Ron is single and has been racing for 11 years although he maintains that he has wanted to race since he saw his first race at age 2!! Not only did Ron race here with Dave Wolin in 1984, but he came back with the team in 1985 when the team finished 2nd in SSA, setting a track record and rolling the car during the night. If you want to know who was driving when it rolled YOU can ask Ron!! When not

racing Ron likes to ski and read Circle Track Magazine. The 4th driver is also well known by Nelson fans and "LD" competitors, **Fred Fiala** used to live in the Chicago area, before he and his wife Judy moved to Florida a few seasons back. Fred has raced here in the "LD" several times and is a former SCCA National Champion in SSB, although he has raced almost every kind of car there is. The Consulier team is sponsored by **YOKOHAMA TIRE COMPANY, AND ALPINE STEREO.**



**#23 ARROW/BIRCHWOOD RACING** has been again organized by owner/driver **Mike Mavrigian** from Norton, Ohio where he is an automotive journalist and works as the editor of Jobber Retailer, an auto industry business magazine. Mike who began racing in 1981 decided to become a racer when he survived a Bill Scott driving school at Summit Point. His first car was a GP Datsun roadster. In 1984 Mike organized a team for the "LD" that raced only on retread tires, which was a one-time promotional program for the retread industry. Despite many doubters, the car ran the race without one tire failure and since then the team has been under contract to Arrow Automotive Industries, the country's leading auto parts remanufacturer. Mike is 36 years old and is married to Lori. When not racing Mike enjoys fishing and restoring antiques (he didn't say if the antiques were cars or furniture) Mike also is involved with building/selling Cobra Replicas, which also grew out of a project for his magazine. (Hope your magazine never does a story on brain surgery, Mike). New to the team this year is **Ed Jacobs** from Akron, Ohio. Ed is an "LD" veteran and when not racing or mowing his lawn (huh?) he works in Public Relations for B.F. Goodrich. Ed is also an experienced(?) rally driver who maintains he has single-handedly "deforested whole countries with his rally car". The third driver on the team is **Dave McKibben** a tire engineer-type for B.F. Goodrich. Dave has been a test driver for BFG and lives in Uniontown, Ohio. The team is sponsored by **ARROW AUTOMOTIVE INDUSTRIES AND KENDALL REFINING COMPANY**





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## MEET SOME OF THE ENTRIES OF NELSON LEDGES' LONGEST DAY



**#27 GROUP 27 RACING** is a "local" entry and has several "LD" veterans on board. The car owner/driver is **Mike Puskar** from Chesterland, Ohio where he lives with his wife Daphne and their 4 young boys. Mike got into racing when he volunteered to work as crew chief for Freddy Baker's very successful Porsche team. After deciding that it looked like more fun to race than to fix the car, Mike got his license and went racing. Mike has been very successful campaigning Nissans in the Central Division of SCCA and was Cendiv SSB champion in 1987, qualifying him for the National Runoffs. When not racing, Mike is an executive with Milner Electric in Cleveland. The second driver is a former SCCA National Champion in HProduction. **Jeff Milstein** is from Orange, Ohio and drove an HP Bugeye Sprite to the championship in the early 80's. Jeff has also been campaigning a Nissan in SSB in the Central Division and he also qualified for the SCCA National championship race last Fall. Jeff is married to Birgitta and when he is not off at the races he is at Reliable Oldsmobile where he is president. The 3rd driver is **Rich Ashley** a 38 year old advertising manager for Mac Tools. Rich is newly-married to Laura and they live in Grove City, Ohio. Rich started racing in 1977 in a SSB Saab 99 and he hasn't let "lack of talent and money" (he said it not the editor!) keep him from a first in SSB in 1983's "LD" driving an Audi. Rich enjoys motorcycles when he is not racing. The 4th driver is **Andy Jones** from Indianapolis, Indiana where he is a service technician for Mercedes-Benz. Andy, or A.J. as he is called, began racing in 1974 after he had spent a season helping a struggling Sunbeam Alpine driver (and you STILL joined and wanted to race???) Andy is 38 years old and is married to Sharon. Andy spent the 1982 racing season campaigning a GT-3 VW Scirocco in Central Division and qualified for the SCCA Runoffs that Fall. Andy is no stranger to the "LD" as he crewed for an SSB team in 1983 and drove for that team in 1984. Despite 10 years as an M-B mechanic, Andy would really like to work for a race team full time, possibly an Indy or Trans-Am team. The team is sponsored by **NISSAN, MAC TOOLS, MOBIL OIL, B.F. GOODRICH, HY-TECH MACHINERY, GLAVIC NISSAN, MILNER ELECTRIC**

**#38 SAFETY DEVICES/ALLAN RACING** was formed last Fall with the sole purpose of racing here this weekend. The team captain is **Allan Yankosky**, a 38 year old TV producer from Arlington, Virginia, who has been racing for 12 years. It must have been at a race when Allan said "hey, I can do that too!" and although we're sure he found it wasn't quite as easy as it looks, he was the MARRS Champion in SSB in 1978, Rookie of the Year in 1978 and Region Champion in SSB in 1978. Despite his professed lack of mechanical knowledge, Allan hasn't done too badly and we don't know whether to believe his statement that after the "LD" he will retire and never race again! This is Allan's first "LD" and we hope not his last. Also on the team is **Ira Schoen**, a 36 year old project manager from Alexandria, Virginia where he lives with his wife Mary and their son. Ira has been

racing for 8 years although he went to his first driver's school in 1974. Maybe the \$6,000 he mentioned on his Mastercard for engines had something to do with the gap in his racing record! They must have been good engines, though, as they got him a lap record for Club Ford at Summit Point, Watkins Glen, and Bridgehampton. **Steve Carroll** is a 33 year old government employee from Fairfax, Virginia. Steve has been racing for 3 1/2 years and he managed to win the very first race that he entered! Unfortunately he hasn't won any races since then and actually managed to "broadside the armco at a Mid-Ohio IMSA race" (The tirewall is softer, but please don't mess up the tires, Steve) The 4th driver is another newcomer to the "LD" - **Roberto Mosin** a 14 year racing veteran from Silver Springs, Maryland. Roberto is 45 years old and has raced in both SCCA and IMSA races. The only "LD" veteran on the team is **Anthony Griffin** a 31 year old from Mechanicsburg, Pennsylvania. Anthony raced on the 1982 BMW team of Garth and Ed Ullom, also from Mechanicsburg, PA. The team is relying on Anthony for his experience and input on race strategy. The team is excited by the debut of NITTO ACTION WHEELS and TIRES in a major endurance event. The team is sponsored by **ITTO ACTION RADIALS AND WHEELS, SAFETY DEVICES ROLLCAGES, RADIAL TIRE COMPANY, TOKIKO SHOCK ABSORBERS, AND AMOCO/LUEHRS RACING**.

**#54 POPULAR MECHANICS TEAM** is composed of writers who also race or so they want us to believe! All of them write for PM and all of them have just finished the 24 hour Firehawk race at Watkins Glen two weeks ago. "Ringleader" of the team is **Mike Allen** from So. Hackensack, New Jersey who has raced here at the "LD" twice before - one in a VW Rabbit and last year in one of the RAM Racing Ford Ranger trucks (the one that rolled...). The driver with the most "LD" racing experience is **Tony Swan** from Verona, New Jersey. Tony will be racing in his 4th(?) "LD" this weekend and was on the winning SSGT team with Rick Hurst Racing in 1985. He has also raced a Mitsubishi here before the days of Dave Wolin. **Rich Taylor** is a 42 year old author who lists PM as one of the magazines that pays his bills!. Rich lives in Sharon, Connecticut with his wife Jean and he has been racing for 15 years after going to a Bob Bondurant driving school at Ontario Speedway, the now defunct West Coast race facility. Rich has raced motorcycles and lists racing at 150 mph on two wheels on the banking at Daytona as one of the things he has experienced on his way to fame and fortune(?) Of course he didn't mention whether he was in a car or on a motorcycle at the time!! He decided to race the "LD" when he got "too old for motorcycles". When he isn't racing or writing, Rich enjoys racing his vintage Devin SS and Covette Stingray in vintage races. He maintains he heard about the "LD" from the "swamp monsters" (is that anyway to treat you teammates??) The 4th driver on the team was last here in 1986 when he was on the Volvo stationwagon team in the Escort series (were you hoping we'd all forget that, Len?) **Len Frank** is 52 years old and lives in Long Beach, California where he is the West Coast editor for PM. He started racing 31 years ago in an MG-TD when he got his hands on a raceable car and they couldn't pry his hands away! Len wants us to be sure and tell the people of Youngstown, where he was from before going West, that he is not in jail and is gainfully employed. Be sure and see if Len stays on the track this year the "LD'88" he wrote an editorial complaining about the very wet grass here at Nelson Ledges(huh?) which seems unusual if you take the same line as everyone else AND stay on the asphalt.(at driver's school they do stress the idea that staying on the track is a good idea, but Len started racing before the earth cooled so he might not have gone to a school accredited for road racing...) The team is sponsored by **SALEEN MOTORSPORTS, KENWOOD, GENERAL TIRE COMPANY, SETCOM, AND THE FORD MOTOR COMPANY**.

# THE 1987 "LONGEST DAY OF NELSON" JUNE 26-28, 1987

## OFFICIAL RESULTS

POS.	NO.	TEAM/DRIVERS	SPONSORS	CAR	CLASS	LAPS
1	88	MORRISON ENGR./BAKER RACING Don Knowles, Springfield, VA Bobby Carradine, Los Angeles, CA R.K. Smith, Carlsbad, CA Bobby Archer, Duluth, MN Tommy Archer, Duluth, MN	Mobil 1, Goodyear Tire & Rubber Mid America Corvettes, Delco, Delco Suspension Systems, Bilstein Shocks, Coca-Cola Hella, Earle's Supply Twix	Chev. Corvette 1988	1 Proto	927
2	87	DAVE WOLIN/TEAM MITSUBISHI Dave Wolin, Los Angeles, CA Mike Rutherford, Concord, CA Ray Kong, San Jose, CA Wiley Timbrook, Golden, CO	Mitsubishi Motors Toyo Tire U.S.A.	Mitsu, Starion	1 SSA	895
3	13	DILLIGAF RACING Jim Mueller, No. Olmsted, OH Dave Forgash, Westlake, OH Don Duncan, Chardon, OH Richard Myhre, Cleveland, Hts., OH	Mullinax Ford Goodyear, Mac Tools, Champion Spark Plugs, Hy-Tech Machinery	Ford Mustang 1987	1 SSGT	878
4	6	MIKRON RACING Mike Anson, Herosa Beech, CA Ron Johnson, Cypress, CA Leonard Baptiste, Cypress, CA	B.F. Goodrich Nissan Motor Corp.	Nissan Pulsar NX	1ITC	874
5	23	ARROW/BIRCHWOOD Mike Mavrigian, Norton, OH Kip May, Marietta, OH Rich Ashley, Grove City, OH	Arrow Automotive Industries B.F. Goodrich	Ford Mustang 1987	2 SSGT	839
6	7	TED SCHUMACHER RACING Ted Schumacher, Pandora, OH Tom Etsinger, Worthington, OH Pete Paxton, Crownsville, MD Morey Doyle, Indianapolis, IN	Goodyear Tire & Rubber Co. Mobil 1	Triumph TR-7 1976	1 ITS	821
7	10	INDEPENDENT RACER NO. 1 Mike Crawley, Galloway, OH Doug Ruth, Amada, OH Wedge Rafferty, Rensselaer, IN Greg Hobbs, Columbus, OH Norm Murdock, Columbus, OH	Toyo Tire U.S.A. N.T.W.-Columbus, OH	Datsun 240-Z 1973	2 ITS	799
8	28	TEAM FIREHAWK Roger Marble, Kent, OH Dave Weitzenhof, Bath, OH Tom Marx, Los Angeles, CA Brian Goodwin, Paris, ME John Gimbel, Glastonbury, CT	Firestone Tire & Rubber Ford Motor Co., Enkie Wheels Bilstein Shocks, Bosch Spark Plugs Extano Corp., Genor Auto Service, Kendall Oil	Ford Ranger 1987	2 Proto	789
9	79	THREE MIDGETS AND A MISFIT Kim Lind, Brighton, MI Jeff Lewis, Romeo, MI Grady Ellis, Ann Arbor, MI Tony Brakora, Dexter, MI	B.F. Goodrich	Dodge Shelby Charger	1 SSB	774
10	83	SPOTSER-TARR RACING Art Brow, Olmsted Falls, OH William Burke, Santa Rosa, CA Ken Miller, N. Olmsted, OH F. Reed Andrews, Moreland Hills, OH	Caterpillar Industrial, Inc. MARCH OF DIMES, Bepex Corp. Goodyear Tire & Rubber Keller Bros., Lupe Chevrolet Liberty Pump, Classic Chevrolet	Chev. Camaro	2 SSA	762
11	38	SPOTSER-TARR RACING Duke Kowalski, N. Royalton, OH Tom Keller, Newmanstown, PA Bill Hornack, Westlake, OH Charlie Cook, Wyoming, NY Ted Vedrinski, Columbus, OH	Hornack's Bowl. Ctr., Butcher&Singer Caterpillar Indust., Bepex Corp. Hornack's Bowling Ctr. Lupe Chevrolet, MARCH OF DIMES Keller Bros. Liberty Pump Classic Chevrolet, Butcher & Singer Goodyear Tire & Rubber	3 SSA 1984	729	

# 1987 LONGEST DAY RESULTS — PAGE 2

12	2	<b>FORCE 4 RACING/THE THE APEX ASSAULT</b> Tom Lyttle, Decatur, GA John Wagner, Ann Arbor, MI Ned Freeston, Atlanta, GA David Beaman, Knoxville, TN		1973 Merc. Capri 1 ITB	645
13	17	<b>SMC MOTORSPORT</b> Mike Connolly, Pittsburgh, PA Joe Maloy, Bridgeville, PA Michael Berrington, Pittsburgh, PA George Shafer, Somerset, PA Jim Briody, Cherry Hill, NJ Alt. John Dinkel, CA	MCB AutoSport, Goodyear	Nissan 200 SX 1 ITA	623
14	14	<b>TEAM FIREHAWK</b> Larry Amberg, Rolling Hills, CA Mike Allen, New York, NY Mac DeMere, Tustin, CA Mike Anson, Hermosa Beach, CA Alt. Dave Weitzenhof, Bath, OH	Firestone Tire & Rubber Ford Motor Co., Enkie Wheels Bilstein Shocks, Bosch Spark Plugs Extang Corp., Genor Auto Service, Kendall, Oil	Ford Ranger 3 Proto 1987	137
15	1	<b>LINNE ENDURANCE GROUP</b> Phil Linne, Mansfield, OH Jeff Arendas, No. Royalton, OH Bill Miller, Worthington, OH Mike Wallington, Mansfield, OH Mark Hardyman, Delaware, OH	Firestone Tire & Rubber Co Daugherty's Sohio	1984 VW GTI 1 SSC	35
DNS	4	<b>ALCAN/BERTONE ASV</b> John Dinkel, Irvine, CA Kim Baker, Wilbraham, MA Mitch Wright, San Ramon, CA Shawn Hendricks, Piedmont, SC	Alcan Aluminum Goodyear Tire & Rubber	Alcan/Bertone ASV Proto	
DNS	8	<b>ZIP-STICKS/SCREENWORKS RACING</b> Gil Mollar, Pittsburgh, PA Fred Werl, Meridan, CT Anthony Capizzi, Pittsburgh, PA	Firestone Tire & Rubber Screenworks—Pittsburgh	Chev. Citation ITA	

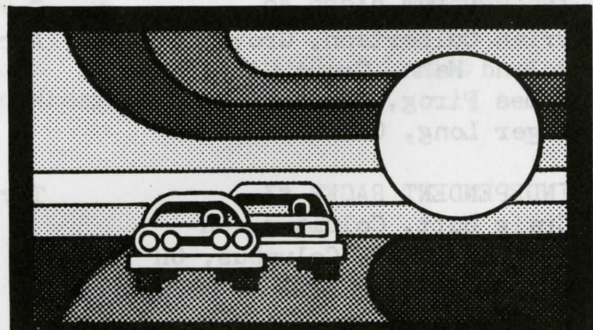
## "LONGEST DAY OF NELSON" SOUVENIRS

Along with this program, we have available for you this weekend, the famous "Longest Day of Nelson" T-Shirts. These are beautiful, colorful, identifiable shirts that will make you the envy of your paddock road or garage. There is a limited supply so shop early, shop often. The concession stand near the gas pumps will be happy to fill your order. And don't forget to ask for your LD patches, too. Also in color and the envy of your neighborhood. Only available here at the track, and with a convenient iron-on backing.

Also available this year are some gorgeous pins made in the same format as the Longest Day emblem and patch. These pins are finished in gold-colored metal and full color. These are beautiful pins and can serve as lapel pins or tie tacks and will identify you everywhere you go as a truly 'endurable' type. A wonderful gift for your dedicated crew members or family and at a price that makes them affordable.

We also have some "endurance quality" passholders to keep your credentials in shape through the rigors of a 24 Hour weekend. These are in Full Color and carry the same famous Longest Day emblem as the T-shirts, patches and pins. This is something the whole team can use and wear proudly. Also in a limited supply so don't delay.

**RADIO FREE NELSON—FM 92.9**—We now simultaneously broadcast the PA announcements over FM radio. While you are at the track tune in 92.9 on any FM radio and have your own PA speaker to take with you. The broadcast signal is low power so you won't be able to hear it when you are away from the track, and there may be areas even at the track where the signal will not reach, but this will enable us to continue to make announcements and report standings to you throughout the night. In order to allow people to get some sleep, we have in the past closed down the public address system during the night. The new system should permit us to continue without disturbing those who want to get some sleep.



# LONGEST DAY OF NELSON

THE 1988 "LONGEST DAY OF NELSON" JUNE 24 - 26, 1988

A 24 Hour Endurance Race for Showroom Stock Cars

Sanction No. 88-RS-94-S Neohio Region at Nelson Ledges Road Course 2.0 miles

OFFICIAL ENTRY LIST

#	Team/Drivers	Sponsors	Car	Class
1	TEAM DAYTON Roger Marble, Kent, OH Dave Weitzenhof, Bath, OH Brian Goodwin, Mac DeMere, Aurora, CO John Gimbel, Glastonbury, CT	Dayton Tire Marhofer Chevrolet Bosch Spark Plugs	1988 IROC Camaro	SSGT
3	ROTARY REBELS Stanley Hinds, Knoxville, TN Mike Levy, Doraville, GA Russ Battaglia, Doraville, GA Lee Graser, Andersonville, TN Joe Henslee, Knoxville, TN	Maz-Medics Henslee Sport Racing	1974 Mazda RX-3	IT-A
6	MIKRON RACING Mike Anson, Hermosa Beach, CA Ron Johnson, Cypress, CA Rob Walker, Escondido, CA	B.F.Goodrich Nissan Motor Corp	1970 Datsun 240Z	IT-S
8	TED SCHUMACHER RACING Ted Schumacher, Pandora, OH Tom Etsinger, Bucyrus, OH Pete Paxton, Crownsville, MD Sam Moses, Key West, FL	Goodyear Tire & Rubber Co. Mobil 1 TS Imported Automotive	Triumph TR-8	IT-S
9	RABBITS DON'T ROLL Robert Willhite, Wausau, WI Dan Schaut, Scofield, WI Bob Roth, LaCrosse, WI Scott Kronn, Holmen, WI	Wausau Crankshaft Bilstein Of America	1983 VW Rabbit	IT-B
10	INDEPENDENT RACER #1 Mike Crawley, Galloway, OH Doug Ruth, Amanda, OH Mark Hardymon, Delaware, OH Bill Koch, Columbus, OH	Toyo Tire U.S.A. Aerospace Lubricants	1974 Datsun 240Z	IT-S
11	INDEPENDENT RACER #2 Brian Culbertson, Grove City, OH Roland Hahn, Grove City, OH James Pirog, Groveport, OH Roger Long, Columbus, OH	Toyo Tire U.S.A. Aerospace Lubricants	1974 Datsun 240Z	IT-S
12	INDEPENDENT RACER #3 Craig Butt, Columbus, OH Ted Vedrinski, Columbus, OH TBA	Toyo Tire U.S.A.	1985 Datsun 300ZX SSA	



- |    |  |  |                    |       |
|----|--|--|--------------------|-------|
| 13 | DILLIGAF RACING<br>Jim Mueller, No. Olmsted, OH<br>Dave Forgash, Westlake, OH<br>Richard Myhre, Cleveland Hts., OH<br>Gerald Draga, Lorain, OH<br>Danny Edwards,                                 | Mullinax Ford<br>Goodyear, Mac Tools,<br>Champion Spark Plugs,   | 1987 Ford Mustang  | SSGT  |
| 14 | Rick Kiceniuk, Annandale, NJ<br>John Weaver,<br>Kurt Weiss   | Yokohama   | BMW 2002Tii        | IT-A  |
| 16 | DRP RACING/NISSAN NORTH<br>Dale Petry, Columbus, OH<br>Norm Murdoch, Columbus, OH<br>TBA   | Nissan North<br>Rusk Brothers Body Shop<br>Valvoline<br>B.F. Goodrich                                  | 1983 Nissan Pulsar | IT-C  |
| 19 | CONSULIER INDUSTRIES, INC.<br>Chet Phillip, Juno, FL<br>Fred Fiala,<br>Ron Cortez, Balboa, CA<br>John McComb, Milford, PA  | Yokohama Tire Co.<br>Alpine Stereo   | 1989 Consulier     | Proto |
| 21 | WELSH RACING<br>Keith Welsh, McMurray, PA<br>Jim Briody, Cherry Hill, NJ<br>Jeff Pierce, Binghampton, NY<br>Chuck Kurtz, State College, PA   | World Book/Childcraft<br>Toyota, Firestone, Amoco Oil<br>Sunoco Gasoline<br>Prudential Bache Security  | 1985 Toyota MR2    | SSB   |
| 23 | ARROW / BIRCHWOOD<br>Mike Mavrigian, Norton, OH<br>Dave McKibben, Uniontown, OH<br>Ed Jacobs, Akron, OH  | Arrow Automotive Industries<br>Kendall Refining Company  | 1987 Ford Mustang  | SSGT  |
| 27 | GROUP 27 RACING<br>Mike Puskar, Chesterland, OH<br>Jeff Milstein, Orange, OH<br>Rich Ashley, Grove City, OH<br>Andy Jones, Indianapolis, IN  | Nissan, MAC Tools<br>Mobil Oil, B.F. Goodrich<br>Hy-Tech Machinery<br>Glavic Nissan<br>Milner Electric | 1988 Nissan 300ZX  | SSA   |
| 28 | PRECISION RACING<br>David Strittmater, Barberton, OH<br>Mark McMahon, Akron, OH<br>T.C. Cline, Akron, OH<br>Marlene Alexander, Columbus, OH  | Goodyear, TrackTime  | 1977 Datsun 280Z   | IT-S  |
| 38 | SAFETY DEVICES/ALLAN RACING<br>Ira Schoen, Alexandria, VA<br>Allan Yankosky, Arlington, VA<br>Roberto Mosin, Silver Sprg, MD<br>Steve Carroll, Fairfax, VA<br>Anthony Griffin, Mechanicsburg, VA | Safety Devices<br>Nitto Action Wheels & Tires  | 1979 Scirocco      | IT-B  |
| 54 | POPULAR MECHANICS<br>Mike Allen, So. Hackensack, NJ<br>Tony Swan, Verona, NJ<br>Rich Taylor, Sharon, CT<br>Len Frank, Long Beach, CA   |  | 1988 Mustang       | Proto |

- |    |   |  |  |
|----|---|--|--|
| 55 | <p><b>KNOTT RACING</b><br/>                     Rick Knott, Apex, NC<br/>                     Bob Dickerson<br/>                     Carl Cason<br/>                     Mike Plemmons</p>  | <p>Happy Jap's Auto Repair<br/>                     Import Car Ctr., Raleigh, NC<br/>                     Import Car Connection, Raleigh, NC</p>   | <p>1979 Mazda RX-7<br/>                     IT-S</p>   |
| 64 | <p><b>TEAM TURTLE</b><br/>                     Wedge Rafferty, Rensselaer, IN<br/>                     Glenn Davis, Carmel, IN<br/>                     Reed Andrews, Jr., Moreland Hills, OH</p>   | <p>Toyo Tires U.S.A<br/>                     Quaker State Motor Oil<br/>                     Bosch Spark Plugs</p>   |  |
| 74 | <p><b>CRXpress</b><br/>                     Dave Frank, Wexford, PA<br/>                     Bob Irwin, Bradford Woods, PA<br/>                     Stan Cleva, Pittsburgh, PA<br/>                     Don Wannagat, New Kensington, PA</p>  |  | <p>1985 Honda CRX<br/>                     SSC</p>     |
| 75 | <p><b>JUST BlauMitWeiss Racing</b><br/>                     John Gadberrry, Cincinnati, OH<br/>                     Greg Graham, Cincinnati, OH<br/>                     E.B. Lunken, Cincinnati, OH<br/>                     Bill Farrell, Cincinnati, OH</p>  | <p>Just BlauMitWeiss<br/>                     Metric Mechanic, Kansas City, KS<br/>                     Headercraft<br/>                     Mobil One<br/>                     Carrera Shocks</p> | <p>1971 BMW 2002<br/>                     IT-B</p>     |
| 77 | <p><b>MID-LIFE CRISIS RACING</b><br/>                     Ron Reisinger, Oakland Park, FL<br/>                     Carol A. Cone, Oakland Park, FL<br/>                     Richard, Medeiros, Margate, FL<br/>                     Russ Theus, Garden City, MI<br/>                     Morris Shirazi, Ft. Lauderdale, FL</p> | <p>Auto Toy Store, Ft. Lauderdale<br/>                     The Toy Shop</p>  | <p>1980 Toy. Corolla<br/>                     IT-B</p> |
| 83 | <p><b>SPOTSER - TARR RACING</b><br/>                     Art Brow, Olmsted Falls, OH<br/>                     Ken Miller, N. Olmsted, OH<br/>                     Tim McKenna, Olmsted Twp, OH<br/>                     Warren Tarr, Chardon, OH</p>  | <p>Goodyear Tire &amp; Rubber Company<br/>                     Vilven Tire, Royal, IL<br/>                     Berea Lake Towers, Berea, Ohio</p>  | <p>1982 Camaro<br/>                     SSA</p>        |
| 88 | <p><b>DAVE WOLIN / TEAM MITSUBISHI</b><br/>                     Dave Wolin, Los Angeles, CA<br/>                     Wiley Timbrook, Golden, CO<br/>                     John Norris,<br/>                     Victor VanTress,</p>   | <p>Mitsubishi Motors<br/>                     Toyo Tire U.S.A.</p>   | <p>1987 Mit. Starion<br/>                     SSA</p>  |
| 99 | <p><b>F.T.C. RACING</b><br/>                     Jack Baxter, Atlanta, GA<br/>                     Joe Garrison, Atlanta, GA<br/>                     Ken Payne,</p>  | <p>S &amp; J Automotive, Inc.<br/>                     Saab Atlanta, Michelin<br/>                     Autotransformations</p>   | <p>1976 Saab EMS<br/>                     IT-B</p>     |

## 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.

**BLACK FLAG WITH THE WORD "ALL" DISPLAYED:** All cars complete the lap you are now on and proceed to your pit. The waving Yellow Flag at all stations should normally precede this procedure. This is usually needed in cases of an accident blocking the track.

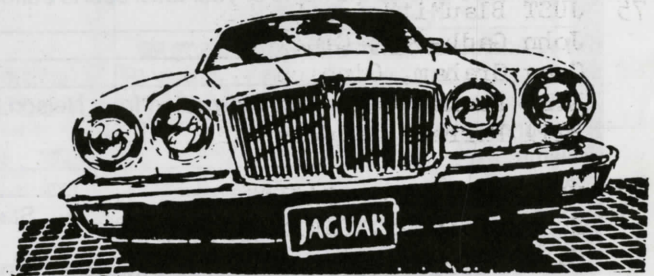
**CHECKERED FLAG:** The driver is signaled that the race is over. He is to complete one more lap cautiously and come into the pits. If the driver is the first in his race to receive the checkered flag, he has won the race.

**FOR INFORMATION** on joining the local Flagging and Communications Group, Lake Erie Communications (L.E.C.) contact SAM ORAM, 143 Drury Lane, Mayfield Hgts., Ohio, 44124

## We are proud to support... NELSON LEDGES ROAD COURSE

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LAST MINUTE RACING's BMW 2002 Ti will be driven by Rick Kiceniuk, John Weaver, Kurt Weiss, and Bill Foster with sponsorship from Grotch's Auto, Zygmunt Motors, Bavarian Specialties, Bowman Distribution and Yokohama.

# 1988 NELSON LEDGES ROAD COURSE QUESTIONNAIRE

DATE \_\_\_\_\_

Enter the appropriate number on the line to the right.

1. How many road racing circuits have you attended besides Nelson: \_\_\_\_\_ 1. \_\_\_\_\_
2. If you have attended Nelson before, how long ago was your last visit? \_\_\_\_\_ 2. \_\_\_\_\_  
0-2 wks; 1-one mo; 2-two mos; 3-three mos; 4-four mos;  
5-one yr; 6-two yrs; 7-three yrs; 8-longer
3. How far do you live from Nelson? \_\_\_\_\_ 3. \_\_\_\_\_  
1-less than 100 mi.; 2-100 to 200 mi.; 200 to 300 mi.; 4-300 to 400 mi.;  
5-400 to 500 mi.; 6-over 500 mi.
4. In what direction from the track do you live? \_\_\_\_\_ 4. \_\_\_\_\_  
1-north; 2-northeast; 3-east; 4-southeast; 5-south; 6-southwest; 7-west; 8-northwest
5. What radio station do you listen to most often? \_\_\_\_\_ CITY: \_\_\_\_\_ 5. \_\_\_\_\_
6. What T.V. station do you watch most often? \_\_\_\_\_ CITY: \_\_\_\_\_ 6. \_\_\_\_\_
7. What newspaper do you read most often? \_\_\_\_\_ 7. \_\_\_\_\_
8. Where did you first hear about Nelson Ledges Road Course? \_\_\_\_\_ 8. \_\_\_\_\_
9. Where did you first hear about this event? (please be specific-it helps us in advertising) \_\_\_\_\_
10. Please give us the name of your local sports editor and newspaper \_\_\_\_\_
11. 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.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Deposit this form at Press Office or mail to:

**Nelson Ledges Press Office, 8722 Pine Hollow Drive, Russell, Ohio 44072.**

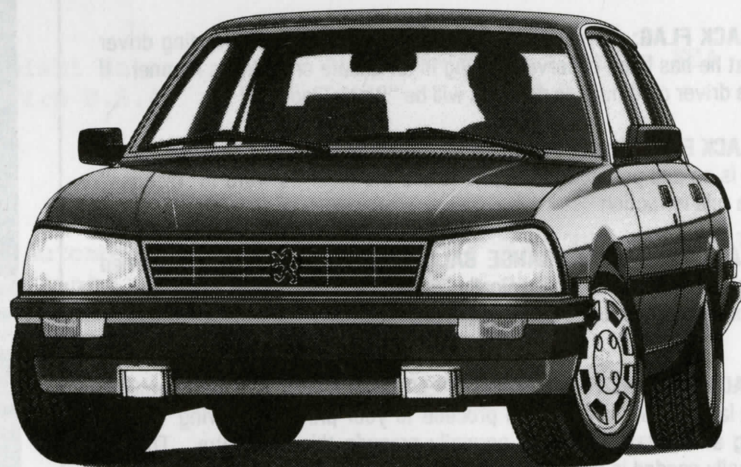
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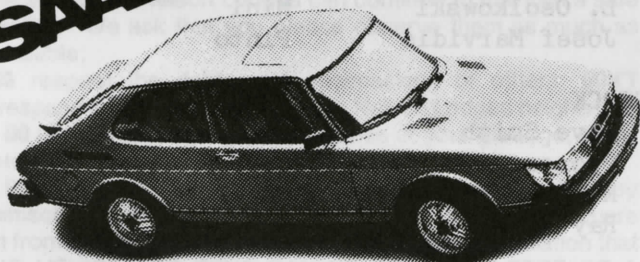


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A Division of Mahoning Valley Motorsports, Inc.

Kim J. Rost, Secretary  
85 Hilltop Blvd.  
Canfield, Ohio 44406  
(216) 533-6128

**TRACK RECORDS**

Class	Time	Average Speed	Date	Driver	Car
<b>OVERALL COURSE RECORD</b>					
FB	1:02.5	115.200	06/18/78	Ken Duclos	Ralt
<b>SPORTS RACING</b>					
ASR	1:03.90	112.676	08/14/77	Bob Nagel	Lola
CSR	1:08.57	105.002	05/17/87	Al Beasley, Jr.	LeGrand
DSR	1:08.67	104.849	05/22/88	Al Beasley, Sr.	Bease-Decker MKII
Sports 2000	1:08.00	105.882	06/02/86	Dave Weitzenhof	Shrike P-15
Sports Renault	1:19.48	90.589	10/24/87	Bob Peurifoy	Sports Renault
<b>FORMULA</b>					
FAtlantic	1:02.77	114.942	08/22/82	Dan Carmichael	March 79B
FContinental	1:05.09	110.616	06/02/85	Jerry Petersen	Ralt RJ5
FFord	1:08.08	105.758	06/02/85	Tony George	Swift DB1
FVee	1:17.80	92.540	05/22/88	Stephen Oseth	Citation 87-V
F440	1:13.92	97.400	05/22/88	Dave Drissel	Raptor DE-2
Club FFord	1:11.00	101.408	05/25/86	Breck Dean	
F2000 **	1:08.35	105.340	10/25/87	Jack Arbess	Reynard
F4 **	1:13.12	98.468	10/17/83	Robert Long	XPit
<b>PRODUCTION</b>					
EP	1:15.08	95.898	05/19/85	John Kelly	Elva Courier
FP	1:16.01	94.724	05/19/85	Gary Nagy	Spitfire
GP	1:17.64	92.736	05/22/88	James Layton	Spitfire
HP	1:19.40	90.680	05/30/76	Bob Criss	Sprite
<b>GT CARS</b>					
GT-1	1:09.30	103.896	06/17/87	Paul Miller	Porsche 944T
GT-2	1:12.00	100.000	08/30/87	Dave Finch	Porsche 944S
GT-3	1:13.11	98.482	06/02/85	Mike Cyphert	Porsche 914S
GT-4	1:15.53	95.326	05/22/88	Ray Longhitano	Saab Sonnett
GT-5	1:18.24	92.025	05/27/85	L. Osolkowski	Mini
GT-P **	1:21.83	87.987	08/01/87	Josef Marvidis	Pinto
<b>SHOWROOM STOCK</b>					
SSGT	1:18.74	91.440	08/30/87	Dave Smith	86 Corvette
SSA	1:22.18	87.612	10/25/87	Spencer deCordre	Dodge
SSB	1:25.34	84.368	08/30/87	Michael Puskar	86 Nissan 200SX T
SSC	1:26.50	83.237	05/22/88	Ray Krom	VW GTi
<b>IMPROVED TOURING</b>					
ITS	1:22.15	87.644	10/11/87	Ronald Smith	Datsun
ITA	1:23.93	85.785	08/01/87	Brian Cates	Mazda RX-2
ITB	1:24.46	85.247	08/01/87	Peter Borchelt	Scirocco
ITC	1:26.62	83.121	10/25/87	Dave Demski	Fiesta
ITE	1:22.42	87.357	10/11/87	Roger Marble	Camaro

\*\* Not an SCCA class

# OFFICIAL TIMING CHART

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

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

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

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

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

1:00 .....	120.0	1:15 .....	96.0	1:30 .....	80.0
1:01 .....	118.0	1:16 .....	94.7	1:31 .....	79.1
1:02 .....	116.1	1:17 .....	93.5	1:32 .....	78.3
1:03 .....	114.3	1:18 .....	92.3	1:33 .....	77.4
1:04 .....	112.5	1:19 .....	91.1	1:34 .....	76.6
1:05 .....	110.8	1:20 .....	90.0	1:35 .....	75.8
1:06 .....	109.1	1:21 .....	88.9	1:36 .....	75.0
1:07 .....	107.5	1:22 .....	87.8	1:37 .....	74.2
1:08 .....	105.9	1:23 .....	86.8	1:38 .....	73.5
1:09 .....	104.4	1:24 .....	85.7	1:39 .....	72.7
1:10 .....	102.9	1:25 .....	84.7	1:40 .....	72.0
1:11 .....	101.4	1:26 .....	83.7		
1:12 .....	100.0	1:27 .....	82.8		
1:13 .....	98.6	1:28 .....	81.8		
1:14 .....	97.3	1:29 .....	80.9		

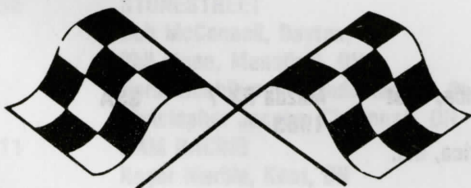
## Nelson Ledges Track Regulations.....

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

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

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

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



**DO** obey the white-coveredalled Nelson Ledges Corner workers and Officials if asked to move from a restricted area.

**DO** remember that MOTOR RACING IS DANGEROUS and that Nelson Ledges personnel are responsible for insuring that the track is as safe as possible for both the competitor and for you. **DON'T** climb fences or try to get too close to the track. **Do not stand on Bridge!**

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

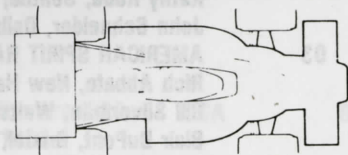
**DO** put out your campfire properly when you're through using it; **DON'T** cause a fire hazard through carelessness.

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

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

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

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



# CLASS WINNERS OF THE LONGEST DAY

POS.	NO.	TEAM/DRIVERS	SPONSORS	CAR	CLASS	LAPS
1	96	Bill Fishburne, Chicago, IL Joe Rusz, Seal Beach, CA John Dinkel, Laguna Niguel, CA Don Knowles, Springfield, VA	1980 SAAB Scania of America Valvoline, Bosch	SAAB Turbo	SSA	925
4	16	Tom Schneider, Yosilanti, MI Joe Nonnamaker, Lima, OH	Escort Racing	VW Rabbit	SSC 881	
8	5	Cliff McCandles, Brove City, PA J.F. Boncz, Jr., Grove City, PA Jim O'Neil, Grove City, PA	McCandles Automotive	VW Scirocco	SSB	852
1	21	Fred Baker, Kirtland, OH Bob Nikel, Sewickley, PA Car Kizer, Akron, OH	1981 Bedford Porsche-Audo Motors Pennzoil Oil Co. ROAD TEST Magazine	Porsche 924 1980	SSA	919
2	33	Gary Witzenburg, Troy, MI Bob Ritz, Wadsworth, OH Tim Evans, Northville, MI Reed Kryder, Canal Fulton, OH Tom Abbott, Maumee, OH Terry Abbott, Maumee, OH	YEEHAW Brothers, Inc. TRI-C Classics All-American Soap Box Derby Paulich Speciality, Co. Dobie-Doc	Mazda RX-7 TurboProto 1979		917
3	43	Garth Ullom, Mechanicsburg, PA Ed Ullcom, Harrisburg, PA Bill Davis, Amadale, MD	Cumberland Valley Motors Goodyear Tire & Rubber Co. Precision BMW, Auto Parts	BMW 320i 1978	SSB	861
5	9	Karl E. Gochmauer, Lancaster, PA Charles Callis, Manheim, PA Bob Urso, Harrisburg, PA	Henry Mearig, Inc. Fiat Action Tire Sales	Fiat X1/9 1988	SSC	854
1	21	<b>PORSCHE-AUDI MOTOR CARS RACING</b> Freddy Baker, Kirtland, OH Bob Nikel, Sewickley, Panna. Gary Witzenburg, Troy, MI Tony Assenza, New York City, NY	1982 Porsche-Audi Motor Cars, Inc. of Bedford, Ohio Goodyear Tire & Rubber Co. POPULAR MECHANICS Magazine	Proto 1983	960	
7	8	<b>TED SCHUMACHER RACING</b> Ted Schumacher, Pandora, OH Augie Pabst, Milwaukee, WI Bob Speakman, Lutherville, MD	TS Imported Auto Wrecking JRT Competition Parts Carson & Frick, Inc. Marathon Dist.	Triumph TR-8 1980	SSA	906
8	42	<b>CUMBERLAND VALLEY MOTORS RACING</b> R. Garth Ullow, Mechanicsburg, PA Edwin C. Ullom, Harrisburg, PA Bill Davis, Amandale, MD Tony Griffin, Garders, PA	Cumberland Valley Motors Goodyear Tire & Rubber Co.	BMW 320i 1979	SSB	897
14	44	<b>THE PEOPLE'S CHOICE</b> Charlie Schnepf, Freemont, OH David Bahrs, Toledo, OH Jerry Liss, Bowling Green, OH Robert Lesage, Toldeo, OH Tim Allen, Custar, OH	Tod AMC Freemont, OH Pisamello's Pizza Allison Inc.	AMC Bremlin 1977	SSC	864
1	28	<b>GULDSTRAND RACING ASSOC.</b> Jim Cook, Cypress, CA Don Knowles, Springfield, VA Bob Carradine, Los Angeles, CA	1983 Guldstrand Engineering Goodyear Tire & Rubber Co. Engle-1, Flying Tigers, Union Oil Co.	Chevrolet Camaro Proto 1984		964
4	58	<b>BRUMOS RACING</b> Ken Williams, Taylors, SC Steve Potter, New York, NY Kathy Rude, Seattle, WA John Schneider, Dallas, TX	Brumos Racing, Jacksonville, FL	Porsche 944	SSGT	933
1	03	<b>AMERICAN SPIRIT RACING (No. 1)</b> Rich Abbate, New Haven, Conn. Bill Silverman, Waitsfield, VT Blair DuPont, Bristol, CT Alt. Dave DuBois	Mazda Motors of America, East Fitzpatrick Mazda RICOH Camera of America, Inc.	Mazda RX-7 1983	SSA	901



# CLASS WINNERS (con't.) - page 2

11	19	<b>BERTONE RACING</b> Kim R. Baker, Wilbraham, MA Joe Crowell, Hendersonville, NC Larry Hendricks, Piedmont, SC	Baker Automotive, Inc. Hendricks & Richardson	SSC 1982	895	
16	30	<b>MOTHER BAKIN'S SOUP KITCHEN &amp; RACING COMPANY</b> Cheryl Bakin, Pittsburgh, PA Larry Funk, Oberlin, OH Dennis Daugherty, Brecksville, OH Mike Connolly, Pittsburgh, PA Rich Ashley, Morton, OH	B.F. Goodrich Tire & Rubber  Sewickley Porsche-Audi Boge Shocks, Cibie Lights Quaker State Oil IMPORT CAR Magazine Timken Bearings 1984	Audi Coupe  1984	SSB	875
1	21	<b>PORSCHE-AUDI MOTOR CARS RACING (No. 2)</b> Freddy Baker, Kirtland, OH Jim Busby, Newport Beach, CA Rick Knoop, Laguna Beach, CA	Porsche Motor Cars, Inc.  Of Bedford, OH B.F. Goodrich Tire Co. Lucas Brothers Towing Augie's Pizza, Little Kings Beer Sun Refining Corp.	Porsche 944 Proto  Turbo 1984		963
2	44	<b>RICK HURST RACING</b> Rick Hurst, Orlando, FL Jamie Hurst, Orlando, FL Bob Strange, North Canton, OH Dick Turner, Lancaster, TX Mike Brockman, Orlando, FL	Visual Services, Inc. B.F. Goodrich Tire Co. Contemporary Cars	Porsche 944 1983	921	
7	86	<b>DAVE WOLIN MOTOR RACING NO. 1</b> Dave Wolin, Palos Verdes Est. CA Jim Whitaker, Mountlake Terr., WA Ron Cortez, Sepulveda, CA H. Tide Ebding, El Sobrante, CA Michael Rutherford, Torrance, CA	Mitsubishi Motors of America Earl's Performance Products Yokohama Tires, Pyrotec, HKS USA Mikuni, Nippondenso T.R.D. U.S.A.	Mitsu. Starion 1983	SSA	897
11	47	<b>BERTONE RACING NO. 2</b> Kim R. Baker, Wilbraham, MA John Dinkel, Irvine, CA Innes Ireland, Berkshire, Engl.	Bertone (Italy) Baker Automotive Inc. Hendricks & Richardson Competition Consultants Goodyear Tire & Rubber Cibie	Bertone X-1/9 1982	SSC 890	
13	41	<b>PHOENIX RACING</b> William C. Pate, Lafayette, IN Dr. Phillips R. Pate, Kokomo, IN Jack Ryan, Griffin, GA Peter Schwartzott, NY	RMB Motors, Griffin, GA Goodyear Tire & Rubber	VW Rabbit GTI 1983	SSB	888
1	98	<b>MORRISON-COOK MOTORSPORTS</b> Jim Cook, Los Alamitos, CA Ron Grable, Sherman Oaks, CA Don Knowles, Springfield, VA Bobby Carradine, Los Angeles, CA John Heinrich, Holly, MI	<b>1985</b> Mobil Oil Flying Tigers B.F. Goodrich Co.	Chev. Corvette 1986	Proto	1012
4	44	<b>RICK HURST RACING</b> Rick Hurst, Orlando, FL Bob Strange, No. Canton, OH Mike Brockman, Van Nuys, CA Tony Swan, Playa del Ray, CA	Contemporary Cars of Orlando B.F. Goodrich Co.	T Porsche 944 1983	SSGT	969
7	24	<b>BRIODY RACING</b> Jim Briody, Cherry Hill, NJ Bob Nagel, McMurray, PA Jon Woodner, Washington, DC Janet Guthrie, New York, NY	Peugeot Motors of America Prudential Bache Securities CAM2 GT Unleaded Gasoline Bridgestone Tires	Peugeot 505 Trb. 1985	SSB	919
10	55	<b>STONESTREET</b> Bob McConnell, Dayton, OH Phil Linne, Mansfield, OH Horst Cuehlbronner, Indianapolis, IN Christopher Jacobs, Cincinnati, OH	Stonestreet, Inc. University Park Insurance	VW Rabbit GTI 1984	SSC	901
11	11	<b>RAM RACING</b> Roger Marble, Kent, OH Dave Weitzenhof, Bath, OH Kip Laughlin, McLean, VA	Marhofer Chevrolet Firestone Tire & Rubber	Camaro Z-28 1985	SSA	897

# CLASS WINNERS (con't.) - page 3

		1986			
1	98	MORRISON-COOK MOTORSPORTS NO. 2 Don Knowles John Heinricy Bob McConnell	Mobil, B.F. Goodrich, Delco Suspension Systems, Delco Prod., Repco, Flying Tigers, Hella	Corvette	SSSS 929
9	87	TEAM MITSUBISHI Mike Rutherford Ray Kong Dave Wolin Dave Vegher	Mitsubishi Motor Sales, Toyo (USA), Hella, Enkei USA, Tokico, Mobil, Unifilter, Autometer, NGK	Mitsu, Starion	SSA 878
12	33	QUANTUM ENGINEERING Bruce Short Donna Sue Landon Doug Peterson	Yokohama, Mobil Oil, Koni, PIAA, VDO, NGK	Honda CRX-Si	SSB 863
16	11	CARLSEN PORSCHE RACING Paul McIntosh Bruce MacInnes Bob Akin L. Bleil	Carlsen Porsche, Goodyear, Quaker State, Bosch, Garretson Enterprises	Porsche 944	SSGT 855
1987					
1	88	MORRISON ENGR./BAKER RACING Don Knowles, Springfield, VA Bobby Carradine, Los Angeles, CA R.K. Smith, Carlsbad, CA Bobby Archer, Duluth, MN Tommy Archer, Duluth, MN	Mobil 1, Goodyear Tire & Rubber Mid America Corvettes, Delco, Delco Suspension Systems, Bilstein Shocks, Coca-Cola Hella, Earle's Supply Twix	Chev. Corvette 1988	Proto 927
2	87	DAVE WOLIN/TEAM MITSUBISHI Dave Wolin, Los Angeles, CA Mike Rutherford, Concord, CA Ray Kong, San Jose, CA Wiley Timbrook, Golden, CD	Mitsubishi Motors Toyo Tire U.S.A.	Mitsu. Starion	SSA 895
3	13	DILLIGAF RACING Jim Mueller, No. Olmstead, OH Dave Forgash, Westlake, OH Don Duncan, Chardon, OH Richard Myhre, Cleveland Hts., OH	Mullinax Ford Goodyear, Mac Tools, Champion Spark Plugs, Hy-Tech Machinery	Ford Mustang 1987	SSGT 878
4	6	MIKRON RACING Mike Anson, Hermosa Beach, CA Ron Johnson, Cypress, CA Rob Walker, Escondido, CA Leonard Baptiste, Cypress, CA	B.F. Goodrich Nissan Motor Corp.	Nissan, Pulsar NX ITC	874
6	7	TED SCHUMACHER RACING Ted Schuamcher, Pandora, OH Tom Etsinger, Worthington, OH Pete Paxton, Crownsville, MD Morey Doyle, Indianapolis, IN	Goodyear Tire & Rubber Co. Mobil 1	Triumph TR-7	821
9	79	THREE MIDGETS AND A MISFIT Kim Lind, Brighton, MI Jeff Lane, Romeo, MI Grady Ellis, Ann Arbor, MI Tony Brakora, Dexter, MI	B.F. Goodrich	Dodge Shelby	SSB 774
12	2	FORCE 4 RACING/THE APEX ASSULT Tom Lyttle, Decatur, GA John Wagner, Ann Arbor, MI Ned Freeston, Atlanta, GA		1973 Merc. Capri ITB	645
13	17	SMC MOTORSPORT Mike Connolly, Pittsburgh, PA Joe Maloy, Bridgeville, PA Michael Berrington, Pittsburgh, PA George Shafer, Somerset, PA Jim Briody, Cherry Hill, NJ Alt. John Dinkel, Irvine, CA	MCB AutoSport	Nissan 200 SX	SSB 623
15	1	LINNE ENDURANCE GROUP Phil Linne, Mansfield, OH Jeff Arendas, No. Royalton, OH Bill Miller, Worthington, OH Mike Wallington, Mansfield, OH	Firestone Tire & Rubber Co. Daugherty's Sohio	1984 VW GTI	SSC 35

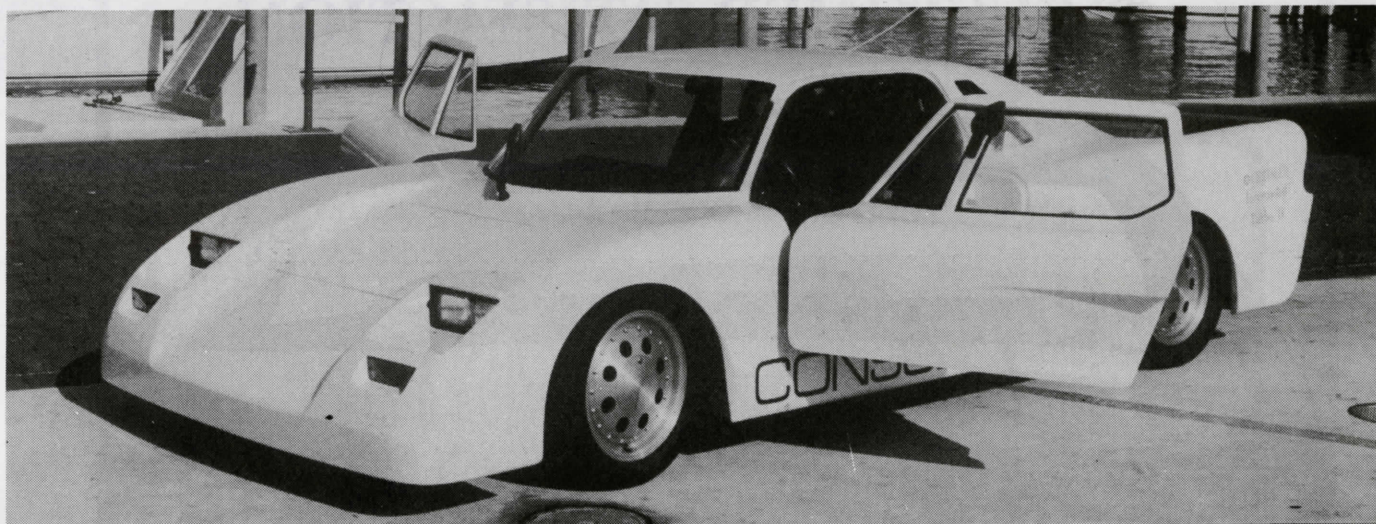
## RACE MILEAGE AND AVERAGE SPEEDS

	Combined Mileage	Overall	Prototype	SSGT	SSA	SSB	SSC	No. Starters/ Drivers
1980	31,214	1850 76.86 mph	-	-	1850 76.86 mph	1704 70.79 mph	1762 73.20 mph	21/74
1981	43,274	1838 76.53 mph	1834 76.42 mph	-	1838 71.75 mph	1722 74.17 mph	1708	34/107
1982	61,782	1920 80.00 mph	1920 80.00 mph	-	1812 75.50 mph	1794 74.75 mph	1728 72.00 mph	40/167
1983	69,664	1928 80.33 mph	1928 80.33 mph	1866 77.75 mph	1802 75.08 mph	1752 73.00 mph	1790 74.58 mph	49/206
1984	76,204	1926 80.25 mph	1926 80.25 mph	1842 76.75 mph	1794 74.00 mph	1776 74.17 mph	1780	52/203
1985	32,556	2024 84.33 mph	2024 84.33 mph	1938 80.75 mph	1794 74.75 mph	1838 76.58 mph	1802 75.08 mph	19/80
1986	81,836	1858 77.42 mph	1858 77.42 mph	1710 71.25 mph	1756 73.17 mph	1732 72.17 mph	-	60/217
1987	21,054	1854 77.25 mph	1854 77.25 mph	1756 73.17 mph	1790 74.58 mph	1548 64.50 mph	70 70.00 mph	15/70
	41,784			ITS 1642 68.42 mph	ITA 1246 51.92 mph	ITB 1290 53.75 mph	ITC 1748 72.83 mph	

## 1988 CONSULIER GTP SPORTS CAR

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**Price:**

\$40,900 includes as standard: Air conditioning, Recaro seats, Alpine stereo AM/FM/CD, tilt steering wheel, cruise control, leather trim package, power windows, carpeting, four point seat belts, 5 year 50,000 mile protection policy.

**General:**

Weight/dist: 1,950 lbs: 33% front, 67% rear  
Wheelbase: 100 inches  
Track: 60.5 inches front and rear  
Length: 172 inches  
Width: 72 inches  
Height: 44.5 inches  
Ground clearance: 6 inches  
Overhang: 28 inches front, 44 inches rear  
Fuel capacity: 16 gallons, ballistic fuel cell and remote surge tank

**Engine:**

Type: Intercooled, turbocharged, SOHC, inline four cylinder, aluminum head, cast iron block, remote oil cooler

Manufacturer: Chrysler  
Bore and Stroke: 87.5 mm X 92mm  
Displacement: 2213 cc  
Compression ratio: 8.0:1  
Output: 174 bhp @ 5200 rpm  
Induction: Bosch-holley K-Jetronic fuel injection  
Fuel requirement: Premium unleaded 91 octane  
Boost pressure: 12 lbs (max)

**Drive train:**

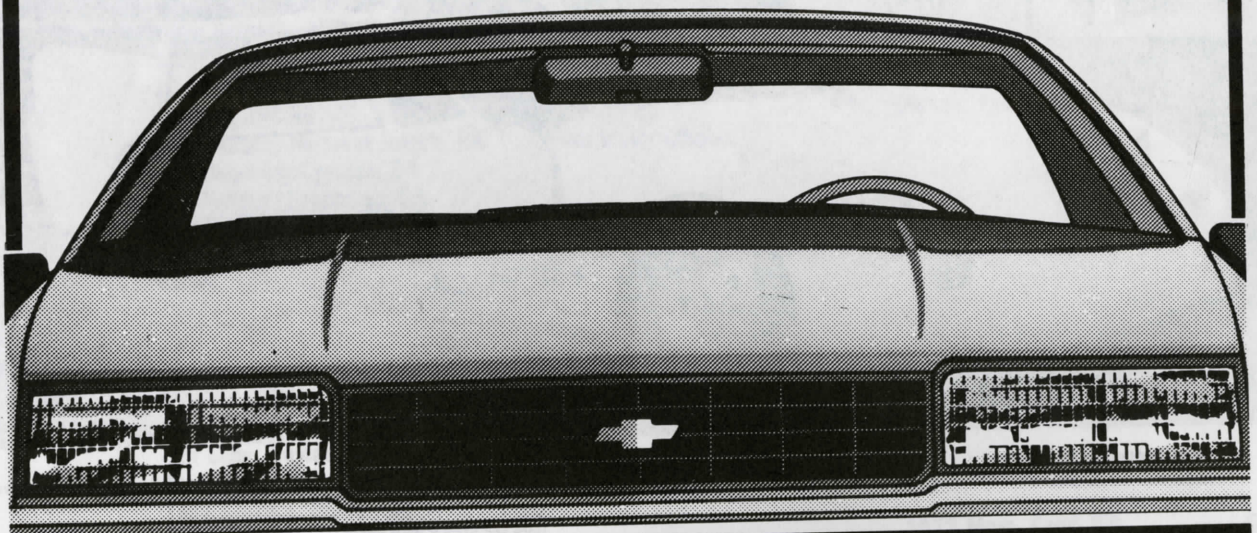
Transmission: Getrag 5 speed manual  
1st - 3.00/1 36 mph @ 6000 rpm  
2nd - 1.89/1 56 mph @ 6000 rpm  
3rd - 1.28/1 83 mph @ 6000 rpm  
4th - 0.94/1 113 mph @ 6000 rpm  
5th - 0.72/1 148 mph @ 6000 rpm  
Final Drive Ratio: 2.74/1 Max RPM - 6800

**Chassis and Body:**

Layout: Transverse mid-engine, rear drive, rear cooled, two passenger, two door coupe  
Unit body: Biaxial S glass, Kevlar, carbon fiber foam core composite construction  
Brakes: ventilated discs 10.6" front, 10.4" rear, vacuum assisted  
Wheels/tires: 15"X 6" aluminum / 205-50-15 Yokohama A008R  
Steering: manual rack and pinion, 14:1  
Suspension: McKee Engineering designed inboard 4 wheel independent, lower A arm, upper rocker arm, coil over three way adjustable Carrera shocks, front torsional anti-roll bar

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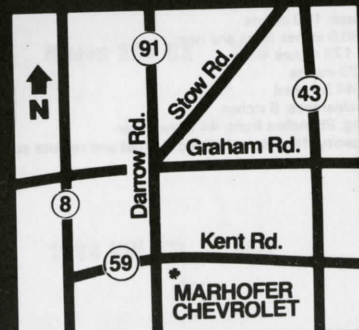
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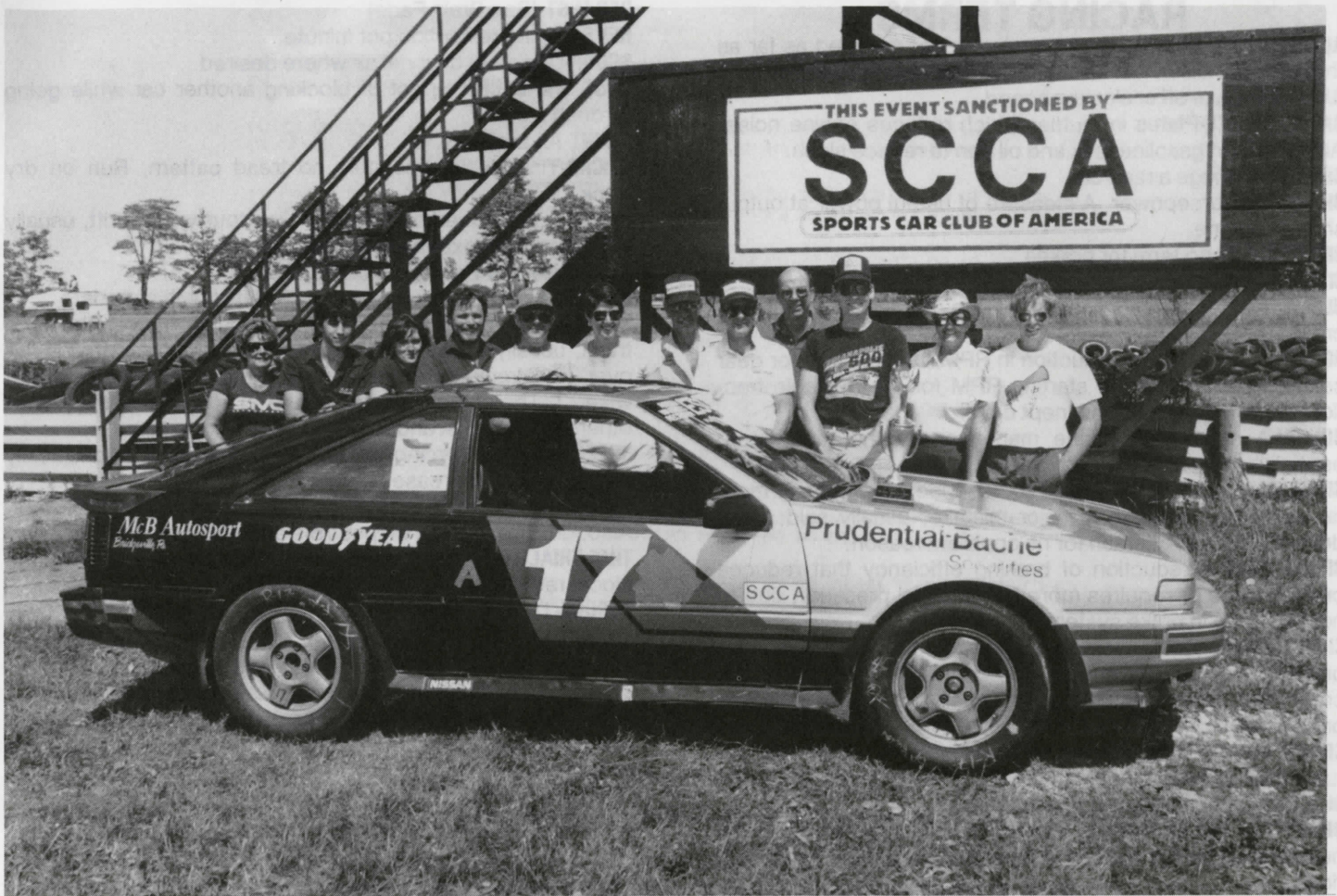
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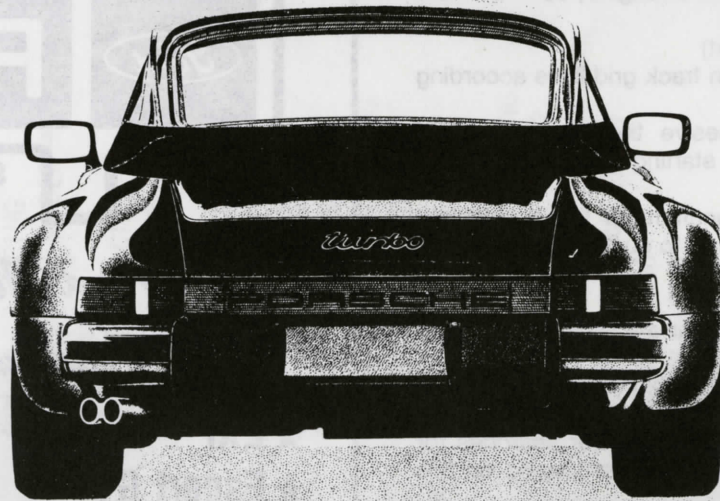
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## RACING TERMS

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

**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.

**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.

**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, which was actually built without synchros.

**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. (see 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.

**FULL BORE**-Full speed. (also, flat out)

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

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

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

**HONKER**-An unusually fast car.

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

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

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

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

**LUNCH**-To destroy an engine, as in "it ate a piston" or rod or other parts.

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

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

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

**PRANG**-To damage a race car. Not as serious as "shunt".

**RED MIST**-(See Brain Fade)

**REVS**-Engine revolution per minute.

**SCOOP**-Device to channel air where desired.

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

**SHUNT**-An accident.

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

**SLIDE**-An unplanned and uncontrolled four-wheel drift, usually with a far more expensive result.

**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 race track, usually a less than capable driver. 2) A car that is "all over" the track, even though the driver would prefer otherwise. 3) The combination of 1) and 2) is an awesome job 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 a single car at a time against the clock, rather than against other cars.

**TORQUE**-Turning force.

**TOW**-Slipstreaming, drafting; following another car closely to reduce wind resistance; often followed by slingshotting.

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

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

**TWEAKS**-Modification to increase engine power or chassis.

**UNSANITARY**-Poorly prepared or unsafe looking race car.

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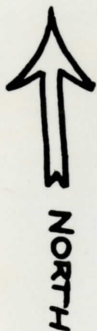
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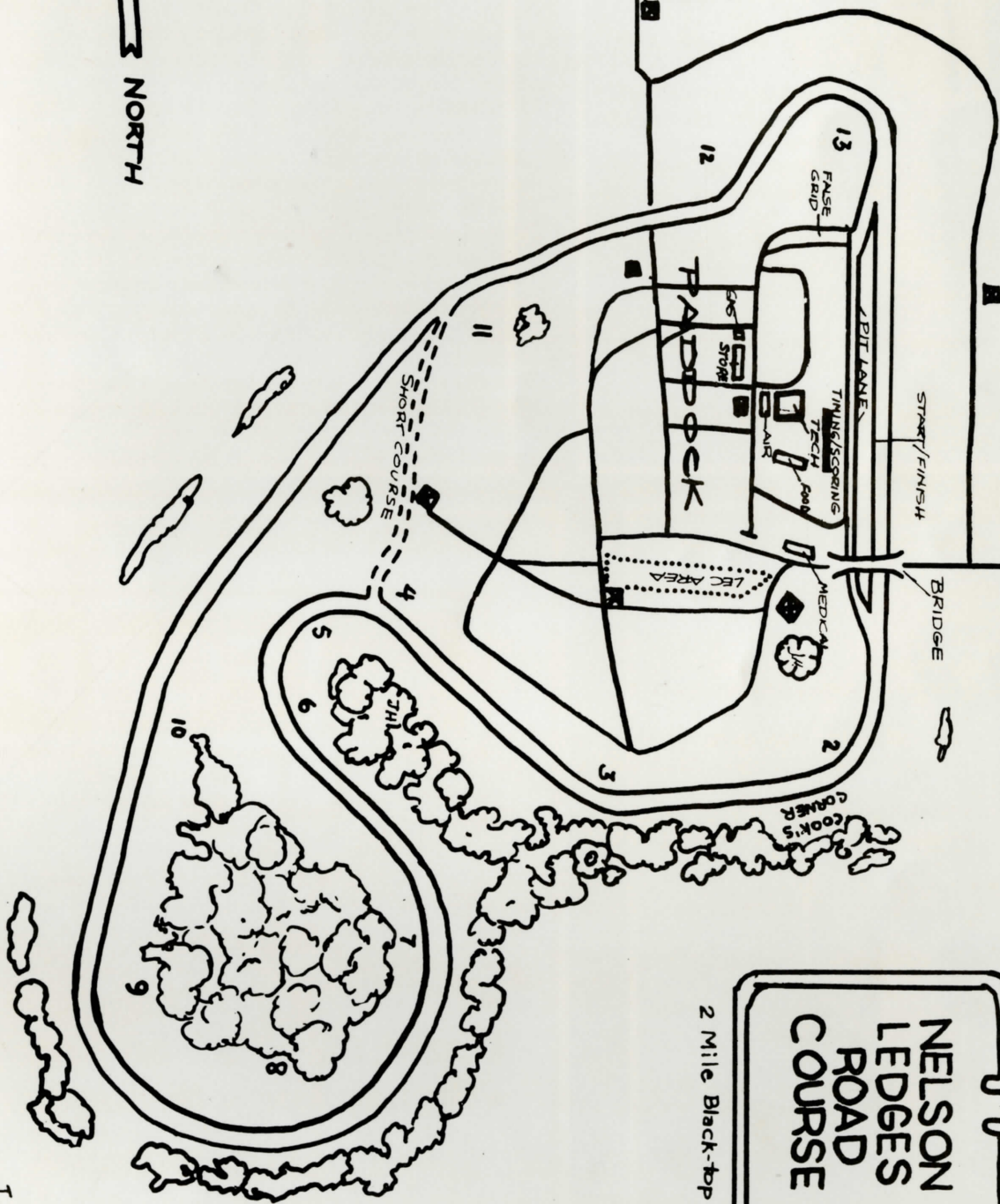
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NICHOLSON ROAD



TRACK OFFICE

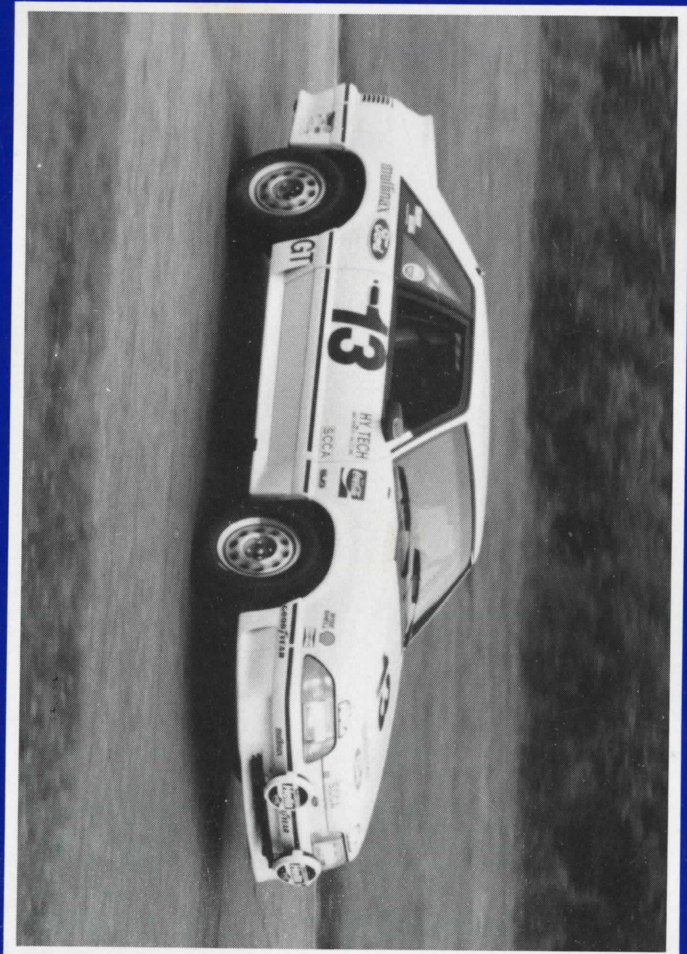
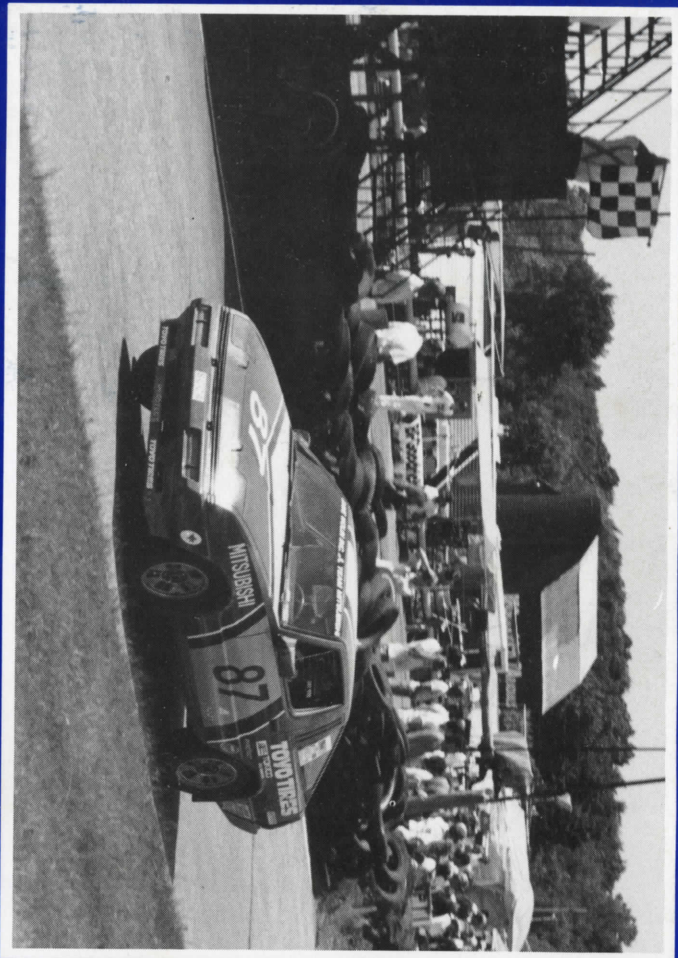
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OA Pos.	Car No.	Class	Team	Total 1-24	Total 1-12	13	14	15	16	Hour 17	18	Totals 19	20	21	22	23	24
1	54	1 Proto	POPULAR MECHANICS	838	441	40	39	36	40	39	43	37	41	42	40		
2	1	1 SSGT	TEAM DAYTON	830	428	40	41	36	40	42	41	39	42	42	39		
3	27	1 SSA	GROUP 27 RACING	822	433	38	40	40	37	37	41	39	40	37	40		
4	12	2 SSA	INDEPENDENT RACER #3	805	424	40	37	40	38	39	38	41	37	41	30		
5	74	1 SSC	CRXpress	800	423	37	37	37	37	38	38	39	39	38	37		
6	42	2 SSC	RUST BELT RACING	800	423	36	39	36	39	37	39	37	37	40	37		
7	16	1 ITC	DRP RACING/NISSAN NORTH	798	429	36	36	39	37	37	39	37	37	35	36		
8	3	1 ITA	ROTARY REBELS	798	413	37	40	35	37	40	39	39	40	38	40		
9	83	3 SSA	SPOTSER-TARR RACING	792	419	37	34	38	39	38	40	40	39	36	32		
10	4	2 ITA	LAST MINUTE RACING	789	419	38	41	11	42	39	41	42	41	40	35		
11	23	2 SSGT	ARROW/BIRCHWOOD	786	407	38	35	41	39	39	40	34	41	39	33		
12	28	1 ITS	PRECISION RACING	768	405	37	39	31	38	31	40	37	39	33	38		
13	8	2 ITS	TED SCHUMACHER RACING	767	439	39	37	38	37	38	24	39	30	17	29		
14	9	1 ITB	RABBITS DON'T ROLL	765	412	37	37	38	35	38	38	35	32	31	32		
15	19	2 Proto	CONSULIER INDUSTRIES	753	394	41	40	40	42	40	40	21	16	38	41		
16	99	2 ITB	F.T.C. RACING	733	403	35	19	35	32	34	39	39	37	22	38		
17	38	3 ITB	NITTO TIRE/ALLAN RACING	733	377	35	31	36	36	36	37	38	36	34	37		
18	11	3 ITS	INDEPENDENT RACER #2	723	418	37	29	0	33	37	41	18	42	33	35		
19	7	4 ITB	JUST BlauMitWeiss RACING	719	362	28	39	35	35	38	38	38	38	30	38		
20	10	4 ITS	INDEPENDENT RACER #1	701	382	37	41	34	41	28	0	23	40	39	36		
21	55	5 ITS	KNOTT RACING	687	327	37	33	32	36	36	38	35	38	38	37		
22	21	1 SSB	WELSH RACING	605	357	6	37	4	20	24	34	30	26	34	33		
23	64	4 SSA	TEAM TURTLE	344	344	0	0	0	0	0	0	0	0	0	0		
24	77	5 ITB	MID-LIFE CRISIS RACING	296	296	0	0	0	0	0	0	0	0	0	0		
25	13	3 SSGT	DILLIGAF RACING	259	259	0	0	0	0	0	0	0	0	0	0		

*Raymond F. ...*

13.57