

# 12th Annual LONGEST DAY OF NELSON '91

NELSON LEDGES ROAD COURSE • JUNE 28-30, 1991



OFFICIAL PROGRAM \$3.00



NATIONAL SPORT  
SEDAN CHAMPIONSHIP



SCCA  
Sports Car Club of America

SANCTION #91-RS-95-S

# 1990 LONGEST DAY WINNERS

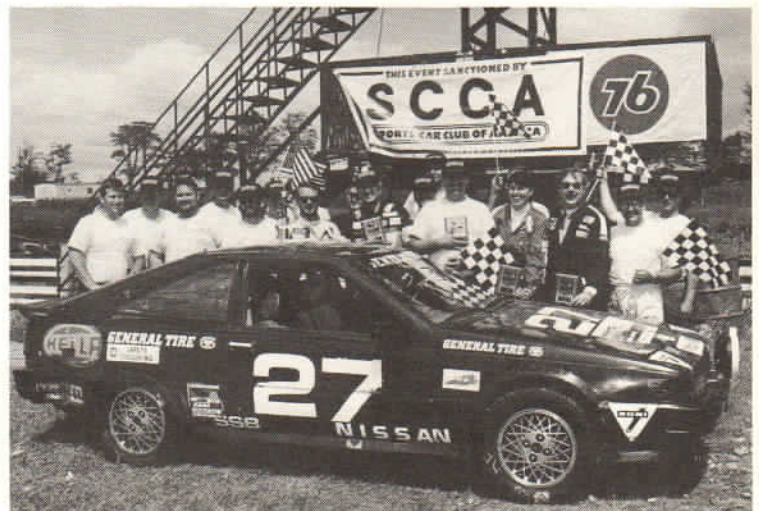
**#19 CONSULIER #1**  
First Overall and First Prototype

**#61 SPIRIT OF DC RACING #1**  
First ITS

**#81 RAPID MOVEMENT RACING**  
First ITE

**#26 GROUP 27 #1**  
First SSA

**#27 GROUP 27 #2**  
First SSB



# OFFICIALS FOR 12th ANNUAL "LONGEST DAY OF NELSON" June 28-30, 1991



Chief Steward: ..... Ed Nicholas  
 Asst. Chief Stewards ..... : Gary Barnhart  
 ..... Barry Kaplan , Bill Brown, Frank Karl  
 ..... John Gall , Steve Mera  
 Asst. Chief Stewards - Safety: ..... Charles Dobbs  
 ..... Mike Connolly, Ron Alexander, Al Johnston  
 Stewards of the Meeting: ..... Walt Phillips, Jim Green  
 ..... Art James  
 Chief Tech Inspector(s): ..... Don Young  
 ..... Don & Linda Poole  
 Chief Pit Marshall: ..... Larry Zimcosky  
 Chief of Timing: ..... Les Walter  
 Chief of Scoring: ..... Dave Killian  
 Chief of F&C: ..... Sam Oram

F&C: Lake Erie Communications

Chief Starter: ..... John Green  
 ..... Betty & Ernie Rogge  
 Chief Registrar: ..... Anita Nicholas  
 ..... Dorothy Harrington  
 Chief of Fire & Rescue: ..... Bob Roth  
 Medical Staff: ..... Akron Emergency Physicians  
 ..... Dr. Michael Saddleton, M.D.  
 Emergency Tow Truck: ..... Willie Harshman  
 ..... & Harshman Towing  
 Pace Car Drivers: ..... Terry Duncan  
 ..... Jon Darrow  
 Paddock Marshall: ..... Ron Urchek  
 Ambulance Service: ..... Action Ambulance  
 Race Chairman: ..... Ann M. McHugh  
 Announcers: ..... Jim Eddy , Jim DeCesare, Ted Sohler  
 Track Manager: ..... John McGill  
 Assistants: ..... Scott Lane , Ron Moreau  
 Front & Inside Cover Photos  
 Courtesy of Geoffrey Hewitt ..... Racing Photography.  
 Back Cover Photo courtest of Ken Pullen

# 'LONGEST DAY OF NELSON 91" SCHEDULE June 28 - 30, 1991 THURSDAY, JUNE 27, 1991

4:00 pm to 8:00 pm ..... Registration at the Track  
**FRIDAY, JUNE 28, 1991**

8:30 am to 10:00 pm ..... Registration &  
 ..... Tech Inspection at Track  
 9:00 am to 11:00 am ..... Practice for all "LD" classes  
 11:00 am to 11:30 am ..... NASPORT Practice Session  
 ..... LUNCH BREAK/Media Rides on Course  
 1:00 pm to 2:30 pm ..... First "LD" Qualifying Session  
 2:30 pm to 3:00 pm ..... Break for Workers and  
 ..... Course Clean-up  
 3:00 pm to 5:00 pm ..... Second "LD" Qualifying Session  
 5:00 pm to 5:30 pm ..... NASPORT Qualifying Session  
 5:30 pm to 8:00 pm ..... DINNER BREAK  
 8:00 pm to 11:00 pm .... Night Practice-All "LD" Cars-For  
 ..... light adjustment and track familiarization

## SATURDAY, JUNE 29, 1991

8:00 am to 2:00 pm ..... Registration & Tech Open  
 10:30 am to 10:50 am ..... Warmup for NASPORT Cars  
 11:00 am to 12:00 Noon ..... Warmup for All "LD" classes  
 12 Noon to 12:30 pm ..... NASPORT EAST RACE  
 12:30 pm to 2:00 pm ..... Worker/Media Lunch  
 ..... Parade Laps for Media/Car Clubs  
 1:30 pm ..... MANDATORY DRIVERS MEETING  
 ..... at Start/Finish Tower  
 2:30 pm .... Gridding of All cars on Start/Finish Straight  
 2:55 pm ..... Start of Warm-Up Lap and  
 ..... Pace Lap for "LD '91"  
 3:00 pm ..... START of 12th Annual  
 ..... LONGEST DAY OF NELSON

## SUNDAY, JUNE 30, 1991

3:00 pm ..... CHECKERED FLAG Drops on 12th  
 ..... Annual "LONGEST DAY OF NELSON" -  
 ..... exactly 24 hours after the Official Start of Race  
 4:00 pm ..... Presentation of Trophies at  
 ..... base of B.F. Goodrich Timing Tower

## THE NATIONAL SPORT SEDAN CHAMPIONSHIP NASPORT-EAST DIVISION 1991 POINT STANDINGS

### DRIVERS CHAMPIONSHIP:

Pos.	Driver	Car	Pts.	Prize
1	Don Meluzio	Porsche 924	42	\$2125
2	Milton Grant	Toyota Corolla GT-S	28	\$1250
3	Jeff Clinton	Toyota Corolla GT-S	17	\$800
4	Weber Manning	Mazda RX-3	15	\$200
4	Richard Grant	Nissan Sentra	15	\$475
6	Stacy Wilson	Mazda RX-7	13	\$50
6	Jack Ramey	Mazda RX-7	13	\$150
6	Tom Speed	Nissan Pulsar	13	\$100
9	Bob Burgess	Nissan 200SX	11	\$100
10	Steve Clark	Mazda RX-3	3	\$50
11	Mike Wiggins	Mazda RX-7	-	-

### MANUFACTURERS CHAMPIONSHIP

1.	Porsche North America	40
2.	Toyota Motor Sales USA	34
3.	Mazda North America	15
4.	Nissan Motors in USA	15



## FROM ALL THE DRIVERS -- TO ALL THE WORKERS



### THANKS....

...to all the Crew Members, Corner Workers, Tech, Pit, Paddock Workers, Fire, Rescue, Ambulance Crews, Towing Crews, Timing and Scoring Workers and Others who make it possible for us to have so much fun and come away with so many great stories.

## LAPS TO CONQUER M.S., INC. A CHARITY FOR MULTIPLE SCLEROSIS

**FOUNDED:** 1989 by Fay and David Teal of Aston, Pennsylvania. Fay Teal has had chronic progressive Multiple Sclerosis since 1981 and is using her lifelong interest in motorsports to help conquer her affliction.

**PURPOSE:** To increase Multiple Sclerosis awareness through motorsports, and to raise funds for the National Multiple Sclerosis Society.

**MEANS:** Laps to conquer M.S., Inc. solicits sponsorships from corporations and individuals to cover operation expenses.

1991 Corporate Sponsors are:

**OLDSMOBILE \* SUNOCO \* PRUDENTIAL SECURITIES**

**ACHIEVEMENTS:** Laps to Conquer M.S., Inc., has raised over \$3,000 dollars for the National Multiple Sclerosis Society while competing in the 1989 and 1990 "One Lap of America" (Finishing 9th and 4th), in Autocrosses (1st); and while making numerous appearances at motorsports related activities to raise Multiple Sclerosis awareness.

Fay Teal received the prestigious "Achievement Award" from the Greater Delaware Valley Chapter of the National Multiple Sclerosis Society in 1989.

**WHY:** Multiple Sclerosis is a disease of the central nervous system that strikes nearly 200 new patients weekly. The disease afflicts adults, from late teens to middle fifties, by short-circuiting the brain's ability to transmit messages to the muscles. The victim's motor, sensory and bodily functions are affected.

The National Multiple Sclerosis Society provides funds for research to find the cause and much needed cure for this debilitating disease, and also for support programs through its chapters for more than 250,000 Americans afflicted with Multiple Sclerosis.

Tax Deductible Donations may be mailed to:

**Laps to Conquer M.S., Inc.  
723B Mount Road  
Aston, PA 19014**

# THE 1991 "LONGEST DAY OF NELSON" JUNE 28 - 30, 1991

A 24 Hour Endurance Race for Showroom Stock Cars  
Sanction No. 91-RS-95-S Neohio Region at Nelson Ledges Road Course 2.0 miles

## ☆ OFFICIAL ENTRY LIST ☆

CAR	TEAM NAME/DRIVERS	SPONSORS	CAR	CLASS
1	<b>TEAMCONSULIER</b> Neil Hanneman, Detroit, MI Mac DeMere, Thousand Oaks, CA Bruce Mac Innes, Sharon, CT Warren Mosler, Hobe Sound, FL	ConsulierIndustries Goodyear Tire & Rubber	1991 Consulier	Proto
3	<b>JASPER ENGINE MOTORSPORTS</b> Lloyd Jennings,Sr.,Brownsburg,IN Lloyd Jennings,Jr.,Brownsburg,IN Myron Davis, Brownsburg, IN Brian Alexander, Brownsburg,IN	Jasper Engine & Trans. Valvoline, Bridgestone Indiana High Rail Corp. Brownsburg NAPA	1974 Ford Pinto	ITB
4	<b>LAST MINUTE RACING</b> Rick Kiceniuk,Annandale, NJ John Weaver,Ft.Washington, PA Gary Bossert, Bridgewater,NJ Kurt Weiss,Stephentown, NY	Crotch's Auto Camptown Tool & Die Co. Zygmunt Motors	1973 BMW 2002tii	ITA
7	<b>Just BlauMitWeiss Racing</b> John Gadberry,Cincinnati,OH Larry Schumacher,Cincinnati,OH Scott Hughes, Novi, MI John McCarthy, Boston, MA	Just BlauMitWeiss Yokohama BMW Car Club -Buckeye Chapter	1971 BMW 2002	ITB
8	<b>RAW KNUCKLES RACING</b> Don Hiller, So.Euclid, OH Bob MacDonald,Strongsville,OH C.Patrick Kane, Chagrin Falls,OH Joe Jordan, Orange, CA Rob Rayman, Cuyahoga Falls, OH	Yokohama Tire, Motul Mazda Motorsports Impart Foreign Auto Parts All Nations Auto Parts Childs Way	1979 Mazda RX-7	ITS
9	<b>DAVE WOLIN MOTOR RACING #1</b> Dave Wolin, Riverside, CA Mike Rutherford, Concord, CA John Norris, Culver City, CA	Mitsubishi Motor Sales Toyo Tires, Mobil One	1991 Mitsu.	SSGT
10	<b>DOUG RUTH RACING</b> Doug Brown, Ostrander, OH Rickey Stansifer, Worthington, OH Craig Butt, Columbus, OH Duke Kowalski, N. Royalton, OH alt.Doug Ruth, Amanda, OH		1984 Nissan 300 ZX	ITS
11	<b>HAVOC MOTORSPORT</b> Jody Lift, Crestwood, IL John B. Welch, Evanston, IL Al Lien, Chicago, IL David McNeil,Clarendon Hills, IL Bill Sovik, Jr. Youngstown, OH	Havoc Motorsport	1985 VW Scirocco	ITA
12	<b>SPIRIT OF ST. LOUIS</b> Scott Livingston, St. Louis,MO Jessica Livingston, St. Louis, MO Richard Wizeman, Chesterfield, MO Jim Jordan, Elverta, CA	Goodyear	1990 Mazda Miata	SSC

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<b>CAR</b>	<b>TEAM NAME/DRIVERS</b>	<b>SPONSORS</b>	<b>CAR</b>	<b>CLASS</b>
13	<b>IRISH RACING</b> Bob MacDonald, Rochester, NY Mark McAllister, Rochester, NY Jim Nolan, Rochester, NY George Morris, Pittsford, NY	MT.Read Engines Mt. Read Aamco, Roch.NY	1983 VW Rabbit GTi	ITA
14	<b>FAHRGENVOLVO RACING</b> Byron Limber, Elyria, OH Greg Limber, LaGrange, OH Harry Belizaire, Oberlin, OH John R. Petrone, Kirtland, OH	Spectro Oils of America Cleveland Jaguar	1979 Volvo 242	ITB
17	<b>ALL AUTOMOTIVE</b> Jim Lucas, Cleveland, OH Mark Sandridge, Cleveland, OH Larry Funk, Oberlin, OH Fred Baker, Cleveland, OH	All Automotive Sandridge Salads Lucas Bros. Towing	1988 Honda CRX si	Proto
18	<b>MORGAN MOTORSPORTS</b> Jim Strunk, Willoughby, OH Marc Lawrence, Cordova, TN Everett Morgan, Lafayette, IN Phil Linne, Mansfield, OH Jeff Arendas, N. Royalton, OH	Stodard Imported Cars Morgan Motorsports Jim Strunk's Paycheck	1985 VW GTi	ITA
19	<b>TEAM CONSULIER #2</b> Pat Shelby, Dallas, TX Doug Beatty, Ontario Canada Bob McConnell, Vandalia, OH Shane Lewis, Sierra Madre, CA	Consulier Industries Goodyear Tire & Rubber Co	1991 Consulier GTP	Proto
21	<b>ALL AUTOMOTIVE</b> Bobby Wolf, Bedford, OH TBA	All Automotive Sandridge Salads Lucas Bros. Towing Goodyear Tire & Rubber	1989 Honda CRX si	Proto
28	<b>MARK &amp; THE MECHANICS</b> Dave Strittmatter, Akron, OH Mark McMahan, Akron, OH TBA		1971 Fiat Spyder	ITC
26	<b>PANOS RACING</b> Ed Jacobs, Akron, OH Bob Strange, Akron, OH Rich Taylor, Sharon, CT Grayson Upchurch, Atlanta, GA	Valvoline, Sports Auto Fram/Autolite, Essex Racing Competition Engr., Simpson King of the Road, Turtle Wax Hedman Headers, O.Z. Wheels	1991 Panos	Proto
30	<b>HONEST EFFORT RACING</b> Jim Szilagyi, Redford, MI Alex Szilagyi, Dearborn, MI Al Szilagyi, Lake Orion, MI Terry Richards, Pinckney, MI	Light Flight Perform. Nippendenso Spark Plugs S & G Imported Car Parts	1980 Plymouth Arrow	ITC
31	<b>TEAM TWO WHEELS</b> Richard Harrison, Edmond, OK Keith Brewer, Bethany, OK Ronnie Jones, Oklahoma City, OK Sean Riggan, Edmond, OK John Metcalf, Shawnee, KS		1986 Mazda RX-7	ITS

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32	<b>HONDA OF AMER. RACE TEAM</b> Forrest Granlund, Dublin, OH Kevin Adams, Mechanicburg, OH Dave Dix, State College, PA Roger Schroer, Zanesville, OH	Honda of America Mfg.	1989 Honda Civic Si	SSC
34	<b>NU/MCL RACING</b> Wm. Steve Craven, Summerfield, FL Richard McGinley, Verplank, NY Gerald Green, Summerfield, FL Vince Gimondo, Madisonville, TN	Leitzinger Motorsports Bridgestone	1980 Mazda RX-7	ITS
38	<b>MISERY BAY RACING TEAM</b> David Hammer, North East, PA Gene Kern, Erie, PA Supply Susan Robishaw, Erie, PA Bob Nick, Geneva, OH	Lake County Foreign Lake Erie Motorsports	1983 VW Rabbit	ITB
40	<b>FBR RACING</b> Craig Singhaus, Reisterstown, MD Max Balotin, Owings Mills, MD Michael Goldsmith, Hampstead, MD Makoto Yamamura, Sacramento, CA Susan Ferretti, Bronxville, NY alt. Fred Schroeder, VI, Relay, MD	MotorWeek, B.F. Goodrich Maryland Public TV 40 West Mazda Pat Goss Car World	1990 Mazda MX-6	SSB
42	<b>ROADKILL RACING</b> Dave Weitzenhof, Bath, OH Jim Sube, Stow, OH Dave Zaslow, New York, NY Simeon Schindelman, Hartford, CT Dean Tener, Bath, OH	M & M Toyota Bridgestone Tire	1986 Toyota MR2	SSC
44	<b>CAR BOB RACING</b> Bob Kocher, Canton, OH Gerald Cody, Massillon, OH Kevin Gatewood, Zanesville, OH Mike Osgar, Mansfield, OH Dave Forgash, Westlake, OH		1979 VW Rabbit	ITC
47	<b>RX-7 HEAVEN RACING #2</b> Bob Allison, W. Harrison, IN Charles Lovelady, Huntsville, AL Joe Graham, Huntsville, AL Rick Hill, Houston, TX	RX-7 Heaven Inc.	1979 Mazda RX-7	ITS
51	<b>SUE RUPP RACING</b> Sue Rupp, Fredericktown, OH Ted Vedrinski, Columbus, OH Jerry Goetzman, Mt. Vernon, OH J.R. Thomas, Westerville, OH Bob Powell, Bethesda, MD		1973 Datsun 510	ITC
55	<b>TWO OLD FARTS &amp; THE KIDS</b> John Weyls, Sr., Cleveland, OH Brett Johnston, Euclid, OH Dan Weyls, Medina, OH John "Skip" Weyls, Medina, OH	CST/ALCHEM	1972 Datsun 510	ITC

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61	<b>SPIRIT OF DC REGION RACING</b> Doug Christensen, Ormond Bch, FL John Legg, Woodstock, MD Jeff Lucas, Shippensburg, PA Kip Gaynor, Gaithersburg, MD	Yokohama Tire Nissan Motorsports MAACO Autobody Ron Automotive	1972 Nissan 240Z	ITS
62	<b>FEELS RIGHT RACING</b> Tony Swan, Verona, NJ Rich Ceppos, Plymouth, MI Peter Farrell, Manassas, VA Peter Halsmer, Birmingham, MI	B.F.Goodrich RX-7 Turbo	1991 Mazda	Proto
64	<b>TEAM TURTLE</b> Wedge Rafferty, Rensselaer, IN Glenn Davis, Indianapolis, IN Andy Cotyk, Galesburg, MI Roger Marble, Kent, OH	Northside Auto Sales Road Track & Trail Bridgestone Tire Porterfield Racing Parts	1988 Chevy IROC Camaro	SSGT
66	<b>G.L.RACING</b> John Gingery, Poland, OH Tim Meehan, Springfield, OH Bill Pintaric, Youngstown, OH Larry Ray, Galena, OH Wendell Van Sickle, Copley, OH	W.C.McQuaide, Valvoline Pizza Hut, Diamond Steel B.F.Goodrich	1990 Olds Calais 442	ITE
67	<b>D P ENDURANCE RACING</b> Walt Puckett, Albany, GA Dwayne Dover, Shelby, NC Al Beasley, Jr. Willoughby, OH Al Beasley, Sr., Willoughby, OH Bill "Willie J." King, Clinton, OH alt. Harry Puckett, Shelby, NC	Goodyear Tire & Rubber Shelby Volkswagen Rabbit Mobil Oil, Hella	1976 VW	ITB
70	<b>C.Z. MOTORSPORTS</b> Mark Chambers, Sugarland, TX Kendall Cranston, Coshocton, OH Jim Jerele, Powell, OH Mike Rowley, Columbus, OH Erick Zanner, Columbus, OH	Kale's Collision MOPAR Performance E.T.Paul Tires Bridgestone Tires LUK Clutches	1987 Dodge Shelby Turbo	SSA
72	<b>FOREIGN PARTS CONNEC./FTC#2</b> Thomas Horan, Monroe, GA Gray Upchurch, Dunwoody, GA Martin Holland, Auburn Hills, MI	Foreign Parts Connect. E. Radatz Motorsports FTC Motorsports	1975 Datsun 280Z	ITS
74	<b>JUST BlauMitWeiss RACING #2</b> Jim Schardt, Dayton, OH David Schardt, Dayton, OH Steve Schardt, Dayton, OH Dave Farnsworth, Chicago, IL John Roeslmeier, Chicago, IL	BMW Car Club-Buckeye Chapter	1972 BMW 2002tii	ITA
77	<b>RX-7 HEAVEN RACING #1</b> Mike Wiggins, Memphis, TN John Saucier, Oklahoma City, OK Walt Grabon, Memphis, TN Jim Daniels, Memphis, TN Greg Amy, Wichita Falls, TX	RX-7 Heaven Racing	1981 Mazda RX-7	ITS



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78	<b>BSI RACING</b> Scott Schlesinger, Golden Bch, FL Alan Gelfand, Golden Bch, FL Stu Brumer, Ft. Lauderdale, FL		1981 VW Rabbit	ITB
79	<b>TOMCAT RACING</b> David Sherman, Andover, MA Bill Argyle, Waterford, CT Steve Dahl, Souughton, MA R. Reed Andrews, Moreland Hills, OH	Sherman Hardware Four Color Ink Waikem Honda	1989 Honda CRX si	SSB
80	<b>CRAFTSMAN MOTORSPORTS</b> Alan Himes, Herndon, VA Bruce Reichel, Gerrardstown, WV Dan Bisone, Sterling, VA Seg Quinones, Silver Sprgs, MD Chris Reichel, Chevy Chase, MD		1973 Datsun 240Z	ITS
84	<b>MANS MOTORSPORTS</b> Bill Fife, Savannah, GA Angelo Roberson, Pinson, AL George Cleveland, Pinson, AL Joe Maloy, Pittsburgh, PA	MANS Motorsports Grainger Auto Parts	1985 Honda Civic 3 Door	ITC
86	<b>RTS RACING</b> Richard Rasche, Cincinnati, OH Tim Silver, Cincinnati, OH Dave Toler, Cincinnati, OH Brett Frank, Eaton, OH Paul Prill, Hudson, OH	Mazda Motorsports Int'l Performance RX-7 Motorwerks	1980 Mazda	ITS
88	<b>THE PEOPLE'S CHOICE</b> Robert Rutter, Holland, OH Robert LeSage, Sylvania, OH Gary Harper, Toledo, OH Tom Downs, Maumee, OH Brad Dibble, Findlay, OH	Advanced Moble Music	1977 Datsun B210	ITC
90	<b>DAVE WOLIN MOTOR RACING #2</b> Cindi Hahn, Lomita, CA Ron Langford, Colorado Sprgs, CO T.C. Cline, Akron, OH	Mitsubishi Motor Sales Toyo Tires Mobil One	1990 Mitsu. Eclipse Turbo	SSA
91	<b>FLAT KITTY RACING</b> Ron Johnson, Long Beach, CA Dale Petry, Powell, OH Bob Speakman, Lutherville, MD Mike Speakman, Baltimore, MD	Nissan Motorsports Panasport Wheels Deist Safety Equipment Koni Shocks, NGK, Mobil Oil B.F. Goodrich Tire	1991 Nissan Sentra	SSB??
92	<b>BJERKE MOTORSPORTS</b> Kevin Bjerke, Tallmadge, OH Chip Bjerke, Hudson, OH Mike Cyphert, Bainbridge, OH Eric Eisenhart, Akron, OH Alan Pope, Plaistow, NH	Goodyear	1984 VW GTi	ITA

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94	<b>H&amp;R RACING</b> Ken Hahn, Evans City, PA Larry Rehagen, Livonia, MI Rick Soutar, Santa Clara, CA Billy Hagan		1987 Ford Mustang GT	ITE
98	<b>TORINO TURNAROUND</b> Ed Smith, Browns Mills, NJ W. G. Michael, Marlton, NJ Jim Briody, Cherry Hills, NJ		1986 Toyota Celica	SSC
99	<b>FTC RACING #1</b> Jack Baxter, Atlanta, GA Christine Shaw, Atlanta, GA Pete Ferrara, Norcross, GA Jeff Lane, Nashville, TN	S&J Automotive Valvoline Automotive Transformation Hoosier Tire	1976 Saab EMS	ITB



Photo by Patricia F. Schaeffer

# SCCA SHOWROOM STOCK AND IMPROVED TOURING CLASSES

The Showroom Stock and Improved Touring classes have to be the fastest growing segment of SCCA racing today. The popularity of these classes undoubtedly stems from the low cost of the competition. Absolutely no modifications are permitted in the Showroom Stock classes. The only difference between the cars you see on the track and a typical model on the street might be the additional roll bar, fire extinguisher, window net, and competition safety belts required by the SCCA for driver protection. These cars are as close to stock as the tech inspectors can keep them.

Showroom Stock racing is perhaps the most enjoyable racing from a driver's point of view. The cars, as they come from the factory, are usually ill-handling monsters compared to the race-prepared cars in other classes, but that's what makes racing them so much fun. It is virtually impossible to pitch a purebred racing machine sideways into a corner with any reasonable expectation of driving it out the other end, and yet you will see that this is a more or less normal attitude for the Showroom Stockers.

The Improved Touring classes grew out of the very successful Showroom Stock classes. Only the most recent model years are permitted in the regular Showroom Stock classes. The IT classes are populated with the slightly over-the-hill SS cars. In fact, cars from the previous four model years are not permitted in Improved Touring classes. Many of the cars you see racing in both the IT and SS classes are the driver's primary transportation to and from work during the week. While maintaining the stock basis of the cars in the Improved Touring classes, the SCCA does permit a number of modifications, primarily to permit refurbishing of worn components and to allow some race tuning of the engine and suspension. Most noticeably perhaps, the Im-

proved Touring classes are permitted to add front spoilers or air dams. A full roll cage is required and a safety fuel cell may be added. To keep competition even and costs under control no turbocharged cars are permitted in Improved Touring.

A special Improved Touring class has been added to the regular SCCA IT classes in this area of the country. To allow members with cars modified for one of the endurance racing series to compete at regular SCCA events, the ITE class is included in most events here. Cars prepared to the series regulations for the SCCA World Endurance Cup and the IMSA Firestone Firehawk series are permitted in the ITE class.

The following cars are representative of the models eligible in the various classes.

**SSGT:** Eagle Talon, Chevrolet Camaro IROC-Z, Ford Mustang GT, Mazda RX-7, Porsche 944, Toyota Supra

**SSA:** Mitsubishi Starion, Dodge Shelby Charger, Ford Probe GT, Toyota MR-2, Nissan 200SX

**SSB:** Chevrolet Beretta, Honda CRX Si, Peugeot 505 Turbo, VW Gti, Toyota Celica GTS

**SSC:** Ford Escort GT, Nissan Pulsar NX, Toyota Corolla, Mazda 323, Saab 900ITS: Mazda RX-7, Datsun 280ZX, Nissan 300-ZX (non-turbo), Pontiac Fiero, Porsche 924

**ITA:** BMW 2002tii, Chevrolet Citation X-11, Mazda RX-3, Olds Starfire, VW Rabbit GTi

**ITB:** BMW 320i, Chevrolet Vega, Datsun 200SX, Ford Pinto, Mercury Capri, Toyota Celica, VW Scirocco, Volvo 242

**ITC:** Datsun 510, Fiat X1/9, Ford Fiesta, Mazda GLC, Nissan Pulsar, Triumph Spitfire, VW Beetle

**ITE:** Mazda RX-7, VW GTi, Toyota MR-2, Porsche 944, Eagle Talon, Ford Mustang, Chevrolet Camaro IROC-Z

This list is not complete and the SCCA Competition Board may add or delete cars as they deem necessary as the result of performance advantages that show up as the various cars are raced. A complete list of the cars eligible for Showroom Stock or Improved Touring can be found in the SCCA's Showroom Stock Specifications rule book.

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# SCREAMING (SQUEALING?) AROUND NELSON LEDGES IN A SHOWROOM STOCK CAR

Nelson Ledges is a tight, twisting two mile track with one relatively long straightaway. The track gives the driver little chance to relax and provides only one opportunity for a high horsepower car to run full tilt. The course places a premium on cornering ability, good brakes and strong gear boxes.

Watching Showroom Stock cars go by at Nelson Ledges has been likened to Pittsburgh's Parkway West or Cleveland's Memorial Shoreway at the start of rush hour. On the place lap, coming out of the keyhole (Turn 13), heading down the pit straight to take the green flag, the cars will be in second gear-revving near maximum on the tach (if the car has one to watch). As the green falls, the front straight turns into a drag strip (or a mess exodus from a shopping center parking lot!) Cars head toward turn one going two, three, four, (and sometimes more) abreast. Grass and dirt and dust are flying. The drivers are shifting into third gear just under the bridge hoping to hit fourth gear by turn one-if the field starts to spread out a little, which it usually doesn't.

There is no such thing as the correct line for the first turn at the start of a showroom stock race. Cars are still two (and sometimes three) abreast. The name of the game is to get through the turn!!! (The track is fast through turn one-normally this would be a fourth gear, flat out turn, lifting only momentarily at the turn entrance if you are of faint heart.)

Exiting from turn one, the car should be on the outside edge of the track, pointed toward turn 2. If it's the start of the race, showroom stock cars will still be side-by-side and things are beginning to get interesting. Turn 2 again is a fourth gear turn, with possibly a slight bit of breaking/lifting at the turn entrance, just to 'set' the car (i.e. keep it from rolling over.)

The apex of turn 2 has a big hole in it, from too many drivers clipping the apex too closely. The exit of turn is often slippery again from too many shortcuts throwing up dust and dirt onto the track. If you have to take a ride 'thru the boonies', the exit of turn 2 is not a bad place to do it. There's lots of grass to roll (slide) you to a stop or lots of room to recover and get back on course. After the race is into a few laps, a little bit of dust in the air at the left of the track means that the exit of the turn was just right.

The approach to turn 4 (Oak Tree) requires crossing from the left to the right side of the track. The SS cars are still in fourth gear until they brake and start into the turn, downshifting into third gear just at the start of the turn. There are at least two lines thru Oak Tree for showroom cars. One line requires an early apex and the second apex near the hidden flag station. The second strategy is the production car, 'one apex' method,-a lot of hard braking just before the turn, a hard left, putting it low in the banking, and then getting back on the power and letting the car find its own groove coming out of the turn. You will often see a lot of passing going into Oak Tree, as one car bakes one method and one another, or one dives on the inside of the other. The inside of the turn is covered with gravel. Some showroom stock drivers can tell you war stories of how many windshields and headlights they have replaced when a leading car hit the apex early and went into the 'marbles' just to keep from being passed. (The stewards sometimes call this blocking and it's a naughty, naughty.) Front-wheel-drive cars are great to watch at Oak Tree. Often cars such as Rabbits are cornering with such force that the right rear wheel is off the ground!

Well, the cars are through turn 4 and headed for the Carousel. They have shifted into fourth gear at the exit of Oak Tree and will remain in fourth until the flag station just before the beginning of the Carousel. The tricky thing about the Carousel is that it is a long, sweeping, slightly off-camber, slightly disorienting turn that tightens up near the exit. Cars generally enter the Carousel in third gear, near the middle third of the track. The turn requires keeping your foot steady on the throttle and diving for the apex about half way through the turn (SS cars may slide up the banking just a little prior to diving for the apex.) SS cars pass each other both low in the Carousel and high in the Carousel (if it's done carefully). The top of the Carousel is 'marbly' and pretty slick. 'Losing it' in the Carousel means that you will take a very bumpy, wicked ride as the tire wall definitely will 'bite' your car, putting you out of the race.

You exit the Carousel at red-line (or near it) in third gear. This means speeds of 65 to 80 plus mph, depending on the track. Now shift into fourth gear turn and mash the foot to the throttle. The cars are now on Nelson's back straight. Just before the 'kink', the SS cars will have reached top speeds of around 130 plus mph. Some drivers have been known to relax their hands, make a sandwich, get a drink, etc. on the straight because the top speed in their car isn't that 'top' and it's time to take Forever to get to the end. The relaxation is only momentary, however, because the kink is HERE NOW!

The kink (Turn 11) isn't really a turn for most showroom stock cars-it's a pedal-to-the-metal, jog slightly to the left, full-bore, flat out, fun turn. Less experienced drivers often use the on brake for Turn 11 and lose valuable time. SS cars are often seen going through here side-by-side rushing headlong into turn 12.

The exit from Turn 11 puts you on the left side of the track (generally). The cars rush toward turn 12, getting over toward the right side of the track. A paddock road crosses the track and is used as a braking point for most of the drivers. Some brake before, some after-it depends a lot on the car's speed, brakes, and the driver's nerve. (Corner workers tell you that some cars don't brake at all!) Driver's must brake before entering Turn 12 shift down to third gear, and enter turn. Turns 12 & 13 are generally taken in combination for SS cars. The entrance to turn 12 can be given up, but the exit, which sets you up for 13 is critical. A lot of inside passing goes on coming into Turn 12. Various drivers have also been known to try to slide the car through this turn (it generally doesn't work). Like most turns, it's better to enter the turn with control and exit under power.

Exiting from Turn 12, the car wants to go way over toward the right side of the track, but you can't let the car go that far. You have to get the car back to the left side, tending toward the middle of the track and set up 'get through' the keyhole. Just before entering Turn 13, downshift into second gear, then stay in second gear, feathering slightly, turn the car hard to the right to feel the car 'wallow'. When you feel the rippled pavement, you know you've reached the apex. Hit the throttle and exit. Exit on the left side of the track and take off down the pit straight again, shifting into fourth gear at about the finish line.

Showroom stock cars may appear to be out of control most of the time, but as you have seen, there is a method to the madness. The first few laps of every race tend to be exciting. SS drivers seem to think that the track and cars expand to meet their own personal needs. Production car drivers have likened SS drivers to Kamikaze pilots (and other things). There's one thing for sure, however, racers love 'em while corner workers groan and run a lot.

# 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.

## SCCA NATIONAL CHAMPIONSHIP ROAD RACING

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

There are seven divisions in the SCCA and each holds its own series of races. A divisional champion is chosen for each of the 22 classes currently recognized by the SCCA for National competition. Drivers are awarded points according to their finishing position in each National race and the totals at the end of the season determine the divisional champion. In addition, the top four drivers in each class in each division receive invitations to participate in the National Championship Runoffs at Road Atlanta in October. The Runoffs are a week-long competition culminating in a winner-take-all final race for the title of National Champion.

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

**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 defending 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.



# 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.

**BAFFEL 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.

**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 BALL**—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 controlled 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**—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**—Slipstream, 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.

## 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:

### NELSON LEDGES ROAD COURSE

Ann M. Hugh, Press/Publicity  
8722 Pine Hollow Dr.  
Russell, OH 44072

### NELSON MOTORCYCLE RACING

John McGill  
3709 Valacamp Avenue  
Warren, OH 44484  
(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)  
Duane Harrington  
2048 West Blvd.  
Cleveland, OH 44102

### STEEL CITIES REGION, S.C.C.A.

(Pittsburgh Area)  
Don Baker  
12461 Larimer  
No. Huntington, PA 15642

### MAHONING VALLEY REGION, S.C.C.A.

(Youngstown, Kent Akron Area)  
Rolayne Kasmer  
1336 Humbolt Ave.  
Youngstown, OH 44502

### WESTERN NEW YORK REGION, S.C.C.A.

(Buffalo Area)  
Larry Osolkowski  
561 Orchard Pl.  
N. Tonawanda, NY 14120

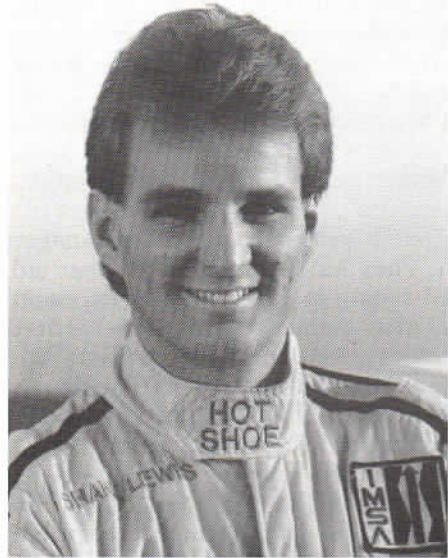
### MISERY BAY REGION, S.C.C.A.

(Erie, PA Area)  
Chuck McFadden  
1322 W. 11th St.  
Erie, PA 16502

## # 1 LONGEST DAY OF NELSON 91 DRIVER ENTRIES

CARS #1 & 19 CONSULIER RACING TEAMS are still playing musical cars and no one knows who is driving in which one yet. (maybe they'll draw straws or play eenie-meenie-miinie-moe and we can find out before the race starts!) The ringleader/troopmaster of this crew from Florida is WARREN MOSLER, a 41 year old securities dealer from

Hobe Sound, Florida. Warren lives there with his wife Sue Ellen and their two children, Sada age 9 and Jacob age 7 when he's not off racing in IMSA, plotting newer, faster Consuliers with his new, "old buddy" Carroll Shelby, or building boardwalks here at the "LD"! Warren began racing in 1982 in a VW, probably promised fame and fortune by his friend Rick Mancuso. That was when he still lived in Chicago. He moved to Florida and something in the water made him want



**Shane Lewis, Consulier Team #1/19.**

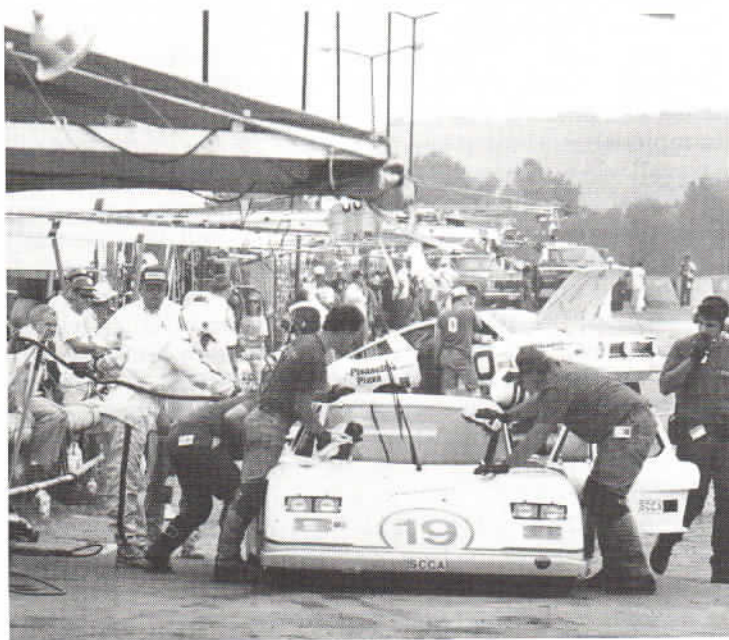
to build a car for the street that had all the good features of a race car, was fast and fun to drive. Warren went into the car manufacturing business and the CONSULIER was born. This is the 4th trip that Warren et al have made the trek from Florida. Last year his team was able to pull off an overall win over 42 other cars, FINALLY! Warren considers that fact that he has NOT had to actually drive here at the "LD" the last 3 years as one of his major racing accomplishments! As for awards he lists having received "yellow flags, black flags, meatball flags, etc." He says he found out about the "LD" from "advertising on TV during the Superbowl!" (must have been that guy we gave an "LD" shirt to and told him to stand up at half-time!). He really entered 'cause our prototype class was the only one that anyone would let him enter! New to the team but not new to the "LD" is MAC DEMERE the recently named road test editor for MOTOR TREND magazine. Mac, his wife Susan, and their two children Camille age 2 and Jackson age 9 mos. and Rebel the Border Terrier are still in the process of moving from the Denver area to Thousand



**Bob McConnell, Consulier Team #1**

Oaks, California. In Denver Mac was a free lance writer and a contributing editor to SPORTS CAR magazine. Mac started racing in 1979 in a Mazda RX4. His racing accomplishments include class wins in three 24 hour races and a 2nd place in the 1988 Escort Endurance Series Team championship. Here at the "LD" he has 2 class wins and one Overall win (1989 in the Archer Brothers Eagle Talon). Mac is 37 years old and this weekend he wants to go for another Overall win. He is so desperate he may tell Warren what "Mac" is short for, just so he can get in with hot shoes Bob McConnell and Bruce MacInnes! (I know but I'm sworn to secrecy). Returning to the Consulier team because he was promised a chance for another win and has a compulsion to beat Don Knowles record is BOB MCCONNELL, a 52 year old physician from Vandalia, Ohio. Bob, who just married his long time "Significant Other" Anne Emmons, who has been very active in the SCCA. (Congratulaions to two nice people!) Bob started racing in 1975 in a Formula Vee. Since then he has gone to Showroom Stock racing in both SCCA and IMSA. Bob actually drove the first "LD" in a Scirocco and has been here almost every year since. He was SCCA National Champion in 1982 & 1984 and was on the SCCA Escort Endurance Championship team (Morrison Cook) in 1986, '87, & '88. At one point he had 11 Consecutive National wins, getting the last of the string with a pass at the S/F line at Mid-Ohio! Earlier this month he was in the IMSA race at M-O where they started 84 Showroom cars!! (No mercy for the T & S people!!) Between Anne and Bob they have 8 children and Bob plays handball to keep in shape for racing. The guy who put the Consulier on the "pole" last year has come back for that and the win this year. SHANE LEWIS is 25 years old and lists his occupation as race driver and driving instructor. Shane started racing in 1985 in dirt cars and on ovals. Shane found out about the "LD" when Rick Titus asked him if he wanted to abuse his body for 24 hours and he said yes! Shane likes the better things in life like fast cars, beautiful women, fine dining, and racing. Well he certainly came to the right place!! Another returnee is BRUCE MAC INNES, a 46 year old senior instructor at the Skip Barber School. Bruce lives in Sharon, CT with his wife Karen and their 8 year old daughter Allison. Bruce started racing in Formula Fords back in 1970 and was a top competitor in that class for several years, often fighting it out to the finish with Dave Weitzenhof (car #42 this weekend). Bruce was named FORMULA magazine's Driver of the Year in 1975 and 1976. He lists his racing career highlight to date as winning the Lime Rock Can Am in 1985. You bame it and Bruce will race it - everything from open-wheelers to Can Am to Showroom Stock! He would really like to get a full time Camel GTP ride in IMSA. (Be sure and ask Bruce about his rubber chicken....) A newcomer to the "LD" and Nelson is DOUG BEATTY, JR a 26 year old Canadian who started racing in go karts in 1979. His first regional race was in 1984 at Mosport - it was his first time at the track, first time in the car and he finished first and set a lap record in the process! Doug was also the 1987 Becker's Superkart Challenge Champion in Canada in 1987. He is an instructor at the Spenard-David Racing School in Shannonville, Ontario and is listed as one of the top 6 drivers in the very competitive and richest SS series in Canada - the Players Ltd/GM Motorsport Series. His best finish this year was 2nd place at the Montreal street race. A late addition to the team is NEIL HANNEMAN an engineer who has raced here several times in Dodge Shelbys which is logical 'cause he works for Chrysler. (well

## CONSULIER TEAM #1/19..continued



**Car #19 -1990 Overall Winner...Photo by Patricia F. Schaeffer**

at least he used to - he didn't send a bio so we could make up a lot of stuff...) For an engineer, Neil has become a fine driver - now if he could've at least printed a current bio. The last driver on the team is probably wondering how the hell he got into all this! PATRICK SHELBY can blame his dad! 'cause he's THAT Shelby! Remember that the Consuliers are based on Dodge "pieces parts".... Pat lives in Texas, but that is all we really know. The team is sponsored by CONSULIER INDUSTRIES AND GOODYEAR TIRE & RUBBER COMPANY



**CAR #3 JASPER ENGINE MOTORSPORTS** is making its first appearance here at the "LONGEST DAY", coming from the bustling(?) metropolis of Brownsburg, Indiana. Reported by drivers who have raced against it, the Ford Pinto that the team will be racing here this weekend is very fast - "faster than a Pinto has the right to be!". The leader of the Brownsburg bunch is LLOYD JENNINGS, SR. who lists

his occupation as Superintendent of the Indiana State Police Department! Lloyd, Sr. who just had his 49th birthday last week, has been racing since 1981 when he started in a Formula Ford. His most memorable race event to date was winning the "Top Dog Race" at IRP in 1989. In addition to racing, Lloyd, Sr. has been active in Solo events and was the Indy Region "B" Modified Champion in 1984. In 1985 he was named Indy "Member of the Year". Lloyd and his wife Judy have two sons - Robert age 26 and Lloyd, Jr. age 29. In fact, Lloyd, Jr. is also racing on the team this weekend. (Other than his age, we can't tell you too much about him 'cause we sent two bio forms to Lloyd, Sr - one for him and one for Lloyd, Jr. but Lloyd, Sr. filled 'em both out!!) It may be a little confusing in their pit anyway - not only are two Lloyds racing, but apparently both Mrs. Lloyds are named Judy!! - differentiated as Judy I and Judy II. The third member of the team is MYRON DAVIS a 48 year old materials manager who is married to Jean. They have one child, 19 year old Shannon. Myron started racing in 1962 in stock cars and joined SCCA in 1984. His most memorable race was his first one - in the rain, he spun twice but still managed to finish 3rd. He maintains it has been downhill ever since! The fourth driver on the team is BRIAN ALEXANDER, a 31 year old bachelor who lists his occupation as a "tracing clerk". Brian started racing in 1978 in Go-Karts and has been a member of SCCA for 13 years. Brian won the Championship of the Americas in Go-Karts in 1982. He lists his most memorable race event as winning an Elkart Lake Regional Race his first time at the track! Brian found out about the "LD" from his "mentor" Lloyd, Sr. All of the team lists the Indy Region of SCCA as their home region. The team is sponsored by JASPER ENGINE & TRANSMISSION, VALVOLINE BRIDGESTONE, INDIANA HIGH RAIL CORP., and the BROWNSBURG N.A.P.A.

**CAR #4 LAST MINUTE RACING** may actually show up early this year, but don't hold your breath!! The biggest procrastinator on this team is the car owner, hence the name. The BMW 2002tii is owned by 37 year old RICK KICENIUK, the proprietor of Crotch's Auto, an auto body repair shop in Annandale, NJ. Rick was "advised" by his local highway patrol to race on the track and not the streets. He started first on motorcycles, but took up cars 6 years ago. He has won several Regional championships, but it must be his modesty that prevents him from filling out his biography forms!! It is rumored that he has won many races and won the NYRRC championship in ITA at least once. (In the winning team photo from 1990, Rick is the one asleep in front of the car!!) Also from New Jersey and back again for what he hopes is another ITA win is GARY BOSSERT, a 26 year old engineer from Bridgewater. Gary has been racing for 4 years having started in, of course, a BMW. When not trying to get Rick to get the endurance car ready, Gary, a bachelor, is busy as a BMW Car Club of America Driving Instructor. The third driver is 53 year old JOHN WEAVER a product manager from Fort Washington, Pa, he lives with his wife Anne. John started racing in 1985 in yet another BMW 2002. John's most memorable race event was "winning first race, winning first pole & setting track records while competing against Volvo's and Alfa's in ITB". (The editor isn't sure if these are multiple events or John had one helluva weekend!!! - guess we'll have to ask him...) The 4th driver is KURT WEISS, a 30 year old plastic engineer from Stephentown, New York. Kurt started





**Last Minute Racing, Car #4**

racing in a Mazda RX-3 in 1985 and has also been known to work as an SCCA Registrar. Kurt maintains that he entered the "LD" 'cause he's never enjoyed sleeping. This is his 2nd "LD" so he should know what he's in for! Kirt's most memorable race event was winning the 1990 Mini LeMans in 2 classes - ITA and ITB - in different cars. He was also the 1990 NARRC and NERRC ITA Champion. (Sadly, there is a member missing from the team this year - Jim Gunter - who was on the 1990 ITA winning team. Jim suffered a fatal heart attack at Watkins Glen last September during a race. Later in the season there was a race named in his memory at Watkins Glen - Rick took 1st in ITA, John took 1st in ITB and Gary took 1st in ITC - a tribute to Jim. Jim had said that winning the "LD'90" was one of the biggest thrills of his life. He will be remembered and missed by those who knew him.) The team is sponsored by CROTCH'S AUTO, CAMPTOWN TOOL AND DIE CO. AND ZYGMUNT MOTORS.

**CAR #5 FEELS RIGHT RACING** is really just trying to confuse us - first they wanted #91, then they wanted #62 because it was Peter Halsmer's IMSA # and now they are #5 because it is Peter Farrell's "lucky number". (Peter Halsmer was scheduled to race on this time up until Friday the 21st, but he had to drop out and Peter Farrell is the car prepper and one of the drivers - are you still with me??) The team is made up of two journalist/drivers and two full time racers. TONY SWAN is the auto editor of POPULAR MECHANICS magazine and has raced at "LD's" since 1983 when he came to drive a somewhat dubiously-legal Dave Kent prepared Mitsubishi Starion, one of the first raced this side of the Mississippi!. Despite being threatened with a pit space on the short course by the race chairman after his article appeared in MOTOR TREND, Tony has kept on coming back to the "LD" and says he really looks forward to it each year. Tony started racing in a Formula Ford in 1981 and joined SCCA in 1982. He says he learned about the race by "extensive study of graffiti in public restrooms" (Have you thought of any other hobbies, Tony?) He lists his interests as racing, watching racing and reading "LD" Updates. (He also likes to talk racing as I'm sure his phone bill will attest!) Tony says that his most memorable race event was winning the 1988 "LD" OVERALL in a Mustang and surviving 6 others! The other journalist/racer is RICH CEPPOS who was actually

here at the very first "LD" 12 years ago. He was on the CAR and DRIVER team in a borrowed Mazda RX-7 that finished 2nd to the ROAD & TRACK team. (The rumor is that they then sold the Mazda to an unsuspecting secretary at the magazine..) Rich began racing in 1975 in a '74 Dodge Colt in SSC and was the North Atlantic Regional Champion in SSC in 1977. He ran the Skip Barber race series and was named their most improved driver in 1984. As his most memorable race event, Rich lists the 1987 24 Hours of Daytona when he raced a GTO-class Corvette (which "blowed up") and got passed by Sullivan, Foyt, Stuck and a bunch of other luminaries. Rich has tried NASCAR modified racing in a car owned by Mazda PR mensch(??) Steve Potter. (He "got his butt kicked"! Rich also was privileged(?) to come the the "LD" in the mid-80's and drive an SVO Mustang - the "first road racing car prepared by some guy named Jack Roush. It blowed up." When not racing or writing or driving "Big Bertha" their 1976 Eldorado convertible from one Ann Arbor gas station to the other, Rich and his wife Suzanne are chasing after their two year old daughter Chelsea. Rich is the executive editor of C/D and wrote a good story about his "clammy underwear" after last year's race. Lets just hope he washed 'em since! The 3rd driver on the team is PETER FARRELL, a motorsports consultant from Manassas, Virginia where he lives with his wife Diana and their 4 month



**Tony Swan, Car #5.**

old daughter Allison. Peter is 32 years old and has been racing since 1978, starting in a Ford Escort RS2000. Peter found out about the "LD" in 1984 when he built the Peugeot engines for the Briody/Woodner Team. During the 1985 "LD", Peter and Mike Rutherford of Dave Wolin's Mitsubishi team made up a 38 lap deficit to finish 2nd by only 1 lap while driving a "totally destroyed car for 18 hours". (but who destroyed the car first?) Peter was responsible for the first ever, worldwide pro racing victory for the Saturn Corporation on May 4, 1991 at the IMSA Firehawk race. Among his other accomplishments Peter lists being the R & T Challenge Backwards race champion in 1990. (but can you parallel park, Peter?) The 4th driver is Pete Halsmer's replacement (and Pete should be flattered considering who they got!) is JIM DOWNING from Atlanta, Georgia. Jim is a a 5 time IMSA

**FEELS RIGHT RACING, Car #5..continued**

Champion - once in International Sedans, once in GTU, and 3 times in Camel lites. He is currently managing the Mazda IMSA GTO team which he has done so well for the past 2 years. Jim started racing in the mid-60's, in a Mazda most likely, and has been racing them ever since. He built the RX-7 that took him, Jack Baldwin, and finally Tommy Kendall to IMSA Championships. Jim was a member of the 1979 Daytona 24 Hour winning Mazda RX-7 team. Guess if it humms he can race and make it win! The team is sponsored by MAZDA MOTOR OF AMERICA AND BF GOODRICH.

**CAR #7 JUST BLAUMITWEISS RACING** is back again in ITB in a BMW 2002. The team is headed up by car owner/team manager/sometime driver JOHN GADBERRY from Cincinnati, Ohio. John is the 35 year old owner of Just BMW, a BMW auto repair shop. John started racing in 1987



in a GT3 BMW and is a member of the Cincinnati Region of SCCA. In his first year of racing he was named Cincy Rookie of the Year. John lists his hobbies as "girls, girls, girls", so ladies you have been warned! The second driver on the team, also a veteran "LD" driver is SCOTT HUGHES, a 48 year old pharmacist from Novi, Michigan where he lives with his wife Fran and their 3 children. Scott only started racing in 1989, getting his license just in time to race the '89 "LD". He lists his most memorable race events as the "LD" races in '89 and '90. He maintains that "Gadberry makes him do it" but we aren't too sure about that! The third driver on the team is also a returnee, LARRY SCHUMACHER a 55 year old general contractor and developer from Cincinnati, Ohio where he lives with his wife Mary. Larry began racing in 1968 in a Formula Vee. He took time off to put his kids through college and "came back" in 1989 to win the Cincinnati Region Driver of the Year Award. Larry has raced Sports Renault and in fact won a Double National at Big Springs Texas in a rented SR the first time he ever raced the track. Larry is now a regular competitor in Central Division Sports Racers and in the IMSA Firehawk series. Last year was his first "LD" and although he maintains that he was in the state of shock and confusion when asked to race, we suspect he remembered enough to know what he was getting into! The 4th driver is new to the team and to the "LD", DAVE FARNSWORTH a pediatrician from Chicago, Illinois who also happens to be the BMW Car Club of America National President. The 5th driver on the team is JOHN MC

CARTHY from Boston, Mass. John has raced in several classes including SuperVee, Formula Vee, and in the Russell series. The Just BMW team has been working with the YOUTH CHALLENGE - "a non-profit, privately funded group promoting athletic and recreational programs for physically disabled children ages 4-16 years of age". The team is sponsored by JUST BMW, YOKOHAMA TIRE and the BMW CAR CLUB BUCKEYE CHAPTER



**CAR #8 RAW KNUCKLES RACING** is composed of 4 local drivers who should know better and one character from California who does know better, but wants to race anyway! The car owner of the Mazda RX-7 that the Raw Knuckles team will be racing this weekend is DON HILLER from South Euclid, Ohio. Don who is single, but "browsing", works as a "gasketeer" when not working on the race car. At age 32 (almost 33 actually), Don has been racing since April 1989, having started in this same Mazda RX-7. Don's most memorable race event was "racing, door handle to door handle through Nelson's first turns and into the carousel with his fellow ITS competitor and "LD" teammate Bob MacDonald and not backing off the gas!" 1990 was a very good year for Don as far as racing awards go - he was the Neohio Region ITS Champion and the Kryderacing/Nelson Ledges ITS Champion. He maintains that he first learned about the "LD" from "demented race fans in the early '80's" and spectated every year since 1983. Now it's his turn. Joining Don is BOB MAC DONALD, an audio visual producer from Strongsville, Ohio where he lives with his wife Kim and their two children, Danny age 7 and Alison age 3. Bob also started racing in 1989, but he did it in a Nissan 280ZX. A member of Neohio Region since 1987, Bob saw his first "LD" as a spectator in 1985. He has worked as crew and in Timing & Scoring at the "LD" (Bob is one driver who won't complain if the hourly standings are a little slow coming down to the pits, because he knows what it takes to process all that information.) Bob's most memorable race event was either flipping his car in his 2nd drivers school or winning his first Regional Race by 44/100's of a second. Bob also helps out in writing the Neohio "Blower" so no matter how the team REALLY does, we know at least one publication that will look favorably on Raw Knuckles' efforts. The 3rd driver is C. PATRICK "PAT" KANE a 43 year old Ford dealer from Chagrin Falls, Ohio where he lives with his wife Michele and their two sons Michael age 15 and Brian age 13. Pat started racing in 1983 in an SSC Pinto. He was the Kryderacing SSA Champion from 1987 to 1989, the NYSRRC and Neohio SSA Champion in 1987 and the 1990 Steel Cities Enduro Champion. We

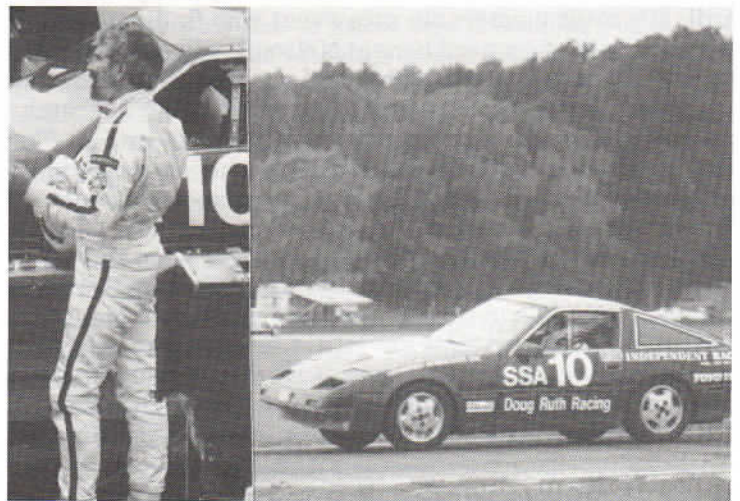
## # 5 LONGEST DAY OF NELSON 91 DRIVER ENTRIES

### CAR#8 RAW KNUCKLES RACING..continued

aren't too sure just how serious Pat takes this enduro stuff, especially since he lists his most memorable race event as the 1989 "LD" when he ran with "Team Arendas" and the whole team - all the drivers too- stopped racing and sat down to a barbecue dinner and then went back to the race! He also maintains that he found out about the "LD" when Carroll Shelby and Roger Penske called him (he doesn't mention just what they called him, however!!!) Pat didn't supply a photo - he's waiting for his hair to get thicker and go back to dark brown! The driver who should know better, but is coming anyway is one of the "infamous Jordan brothers", JOE JORDAN. Joe is a 25 year old motorsports specialist for Yokohama tires and lives in Orange, California with his wife Janice and their Labrador Retriever, Nick. Joe started racing in 1984 in a Mazda RX-3 and his biggest claim to fame, to date at least, is being "excluded" from the 1990 SCCA National Championships. Something about his Showroom Stock racer having no VIN number or something like that. (You won't find his name anywhere in the records 'cause Joe was so bad, SCCA wanted to pretend he never showed up!! You just had to be there to appreciate the confusion Lil' Joe caused down there!). Joe found out about the "LD" by reading other peoples' mail at the Yokohama office. (Sounds like Joe will fit right in here at the "LD"). The alternate driver on the team is ROB RAYMAN, a 29 year old "warehouse man" from Cuyahoga Falls, Ohio. Rob's really career choice would be in music as he has played guitar in many studio projects. Rob has been a member of SCCA since 1986 when he joined Mahoning Valley and has a National license in Flagging & Communications. He started racing in 1988 in a VW Scirocco and finished 3rd in the Kryderacing ITB Championship last year. Rob found out about the "LD" by working the corners. The team is sponsored by YOKOHAMA TIRE, MOTUL, IMPART FOREIGN AUTO PARTS, ALL NATIONS AUTO PARTS, MAZDA MOTORSPORTS AND CHILDS WAY.

**CAR #9 - DAVE WOLIN MOTOR RACING #1** is the first of a two car team entered by an old friend of the Longest Day. DAVE WOLIN of Riverside, CA, took home first place trophies three times in the mid-80s with his Mitsubishi team cars, although he has been on hiatus, as it were, for the past few years. Dave began his career in the U.S. Road Racing

Championship series, has driven in Formula 5000 competition, and IMSA series. Wolin's teams have won in the SCCA Racetruck series, IMSA's International Sedan series, the U.S. Endurance Challenge, the Baja 1000, and have even set class records at the Pikes Peak hill climb. The Dave Wolin team cars will definitely be two to watch in this year's race. Driving with Dave in this car will be MIKE RUTHERFORD of Concord, California. Rutherford began his racing career in motocross at the age of eight. Together with Dave Wolin, Mike has won five 24-hour endurance races and has captured the U.S. Endurance Championship title in both 1984 and 1987. During the 1987 season, Rutherford earned both the team and driver's championship awards as well as a first place finish in the Racetruck Challenge series. Dave and Mike will be joined in the driving chores by JOHN NORRIS of Culver City, CA. Norris began racing in 1977 in SCCA Solo events and turned to IMSA RS series events in 1981. He finished third in So. Pacific Division point standings in 1986 and was third in the Driver's Championship of the Escort Endurance Series in 1987. The team is sponsored by MITSUBISHI MOTOR SALES, TOYO TIRES, and MOBIL ONE.



*Doug Brown and Car #10*

**CAR #10 DOUG RUTH RACING** is coming with a "new" car this year - new to them and to the "LD". It has been a lot of work putting this "Nissan in the Haystack" back onto its wheels, but the team SHOULD know what it is doing since half of them are engineers! (of course they are drivers too, and we know how they can be ....) CRAIG BUTT is the guy that found the "haystack" and brought it back to Ohio to scrap the rust off. Craig, who just celebrated his 31st birthday on the 21st, is a district manager for Beck/Arnley World Parts in Columbus, Ohio where he lives with his wife Cathy and their 2 children, Sean 2 and Laura, jus 3 months old. Craig has been a driver since 1988 when he started in a 240Z/300ZX hybrid that he borrowed from Doug Ruth. His most memorable race event was rolling Doug Ruth's 300ZX in the Carousel just 5 weeks before the '88 "LD" and then finishing 2nd in class and 4th overall. (Bet that was a loong ride back to the pits!) Another engineer on the team is DOUG BROWN from Ostrander, Ohio where he lives with his wife Joanne



**CAR #10 DOUG RUTH RACING..continued**

and their Irish Wolfhounds. Doug began racing in 1985 in a Chevy Citation X-11 and has been crew for Doug Ruth and others over the years and is a member of Ohio Valley region. Doug found out about the "LD" after the first one was run back in 1980. It was a long way from reading about it to "spinning at turn 11 during night practice at last year's "LD". Doug who is almost 42 year old must have aged a little that night!! He's racing this weekend 'cause he has "too much time, too little smarts, and just enough money". The third driver is STEVE KRAMER a 34 year old driver from Dublin, Ohio with a bizarre sense of humor! He lists his hobbies as "Racing, golf, serial killings and golf carts" - boy, would a shrink have fun with that!! Steve is married to an obviously patient lady named Connie and they have a little girl, Danielle 3 1/2 years old. Steve started racing in 1989 in a Datsun 240Z (seems like most of these guys went to drivers school in Doug Ruth's car!!) Steve, who maintains he found out about the "LD" from the message board on the funny shaped building in Times Square New York(riiight!!), really has been successful in his racing to date - he was 2nd in the very competitive CenDiv ITS Championship Series in 1989, and 1st in the same class/series in 1990 - not too bad for a new kid!. His most memorable race event was finding out how well tirewalls (first used here at Nelson!!) will absorb a car's impact. That was at Mid-Ohio last year. He ranks that up with spending most of the first 12 hours of the '90 "LD" in the Tech building. (Well, we said he was a little weird...). The fourth driver is RICKEY STANSIFER who is another engineer from Worthington, Ohio and we suspect yet another driver who used Doug Ruth's car for Drivers School... This is Rickey's 3rd "LD" and he has yet to turn in a bio sheet. We do know that he works with Doug Ruth and Doug Brown as what D. Ruth calls "forensic engineers" and rumor has it that he badgered the two "Doug's" into entering again this year. The 5th driver is a many-time "LD" driver and honorary member of the Polish Racing Drivers Assoc., DUKE "I'LL NEVER TELL YOU MY REAL NAME" KOWALKSI, from No. Royalton, Oh where he lives with his wife Jill. Duke, who is only 51 and lists his occupation as "retired", began racing in 1965 in an MGA. His most memorable race events have been his "LD" rides - some of which are "what racing legends are made of!!" Recently, Duke has "gone to the birds", reportedly feeding half the aviary population in N. Royalton! The alternate driver listed for the team is the man they named the team after - DOUG RUTH the race car lending baron of Amanda, Ohio! Doug, who will turn 50 in November, has been a member of SCCA for 21 years and began racing in 1971 here at Nelson Ledges in an MGB.(which he probably rented/lent out to half a dozen other drivers, etc,etc) Doug's greatest racing thrill to date was winning the 1984 Mid-Ohio 24 Hour race in August of that year. When not racing or or gardening, Doug is an SCCA Steward. (He has been asked to work this race as a Steward IF he is n't racing. We suspect he races just to avoid being a Steward for the "LD"!!) The team has no sponsors listed but Craig Butt wanted to "thank all my customers and low-life friends in the auto industry for helping us scrounge enough cheap parts to get this car ready".

**CAR #11 HAVOC MOTORSPORT** is back to win this year, having lost ITB by just 10 laps in 1990. Guess they wanted to go faster, while winning, because they came back with an ITA VW Scirocco for this year's race. No doubt the car was prepped in the shop of team manager/entrant/driver JODY LIFT. Jody, who is 37 years old, lives in Crestwood, IL with his wife Marge and their 5 year old daughter Jennifer. He is the owner of Havoc Motorsport. Jody started racing in 1973 in a Formula Vee and when not racing he is an SCCA Tech Inspector (That's one way to check how the other guys build their cars...) Jody has been named INR Driver of the Year(1989), INR Regional Driver of the Year twice(1989 & 1990, Driver's Club Champion (1989 & 1990) and CenDiv ITC Regional Champion in 1990. Also returning is AL LIEN a 48 year old typographer(who probably cringes when he sees all the typos the editor makes!) from Chicago, Illinois. Al started racing in 1980 in an MGB-GT, but has been a member of SCCA since 1978. He also has a license in Timing and Scoring. Al received the B.F. Goodrich Team T/A Championship ring in 1988 in the Midwestern Council. Al says he has known about the "LD" since started, but didn't have a ride till last year. He lists his most memorable race event as last year's ~LD" so maybe it was worth the wait! Al has one son, Eric, age 26. Another returnee is JOHN B. WELCH from Evanston, Illinois where he lives with his wife Holly and their young son Graham, 10 months old. John, who is 36, started racing in 1972 in a Triumph TR-3 and has been a member of the Chicago Region for 20 years. His most memorable race event was winning



**Bill Sovik, Jr...Car #11.**



**Jody Lift, Havoc Motorsport SCCA-ITC-Cen. Div. Champion.**

## # 7 LONGEST DAY OF NELSON 91 DRIVER ENTRIES

### CAR #1, Havoc Motorsport...Continued

the Sports 2000 Championship in 1984 and taking 2nd place at last year's "LD". John owned Yorkshire Motorsports and won 7 championships with it in various classes. He was an entrant in 1982 and 1983. (It was in 1983 that Sam Moses the writer for SPORTS ILLUSTRATED managed to roll one of John's cars into a much smaller ball!) When not racing or working as a money manager, John likes to golf and go vintage racing. The 3rd driver, BILL SOVIK, JR is from nearby Youngstown, Ohio where he lives with his wife Kathy. Bill started in motorsports by running Solo events in 1976 in a Porsche 911-S. He moved on to Formula Fords in 1985 with Skip Barber and then to Showroom Stock in 1986. Bill must be practicing to be a politician as he says that every race was his most memorable! A real highlight was winning the Kryderacing Championship in his first year of SCCA racing in SSB. A member of Mahoning Valley Region, he was named MVR's Regional Champion in 1986 & '87. He actually worked the first "LD" from "under the bridge" and said "someday...". As the song goes "your someday is here"! The last driver on the team is DAVID MACNEIL from Clarendon, Illinois who must not believe in filling out forms! The team is sponsored by HAVOC MOTORSPORT

**CAR #12 SPIRIT OF ST. LOUIS** will be the source of another "first" here at the "LD" - a father and daughter on the same team. We have had several father and son combinations, but JESSICA LIVINGSTON is the first daughter to have to put up with her dad's racing advice for a full weekend! (Her dad even tried to fill out her bio form!) Jessica is a 19 year old sophomore at DePauw University majoring in political science and French and just started racing in April 1990 in an RX-7 (wonder if it is the same RX-7 that her dad won the ITE title here at the 1990 "LD" in?) Her most memorable race event to date was a Regional in St. Louis last October in a Club Formula Ford. She crashed during qualifying, raced anyway and finished in the top 5. Jessica was named the Driver of the School award in April 1990. Although Jessica would ultimately like to race in IMSA GTP, she is working her way up through CFF and then hopefully up to Sports 2000. Anyway she'll probably be able to write the most unusual "what I did over the summer" story for English 201!! SCOTT LIVINGSTON is a 46 year old who lists no occupation on his bio! He lives in St. Louis with his wife Laurie and their two children, Jessica and Charles, who is either 15 or 16 years old (Scott said he was 15 last year! - Bet SCott didn't think I



*Jessica Livingston, Car #12.*



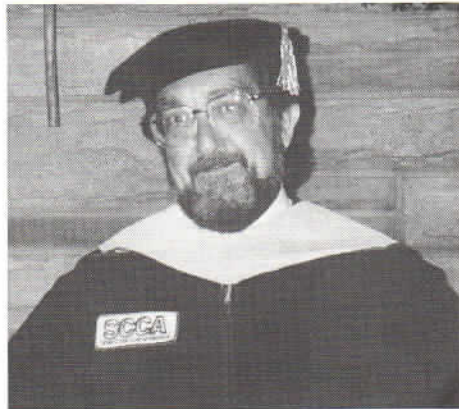
*Spirit of St. Louis, Car #12.*

kept the old bios!!) Scott started racing in 1972 in a Formula Ford and says his most memorable race event was last year's "LD". (What we'd like to know was it because you won or because your car was hit while it was innocently sitting by the tirewall during Qualifying?) The 3rd driver on the team is RICHARD WIZEMAN a 51 year old safety equipment company owner. Richard lives in St. Louis, MO with his wife Linda and their 3 children. Richard started racing in a Formula Ford in 1984, the same year he joined SCCA. He thinks his most memorable race event was last year's "LD" when he was on the winning ITE team. The 4th driver on the team is one of the "infamous Jordan boys" (see car #8.) - JIM JORDAN. Jim is 34 years old and lives in Elvert, California with his wife Debra and their two sons, Todd and Peter. Jim started racing in 1975 in an MGB. His most memorable race event was a flaming crash at Portland covered by ESPN (What some people won't do for attention tsk, tsk) Of the awards he has been given, Jim appears to cherish the "Most likely to p—s off a Tech Inspector award" the most! He also said that his doctor let him out of the "home", if he promised to go far away. (Sounds like Jim fits right in with this group!) When not causing trouble, Jim is a district service manager for Mazda. The team is sponsored by GOODYEAR

**CAR #14 FAHRGENVOLVO RACING** are back again only last year they called themselves Jaguar Cleveland. We can only guess that because one of those little fuzzy cars with big ears beat them to the 1990 ITB win, they thought they'd disguise themselves as one. (Hey guys, trying to make a Volvo 242 look like a VW Rabbit is as easy as hiding a refrigerator in your bathtub!!!) The leader of this group of local racers is BYRON LIMBER, a 54 retired "oilman" from Elyria, Ohio where he lives with his wife Alice when not traveling, riding motorcycles or racing. Byron has been a member of SCCA for the past 36 years off and on. He started racing in 1958 in a Porsche. Before actually racing in last year's "LD", Byron was a crew chief for several Daytona 24 Hour races. (Byron must have learned all the Daytona tricks, like "borrowing" the entire engine from the crew chief's wife's car to put in the race car.) Even though he finished 2nd in the

**Car #14 Fahrgevolve Racing..continued**

1987 ALCAN 5000, Byron lists last year's "LD" as his most memorable race event. Maybe he lists it because last year he raced with his son, GREG LIMBER who is 29 years old and lives in LaGrange, Ohio with his wife Maria. Greg began racing just last year, but already has several races to his credit, including last



**Car #14, John R. Petrone**

year's "LD". Before last year's "LD", however, Greg had raced here at Nelson in the 24 hour motorcycle race, finishing 2nd in the prototype class. Greg was at the very first "LD" when he crewed with the Trinity Racing team that brought 3 Mazda RX-7's (and one spare in the truck!) all the way from California. Greg has tried his hand at GT-3 racing, having competed in the Bill Benham National here just 2 weeks ago. (Suffice it to say it was in one piece, was running at the end and was not a Volvo!) It was rumored that the car is owned by the third member on the team HARRY BELIZAIRE, a 47 year old obstetrician (M.D. to the rest of you!) who lives in Oberlin, Ohio with his wife Shirley and their three children. Harry started racing in 1983 in a beautiful (in opinion of editor!) Jensen Healey that looked far better than it ran! Harry was no stranger to the "LD" last year, even though it was the first year he raced in it - he volunteered his medical



services for several of the early "LD" races. He is entered again this year 'cause "he hasn't won it yet!" His most memorable race event to date was the 1990 "LD". (That doesn't surprise the race chairman/editor - Harry called last October to check on the dates for this year's race! he probably told the mothers that they couldn't have their babies till after July 1st!!) The 4th driver on the team is JOHN R. PETRONE, otherwise known as "John the elder". This is not the same John Petrone that raced on this team last year - this is his father. John the son has been promoted(?) to crew chief and his dad, who started racing in 1956 in a TR-3, is back in the drivers' seat for his first "LD". John raced for a few years

before he had to take time off to pay the bills that went w 6 children and a PhD in music. Now that he has th grandchildren - "kids don't count - only grandchildr named Dylan, Jessica, and Halle, John has decided to racing again and he's says he's having a ball! He went b through drivers' school this spring and passed with fly colors. Speaking of colors, note the unusual colors that John has on his academic robes. Apparently he is fore being razzed by Byron Limber about decals and emblems cars and drivers suits, so he wanted Byron to see that outfit is safe from patches or emblems"!! (We're glad th wasn't any razzing about John's underwear!!) John the el and his wife Diane live in Kirtland, Ohio. John lists occupation as musician/educator (which he does at Ursul College, the editor's alma mater-since she can't carry a n in a reinforced paper bag, he'll be happy to know she wa science major!!). The team is sponsored by SPECTRO O OF AMERICA AND CLEVELAND JAGUAR

**CAR #18 MORGAN MOTORSPORTS** is racing a bl VW GTi this weekend. A couple of the drivers are old ha and some are here racing in their first "LD". The car own entrant/driver is JAMES STRUNK, a 37 year old bache from nearby Willoughby, Ohio. Jim started racing in a Do Colt in 1984, but he had crewed for several area drivers si his teens and has also crewed for Pro Rally teams. WI asked what his hobbies were, he answered that he race how could he have time for a hobby!?!? His most memora race event was getting out of the SCCA Driver's School ali When not racing, Jim is the Service Manager at Stodd Imported Cars. Not one to get into these things alone, encouraged his friend, EVERETTE MORGAN, A 61 year salesman from Lafayette, IN to join him in this nobl endeavor. Everette began racing just one year ago, but has been active in the Porsche Club for sometime. His spe interest when not racing are golf, grandchildren, a snowmobiling. The 3rd driver on the team is MA LAWRENCE a 37 year old businessman from Cordova, where he lives with his wife Charmaine. Marc just star racing in 1990 in a VW GTi in ITA. He was awarded 1st & 1 respectively. Although "still waiting" for his most meorable race event to happen, Marc contends that he he about the ~LD" from "leader of men, lover of women, & ea of pizza - Jim Strunk". (One way or the other this could your most memorable race!!) The 4th member of this team no stranger to the "LD"(although he has been cal "strange"... ) is JEFF ARENDAS a 35 year old indust laser salesman from N. Royalton, Ohio. Still single "after these years", Jeff keeps hoping a "pit bunny will hunt l down and marry him", especially if she buys him a race as a wedding present! Jeff has been racing since 1982, w he borrowed the Pinto of Phil Linne and went to driv school. In listing ALL of his memorable(?) race event becomes quickly obvious that Jeff doesn't play favorites has blown engines in Pintos, Mazdas and VW's, he has ro TR-8's and Datsun 510's on Rallys, lost hoods on Mustang 125 mph!!), and put an Audi into a snowbank! It seems t either as a crew member or fellow driver, Jeff has spent last weekend in June with Phil Linne for the past 12 ye - at least we know the streets of N. Royalton are safe for days out of the year!! The 5th driver on the team is the m experienced and is the man responsible for Jeff Aren

## # 9 LONGEST DAY OF NELSON 91 DRIVER ENTRIES

### Car #18 - Morgan Motorsports..continued

racing addiction. PHIL LINNE is the only driver in "LD" history to race at ALL of the previous "LD" races. Phil, who just turned 51 this month, is a salesman for a Mansfield radio station. He lives with his wife Tharen and their 7 year old daughter, Abby, in Mansfield, Ohio. Phil has been racing since 1968 having started in a Sprite. He raced the first "LD" in a Pinto and has been hooked on the "LD" ever since! (One year he got stuck out driving the pace car in a rainstorm for 2 hours!) Phil has been on winning teams and teams that barely made it past the first hour, but a true gentleman, he keeps his cool and keeps smiling. Last year he was interviewed by writer Chris Jensen and said he would keep coming back for the next 20 years if the "LD" was till here! (Besides, someone has to keep an eye on Jeff Arendas!!) The team is sponsored by STODDARD IMPORTED CARS, MORGAN MOTORSPORTS AND JIM STRUNK'S PAYCHECK



**CAR # 30 HONEST EFFORT RACING** is racing a Plymouth Arrow this weekend. There are 2 sons and a father in addition to veteran 2 time "LD" driver TERRY RICHARDS who is 33 years old and lives in Pinckney, Michigan. It is all very confusing as to who is the father and which ones are the sons 'cause they change their names as they go along -Al becomes A.J. or is it Jim? The SZILAGYI FAMILY INCLUDES JIM, ALEX, AND AL. We really liked this shot of the tree growing out of the roof of the car. Since the dad on this team has worked for all of the big 3 auto makers over the past 34 years you'd think he'd know about wind resistance etc. not to mention how unsafe it would be in an electrical storm! The team is sponsored by LIGHT FLIGHT PERFORMANCE, NIPPENDENSO SPARK PLUGS, and S & G IMPORTED CAR PARTS

**CAR # 31 TWO WHEELS RACING** may seem a little lost this weekend and a few of them may figure that they are at Nelson about two weeks too early -most of the drivers also compete in motorcycle endurance races! In fact there was one last minute sub for a rider/driver that was injured in an offroad race last week. The car owner/mastermind(?) behind this team is RICHARD HARRISON a 30 year old mechanic from Edmond, Oklahoma where he lives with his wife Lynn. Richard started racing in 1983 in Club Ford, but he has raced motorcycles for 15 years. He says he enjoys cars more because there seems to be "less hospital time with cars". Richard's most memorable race to date was at Ponca City

when he "had the pole, led for half the race, car broke, lost 1 lap, got lap back, car broke, lost lap, got lap back, finished second and set a new track record by 5 seconds". Richard bought the Mazda RX-7 they are racing here this weekend from fellow Okie, John Saucier, who ran his first "LD" last year. The replacement driver, FERRIS M. SMITH is a 37 year old medical businessman from Oklahoma City, Oklahoma where he lives with is wife and two children. Ferris started racing 2 years ago and has been dueling with well-known racer Gary Brown throughout MidDiv in SSB. He has run 7 National races so far this year and is currently leading his division in points in SSB racing a Mazda MX-6. The mystery drivers on the team are KEITH BREWER, SEAN RIGGAN, AND JOHN METCALF.

**CAR #34 - NU/MCL RACING** has been here before - several times. A veteran LD team, NU Racing's history here is highlighted by a 3rd place finish in last year's race. WILLIAM "STEVE" CRAVEN is the owner/driver/entrant. Steve is 37 years old and lives with his wife Jeane and one child in Summerfield, FL. Steve has been racing for 15 years, in everything from go-karts to dirt track to stock cars. He has raced in IMSA, SCCA and NASCAR and still holds the short course track record at Sebring for the ASR class. When not racing Steve likes to build cars - and then rebuild them. He says he heard about the "LD" on a bathroom wall at Road Atlanta in 1979. RICHARD MCGINLEY works at a nuclear power facility in up-state New York, providing safety and procedures training for the power authority. (He'll probably be easy to spot at night - just look for the green glow - OK, just kidding.) McGinley got started in racing by crewing for IMSA teams and moved



Vince Gimondo, car #34

into Formula Ford racing where he found early success. In 1987, he was runner-up in National points in the So. Pacific division and earned "Driver of the Year" honors from the San Diego region. GERALD GREEN is, when not racing, a land surveyor / electrician and lives in Summerfield, FL with his wife Darcel and their two children. Gerald is 39 years old and has wanted to race since he was a teenager. He has raced go-karts and was IKF point champion of Florida in 1981. He moved on to SCCA racing and in 1988 was the runner-up in Florida region in ITA. In 1989 he took the championship with 8 wins and 2 seconds. His greatest thrill to date is winning an enduro at Daytona in 1989, having always dreamed of winning at Daytona. VINCE GIMONDO is 59 years old, owner of a welding shop operation from Vonore, TN and has been racing since 1967 in a wide variety of cars. His most memorable race event was winning the 1972 Paul Revere 250 NASCAR race. He was also the Southeast Division

**Car #34, NU/MCL Racing..continued**

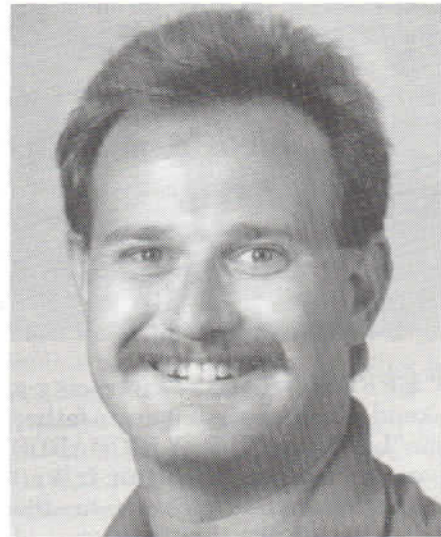


champion in 1969 and has 3 class wins in the Daytona 24 Hour race and 4 class wins at the Sebring 12 Hour. Vince and his wife Arlene have a daughter, Tanya. And last, but not least, the real "team manager", Steve's mom, Mary. The team is sponsored by LEITZINGER MOTOR SPORTS and BRIDGESTONE.



**CAR #38 MISERY BAY RACING TEAM** is racing a 1983 Volkswagen Rabbit this weekend. The "brain" behind this team is BOB NICK, a 37 year old printer from Geneva, Ohio where he lives with his wife Brenda and their son Drew. Bob started racing in 1980 in a Pinto and is a member of Misery Bay Region. Bob has been active in Solo II and Time Trials, in addition to running a lot of rallies around the Ohio/Pennsylvania area. Bob and Brenda have worked the last several "LD" races in Timing and Scoring where Brenda has a reputation for being pleasant even after hours taping and Bob has been known to fall asleep on his pencil! Bob was given the Misery Bay Region Aggressive Driver Award. Also driving in the #38 car is DAVID HAMMER a 50 year old merchant from North East, Penn. where he lives with his wife Sharon and their two daughters, Julie 21, and Diane 19. (Julie will probably be here helping this weekend and David notes that Diane is a great rally navigator). Although a member of SCCA for 4 years, and a racing addict since 1961 when he first went to Watkins Glen, David just started racing in 1990 in a ITB VW Golf. David managed to get his 2 drivers schools and two regionals on the record before the "big 5-0 hit"! He said he wanted to race in the "LD" 'cause he couldn't stand the middle of the night sessions in Timing and Scoring when the full course yellow and everyone panics. The 3rd driver on the team is GENE KERN a 44 year old engineer from Erie, Penn. where he lives with his wife, the team's 4th driver SUSAN ROBISHAW. Gene began racing in 1988 in a Toyota MR2 in SSC and also has a National license as a Starter and a division license in T&S. Gene's biggest racing thrill to date is his first ever win which was also a National win here at Nelson last August. He was named Misery Bay Region Driver of the Year in 1989 and 1990. Susan must be too modest to brag as she didn't send in a bio!. The team is sponsored by LAKE COUNTY FOREIGN AND LAKE ERIE MOTORSPORTS SUPPLY.

**CAR #40 F.B.R. RACING/MOTORWEEKRACING** coming from Maryland to film all of this nonsense for posterity or so they say. (I think they just want to have a fun weekend of racing themselves after watching everyone else do it!! The ringleader on this team appears to be MAX BALOTIN a 46 year old producer/director from Owings Mills, MD. Max has been autocrossing since 1983, but to run the "LD" he had to go to two drivers' schools and successfully complete 2 regional races which he did in short order. Max maintains that he has known about the "LD" for 11 years because everyone in the automotive press knows about it! In his job, he has been allowed to test such cars as Al Holbert's IROC Camaro at Pocono and Ferrari F-40 at the Fiorano Test facility. Poor guy! what some people have to put up with to earn a paycheck!! Max has been active in BMW Car Club Drivers' Schools. When not racing, Max likes fishing, hiking and boating. He has a 17 year old daughter, Amy. Joining Max is fellow MotorWeek staffer, CRAIG SINGHAUS, a 35 year old producer and host of the show(that's why he has a photo ready and we have no idea what Max looks like). Craig started racing in 1978 in a Mustang Drag Car(tha



Craig Singhaus, Car #40

okay, Craig we won't tell anyone!). He has run hill climbs and recently set a Guinness class record for the SCCA Pagoda Hill Climb in Reading, PA. He has run the B. 1000 Off Road race and finished 3rd in Class 4. (But remember that is an on-asphalt race). Craig! shortcuts are no-no!). Craig learned about the "LD" from John Legg(car #6) press articles, and Consulier PR releases. Craig has been worried about Nelson and the "LD" - he's been talking about that doing the B.

will prepare him well for the "LD". Hey it can't be THAT bad - most of us speak American at least!! Craig is single, at the moment, and lives in Reisterstown, MD. Coming from Japan via Sacramento, California and Dave Jolly's IMSA team MAKOTO YAMAMURA. Makoto is new to racing, but he has been busy on the IMSA circuit since the beginning of the season. He is 27 years old and single. There is a lady driver on the team from Bronxville, New York where she lives with her husband Dave Lapham and their daughter Katie, age 10. SUSAN FERRETTI is probably the best looking member of the team and is certainly an avid race/rally person. She has rallied in SCCA Pro Rallies as co-driver. She has run 6 races in her Mitsubishi Starion since passing her drivers' school. In fact her street car will be the parts car for the Mazda Miata that the team is racing here this weekend! Susan is 34 years old and works as a computer program supervisor when not at the races or reading or gardening. Her husband prepped the car so for his sake it had better run well - it's a long ride back to New York! The 5th driver is MIKE GOLDSMITH a 35 year old TV cameraman from Hampstead, MD where he lives



## # 11 LONGEST DAY OF NELSON 91 DRIVER ENTRIES

### Car #40 F.B.R. Racing...continued

with his wife Cheryl. (They don't have any children, but Mike swears that his mother shows pictures of his race car to friends and says its her grandchild!) Mike began racing in 1985 in a G.T.Pinto and is amember of the D.C. Region. His most memorable race event to date was winning the 1990 Summit Point NASPORT Race in the G.T. Pinto(Mrs. Goldsmith must have been so proud of her "grandchild"! Mike heard about the "LD" from D.C.Region workers who say it is a fun event. The alternate driver on this team is FRE SCHROEDER VI a 40 year old private investigator from Relay, Maryland where he lives with his wife Tere and their two children Christopher age 8 and Brittanie Paige 7 months. Fred has been racing since 1983 and went from Mini Coopers to Formula Fords. His most memorable race event was winning a Summit Point Formula Ford race in August 1990 with his wife, their son and their "unborn daughter in attendance". Fred has been racing FF for so long he'll have to get used to not being able to see the tires, but we think he can handle it.the team is sponsored byMOTORWEEK, MARYLAND PUBLIC TV, 40 WEST MAZDA, B.F.GOODRICH AND PAT GOSS CAR WORLD

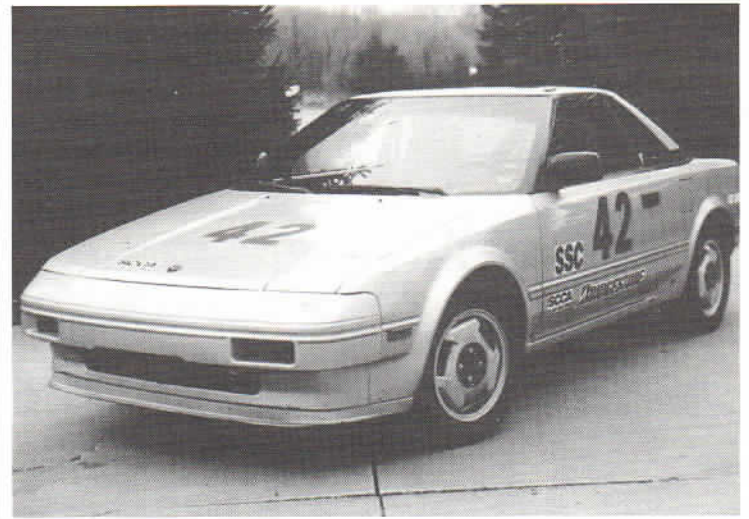
**CAR #42 - ROADKILL RACING** is a new collection of characters appearing at this year's Longest Day. DEAN TENER of Bath, Ohio, is the car owner and works as a research scientist. Dean began in Solo II in 1979 in a Ford Fiesta and has moved up to SCCA road racing. He recently talked his wife, Robin, into a ride in a Saleen Mustang at a "Track Time" driver's school and she has gotten so enthused about racing that she's looking for a driving suit. Maybe next year it'll be a husband/wife team. Driving with Dean will be another Bath resident, DAVE WEITZENHOF. A familiar face around Nelson Ledges, Dave has won major awards literally too numerous to list. Among them are the Road

Racing Driver's Club Award, the President's Cup, and five SCCA National Championships. In all he has over 120 Professional and National victories and some 40 track records. On top of all that, he works as an engineer and test driver for Bridgestone/Firestone in Tire/Vehicle Matching for Handling and has a PhD. in engineering mechanics. Dave is obviously one of the top drivers in the race this weekend. The only thing his wife Sherrie is worried about is that the other team members may be corrupting him by getting him hooked on junk food. (Gee, Sherrie, I thought that was the recommended diet for endurance racing - Snickers and high-caffiene cola?) JIM SUBE of Stow, Ohio, will also be on the team. Jim is a research scientist with Bridgestone/Firestone and is the only unmar-



**Dave Zaslow, "resting hard while he can!"**

ried driver on the team. He is hoping to make this a "fun" weekend anyway and is looking for "an educated and intelligent Pit Bunny" (probably an impossible task). Jim holds racing licenses for NASCAR modifieds and Busch GN as well as SCCA racing and has won awards in AMA motocross where he got his racing start at the age of 13. DAVE ZASLOW appears to be the most "laid back" of the drivers (see photo). He works as an architect and lists his hobbies as "ambling, food & wine, staring out the window". Sounds like keeping awake for 24 hours may be his biggest challenge. Dave was born and raised in Manhattan and learned his driving techniques there, so other drivers should be aware of this. Also driving this weekend will be SIMEON SCHINDELMAN of Hartford, CT. Simeon's most memorable race event so far was watching Formula 1 on ESPN. I bet he'll have another answer for that after this weekend. The team is sponsored by M&M TOYOTA, and BRIDGESTONE TIRE.



**CAR #55 - TWO OLD FARTS & THE KIDS** are back to try and improve on their second in class finish in last year's race, although they were going by the more sedate-sounding Johnston Motorsports team name. Maybe the "new" 1972 Datsun 510 will give them that extra edge this year over the four-door model they ran last year. JOHN WEYLS, SR. of Medina, Ohio is one of the two elders mentioned in the team name, (the other is Bob Johnston, John's long time friend and father of one of "the kids", namely Brett). John has been



**Two old farts and the kids...**

## Car #55...continued



racing since 1952 and has earned invitations to the National Championship Runoffs. He describes himself as "a 56-year-old adolescent with an abnormal interest in racing." He sees the LD as "the ultimate father/son outing and do-it-yourself project" and is joined in the driving here by his two "kids", Skip (29 yrs. old), and Danny (19 yrs.). BRETT JOHNSTON of Euclid, Ohio began racing in 1989 and place third in the Kryderacing championship and third in the Steel Cities Region endurance series in his first season. However, he was beaten by his sister, Dawn, in her very first regional race, driving similar Datsun 510s! (So why isn't she driving here?) "Of course", he explains, "she had the better prepared car, she was wearing my driving suit, and besides my tires blistered and ...". Yeah, sure Brett. DANNY WEYLS of Medina, Ohio is one of John's "kids" and is in only his second season of racing. He took his GP Sprite to an overall win in his first month of racing, beating some GT1 cars in the process and went on to help pilot their car to second in class at last year's Longest Day in his rookie year. He should enjoy a very successful racing career. When not racing, he likes golf, skiing and fishing. JOHN WEYLS, JR. (Skip), also of Medina, is the other "kid" on the block. He's been racing since 1980 and has raced at Ontario Motor Speedway in a Formula Ford. He has been to a number of Longest Days as crew, helper, and driver. The team is sponsored by CST/ALCHEM.

**CAR #61 - SPIRIT OF DC REGION RACING** has stayed with a winner and is back again with the same team that brought them two consecutive first in class wins at the LD. They finished second overall and first in ITS in last year's Longest Day. Only the winning Consulier prototype out-distanced them. In 1989 they were first in ITS and fifth overall. The car was built specifically for the Longest Day and has performed with great success. This year they are shooting for an overall win. They are certainly a team to watch. DOUG CHRISTENSEN of Ormond Beach, FL is a CAE consultant and enjoys competition target shooting and RC cars when not racing. He began racing in 1985 in a 240Z much like the one he has driven to victories here at the LD. He was 1985 MARRS Rookie of the Year and MARRS champion in 1985, 1986, and 1987, and won his first National at Daytona in 1989. JOHN LEGG of Woodstock, MD. is the

car owner and is one of the two people most responsible for the car's performance. He and co-driver Jeff Lucas put the car together, and apparently know all the right tricks. John has been driving since 1985 and was named "Most Improved Driver" by the DC Region in 1987. JEFF LUCAS of Shippensburg, PA is an elementary school principal who has been racing since 1972. He started out in autocross and then moved on to road racing. In 1988 he was MARRS champion and DC Region champion. We would like to extend a "get well" wish to his wife, Shirley, who is recovering from surgery resulting from a road accident and will be somewhat limited in her LD duties this weekend. KIPP GAYNOR of Derwood, MD is a professional engineer and, although single, has already selected the names for his children. He lists racquetball, volleyball, swimming, and girl watching as his hobbies and interests, but his "significant other" and part time PR person, Brenda, scratched out the girl watching part on his bio. ("He only has eyes for me.") Kipp began racing



1971, moving from mini-bikes to motocross to (what else?) Datsun 240Z. He sometimes runs NASCAR late model stocks and was nominated for rookie of the year at Old Dominion Speedway in Virginia. He's coming back this year to "the mecca of club endurance racing in pursuit of the elusive '3-in-a-row'." The team's sponsors include YOKOHAMA TIRES, NISSAN MOTORSPORTS, MAACO, AUTOBODY, and RON AUTOMOTIVE.

**CAR #67 - D P ENDURANCE** is quite a collection of racing personalities, starting with HARRY PUCKETT of Shelby, NC. Harry sent in a photo with his bio that looks suspiciously like someone with the initials M.A. Harry started racing in 1970 in a Fiat 850 Spyder so we can probably excuse his eccentricities, especially since he lists Bill King as an acquaintance. Harry's son, WALT PUCKETT of Albany, GA, will be driving for his dad this weekend. An autocross champion for several years, he earned "Driver of the Year" honors in 1985. Walt ran last year's Longest Day qualified on the pole in ITC, and ran as high as fifth overall, 2nd in class, before lubrication failure ended the effort. This year's car happens to be Walt's first street car, the one he won three autocross championships in. The father/son Pucketts will be joined by another father/son duo familiar to Nelson Ledges. Some say AL BEASLEY, SR has been racing "since the earth was flat." Maybe not quite that long, but he has

## # 13 LONGEST DAY OF NELSON 91 DRIVER ENTRIES

### Car #67 - DP Endurance...continued

surely been winning for longer than many of this year's competitors have been driving. Al got started back in 1957 and hasn't let up yet. He has won two SCCA National Championships in Sports Racing classes and received the President's Cup from the SCCA and the Road America Governor's Cup. Above all, Al is a well-respected and well-liked individual (so what's he doing on this team?). Al says



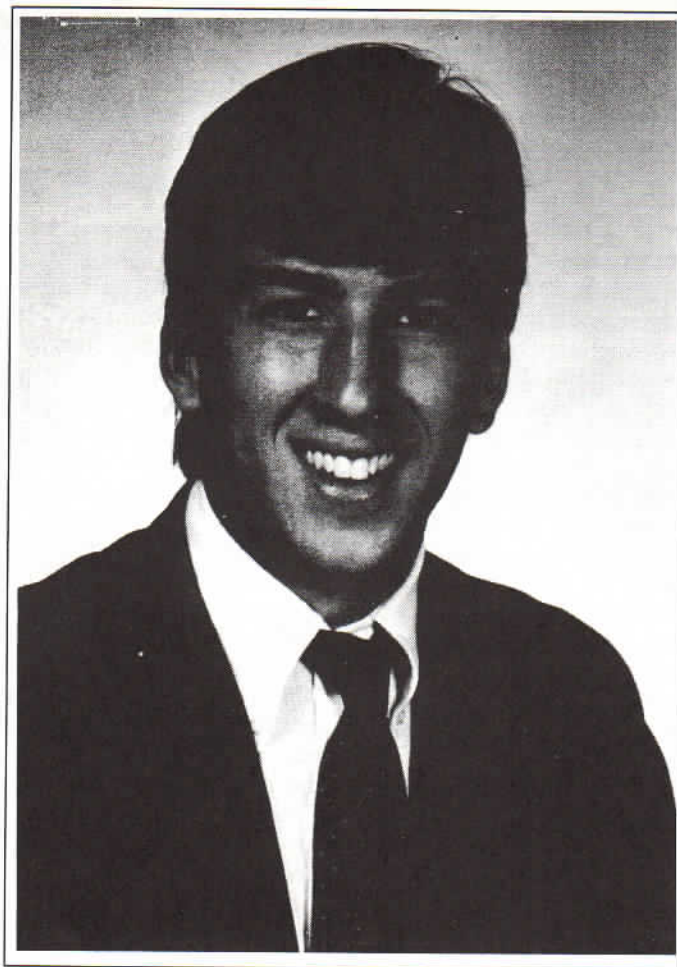
**Harry Puckett (!!!?)**

he likes "racing anything, anywhere" (ah, I see). Al's son, AL BEASLEY, JR., has literally been following in his father's tire tracks, often in the same races. Running his own Sports Racing car, Al Jr. followed his father all the way to Road Atlanta for the National Championship Runoffs. He hasn't yet followed him into the victory circle there, but it seems to be only a matter of time. The two Al's, both from Willoughby, Ohio, hold the CSR and DSR track records here at Nelson Ledges. DWAYNE CARTER DOVER will be taking a turn at the driving as well. Also a native of Shelby, NC, obviously Dwayne has been hanging out with the wrong crowd there. (See what kind of trouble you can get into when you don't listen to your mother.) The last member of the team is BILL ("Willie J.") KING, former journalist, former "SCCA National Office muck-a-muck", and present PR Manager for Goodyear Racing. Bill has been preparing for the LD by visiting as many major racing facilities throughout the country as possible. (I suppose his job may have something to do with this.) Bill has also been responsible for preparing a team newsletter and has succeeded in coercing testimonials from some of the drivers he has met, apparently trying to justify his place on the team. "If Bill King isn't the slowest driver on your team, I'll wear a team hat during an ESPN Speedweek show". Benny Parsons. "I been to Australia with Bill and I know for a fact there's two sides of the road he can't drive on" - Dale Inman. "I rode with him too!!!" Richard Petty. "If you get a car to live under King for 24 hours, then give me a call. You guys might be ready for the toughest." - Richard Childress. Maybe this isn't quite what Bill had in mind. The team sponsors include GOODYEAR TIRE & RUBBER CO., SHELBY VOLKSWAGEN, MOBIL OIL, and HELLA.

**CAR #7 JUST BLAUMITWEISS RACING** is back again in ITB in a BMW 2002. The team is headed up by car owner/team manager/sometime driver JOHN GADBERRY from Cincinnati, Ohio. John is the 35 year old owner of Just BMW, a BMW auto repair shop. John started racing in 1987 in a GT3 BMW and is a member of the Cincinnati Region of SCCA. In his first year of racing he was named Cincy Rookie of the Year. John lists his hobbies as "girls, girls, girls", so ladies you have been warned! The second driver on the team, also a veteran "LD" driver is SCOTT HUGHES, a 48 year old

pharmacist from Novi, Michigan where he lives with his wife Fran and their 3 children. Scott only started racing in 1989, getting his license just in time to race the '89 "LD". He lists his most memorable race events as the "LD" races in '89 and '90. He maintains that "Gadberry makes him do it" but we aren't too sure about that! The third driver on the team is also a returnee, LARRY SCHUMACHER a 55 year old general contractor and developer from Cincinnati, Ohio where he lives with his wife Mary. Larry began racing in 1968 in a Formula Vee. He took time off to put his kids through college and "came back" in 1989 to win the Cincinnati Region Driver of the Year Award. Larry has raced Sports Renault and in fact won a Double National at Big Springs Texas in a rented SR the first time he ever raced the track. Larry is now a regular competitor in Central Division Sports Racers and in the IMSA Firehawk series. Last year was his first "LD" and although he maintains that he was in the state of shock and confusion when asked to race, we suspect he remembered enough to know what he was getting into! The 4th driver is new to the team and to the "LD", DAVE FARNSWORTH a pediatrician from Chicago, Illinois who also happens to be the BMW Car Club of America National President. The 5th driver on the team is JOHN MC CARTHY from Boston, Mass. John has raced in several classes including SuperVee, Formula Vee, and in the Russell series. The Just BMW team has been working with the YOUTH CHALLENGE - "a non-profit, privately funded group promoting athletic and recreational programs for physically disabled children ages 4-16 years of age". The team is sponsored by JUST BMW, YOKOHAMA TIRE and the BMW CAR CLUB BUCKEYE CHAPTER.

**CAR #72 - FOREIGN PARTS CONNECTION / FTC / E.RADATZ MOTORSPORTS** is led by TOM HORAN of Monroe, GA. Tom became involved in racing in 1976 as an SCCA pit worker and has worked as a Tech. Official at the Runoffs at Road Atlanta. He started his driving career in 1988 and by the following year was winning regularly, including a number of enduros. However, he considers all the other races just practice for the LD. 1989 was his first visit to the Longest Day, but it ended early, although not as early as in 1990. Last year they didn't even make it to the track due to a racing incident at a prior event. Maybe the third time's a charm. Sharing the driving chores with Tom will be GRAY UPCHURCH of Flowery Branch, GA. Gray has been actively involved with auto racing since 1962 as a team organizer, crew member, corner worker and driver. He has crewed for Formula Fords, Chevys, Alfa Romeos and RX-7s. He has driven cars ranging from MG Midgets to Saleen Mustangs and presently serves as a driving instructor for Track Time driving schools. His son, Grayson (son of Gray?), "the Rebel without a Clue" talked him into coming to the LD. GRAYSON UPCHURCH is intent upon a career as a professional racing driver. Grayson's mother, Janet Upchurch, was track general manager for Road Atlanta and probably had more than a little to do with his racing bent. In addition, he has received instruction from the likes of Doc Bundy, Terry Earwood, and Jim Fitzgerald. He has completed the Skip Barber and Road Atlanta racing schools and has driven for the Morrison-Cook team in the ESCORT Endurance series. He looks forward to a chance to race with his father and to enjoy "some good time racing". MARTIN HOLLAND



**Gray Upchurch, Jr., Car #72**

of Auburn Hills, MI will also be helping with the driving this weekend. The team is sponsored by FOREIGN PARTS CONNECTION, FTC MOTORSPORTS, and E. RADATZ MOTORSPORTS.

**CAR #74 JUST BMW #2** is an off shoot of the original Just BMW # 4 and the car was also built by John Gadberry, from Cincinnati, Ohio. The entry of most of the Schardt family in another first for the "LD" -we have had a lot of father-son entries, a few brother/brother entries, but we've never had a father and twin brother on the same team entry! **JIM SCHARDT** is a 50 year old corporate president from Dayton, Ohio where he lives with his wife Nancy and the twins, David and Steve. Jim started racing in 1967 in a Sunbeam Alpine (not sure I'd admit to that, Jim!!) His most memorable race event so far was finishing 3rd at the SCCA National Runoffs in 1974, the same year he was CenDiv D Production Champion. **STEVE SCHARDT** is one of the fraternal (they don't look identical!) twins who are 25 years old. Steve started racing in 1987 in a Yenka Stinger. **DAVID SCHARDT** also started in 1987 in most likely the same Yenka Stinger. His greatest racing thrill to date was racing and winning the WOR games at Mid-Ohio in his rookie year against 15 competitors including his dad. Joining the Schardts for his first "LD" is **DAVID FARNSWORTH** a 42 year old pediatrician from Schaumburg, Illinois where he lives with two sons, Zach age 9, Matt age 11, 2 dogs, 4 cats, 5 snakes,

and a "saint for a wife" Rosemarie, who also puts up with David's racing and being the National President of the BMW Car Club. David has been racing for 3 years in an ITB 2000. The 5th driver is also from the Chicago area, **JOHN ROESLMEIER** a 34 year old data processor who is married to Terri and they have a 3 year old son, Michael. John started racing 3 years ago in a BMW 320i in ITB and his most memorable event was leading a race and having his fan break! The team will be involved with the YOUTH CHALLENGE going on this weekend. The team is sponsored by JUST BMW AND THE BUCKEYE CHAPTER OF THE BMW CAR CLUB



**CAR #77 & #47 - RX7 HEAVEN RACING** has a two-car team entered here this weekend. Last year the team finished second in SSA and hopes to improve their chances for a class win this year in ITS. Among the drivers of the match race Mazda RX-7s will be **MIKE WIGGINS** of Memphis, TN., team president of RX-7 Heaven. Mike has been racing since 1979 when he started in stock cars. In 1989 he had the MidDiv Championship and Driver of the Year honors in hand when an administrative foul-up cost him the title. He is encouraged by his wife Ginger and his two kids Christopher and Rachael. **JOHN SAUCIER** of Choctaw, Oklahoma will also be driving for the team. John started racing in 1960 and is a 31-year member of the SCCA. John was with the team for last year's race and had so much fun he just had to come back. John has won nine MidDiv Championships and has been runner-up an additional seven times. **WALT GRABON** of Memphis, TN is also returning from last year's team. Walt

likes to come to the LD because he has "a strong desire to spend long hours in a hot, uncomfortable, fume-filled, potentially dangerous situation. Sort of a marriage substitute". Apparently one of Walt's most treasured racing trophies is his divorce decree. **JIM DANIELS** also hails from Memphis and likes to go mountain climbing when not racing. He serves as crew chief for a racing team when not driving himself. He built his own RX-7 race car



**Walt Grabon, #77**

## # 15 LONGEST DAY OF NELSON 91 DRIVER ENTRIES

### Car #77 & #47 - RX7 Heaven Racing..continued



and took it to an SCCA National win. He hopes that this weekend he and his teammates can settle the question of who is the best driver, since they will all now will be using the same car. GREG AMY of Wichita Falls, Texas is an unmarried engineer who lists his hobbies and interests as cars, women, racing, ladies, autos, females, vehicles, babes, ... I think we get the idea. Greg lists among his many racing awards "Idiot of the Amy Family, 1986-1990" (unbroken string) and his credit union's "Thank You, Thank You, Thank You" award 1988-1990. He really was MidDiv Champion in SSA in 1990, however. BOB ALLISON of West Harrison, IN has been racing since birth if you listen to him tell the story. Bob won the SCCA National Championship in SSA in 1989. We would have a photo of Bob, but he only sends them to answer personal ads ("kinky ones"). Other drivers for the team this weekend include CHARLES LOVELADY and JOE GRAHAM of Huntsville, AL and RICK HILL of Houston, TX. The team sponsors are RX-7 HEAVEN.

**CAR #90 - DAVE WOLIN MOTOR RACING #2** is the second of the Mitsubishi team cars. CINDI HAHN has a family background in motor racing that would be hard to match. Hahn's grandfather, Carl, started Team Hahn racing in the early fifties by participating in the Mexican Road Race in 1953. Her father, Dick, continued the tradition, running a Lotus and several Ferraris in the late fifties. Her older brother holds several class records and World Champion-



Dave Wolin, Wolin Racing

ship titles in drag racing and her other brother is Showroom Stock champion as well. Cindi got into the game in 1987. In 1988 she won her first championship in the So. Cal. Sports Car Club and repeated in 1989. In 1990 she took a Mitsubishi Starion to another championship season. Joining the Dave Wolin team this season, she has her eye on a full season of National races in addition to "The Longest Day". Sharing the driving will be Escort Endurance series veteran RON LANGFORD of Colorado Springs, CO. Local talent in the person of T.C. KLINE of Akron, Ohio will also be taking a turn at the wheel. Kline is a past Firehawk series champion and should be well at home here at Nelson. The team sponsors include MITSUBISHI MOTOR SALES, TOYO TIRES, and MOBIL ONE.

**CAR #91- FLAT KITTY RACING** is not a sister team to Roadkill Racing, contrary to any rumors. RON JOHNSON of Long Beach, CA is the person probably most responsible for the (mental) state of the team. He's the one who looks like a fugitive from a Hawaiian luau, minus the pig (Ron wouldn't be caught dead with a pig) His neon-colored shirt, an R.J. trademark by now, should be easily visible at night. This has become an annual outing for Ron, and some have even been successful. Actually, we enjoy his company very much and he is an accomplished driver with a number of class wins here at the LD. (There, Ron, now how about those parts I need?) Ron describes himself as "just your basic warm, shy, sensitive, wonderful (and modest) PDHD who's looking for peace in our time, a winning lottery ticket and a good woman." (Ed. Note: PDHD stands for 'poor dumb hero driver' and Ron actually has a phone number with those letters.) Roped into appearing on the same team with Ron is DALE PETRY of Powell, Ohio. Dale should know better, having driven with Ron before, but apparently he and his wife, Karen, can put up with almost anything - they put up with Ron for a number of years. Dale was with Ron on the class winning entry in 1988. BOB SPEAKMAN, JR. of Lutherville, MD will also be driving. Bob started racing in 1959 with a Volvo PV-544. He has raced in the Daytona 24-Hour race and was on the SSA-winning Triumph TR-8 in here in 1982. Bob is a regular in IMSA competition and this will be his first year back at the LD since 1983. MIKE SPEAKMAN, Bob's son, will share the driving duties as well. The team is sponsored by NISSAN MOTORSPORTS, PANASPORT WHEELS, DEIST SAFETY EQUIPMENT, KONI SHOCKS, NGK SPARK PLUGS, MOBIL OIL, B.F. GOODRICH TIRES.



A very different idea of the way around Nelson Ledges.  
Patricia F. Schaeffer Photo

# 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 .....	82.7		
1:13 .....	98.6	1:28 .....	81.8		
1:14 .....	97.3	1:29 .....	80.9		

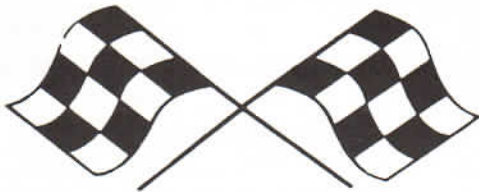
## Nelson Ledges Track Regulations.....

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-covered 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!**

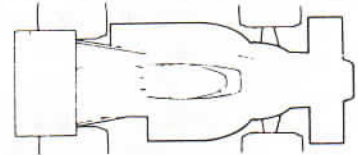
**DO** put out your campfire properly when you're through using it; **DON'T** cause a fire hazard through carelessness.

**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!!**





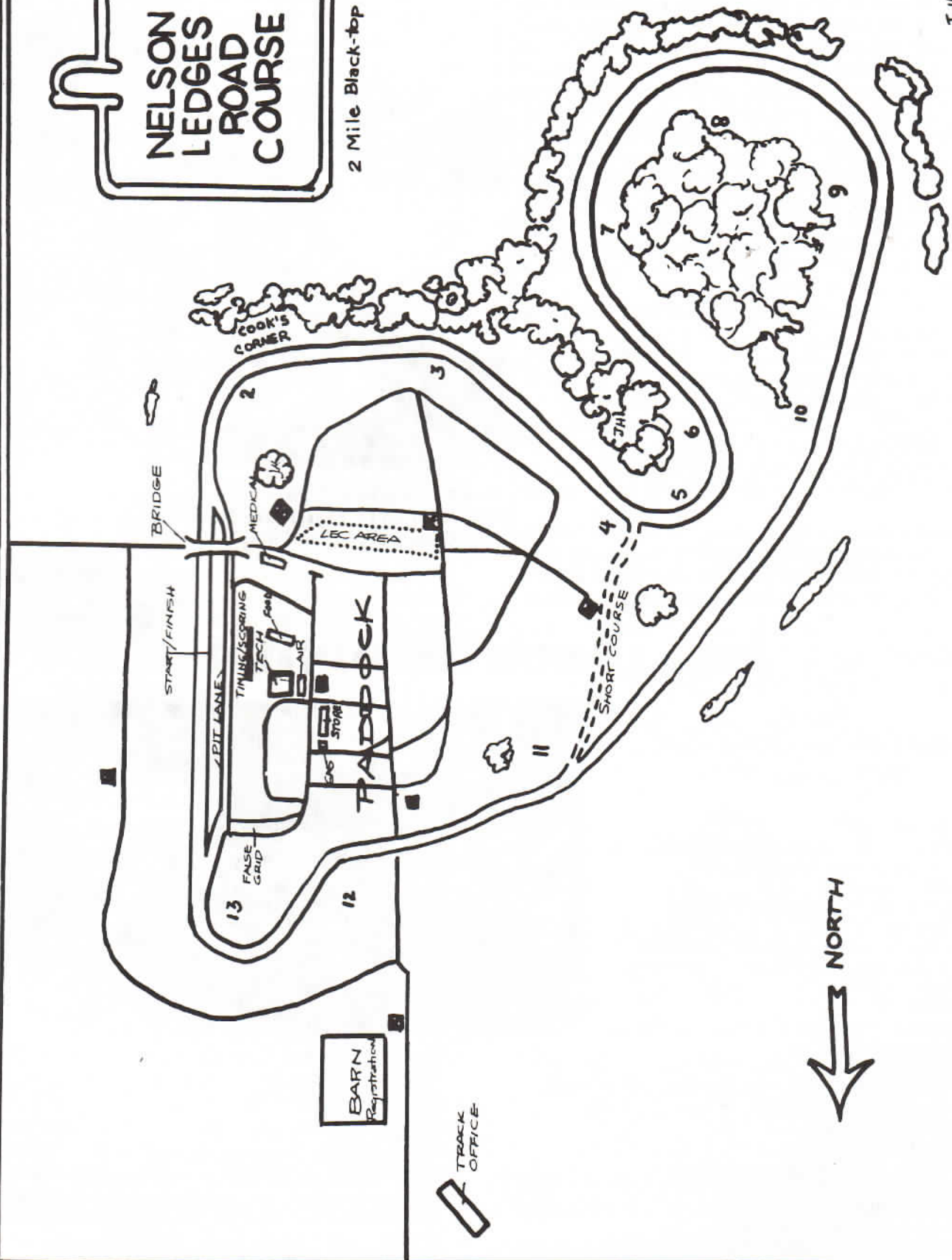
J. Hinkle  
1983

# NELSON LEDGES ROAD COURSE

2 Mile Black-top

NICHOLSON ROAD

ROUTE 305



NORTH

BARN  
Registration

TRACK  
OFFICE

BRIDGE

START/FINISH

TIMING/SCORING  
TECH AREA

SAG  
STONE

AIR

PADDOCK

BARN  
Registration

TRACK  
OFFICE

BRIDGE

START/FINISH

TIMING/SCORING  
TECH AREA

SAG  
STONE

AIR

PADDOCK

BARN  
Registration

TRACK  
OFFICE

COOK'S  
CORNER

LEC AREA

SHORT COURSE

JAH

FALSE  
GRID



# MARATHONERS DRIVE FOR DOLLARS

Gentlemen....start your engines! Youth Challenge is revved-up to attend the "Longest Day of Nelson" 24-hour car race. This year's event, the 12th annual, is being held June 29-30 at Nelson Ledges, near Warren, Ohio.

Thanks to support from the Buckeye Chapter of the BMW Car Club of America, the "JUST BMW" Racing Team will not only be striving to complete laps, they will also be driving to raise funds for Youth Challenge.

Money raised will be based on pledges made for every mile the "JUST BMW" team travels. If the RPM's stay up, the 'JUST BMW' team should tally up 1,600 miles. A pledge of one cent per mile would result in a donation of \$16 that will directly benefit the children's programming. Also, the 'JUST BMW' team will be representing Youth Challenge with decals on their car.

The Buckeye Chapter of BMW CCA has a history of involvement with Youth Challenge. They have hosted the Youth Challenge gang at two Mid-Ohio driver's schools in prior years, and treated the group to a cookout at a Cleveland Indians baseball game last summer.

"Longest Day at Nelson' is always a fun event!" says Mark Borchik, Cleveland Area Governor, Buckeye Chapter, BMW CCA. "The fact that we able to turn it into a fundraiser for Youth Challenge will make it that much better."

Everyone is invited to come out to Nelson Ledges Road Race Course on Saturday afternoon, June 29, and join the Youth Challenge crew to cheer the "JUST BMW" Racing Team on to victory on the "Longest Day of Nelson '91!"



*Instructor Stan Parker from the Genesee Chapter, BMW CCA, assists YC registrant Matt Poole into a race car at the Mid-Ohio Driving School.*



## THE PANOZ ROADSTER

Panoz  
Auto-Development Corp.  
Braselton, GA

### GENERAL DATA

Vehicle Type: Mid-engine, rear-wheel drive, two passenger, two door roadster.

Base price: \$33,500

Options: to customers specifications

Body/Chassis: Triangulated stainless steel space frame, vacuum-formed aluminum body panels attached with 3M aerospace bonding process.

### ENGINE

Configuration: ohv V8, iron block and heads

Displacement: 4,942 cc

Bore/Stroke: 101.6x76.2 mm

Valve Train: 2 valves/cyl., chain-driven cam in block, pushrods, hydraulic roller lifters

Horsepower: 225 bhp @ 3,200 rpm

Compression: 9.0:1

Fuel System: electronic port injection

Fuel required, unleaded, regular

### TRANSMISSION

Type: 5-speed manual Borg-Warner T-5

Gear Ratios: 1st: 3.35; 2nd 1.93; 3rd: 1.29; 4th: 1.00; 5th: 0.68

Final drive: 2.73 Ford traction lok (3.08 option)

### DIMENSIONS AND CAPACITIES:

Wheelbase: 97.5 in.



Length: 152.0 in.

Width: 73.0 in.

Track: f/r 66.0/64.0 in.

height: 47.0 in.

Curb Weight: 1,950 lbs. (est.)

Weight Distribution, % f/r: 50/50

### STEERING, SUSPENSION, BRAKES

Suspension: F:unequal length A-arms, coil-over shocks; R: five-link leadin-arm, Panhard rod, adjustable coil-over shocks

Steering Type: rack and pinion, power assist

Turns, lock to lock: 2.4

Brakes: F: 10.84 in. discs; R:9.0 in. drums

Wheels: f: 7.0 x 16 in., r: 8.0x16 in.

Tires: f: 205/55ZR-16, r: 255/50ZR-16

# THE NATIONAL SPORT SEDAN CHAMPIONSHIP NASPORT-EAST DIVISION

1991 ROUND TWO - ROAD ATLANTA MAY 25, 1991

The Don Meluzio/Stacy Wilson "tubes aren't required" show picked up at Road Atlanta where it had left off at Memphis two months earlier. Meluzio again prevailed in qualifying, putting the PORSCHE MODEL CLUB 924 on the pole, with Wilson's MEERKAT RACING MAZDA RX-7 .7 seconds back. Milton Grant's TOYOTA COROLLA GT-S nailed third on the grid, followed by reigning GT-4 National Champion and brother Richard Grant - making his first 1991 appearance in his newly rebodied NISSAN SENTRA "patrol car." Rounding out the top five was Florida's Bob Burgess, making his first NASPORT appearance in the BURWYNN ENGINEERING DATSUN 200SX.

At the drop of the green, Wilson gave it a go up the hill on the outside, but Meluzio held on to lead lap one. Sixth qualifier Tom Speed, using Goodyear rubber for this race, was able to pull his NISSAN PULSAR past Burgess into fifth - and set his sights on R. Grant. Wilson was able to find a way by Meluzio - and into the lead - on lap two, duplicating his Memphis performance in 1991 Round One. Over the next several laps the gap between these two was never more than a second, as the leading duo established a "comfortable" margin of some five seconds over Milton Grant, running steadily in third. Fourth place Richard Grant was able to pull out and maintain a 2-3 second advantage over Speed, in fifth, but like leader Wilson, was unable to completely shake his shadow.

On lap 11 (of 18) the call came in that Wilson was off in turn seven, with terminal engine woes. Meluzio was by in a flash, and, as in Round One, the Porsche never missed a beat all the way to the checker - making his two for two in NASPORT - EAST '91!! Milt Grant's COROLLA also turned in a flawless performance to claim a second, while Richard Grant was able to widen his margin in the closing laps over Speed ("sticker" tires fading a bit?) and gave himself and NISSAN their first '91 points. Tom Speed sailed through to fourth and Bob Burgess rounded out the top five - fighting the slipping clutch that had surfaced in qualifying all the way to the checker. Congratulations!

The 1991 DRIVERS' CHAMPIONSHIP Point Standings after two rounds show Meluzio solidly on top with the maximum possible 42 points, with Milton Grant up to second with 28, over the absent Jeff Clinton (17). Tied for fourth at 15 are Richard Grant and Weber Manning. The MANUFACTURERS' race stands with PORSCHE NORTH AMERICA two-for-two at 40 points, followed by TOYOTA MOTOR SALES USA at 34, and MAZDA NORTH AMERICA and NISSAN MOTORS IN USA tied for third at 15 each.



## SPECIAL AWARD OFFERED BY ROAD ATLANTA

Road Atlanta has served as the home for the season-ending SCCA National Championship Runoffs for many years. As a demonstration of Road Atlanta's continuing support of Sports Car Club of America amateur racing, Jack Roth, the president of Road Atlanta, has offered a special contingency prize for this year's Longest Day. One free open test day will be awarded to the highest placing car overall from a regular SCCA class (SS or IT). This has a minimum value of \$350 and could be worth as much as \$1,000 depending upon when it is used. It must be used during the 1991 season. We thank Jack for his support of SCCA amateur racing and The Longest Day.



Road Atlanta, Inc.  
Route 1, Braselton, GA 30517  
(404) 967-6143

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# THE TRACK

## NELSON LEDGES ROAD RACING

# TO RUN ON!

### 1991 SCHEDULE

The following are all Spectator Events. ALL RACES RAIN OR SHINE!

MAY 18-19	SCR Cumberland National Race	Steel Cities Region
MAY 25-26	WNY Divisional & Vintage Race	Western New York Region
JUNE 15-16	NEO Bill Benham National Race	Neohio Region
JUNE 28, 29, 30	24-Hour Longest Day of Nelson	Neohio Region
AUG 3-4	MVR Divisional Race	Mahoning Valley Region
AUG 10-11	SCR Divisional Race	Steel City Region
AUG 17-18	NEO Divisional Race	Neohio Region
AUG 24-25	MVR National Race	Mahoning Valley Region
SEPT 7-8	SCR Divisional Race	Steel Cities Region
OCT 19-20	MVR Double Divisional Race	Mahoning Valley Region
OCT 26-27	WNY Div. Great Pumpkin Race	Western New York Region

Sports Car Club of America races include 22 classes. Practice and Qualifying on Saturday. Races on Sunday. Starting time is approximately 9am with races running until approximately 5pm both days. Prices are \$15.00 for weekend tickets. Sunday only admission prices are \$10.00. Children under 12 are free.

\*\*\*SPECIAL SPORTS CAR CLUB OF AMERICA EVENT - "12<sup>th</sup> ANNUAL LONGEST DAY OF NELSON" and "NASPORT CHAMPIONSHIP RACE" - June 28, 29, 30. The "LD" is the ORIGINAL 24 Hour Endurance Race for Showroom Stock and Improved Touring Cars which will include street-legal cars, modified street cars. Prototype and Limited Production cars racing for 24 hours. Practice and Qualifying is Friday for both Longest Day and NASPORT cars. The NASPORT race will be Saturday morning and the Longest Day will start at 3:00pm on Saturday and runs until Sunday at 3pm. Admission is \$20.00 for 3 days, \$15.00 for a 2-day pass, with Sunday only at \$10.00.

### Motorcycle Races

MAY 4-5	WERA 6 HOUR ENDURA & SPRINT RACES
JUNE 8-9	WERA SPRINT RACES & ENDURA
JULY 12, 13, 14***	WERA 24 HOURS OF NELSON RACE
AUG 31 - SEPT 1	WERA NATIONAL SPRINT RACE
SEPT 28-29	WERA DIVISIONAL SPRINT RACE

\*\*\*24 HOURS OF NELSON will be racing 24 Hours beginning at 3pm on Saturday. This will be the 22<sup>nd</sup> ANNUAL Motorcycle Cycle Race to run non-stop around the clock. The race is limited to the top 30 teams in the United States.

FOR FURTHER INFORMATION CALL THE TRACK AT (216)548-8551 OR IN EVENINGS (216) 369-3150.

# THE 1990 "LONGEST DAY OF NELSON" JUNE 29 - JULY 1, 1990

A 24 Hour Endurance Race for Showroom Stock Cars

Sanction No. 90-RS-80-S Neohio Region at Nelson Ledges Road Course 2.0 miles

## ☆ OFFICIAL RESULTS ☆

O/A	CAR	TEAM NAME/DRIVERS	SPONSORS	CAR	POS/CLS/LAPS
1	19	CONSULIER #1 Bob Mc Connell, Dayton, OH Rick Titus, Lake Forest Keys, CA Bruce Mac Innes, Sharon, CT	Consulier Industries General Tire	1990 Consulier GTP ( 77.75mph )	1 Proto 933 (1866 miles)
2	61	SPIRIT OF DC RACING #1 Doug Christensen, Ormond Bch, FL Jeff Lucas, Shippensburg, PA John Legg, Woodstock, MD Kip Gaynor, Derwood, MD Eric Bucher, E. Petersburg, PA	Grabber Fastener MAACO Autobody Radial Tire Co. Yokohama Tire	1972 Datsun 240Z	1 IT-S 924
3	26	GROUP 27 #1 Mike Puskar, Chesterland, OH Rich Ashley, Miami, FL Al Franzolino, Cleve. Hts., OH Ron Johnson, Los Alamitos, CA Jon Krapf, Westlake, OH alt. Jeff Milstein, Orange, OH	General Tire, Mobil Nissan Motorsports Milner Electric, Hella	1987 Nissan 300 ZX	1 SSA 923
4	81	RAPID MOVEMENT RACING Scott Livingston, St. Louis, MO Rich Walke, Hawthorn Woods, IL Rich Wizeman, St. Louis, MO	Goodyear Rapid Movement Engineering Services	1987 Mazda RX-7	1 IT-E 922
5	92	BJERKE MOTORSPORTS Kevin Bjerke, Tallmadge, OH Mike Cyphert, Chagrin Falls, OH Andy Toth, Copley, OH Eric Eisenhart, Akron, OH	Goodyear Dave Walter VW	19?? VW GTi	2 IT-E 900
6	27	GROUP 27 #2 Ed Jacobs, Akron, OH Dave Forgash, Westlake, OH Alex Cardos, Willoughby Hls., OH Rich Taylor, Sharon, CT Liane Lombardi, Milford, CT	General Tire, Mobil Nissan Motorsports Milner Electric, Hella	1985 Nissan 200 SX Turbo	1 SSB 899
7	4	LAST MINUTE RACING #1 Richard Kiceniuk, Annandale, NJ Gary Bossert, Bridgewater NJ John Weaver, Ft. Washington, PA James Gunter, Somerset, NJ	Crotch's Auto B.F. Goodrich Zygmunt Motors Zak's Alignment	1973 BMW 2002Tii	1 IT-A 895
8	16	NISSAN NORTH RACING Dale Petry, Powell, OH Gerald Alaimo, Rochester, NY Jim Briody, Cherry Hill, NJ Mike Galati, Olmsted Twp., OH	Nissan North BF Goodrich, Valvoline Rusk Bros. Body Shop Nissan Motorsports	1983 Nissan Pulsar NX	1 IT-C 895
9	1	TEAM DAYTON Roger Marble, Kent, OH Dave Weitzenhof, Bath, OH Reed Kryder, Canal Fulton, Brian Goodwin, Steamboat Spg, CO Tom Marx, Van Nuys, CA	Dayton Tire, Bosch Ron Marhofer Chev. MAACO Auto Body Turbo City	1988 IROC Camaro	1 SSGT 894

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## ☆ OFFICIAL RESULTS ☆

O/A	CAR	TEAM NAME/DRIVERS	SPONSORS	CAR	POS/CLS/LAPS
10	32	ARCHER BROS/HKS PERF. Mac DeMere, Aurora, CO Tony Swan, New York, NY Rich Ceppos, Ann Arbor, MI Don Fuller, Tustin, CA	HKS Performance Goodyear Tire & Rubber	1990 Eagle Talon	2 Proto 877
11	86	R.T.S. RACING Richard Rasche, Cincinnati, OH Tim Silver, Cincinnati, OH Brett Frank, Eaton, OH Paul Prill, Hudson, OH	B.F. Goodrich Mazda Motorsports	1980 Mazda RX-7	2 IT-S 876
12	78	B.S.I. RACING Stu Brumer, Ft. Lauderdale, FL Mike Finn, Miramar, FL Alan Gelfand, Plantation, FL Mike Lindsley, Jupiter, FL	B.S.I. Auto Repair Spectro Oils of Florida BBS Motorsports MAC Tools,	1981 VW Rabbit	1 IT-B 873
13	11	FALCON/HAVOC MOTORSPORTS Jody Lift, Crestwood, IL Jan Sopoci, Chicago, IL Al Lien, Chicago, IL John Welch, Evanston, IL Bill Hornack, Jr., Westlake, OH	General Tire, Loctite Rothschild Securities Champion Parts Rebuilder Bosch, Tokico, Chemtron Foreign Automotive, BBS Lien-o-type, Cobra Seats	1980 VW Scirocco	2 IT-B 863
14	34	NU RACING/MCL RACING Steve Craven, Summerfield, FL Richard McGinley, Ocala, FL Vince Gimondo, Madison, TN Gerald Green, Summerfield, FL Gary Kenslow, Tulsa, OK	General Tire Craven Industries McGinley Consult. Ltd HiFi Racing, Tokico Rockin 5J Farm	1980 Mazda	3 IT-S 860
15	64	TEAM TURTLE Wedge Rafferty, Rensselaer, IN Glenn Davis, Indianapolis, IN Jay Shadoan, Indianapolis, IN Doug Reed, Englewood, CO	North Side Auto Sales Road Track & Trail Bridgestone Kosta Equipment Co.	1988 Chev. IROC Camaro	2 SSGT 840
16	3	ROTARY REBELS Stan Hinds, Knoxville, TN Geoffrey Churchill, Atlanta, GA Wayne Henry, Lenore City, TN Mike Van Steenburg, Winter Haven, FL	Henslee Sports Racing Beaman Imports Maz-Medics Import Service Ctr.	1974 Mazda	2 IT-A 818 RX-3
17	7	JUST BlauMitWeiss John Gadberrry, Cincinnati, OH Scott Hughes, Livonia, MI Larry Schumacher, Cincinnati, OH David Tenney, Chicago, IL	Just BlauMitWeiss General Tire Spectro Oil of Ohio	1971 BMW 2002	3 IT-B 817
18	29	HONEST EFFORT RACING Terry Richards, Pinckney, MI Charlie Brown, Livonia, MI Bob Allison, Dearborn Hts., MI Dave Dobry, Plymouth, MI Charlie Henry, Farmington Hills, MI	General Tire S & G Imported Car Parts	1984 Charger	4 IT-B 809

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## ☆ OFFICIAL RESULTS ☆

O/A	CAR	TEAM NAME/DRIVERS	SPONSORS	CAR	POS/CLS/LAPS
19	55	JOHNSTON MOTORSPORTS Brett Johnston, Berea, OH Danny Weyls, Medina, OH John Weyls, Sr. Cleveland, OH John "Skip" Weyls, Jr. Medina, OH	Alchem Corp. Riken North Gateway Tire	1971 Datsun 510	2 IT-C 798
20	77	RX-7 HEAVEN ROTARY RACING Mike Wiggins, Bartlett, TN Walt Grabon, Germantown, TN Jerry Draga, Lorain, OH John Saucier, Choctaw, OK Kevin Westmoreland, Salinas, CA	RX-7 Heaven Ayres Imports Homer Skelton Mazda Safeway Tire	1987 Mazda RX-7	2 SSA 794
21	33	STONESTREET RACING Chris Jacobs, Cincinnati, OH Phil Linne, Mansfield, OH Jeff Arendas, N. Royalton, OH Jim Earnshaw, Mansfield, OH Reed Andrews, Jr. Moreland Hills, OH	Firestone Tire & Rubber Performance Unlimited M.A. Stonestreet	1986 VW GTi	1 SSC 789
22	45	RASTA RACING #2 Robert Powell, Bethesda, MD Paul Martino, Bethesda, MD Alex Mikhail, Hinsdale, IL Kevin Krauss, Germantown, WI	Auto City VW Radial Tire Company Waldorf RV, Sunoco Fast Track Mtspts Mkt & Promo	1977 Scirocco	5 IT-B 756
23	23	ARROW/BIRCHWOOD RACING Mike Mavrigian, Norton, OH Dave McKibben, Uniontown, OH Larry Ritz, Akron, OH Mike Ricciardi, Framingham, MA	Arrow Automotive Ind. Uniroyal Goodrich Koni, Compomotive Hidden Heroes	1990 Ford Mustang LX	3 IT-E 743
24	99	F.T.C. MOTORSPORTS RACING Jack Baxter, Atlanta, GA Christine Shaw, Atlanta, GA Martin Holland, Newport News, VA Tom Horan, Monroe, GA alt. Curtis Castleberry,	S&J Automotive General Tire Automotive Transformation Valvoline	1976 Saab	6 IT-B 730
25	40	PEOPLE'S CHOICE Charlie Schnepf, Tiffin, OH Bob Rutter, Holland, OH George Bauchman, Maumee, OH Robert LeSage, Maumee, OH Don Feller, Maumee, OH	B.F Goodrich, VIP Auto Pisanello's Pizza Toledo United Parts Advanced Mobile Music Prestige Auto Body, Toledo 76, BG Radiator	1977 Datsun B210	3 IT-C 718
26	14	JAG CLEVE VOLVO/SPECTRO OILS/IPD John Petrone, Cleveland Hts., OH Byron Limber, Elyria, OH IPD Greg Limber, LaGrange, OH Harry Belizaire, Oberlin, OH	Jaguar Cleveland Volvo Spectro Oils of Ohio Suspensions Techniweld, Goodyear Metz NAPA of Mansfield	1979 Volvo 242	7 IT-B 699
27**	21	WELSH RACING Keith Welsh, Latrobe, PA Joe Maloy, Pittsburgh, PA Mike Connolly, Pittsburgh, PA Danny Moon, Fremont, MI	World Book Hi-Tech Fasteners	1985 Toyota MR-2	3 IT-A 690

## A 24 Hour Endurance Race for Showroom Stock Cars

Sanction No. 90-RS-80-S Neohio Region at Nelson Ledges Road Course 2.0 miles

## ☆ OFFICIAL RESULTS ☆

O/A	CAR	TEAM NAME/DRIVERS	SPONSORS	CAR	POS/CLS/LA
28	62	SPIRIT OF DC RACING #2 Dave Coleman, Summit Pt, WV Chuck Allard, Rockville, MD Bruce Reichel, Gerrardstown, WV	Don Pool Mercedes Mountjoy Nitto Tires	19?? Triumph TR-8	4 IT-S 650
29	00	F TROOP Web Temple, Racine, WI Tony Kuhn, Waukasha, WI Bruce Lindstrand, Rockton, IL Steve Scmalz, Beloit, WI Rick Eggers, Union Grove, WI	Screen Print Concepts	1978 Ford Fiesta	4 IT-C 630
30**	85	GRAINGER AUTO PARTS RACING Bill Fife, Savannah, GA John Graham, Statesboro, Walt Puckett, Shelby, NC John Lewis, Birmingham, AL Scott Matre, Charlotte, NC	Grainger Used Auto Prts Maws Motorsports GAUniversity Imports	1985 Honda Civic	5 IT-C 626 (Engine)
31	20	CONSULIER #2 John Dinkel, Irvine, CA John McComb, Milford, PA Shane Lewis, Sierra Madre, CA Steve Taylor, Issaquah, WA	Consulier Industries General Tire	1989 Consulier GTP	3 Proto 566
32**	17	ALL AUTOMOTIVE MOTORSPORTS Jim Lucas, Valley View, OH Larry Funk, Oberlin, OH Freddy Baker, Kirtland, OH Mark Sandridge, Westfield, OH Bob Akin, Jr., Ossing, NY	All Automotive, Inc. Firestone Tire & Rubber Sandridge Gourmet Salads Lucas Brothers Towing	1988 Ford Mustang	4 IT-E 478 (Engine)
33**	71	"CPR" RACING Chuck Peterson, Woodridge, IL Bob Roth, LaCrosse, WI Bob Willhite, Wausau, WI Hugo Hugger, Downer's Grove, IL	A-Paradox Eurosport B.F. Goodrich	1986 Porsche 944	5 IT-E 467
34**	48	GOLDEN GOLF CLUB Alec Golden, Ft.Lauderdale, FL Jack Refenning, Pompano Bch, FL David Russell, Ft.Lauderdale, FL	Spectro Oils of Ohio Endurance Race Eng. 901 Shop, Firestone Tire West McNab Foreign Car	1985 VW Golf GTi	4 IT-A 440
35	98	RASTA RACING #4 Bob Jacobs, Baltimore, MD Rick Lynn, Baltimore, MD Greg Smith, State College, PA	Auto City VW Radial Tire Company Waldorf RV, Sunoco R&R Auto Parts	1979 VW Rabbit	6 IT-C 403
36	6	TEAM MOR BSR Doris Coe, Canal Winchester, OH Terry Coe, Canal Winchester, OH Sue Rupp, Fredericktown, OH Jim Pirog, Lockbourne, OH Terry Caplinger, Granville, OH	Fulfillment Center, Inc. T.C.Coach, Columbus, OH Goodyear	1973 Opel8 Manta	IT-B 399

# THE 1990 "LONGEST DAY OF NELSON" JUNE 29 - JULY 1, 1990

A 24 Hour Endurance Race for Showroom Stock Cars

Sanction No. 90-RS-80-S Neohio Region at Nelson Ledges Road Course 2.0 miles

## ☆ OFFICIAL RESULTS ☆

O/A	CAR	TEAM NAME/DRIVERS	SPONSORS	CAR	POS/CLS/LAPS
37**	2	CRX PRESS Dave Frank, Wexford, PA Don Wannagut, New Kensington, PA Jim Braunlich, Wexford, PA Tom Braunlich, Gibsonia, PA		1984 Honda CRX	9 IT-B 384 (Engine)
38	28	TEAM Z RACING Mark McMahan, Akron, OH Dave Strittmatter, Akron, OH Dan Minkler, Canton, OH T.C. Cline, Columbus, OH	Goodyear Tire & Rubber Mark's Foreign Car Repair	1977 Datsun 280Z	5 IT-S 354
39	10	DOUG RUTH RACING Doug Ruth, Amanda, OH Douglas Brown, Ostmader, OH Mike Saddleton, Akron, OH Ricky Stansifer, Worthington, OH F. Reed Andrews, Jr., Moreland Hills, OH	Firestone	1985 Nissan 300ZX	6 IT-S 279
40**	43	INDEPENDENT RACER Craig Butt, Columbus, OH Duke Kowalski, N. Royalton, OH Jim Mueller, N. Olmsted, OH Burt Young, McKeesport, PA	Independent Racer General Tire	197? Datsun	7 IT-S 268 (Engine)
41**	70	KALE'S COLLISION RACING Erick Zanner, Bexley, OH Kendall Cranston, Coshocton, OH Randy Wiseman, Columbus, OH Jim Jerele, Columbus, OH Joel Topolosky, Columbus, OH alt. Charlie Henry, Farmington Hills, MI	Kale's Collision	19?? Shelby Charger	3 SSA 216 (Engine)
42**	44	RABBIT EXPRESS Robert Kocher, Canton, OH Kevin Gatewood, Zanesville, OH Jim Osgar, Mansfield, OH Gino Cappadonna, Mansfield, OH	Osgar's Body Shop Kocher's Racing Bob's Car Talk Jerry's Automotive	1979 VW Rabbit	7 IT-C 73
43**	46	RASTA RACING #3 Ralph Williams, Suitland, MD Harry Jordan, Wheaton, MD Lou Rao, Wheaton, MD Vince Auletta, Alexandria, VA	Auto City VW Radial Tire Company Waldorf RV, Sunoco	1975 VW Rabbit	8 IT-C 18 (Engine)
DNS	9	RASTA RACING #1 Louis Rao, Wheaton, MD Tom Schwietz, Winchester, VA Bill Davis, Annandale, VA	Radial Tire Company Auto City VW Waldorf RV	1979 VW Rabbit	IT-B (Engine)
DNS	89	DEAD HORSE RACING Art Michalik, Rochester, NY Robert Aft, Middletown, CT Walt Henning, North Haven, CT alt. Fred Werl, Middletown, CT	Firestone Havoline Oil	1988 Toyota MR-2	IT-E (Trans.)

\*\* Not Running at Finish



# PHOTO HIGHLIGHTS..



*H&R Racing Mustang, Car #94.*



*Team work...Tom Sternthal Photo*



*The Archer Brothers team had reason to be concerned at last year's L.D. A failed clutch midway through the race cost them any chance to win. They recovered to finish 10th overall and second in Prototype. Left to right: Bobby Archer, Mac DeMere, Don Fuller, Tony Swan, Rich Ceppos...Geoff Hewitt Photo*



*Car #98, Torino Turnaround, Ed Smith, Walt Michael, Jim Briody. Car*



*Car #44 Car Bob Racing*



*Car #84 (85 in '90) Bill Fife, Eddie Cleveland, Angelo Roberson and Joe Maloy driving...*



*#77 with a "new line"...Tom Sternthal Photo*

# ☆☆ LONGEST DAY OF NELSON ☆☆

## Driver Standings by Class Position

Standing	Name	Points
1	Don Knowles	58
2	Jim Briody	57
3	John Dinkel	52
4	Dave Weitzenhof	50
5	Roger Marble	49
6	Rich Ashley	48
7	Phil Linne	43
8	Fred Baker	42
9	Ted Schumacher	42
10	Jeff Milstein	37
11	Reed Kryder	36
12	F. Reed Andrews	34
13	Brian Goodwin	33
14	Jeff Arendas	3
15	Tom Etsinger	32
16	Al Franzolino	31
17	Bobby Carradine	31
18	Dave Forgash	31
19	Garth Ullom	31
20	Dave Wolin	30
21	Jim Cook	30
22	Tony Swan	29
23	Ed Jacobs	28
24	Mac DeMere	28
25	Mike Puskar	28
26	Pete Paxton	28
27	Bill Davis	27
28	Bob McConnell	27
29	Bob Nikel	27
30	Dale Petry	27
31	Mike Connolly	27
32	Ron Johnson	27

33	Mike Mavrigian	26
34	Doug Ruth	24
35	John Weaver	24
36	Mike Rutherford	24
37	Rick Kicheniuk	24
38	Ron Grable	24
39	Jim Mueller	23
40	Ron Cortez	23
41	George Shafer	22
42	Jon Woodner	22
43	Larry Funk	22
44	Tom Bloom	22
45	Bob Nagel	21
46	Don Duncan	21
47	Mike Cyphert	21
48	Rich Abbate	21
49	Bill Silverman	20
50	Bob Strange	20
51	Duke Kowalski	20
52	Paul Brand	20
53	Rich Ceppos	20
54	Rick Hurst	20
55	Steve Potter	20
56	Bill Pate	19
57	Bob Ritz	19
58	Bobby Wolf	19
59	Ed Ullom	19
60	Gary Witzenberg	19
61	Phil Pate	19
62	Rich Taylor	19
63	Bob Akin	18
64	Bobby Archer	18
65	Bruce MacInnes	18
66	Chris Jacobs	18

## CUMULATIVE RANKINGS (1980-1990)

The following lists were compiled from the results of all previous Longest Day of Nelson races. Each driver was given credit for all of the laps complete by his/her car during the race. Points were assigned for finishing positions based on the 9-6-4-3-2-1 scoring system.

67	Doug Christensen	18
68	Jeff Lucas	18
69	John Heinrich	18
70	John Legg	18
71	Ken Williams	18
72	Kim Baker	18
73	Kip Gaynor	18
74	Leonard Baptiste	18
75	Mike Brockman	18
76	Mike Galati	18
77	R. K. Smith	18
78	Ray Kong	18
79	Tommy Archer	18
80	Charlie Schnepf	17
81	Dennis Daugherty	17
82	Keith Welsh	17
83	Larry Ritz	17
84	Mike Allen	17
85	Art Brow	16
86	Dave McKibben	16
87	Rick Titus	16
88	Tim Evans	16
89	Warren Tarr	16
90	Wedge Rafferty	16
91	Bill Foster	15
92	Bob Roth	15
93	Cheryl Bakin	15

## Driver Standings by Overall Position

Standing	Name	Points
1	Don Knowles	54
2	Fred Baker	33
3	Bobby Carradine	31
4	Jim Cook	25
5	John Dinkel	22
6	Bob Nikel	21
7	Ron Grable	19
8	Bob McConnell	18
9	Bobby Archer	18
10	Gary Witzenberg	18
11	John Heinrich	18
12	Tommy Archer	18
13	Jeff Milstein	14
14	Joe Rusz	13
15	R. K. Smith	13
16	Tony Swan	12
17	Rich Ashley	11
18	D. J. Fazekas	10
19	Larry Campbell	10
20	Mac DeMere	10
21	Mike Puskar	10
22	Rich Taylor	10
23	Ron Smaldone	10
24	Tom Kersey	10
25	Al Franzolino	9
26	Alistair Oag	9
27	Bill Fishburne	9
28	Bob Strange	9
29	Brian Goodwin	9
30	Bruce MacInnes	9
31	Cat Kizer	9
32	Dave Weitzenhof	9
33	Jim Busby	9

34	Len Frank	9
35	Mike Allen	9
36	Mike Brockman	9
37	Mitch Wright	9
38	Reed Kryder	9
39	Rick Hurst	9
40	Rick Knoop	9
41	Rick Titus	9
42	Roger Marble	9
43	Tony Assenza	9
44	Don Sherman	8
45	Doug Christensen	8
46	Jeff Lucas	8
47	Jim Mueller	8
48	John Legg	8
49	Kip Gaynor	8
50	Rich Ceppos	8
51	Tom Schneider	8
52	E. Paul Dickinson	7
53	Mike Cyphert	7
54	Rich Abbate	7
55	Ron Johnson	7
56	Steve Potter	7
57	Al Salerno	6
58	Bill Cooper	6
59	Bill Pate	6
60	Bob Ritz	6
61	Dave Wolin	6
62	Dick Turner	6
63	Doug Rippie	6
64	Herm Johnson	6
65	Jamie Hurst	6
66	Jerry Anderson	6
67	Jim Gandy	6
68	Jim Mullen	6
69	John Gimbel	6

70	Ken Williams	6
71	Larry Griffin	6
72	Larry Rehagen	6
73	Mike Rutherford	6
74	Parker Johnstone	6
75	Pat Bedard	6
76	Phil Pate	6
77	Ray Kong	6
78	Roland Hahn	6
79	Ron Nelson	6
80	Terry Abbott	6
81	Tim Evans	6
82	Tom Abbott	6
83	Wiley Timbrook	6
84	Dave Forgash	5
85	Joe Nonnamaker	5
86	Andy Jones	4
87	Bill Warner	4
88	Bob Akin	4
89	Bob Snodgrass	4
90	Don Duncan	4
91	Elliott Forbes-Robinson	4
92	Jeff Andretti	4
93	Joe Cogbill, III	4
94	John Andretti	4
95	John Lamm	4
96	John O'Steen	4
97	John Schneider	4
98	Jon Krapf	4
99	Kathy Rude	4
100	Michael Hammond	4
101	Neil Hanneman	4
102	Paul Brand	4
103	Peter Dawe	4
104	Richard Myhre	4
105	Sam Moses	4

# NELSON LEDGES ROAD COURSE

## A Division of Mahoning Valley Motorsports, Inc.

### TRACK RECORDS

#### Overall Track Record

Class	Time	Avg. Speed	Date	Driver	Car
FAtlantic	1:01.02	117.994	5/13/90	Stan Cleva	Swift DB-4

#### SPORTS RACING

ASR	1:03.90	112.676	8/14/77	Bob Nagel	Lola
CSR	1:04.97	110.820	9/11/88	Al Beasley, Sr.	LeGrand MKII
DSR	1:08.52	105.079	8/27/89	Al Beasley, Jr.	Bease Legrand II
Sports 2000	1:08.00	105.882	6/2/85	Dave Weitzénhof	Shrike P-15
SpecRacer	1:18.79	91.382	5/19/91	Mike Velten	SpecRacer
SCA	1:11.52	100.671	5/19/91	Rod Randall	Shelby Can-Am

#### FORMULA

FAtlantic	1:01.02	117.994	5/13/90	Stan Cleva	Swift DB-4
FContential	1:05.09	110.616	6/2/85	Jerry Peterson	Ralt RJ5
FFord	1:08.08	105.758	6/2/85	Tony George	Swift DB1
FVee	1:17.75	92.604	5/19/91	Jim Kearney	Citation LRE
F440	1:13.92	97.403	5/21/88	Dave Drissel	Raptor DE-2
Club FFord	1:09.84	103.092	10/27/90	Jim Locke	Gemini
F2000*	1:08.35	105.340	10/25/87	Jack Arbess	Reynard
F4*	1:13.12	98.468	10/17/83	Robert Long	XPit

#### PRODUCTION

EP	1:15.08	95.898	5/19/85	John Kelly	Elva Courier
FP	1:16.01	94.724	5/19/85	Gary Nagy	Spitfire
GP	1:17.64	92.736	5/21/88	James Layton	Spitfire
HP	1:19.40	90.680	5/30/76	Bob Criss	Sprite

#### GT CARS

GT-1	1:08.77	104.697	8/27/89	Freddie Baker	Porsche 944
GT-2	1:11.92	100.111	8/27/89	John Kelly	Toyota Celica
GT-3	1:13.04	98.576	6/30/90	Mike Cyphert	Porsche 924
GT-4	1:15.08	95.898	5/19/91	Jack Lawrence	Saab Sonnet
GT-5	1:18.24	92.025	5/27/85	L. Osolkowski	Datsun B-210
GT-P*	1:21.83	87.987	8/1/87	Josef Marvidis	Pinto

#### SHOWROOM STOCK

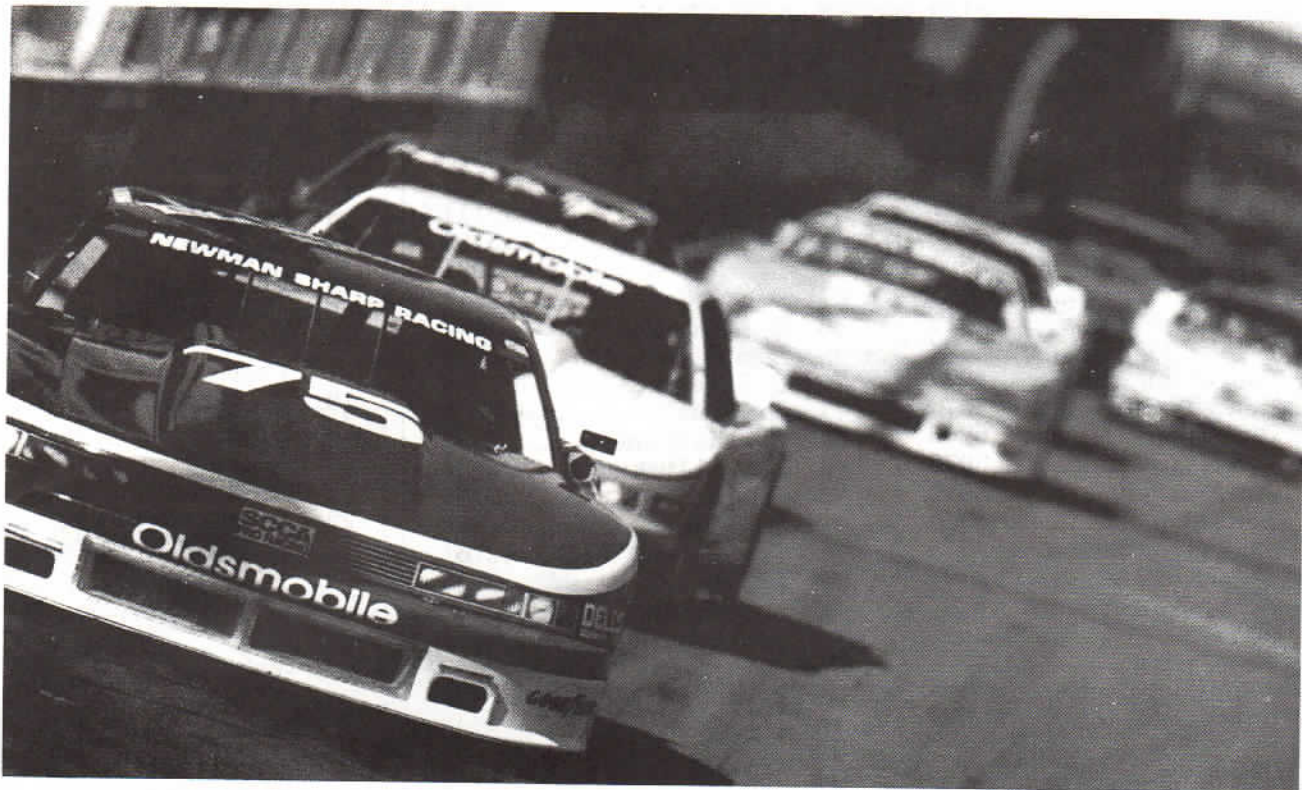
SSGT	1:18.25	92.013	8/13/88	Mike Mihalko	85 Corvette
SSA	1:22.18	87.612	10/25/87	Spencer deCordre	Dodge
SSB	1:23.61	86.114	6/16/91	Gerald Alaimo	89 Mitsubishi
SSC	1:24.13	85.582	6/16/91	Mike Galati	90 Mazda

#### IMPROVED TOURING

ITV*	1:17.69	92.676	10/29/89	Freddie Baker	Corvette
ITE*	1:19.54	90.520	10/28/89	Roger Marble	Camaro
ITS	1:21.53	88.311	6/18/88	Phillip Kime	Datsun 240Z
ITA	1:22.93	86.820	10/28/89	Don Girven	Mazda RX-2
ITB	1:23.67	86.052	10/27/90	Greg Subteley	Alfa GTV
ITC	1:25.74	83.975	10/27/90	Gary Bossert	BMW 1600

\*Not an SCCA Class  
6/17/91 - KJR

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**SCCA**  
Sports Car Club of America

# LONGEST DAY OF NELSON

6/19/91

**LONGEST DAY  
OF NELSON**

**Driver Standings  
by Laps Completed**



Standing Name ..... Total Laps

1	Jim Briody	8130
2	Roger Marble	7698
3	John Dinkel	7603
4	Don Knowles	7382
5	Fred Baker	7137
6	Rich Ashley	6983
7	Dave Weitzenhof	6914
8	Ted Schumacher	6631
9	Phil Linne	5979
10	Tony Swan	5661
11	Reed Kryder	5561
12	Jeff Milstein	5413
13	F. Reed Andrews	5324
14	Tom Etsinger	5277
15	Ken Williams	5270
16	Rich Ceppos	5206
17	Bob Nagel	5078
18	Jim Mueller	5012
19	Bob Nikel	4950
20	Doug Ruth	4916
21	Duke Kowalski	4703
22	Bobby Wolf	4689
23	Jim Cook	4675
24	Ron Grable	4599
25	Don Duncan	4585
26	Mike Mavrigian	4581
27	Steve Potter	4440
28	Jeff Arends	4422
29	Mike Puskas	4422
30	Don Sherman	4329
31	Rich Abbate	4322
32	Brian Goodwin	4276
33	Pete Paxton	4264
34	Bob Ritz	4242
35	Al Franzolino	4215
36	Ron Johnson	4214
37	Ed Jacobs	4118
38	Garth Ullom	4089
39	George Shafer	4063
40	Warren Tarr	3965
41	Larry Funk	3882
42	Mike Connolly	3869
43	Bobby Carradine	3806
44	Paul Brand	3691
45	Bob Strange	3676
46	Mike Cyphert	3657
47	Fred Fiala	3572
48	Jon Woodner	3536
49	Bill Silverman	3498
50	Art Brow	3448
51	Dennis Daugherty	3436
52	Ron Cortez	3419
53	Csaba Csere	3407
54	Gary Witzenberg	3392
55	Tom Abbott	3391
56	Tom Bloom	3362

Standing Name ..... Total Laps

57	Cheryl Bakin	3236
58	Marv Gray	3213
59	Dave Wolin	3163
60	Bill Pate	3154
61	Phil Pate	3154
62	Bob Snodgrass	3113
63	Duane Rost	3111
64	Ro Janssen	3111
65	Ted Vedrinski	3102
66	Larry Ritz	3031
67	Bob McConnell	2947
68	Dave Forgash	2892
69	Mac DeMere	2845
70	D. J. Fazekas	2805
71	Joe Rusz	2802
72	Charlie Schnepf	2797
73	E. Paul Dickinson	2786
74	John O'Steen	2780
75	Rick Hurst	2780
76	Terry Abbott	2761
77	Ron Smaldone	2745
78	Mike Rutherford	2666
79	Tom Schneider	2666
80	Bobby Archer	2662
81	Tommy Archer	2662
82	Bob Akin	2648
83	Rick Titus	2645
84	John Weaver	2638
85	Rick Kiceniuk	2638
86	Dave DuBois	2636
87	Dale Petry	2631
88	Bruce Mabrito	2605
89	Russ Strate	2605
90	Kim Baker	2590
91	Larry Parmele	2573
92	Bill Davis	2567
93	Mike Allen	2559
94	Ray Longhitano	2507
95	Bob Criss	2504
96	Gary Mathewson	2495
97	Kurt Mathewson	2495
98	Mark Bloom	2490
99	Paul Prill	2488
100	Wedge Rafferty	2482
101	Gene Michaux	2467
102	Tom Marx	2458
103	Doug Mills	2455
104	Mike Baughman	2455
105	Richard Oakley	2455
106	Ed Erlandson	2453
107	Kip May	2449
108	Greg Graham	2448
109	Leonard Baptiste	2429

# LONGEST DAY OF NELSON

**Manufacturer Standings by  
Class Position**

Standing	Name	Points
1	Nissan	208
2	Volkswagen	155
3	Mazda	141
4	Ford	139
5	Chevrolet	133
6	Porsche	118
7	BMW	59
8	Triumph	58
9	Dodge	43
10	Mitsubishi	37
11	Saab	31
12	Toyota	31
13	Peugeot	30
14	Fiat	27
15	Consulier	25
16	Bertone	24
17	Eagle	24
18	Honda	23
19	Audi	21
20	Mercury	21
21	American Motors	13
22	Alfa Romeo	6
23	Opel	3
24	Pontiac	2
25	Maserati	1
26	Renault	0
27	Volvo	0

**Manufacturer Standings  
by Overall Position**

Standing	Car Make	Points
1	Chevrolet	64
2	Porsche	63
3	Nissan	30
4	Mazda	29
5	Ford	25
6	Eagle	13
7	Volkswagen	13
8	Consulier	9
9	Saab	9
10	Mitsubishi	6
11	Mercury	4
12	Toyota	3
13	Dodge	2
14	Peugeot	2
15	BMW	1
16	Honda	1
17	Triumph	1
18	Alfa Romeo	0
19	American Motors	0
20	Audi	0
21	Bertone	0
22	Fiat	0
23	Maserati	0
24	Opel	0
25	Pontiac	0
26	Renault	0
27	Volvo	0

# 1990 LONGEST DAY WINNERS

**#1 TEAM DAYTON**  
First SSGT

**#4 LAST MINUTE RACING #1**  
First ITA

**#78 B.S.I. RACING**  
First ITB

**#16 NISSAN NORTH RACING**  
First ITC

**#33 STONESTREET RACING**  
First SSC



