



Grand Prix of Ohio  
CAMEL GT EVENT

June 11-13, 1993 • Official Program, \$5.00 (includes Sales Tax)

- IMSA Camel GT • Exxon Supreme GT Series, GTS/GTU • Firestone Firehawk Endurance Championship •
- Formula Ford 2000 • International Sedans • Oldsmobile Pro Series • M.S. Challenge •

# ALWAYS GO FOR A WINNER.



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**NISSAN MOTOR CORPORATION  
U.S.A.**

Dear Race Fans:

On behalf of Nissan Motor Corporation's North Central Region, welcome to the 1993 Nissan Grand Prix of Ohio.

This weekend you will have the unique opportunity to experience the thrill and excitement of professional motorsports racing. The cars you see today, such as the 300ZX Twin Turbo GTS race car and the 240SX GTU race car, are all part of a very formidable Nissan racing campaign. The 300ZX Twin Turbo GTS captured the checkered flag here at last year's Nissan Grand Prix and is looking to repeat that winning performance.

The same technology and expertise we use when building our race cars can be found in all of our Nissan cars and trucks. Be sure to stop by your local Nissan dealer and check out our complete line-up, including the production versions of the high performance 300ZX and stylish 240SX.

Nissan's leading edge technology is evident in our new entry into the mid-size sedan segment, the Nissan Altima. The Nissan Altima is built with precision at our plant in Smyrna, Tennessee utilizing our Intelligent Body Assembly System (IBAS) which provides an industry-leading level of body dimensional accuracy, and a special environmentally-friendly, water-based paint system. Altima also has an outstanding combination of road-handling, stability and ride comfort as a result of its four-wheel independent suspension, advanced Super Toe Control rear suspension and front and rear soft-mount suspension subframes. All this technology at a starting price of only \$13,000!

Nissan is proud to be a continuing sponsor of professional automotive racing here and around the country. We hope you enjoy today's world class racing here at Mid-Ohio Sports Car Course.

Sincerely,

A handwritten signature in black ink that reads "Roger Jolicoeur".

Roger Jolicoeur  
Regional General Manager  
North Central Region

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Editor: Megan Cindric  
Graphic Designer: Victor Fielding

Printer: Typographic Printing Company  
Photographers: Sidell Tilghman  
Pete McGinty





Welcome Race Fans,

Another season of world class auto-racing at Mid-Ohio is getting under way with the Nissan Grand Prix of Ohio Camel GT Event. This weekend is full of excitement with six professional races, as well as one non-professional race.

The Camel GT and Camel Lights are back in full force to offer you an action-packed weekend with support from the Exxon Supreme GT Series, Firestone Firehawk Endurance Championship, Formula Ford 2000, Oldsmobile Pro Series (two races), and the MS Challenge.

Be sure to take a walk through Manufacturers' Midway to see the latest from the automotive industry or to pick up a souvenir to remember the weekend. Mid-Ohio's souvenir stands are fully stocked with a wide variety of new apparel.

A special thank you is extended to Nissan Motor Corporation and R.J. Reynolds Tobacco Company who made this event possible.

If you have any questions throughout the weekend, stop by the information booth located near the infield concession stand and a Mid-Ohio staff member will be there to help you.

Sit back, relax, put your blanket on the hill, and enjoy the races!

Sincerely,



Barbara Trueman  
President



## Toyota "Dream Team" to Defend Camel GT Crown

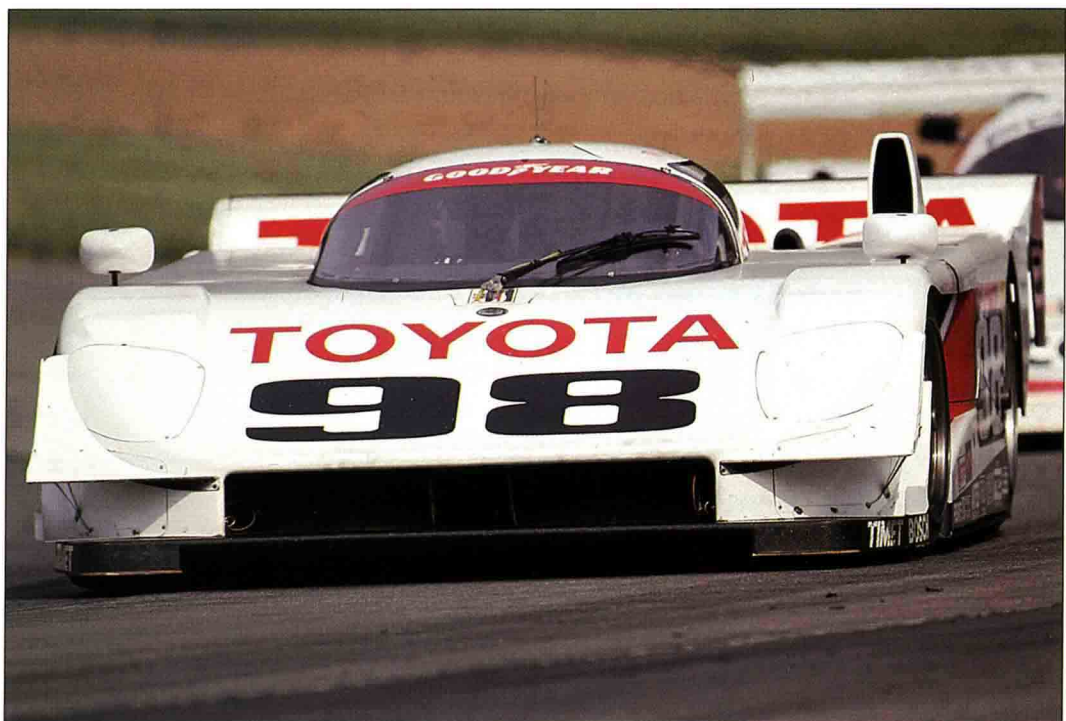
Gurney, Fangio, Jones. Three names as legendary in motorsports as Le Mans, Indy and Daytona. It may seem like a fantasy, but the "dream team" is coming true for Toyota in 1993.

With a record 12 consecutive IMSA GTP victories, Dan Gurney's Toyota/All American Racers "dream team" has made the Camel GT a nightmare for opponents. The squad's win streak dates back a full 10 months to June 16, 1992 at New Orleans. This weekend the threesome will be looking for Toyota's first-ever GTP win at the Mid-Ohio Sports Car Course, the only race track on the IMSA schedule where the team has not earned a victory. Even before the current winning streak began, Team Toyota had started to flex its muscle back in 1991. Beginning at Watkins Glen in June, 1991, Toyota has won 15 of the last 21 events. Gurney's success may stem as much from bloodlines as racing lines. His driver line-up includes Juan Manuel Fangio II, the nephew and namesake of the five-time Formula 1 World Champion, and P.J. Jones, the son of 1963 Indy 500 winner Parnelli Jones. Fangio, the reigning Camel GT Driver's Champion, tied IMSA great Peter Gregg as the winningest solo driver in Camel GT history with his win at the Toyota Grand Prix of Miami. He also leads all IMSA drivers with 16 total victories in the 1990s. This season, in addition to his win at Miami, Fangio scored his second straight triumph at the 12 Hours of Sebring, where he matched his legendary uncle's mark of two consecutive Sebring victories. "He's a chip off the old uncle," relays



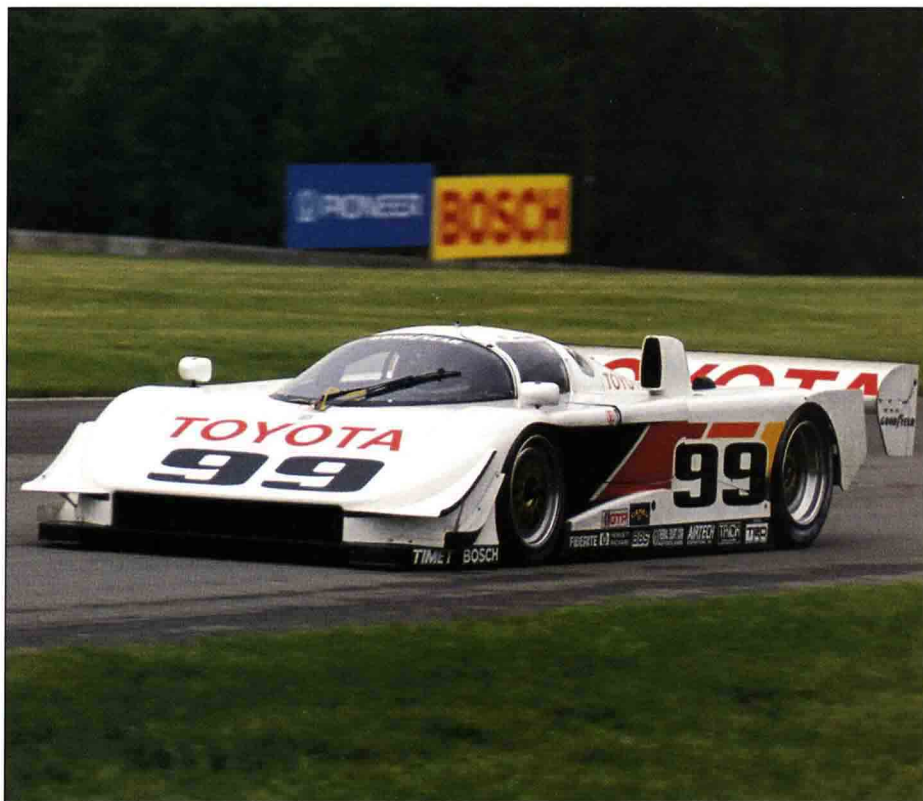
Gurney, who considers the elder Fangio to be one of his racing idols.

With wins in three of the first four races this season, you might expect Fangio II to be leading the IMSA point standings, yet, he finds himself looking up at his 24-year-old teammate Jones. Parnelli's eldest son has proven to be one of the brightest young talents in the sport today. Last year at Portland, he became the second-youngest driver ever to win a solo Camel GT event. He followed that victory with another win at Del Mar, closing out the season with two victories and two second-place showings in the season's final five races. At season's end, he garnered "Most Improved Driver" honors and left little doubt that he



would be a contender for championship honors in 1993. This season at the world renowned Daytona 24 Hours, Jones teamed with Rocky Moran and Mark Dismore to win Toyota's first-ever twice around the clock event. He placed second at Miami and Atlanta and third at Sebring. Victory was seemingly in his grasp at the two Florida tracks before he Jones suffered through a mechanical miscue late in each race. "I've been lucky to be associated with what I consider one of the finest teams in any kind of racing today. They never stop pushing forward and that's what keeps us winning," says Jones. "It's a great honor to compete for Dan Gurney and Toyota. He's been a longtime friend of my family, and driving for him is the next best thing to driving for my dad. I feel pretty fortunate, there's not a whole lot of drivers out there who can say they've had Dan Gurney and Parnelli Jones as their tutors."

Gurney is the glue that holds together the Toyota/AAR team. In his fifth decade of racing, time has not come close to passing him by, in fact, it is Gurney who is usually one step ahead. In the 1950s, he established himself as one of the great sports car racers in the world. The 1960s saw Gurney win seven Formula 1 races, the 24 Hours of Le Mans, and a number of Indy car and NASCAR Winston Cup races. In addition, he formed the All American Racers team that built and designed the last American F1 car to be driven to victory by an American driver (Gurney). The 1970s saw Gurney's AAR Eagles dominate Indy car racing. His cars won two Indy 500s and the USAC Indy car championship. In 1983, Gurney and Toyota began a relationship that changed the sports car world. Beginning in GTU, the combination has won over 40 Camel GT races with championships in both GTO and GTP, to go along with virtually every Camel GT record. Gurney, Fangio and Jones. Three legendary names that continue to make racing history in the 1990s.



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## Maxima®

Every Maxima now comes complete with a standard 3.0 liter, multi-point, fuel injected, V6 engine as well as 4-wheel independent suspension, a theft-deterrent system, an AM/FM stereo with cassette, and a driver-side airbag. And for those who can't get enough of a good thing, the SE features a brash 190 horsepower with a viscous limited-slip differential to remind you who invented the 4-Door Sports Car™ in the first place.



## Sentra®

This year's Sentra is a sports sedan that everyone can appreciate, and almost anyone can afford. Whether you crave the creature comforts or long for the open road, the standard 16-valve, DOHC, fuel injected, 110 horsepower engine with front-wheel drive provides the perfect foundation for the variety of models and options available. In a category full of workhorses, it's nice to have one that'll jump and run when you want it to.



## 300ZX®

The 300ZX Turbo is the ultimate sports car for the demanding enthusiast. It's powered by a thunderous, 3.0 liter, DOHC, 300 horsepower engine. It features among other things, Nissan's 4-wheel multi-link suspension, a dual exhaust system with quad chrome outlets, speed sensitive steering, and of course, power 4-wheel disc brakes with ABS. True to form, the '93 model has everything you've come to expect from the legendary Z® car, and more. Now available in a convertible.



## NX™

An exhilarating performer, the NX 2000 offers a 2.0 liter, DOHC, 16-valve, 4-cylinder powerplant. It's nimble handling and excellent gas mileage make it an obvious choice for the practically minded enthusiast. Standard driver-side airbag, available ABS and differential are just part of the many complements to this surprisingly affordable coupe.



## 240SX®

Available in fastback, coupe, and a new convertible design, this sports car offers the driving enthusiast a sequentially fuel injected, 155 horsepower, 2.4 liter, 16-valve engine, as well as power rack-and-pinion steering, independent multi-link rear suspension, power 4-wheel disc brakes and 4-speaker stereo system. SE models also offer an optional anti-lock braking system and Super HICAS® 4-wheel steering. The 240SX might not be one of the fastest cars on the road, but it's definitely one of the funnest.



## Trucks

Rock solid and featuring the most powerful V6 and 4-cylinder import brand engines in the class. Nissan's new truck line now comes with bigger standard tires on 4x4's, aggressive styling, steel side-door guard beams, and a more massive grill and bumper. These new trucks are the first to offer CFC-free air conditioners which help preserve the ozone layer. With seven different models, you'll find it a tough decision.



## Pathfinder®

With 4-wheel drive and four doors, the Pathfinder SE-V6 can take even more people where only a vehicle like Pathfinder can go, thanks to a 3.0 liter, 153 horsepower multi-point, fuel injected, V6 engine. And with a list of standard features that includes rear wheel ABS, air conditioning, a cassette stereo system, power windows and door locks, you can travel in comfort on and off the road.



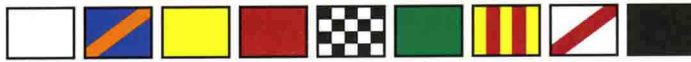
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### **Teen Driving and Adult Defensive Driving:**

Develop instinctive reactions needed to prevent accidents and take control of your driving. This revolutionary one-day program teaches safe and responsible driving beyond what is taught in drivers education, resulting in a driver, whether young adult or veteran, who will operate his or her automobile with improved awareness and safety.

Cost: \$400 (over 21 years of age)  
\$250 (21 years of age and under plus a 10% discount for students with a 3.0 grade average)

### **One-Day High Performance:**

A comprehensive training program teaching vital techniques needed for high-performance driving, cornering, shifting, braking, to get students driving as well as they possibly can with confidence.

Cost: \$400

### **Two-Day Advanced:**

An intensive program in which students work closely with instructors, honing their high-performance driving skills and learning the 'secrets' of driving and conquering Mid-Ohio Sports Car Course.

Cost: \$775

### **One-On-One:**

Participate one-on-one with the instructor of your choice and have exclusive use of the entire course and The Mid-Ohio Skid Pad.

Cost: \$1,500



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School offers  
the best  
programs  
and the best  
instructors of  
any driving  
program  
anywhere”**

**Bobby Rahal**  
Three-time IndyCar  
World Series Champion

### **Fantasy Camp:**

Featuring Bobby Rahal, Derek Bell and Johnny Rutherford! Live the life of a driving champion in a five-day driving fantasy centered around the Pioneer Electronics 200 presented by Miller Genuine Draft IndyCar race. September 11-12, campers will attend the race, socialize with top drivers, and enjoy a private pavilion. September 13-15, campers will be instructed by IndyCar drivers Bobby Rahal and Johnny Rutherford, World Champion Derek Bell, and The Mid-Ohio School instructors.

Cost: \$4,000 - This price includes lodging and meals.

### **Instructors:**

Whichever program you choose, you can feel confident that you will be learning from the finest group of instructors ever assembled. The Chief Instructor and School Director, Chris Kneifel, has 15 years of auto racing experience, including Formula Fords, IndyCars, IMSA GTO and GTP Prototypes, and SCCA Trans-Am. Kneifel has secured Pancho Carter, and Brian Till who have IndyCar experience, and race-winning and championship-winning drivers; Greg Pickett, Tony Kester, Irv Hoerr, Calvin Fish, Ken Johnson, Steve Knapp, and Tony Ave.

### **Registration:**

For more information about the programs or to enroll call Chris Kneifel at (614) 876-3344.

### **School Car Rental:**

There will be a limited number of school rental cars from Infiniti and Nissan available for use during any program. For availability and cost, contact Chris Kneifel for details.

**NOTE:** Class size is limited. Prices effective through June 30, 1993.

**Mid-Ohio**  
**SPORTS CAR COURSE**  
LEXINGTON, OHIO

## Weekend Schedule

<b>Friday:</b>	8:30 AM-9:00 AM 9:15 AM-2:45 PM 3:00 PM-3:50 PM 4:00 PM-4:20 PM 4:30 PM-5:00 PM 5:10 PM-6:30 PM 6:40 PM-7:00 PM	Qualifying 1 - Olds Pro Series Practice - All Groups Qualifying - Exxon GT Qualifying - F-2000 Practice - MS Challenge Qualifying - FFEC (all classes) Practice - Internat'l Sedans
<b>Saturday:</b>	8:00 AM-3:30 PM 8:40 AM-9:10 AM 9:20 AM-9:50 AM 10:00 AM-11:00 AM 11:10 AM-11:35 AM 11:40 AM-11:50 AM 12:45 PM-1:15 PM 1:30 PM-START 2:45 PM-3:00 PM 3:10 PM-3:40 PM 3:50 PM-4:15 PM 4:30 PM-START 6:00 PM-START	Qualifying - Intern'l Sedans Qualifying 2 - Olds Pro Series Practice - MS Challenge Practice - Camel GT Qualifying - F-2000 Warm Up - Exxon GT Practice - Camel GT <b>Olds Pro Series 1-30 min.</b> Qualifying - Camel Lights GTP Single-car Qualifying Qualifying - MS Challenge <b>Exxon Supreme GT-1 hour</b> <b>FFEC Race-3 hour</b>
<b>Sunday:</b>	8:10 AM-9:45 AM 10:00 AM-START 10:45 AM-START 11:45 AM-START 1:45 PM-START  4:15 PM-START	Warm up - All Groups <b>F-2000 Race-30 minutes</b> <b>MS Challenge Race</b> <b>Intern'l Sedans-30 minutes</b> <b>Nissan Grand Prix of Ohio</b> <b>Camel GT Event-2 hours</b> <b>Olds Pro Series 2-30 mins.</b>

Schedule may be amended to accommodate local conditions.

### Import Specialists

5193 North High Street  
Columbus, Ohio 43214  
Telephone 614/436/8085



# acceleration

## Mid-Ohio Sports Car Course Staff

<b>President</b> Barbara Trueman	<b>Chief of Security</b> Bob Heffelfinger
<b>Vice President</b> Michelle Trueman Gajoch	<b>Souvenir Sales Manager</b> Sandy Klopfenstein
<b>Circuit Manager</b> Al Griebing	<b>Executive Assistant</b> Pat Coulter
<b>Media &amp; Promotion Manager</b> Joanne Trueman	<b>Communications</b> Sam Oram Lou Beal Duane Harrington
<b>Accounts Manager</b> Cheryl Morrow	<b>Announcers</b> John Fippin Walter Scott Tom Michaels Rusty Bell
<b>Sales &amp; Marketing Executive</b> Megan Cindric	<b>Scoreboard</b> Ted Walsh
<b>Graphic Designer</b> Victor Fielding	<b>Medical</b> Lee Bowman, D.O. Dan McNutt Marilyn McNutt Don Mills, M.D. Dave Miller, D.O. Ellen Corey, M.D. John Stover, M.D. Michael Viau, M.D.
<b>Food Service Administrator</b> Donna Filson	<b>Volunteers</b> Lexington Kiwanis Lexington Lions Mansfield Optimist Boy Scouts Key Club Pioneer Club Demolay RE-ACT Mansfield Kiwanis Elks Club OVR-SCCA
<b>Concession Manager</b> Craig Wollenslagel	<b>Ticket Sales Manager</b> Cindy Balcolm
<b>Maintenance Superintendent</b> Tracy Griebing	<b>Ticket Sales Assistants</b> Kathy Radick Phyllis Carmer
<b>Maintenance</b> Steve Heiby Dave Schwall Tom Pfizenmayer Tim Shaw	<b>Track Activities Supervisor</b> Kevin Dearth

## Remaining '93 Schedule

**United Telephone Vintage Grand Prix**  
Pro Team Concours  
d'Elegance  
July 9-11

**Holland Oil Camel Super Cycle Weekend**  
presented by Dunlop Tire  
August 6-8

**Pioneer Electronics 200**  
presented by Miller  
Genuine Draft  
**Red Roof Inns Trans-Am**  
September 9-12

See page 50 for Order Form

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## The IMSA CAMEL GT Concept: Now in its Third Decade

The 1993 IMSA CAMEL GT season marks the 22nd anniversary of one of the strongest and most successful relationships in American racing history. The relationship between the International Motor Sports Association (IMSA) and R.J. Reynolds Tobacco Company is in its third decade, during which time they have set the standards for sports car road racing.

The beginning can be traced back to 1970. IMSA Founder John Bishop created Grand Touring (GT) racing allowing international sports cars to compete against America muscle cars. The rules were designed to give a variety of cars an equal chance of winning through the now-famous IMSA "sliding scale" relating engine sizes to car weight.

Reynolds Tobacco became the CAMEL GT Series sponsor in 1971 and growth has been constant. In 1993, the IMSA CAMEL GT Series will feature CAMEL GTP prototypes from Nissan, Porsche, Toyota, Chevrolet and feature drivers like defending CAMEL GTP

champion Juan Fangio II, Wayne Taylor, P.J. Jones, Derek Bell and John Winter.

The CAMEL GT Series is unique in that it offers a race-within-a-race. There are two classes of prototypes on the track at the same time, but racing for separate prize money and bonus points. The CAMEL GTPs are true prototypes purpose-built for racing. The CAMEL Lights class, introduced in 1985, features smaller, less powerful prototypes like the Acura Spice, Buick Kudzu and Ferrari Spice.

The rule for 1993 will require each CAMEL Lights entry to have a minimum of two drivers per race. Each driver will be required to drive at least 25 percent of the race distance to earn points.

CAMEL GT races range from 90 minutes to 24 hours in length. The Rolex 24 Hours at Daytona is the traditional season opener, and the 1993 season will close at Phoenix International Raceway.

### Miss CAMEL GT

Patrice McBride was born and raised in Roanoke, Virginia and currently resides in Salem, Virginia.

Patrice graduated from Radford University with a degree in child development and family life. She was an assistant director of the Honeytree Early Learning Center in Roanoke, Virginia.

"I've worked on a few other projects for the sports marketing department at R.J. Reynolds, including one of the race simulators," McBride said. "I'm looking forward to my duties as Miss Camel and meeting all the great people on the IMSA Camel GT circuit."

As Miss CAMEL, Patrice will serve as the Camel brand's goodwill ambassador on the IMSA Camel GT tour. She can often be found in the pit areas greeting competitors and fans. "This is a great opportunity for me to travel and meet a lot of great people," Patrice said. "And it's a great honor to be selected to represent such a great sport."

### CAMEL GT Points System

Four Championships will be awarded at the conclusion of the 1993 CAMEL GT season—two for drivers and two for manufacturers. Both CAMEL GTP and CAMEL Lights divisions honor champions.

Every race counts toward the IMSA CAMEL GT championships. For each race, IMSA establishes a minimum driving time for driver points eligibility. Also, a driver can earn points only in the first car he or she drives during a race.

Additionally, a car must complete at least 70 percent as many laps as the division winner in order for its driver(s) to earn points.

CAMEL Lights teams will be required to use at least two drivers in each race during the 1993 season. Each driver must complete at least 25 percent of the scheduled race distance.

At each race, points are awarded to the top 10 teams in the division. All of the shorter sprint races will be scored on the traditional IMSA system, with 20 points for victory, 15 for second, 12 for third, etc.

However, because of the endurance nature of the Rolex 24 at Daytona and the 12 Hours of Sebring, IMSA will award bonus

## CAMEL GT Points System Con't

points at each of those endurance events. Daytona will be worth a eight-point bonus per position and Sebring will be worth a five-point bonus per position to the top 10 finishers in each division. Bonus points will also be awarded in 1993 to the driver who qualifies on the race pole, sets the fastest race lap and leads the most laps during the race. Both CAMEL GTP and CAMEL Lights drivers will receive these bonus points. Any driver who sweeps all three of those categories will receive two additional bonus points, boosting the total number of "extra" points up for grabs at each race to five.

As a result, a win from the pole during a sprint race could be worth 25 points. A clean sweep at Daytona could be worth 33 points and a clean sweep at Sebring could be worth 30 points.

The two manufacturer championships are for engine makes, one for the top engine in CAMEL GTP competition and one for the top in CAMEL Lights. Points are awarded only to the highest finishing example of an engine make. There are no minimum distance requirements for manufacturers.

Bonus points will also be awarded to manufacturers at Daytona and Sebring Points will be awarded as follows for the NISSAN GRAND PRIX OF OHIO Camel GT Event:

1st - 20	6th - 6	race pole - 1
2nd - 15	7th - 4	fastest lap - 1
3rd - 12	8th - 3	most laps led - 1
4th - 10	9th - 2	clean sweep - 2
5th - 8	10th - 1	

## Camel GTP at Mid-Ohio

### 1975

(race #1)  
Pole: Al Holbert  
1) Al Holbert  
2) Sam Posey  
3) Hurley Haywood

(race #2)

Pole: Al Holbert  
1) Al Holbert/E.F. Robinson  
2) John O'Steen/Dave Helmick  
3) R. Quintanilla/R. Gonzalez

### 1976

(race #1)  
Pole: Peter Gregg  
1) Mike Keyser  
2) Al Holbert  
3) Jim Busby

(race #2)

Pole: not available  
1) Jim Busby  
2) Peter Gregg/Hurley Haywood  
3) Al Holbert

### 1977

(race #1)  
Pole: David Hobbs  
1) David Hobbs  
2) Al Holbert  
3) Warren Agor

(race #2)

Pole: Peter Gregg  
1) Peter Gregg  
2) Jacky Ickx/Skeeter McKitterick  
3) Jim Busby/John O'Steen

### 1978

Pole: Peter Gregg  
1) Bill Whittington/Jim Busby  
2) David Hobbs/Tom Klauser

3) Clif Kearns/Milt Minter

### 1979

1) Peter Gregg/Hurley Haywood  
2) Don & Bill Whittington  
3) Jim Busby/Dennis Aase

1980-no race

### 1981

Pole: John Paul, Jr.  
1) Brian Redman  
2) G. Moretti/Bobby Rahal  
3) John Paul, Jr.

### 1982

(race #1)  
Pole: John Paul, Jr.  
1) John Fitzpatrick  
2) Danny Ongais  
3) Ted Field

(race #2)

Pole: Danny Ongais  
1) John Fitzpatrick/D. Hobbs  
2) Chris Cord/Jim Adams  
3) Marty Hinza/Randy Lanier

### 1983

Pole: Bobby Rahal  
1) B. Rahal/D. Bundy/J. Trueman  
2) Bob Akin/John O'Steen  
3) Gene Felton/Billy Hagan

### 1984

Pole: Bill Whittington  
1) Al Holbert/Derek Bell  
2) Randy Lanier/B. Whittington  
3) Hurley Haywood/Bobby Rahal

### 1985

Pole: David Hobbs  
1) Al Holbert/Derek Bell  
2) David Hobbs/Bob Wollek

3) Hurley Haywood/C. Robinson

### 1986

Pole: Hans Stuck  
1) Al Holbert/Derek Bell  
2) Bob Tullius/C. Robinson  
3) Doc Bundy/S. van de Merwe

### 1987

Pole: Geoff Brabham  
1) Bobby Rahal/Jochen Mass  
2) Bob Wollek/D. Brassfield  
3) Doc Bundy/S. van de Merwe

### 1988

Pole: Geoff Brabham  
1) Geoff Brabham/Tom Gloy  
2) Martin Brundle/John Nielsen  
3) Davy Jones/Jan Lammers

### 1989

Pole: Geoff Brabham  
1) G. Brabham/C. Robinson  
2) P. Cobb/J. Nielsen/D. Jones  
3) G. Moretti/Stanley Dickens

### 1990

Pole: Geoff Brabham  
1) G. Brabham/Derek Daly  
2) Chip Robinson/Bob Earl  
3) Drake Olson

### 1991

Pole: Tom Kendall  
1) Davy Jones  
2) Wayne Taylor  
3) Tom Kendall

### 1992

Pole: Davy Jones  
1) Davy Jones  
2) Juan Manuel Fangio II  
3) Geoff Brabham

# Camel Lights

## Scandia Looking Toward 1994

Hot on the heels of IMSA's new direction for 1994, Redmond, Washington-based Scandia Motorsports has unveiled their entry in the new World Sports Car series. Conceived by Sam Garrett of Garrett Design & Development, the new racer is actually a hybrid of the latest technology coupled with the proven Kudzu DG2 chassis.

A consistent winner on the IMSA circuit, the Kudzu has been modified in the shops of Camel Lights series creator Jim Downing. A racer himself, Downing is aware of the pitfalls that can accompany a "make-over" and has worked closely with Sam Garrett. In fact, it was Downing and Garrett ("DG") who were responsible for the first Kudzu chassis in the early days of the Camel Lights series.

While the 1993 Camel GT series will focus on the final year of the high-downforce prototypes, it's the World Sports Car series that is the future of IMSA. Cosmetically, the biggest change is the move to the "open cockpit" configuration. Fans will now be able to see the drivers compete on some of the toughest racing circuits in the country, including scenic Mid-Ohio Sports Car Course. Seeing what the driver goes through to hustle the

car through the corners and around traffic will bring a new dimension to the excitement of sports car racing. It's a return to the "Glory Days" of the sport, but with the technology of the 1990's!

Beyond outward appearance, the new rules also dictate a change to the flat-bottomed cars. Gone will be the aerodynamic "tunnels" necessary to achieve the high degree of downforce associated with the Camel GT prototypes. The tunnels, in association with the upper-body aerodynamics, help keep the cars stuck to race track. Getting the cars to this point required an extensive amount of engineering and wind tunnel testing resulting in a high cost for both the development and execution of the design. Responding to escalating costs in hard economic times, IMSA's new series will eliminate the tunnels, opting instead for a flat-bottomed approach. This is the same direction taken by Formula 1 several seasons back. The result: the focus is back on the driver!

By eliminating the high-tech aerodynamics now found in the series, the World Sports Cars will place higher demand on driver ability. While the existing Camel GT cars





weren't necessarily "forgiving", they did have a tendency to go where they were pointed and, at times, appeared to be "on rails" as they raced around the tight street circuits or wide-open road courses that make up the IMSA series. The aerodynamics associated with the shape of the body will still play a major role in the effectiveness of the cars on the circuit, but the value of the driver will surely increase. The driver's ability to set up the car for the track will be the key to competitiveness as the new series takes hold in 1994.

As was the case last season, the main goal of Scandia Motorsports is to be competitive. This desire carries over to the new WSC series with Scandia being one of the first teams to field a car built to the new specifications.

In addition to the new "open cockpit" configuration, Scandia's entry will be easy to spot with its unique red, white and blue flag design created by noted motorsports artist Randy Owens. Using the American flag as a starting point, Randy has put his own signature on Scandia's new World Sports Car. Known throughout the racing world for his style and use of color, Owens also created the "Art Cars" campaigned by Scandia Motorsports last season.

Leading Scandia's 1993 effort is team owner/driver Andy Evans and veteran driver Francois Migault.

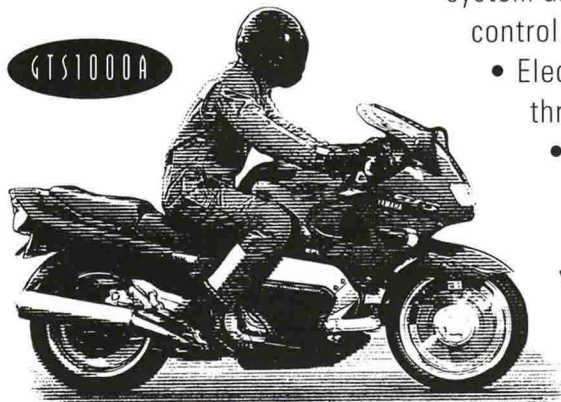
Evans, a 41-year-old father of three, and resident of Washington state has over eleven years of competition.

Early experience encompassed SCCA club racing, Sports 2000, Showroom Stock and the Corvette Challenge series where he rarely finished outside of the top ten. In 1990, Andy entered the IMSA Camel Lights series and after that he was hooked! Eight starts and seven top-five finishes in 1991 set the program in motion. 1991 also saw Evans compete in the JaguarSport Intercontinental Challenge series run in support of the Grands Prix of Monaco, Britain and Belgium. The only owner/driver to run the full series. The 1992 Camel Lights season brought Evans his first series win at Mid-Ohio and he finished fourth in the Drivers' Championship.

Racing since 1968, frenchman Francois Migault holds the World record for the fastest speed on the six-mile Mulsanne Straight at the 24 Hours of LeMans—258 mph! Set in 1987, the record may never be broken, as the course has since been altered to slow the cars down. A competitor on eighteen occasions, Migault also has seventeen Formula 1 races to his credit and three rounds of the annual Paris-Dakar rally. Francois made his debut with the Scandia team driving their World Sports Car in its' maiden voyage at Miami.

Watch for Scandia Motorsports #43 World Sports Car on the grid when the green flag drops on Sunday at Mid-Ohio.

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## Tim McAdam Discovers Hearing Loss

Veteran sportscar road racer Tim McAdam recently visited the Hearing and Speech Center of Rochester, New York for a hearing evaluation and wound up pledging his support during the IMSA racing season. McAdam volunteered his Kudzu GT racer and team as a test bed, to work with Center audiologists on sound level and hearing conservation research.

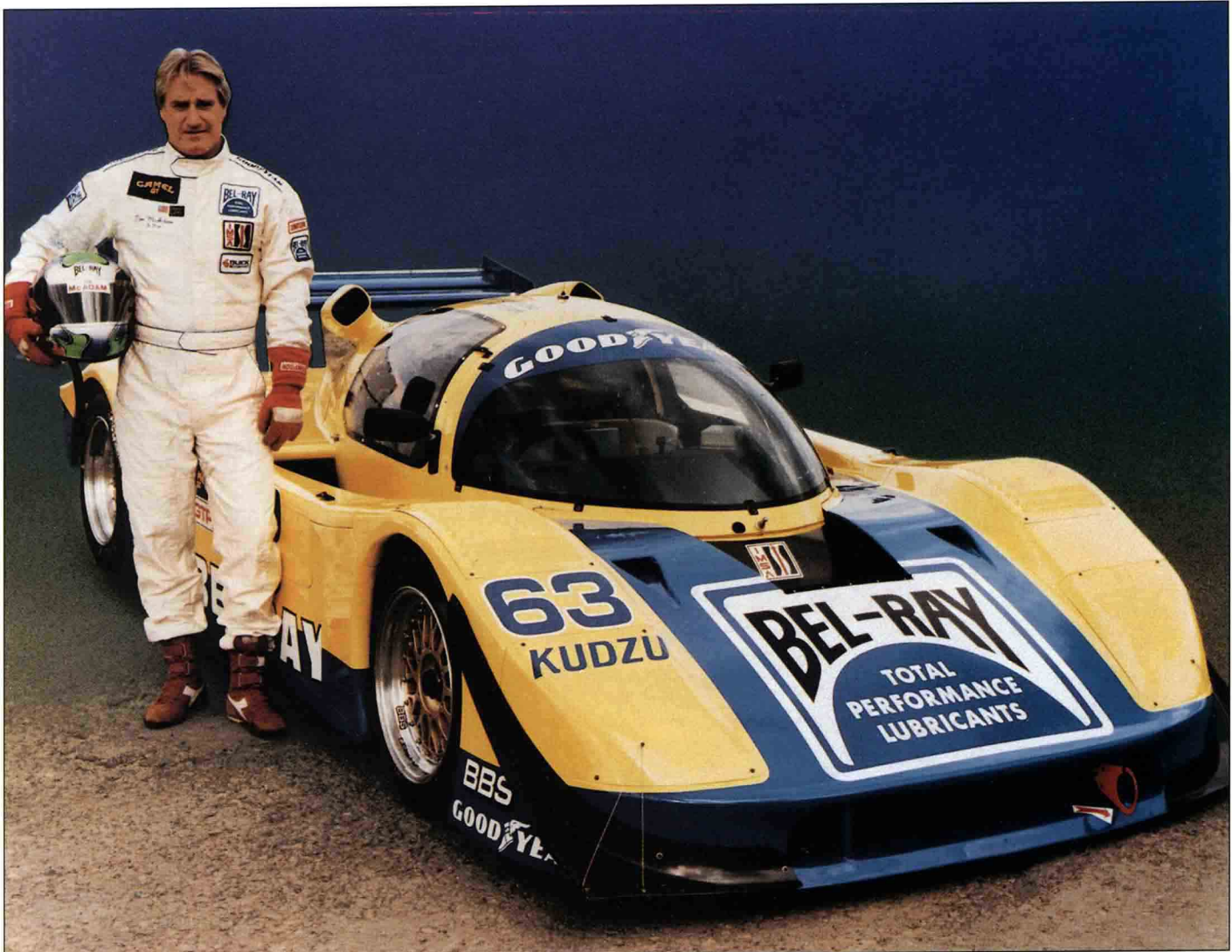
McAdam, class winner with co-driver Jim Downing of last year's Sebring 12 Hour and no stranger to risk taking, took a risk of a different kind on a recent tour of the Hearing and Speech Center of Rochester. Out of curiosity, he requested a hearing test and discovered a mild hearing loss possibly caused by prolonged exposure to racing-related engine noise.

"I was a bit shocked but relieved to discover the problem at an early stage," explained McAdam. "Center staff explained that the loss would be unnoticeable in every day situations but could progress without adequate protection. We'll be working together to develop ear protection for my team and also others in the racing fraternity who would like our help."

McAdam spoke with the Center's Executive Director, Dr. Peter Hixson and they agreed to join forces in developing a project to benefit all racers and crew members who experience daily exposure to engine noise. Contact was made with IMSA officials regarding research and data collection during the 1993 season at Sebring and Watkins Glen race tracks.

"Hearing loss is becoming a nationwide source of concern as the population ages and environmental noise pollution increases," Hixson stated. "Tim's support on hearing issues for drivers and IMSA's long commitment to driver safety and advanced technology are truly visionary. The Hearing and Speech Center of Rochester is grateful for this opportunity to work with a leading race team for the benefit of all in racing."

The Hearing and Speech Center of Rochester is a non-profit agency working to identify, evaluate and treat children and adults with communication problems resulting from speech, language or hearing difficulties. It is one of the country's largest independent hearing and speech centers, serving more than 14,000 children and adults each year.



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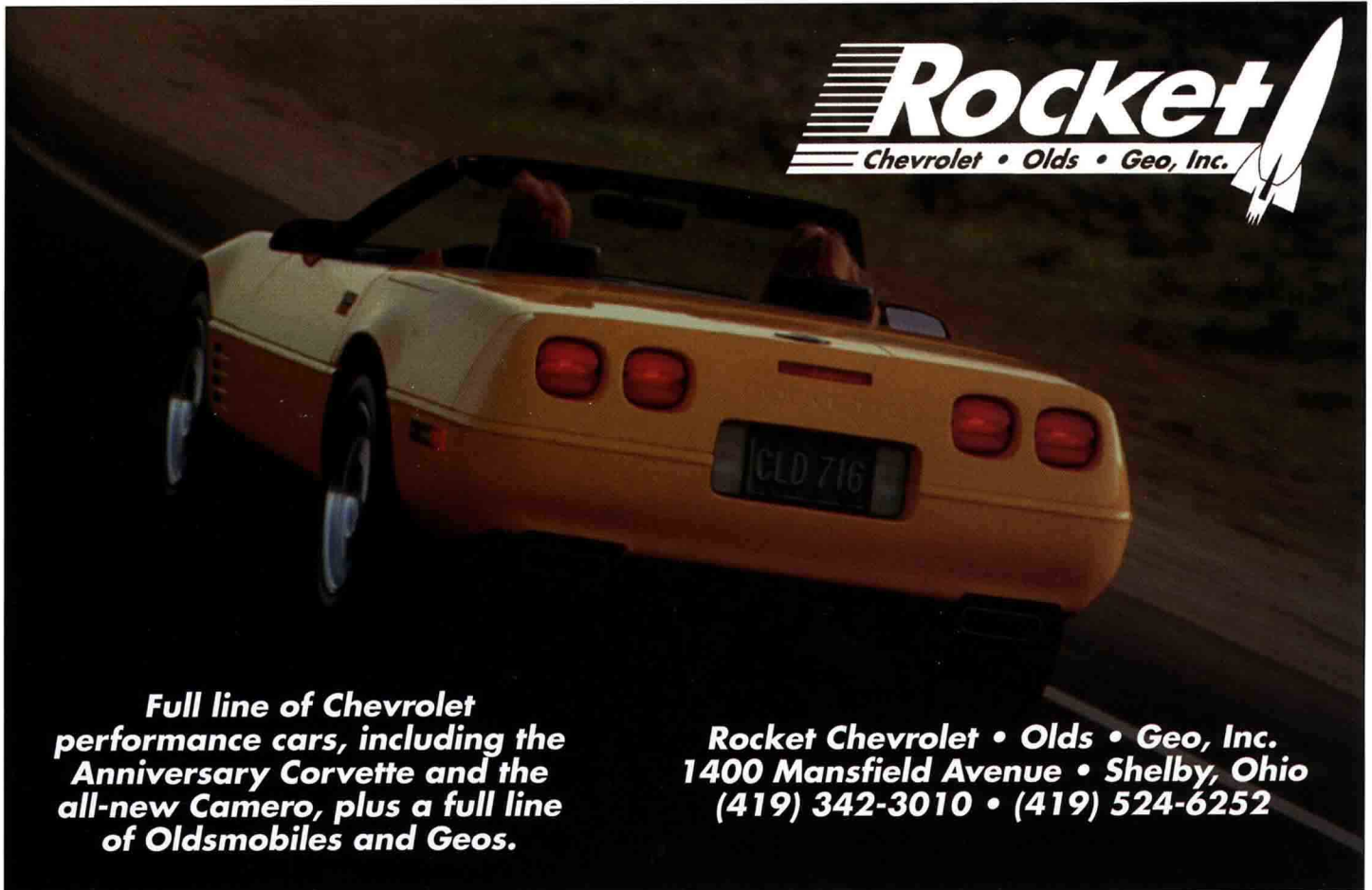
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## Nissan's Millen, U.S. Navy Blue Angels Share "Life in the Fast Lane"

They call it life in the fast lane.

Steve Millen, one of the most versatile race drivers in America, has earned a reputation through the years as a top gun in his profession. Literally flying on the ground, his high performance lifestyle has driven him to success at the highest level of professional motorsports.

Millen's accomplishments attest to his ability behind the wheel of a race car— successes that include Rookie of the Year honors at the 1990 LeMans 24 Hour race, victory at the 1989 Pike's Peak Hillclimb and MTEG off-road stadium truck championships in 1986 and 1988 to mention just a few.

Last year, Millen powered his Cunningham Racing Nissan 300ZX Twin Turbo to the GTS category drivers' championship in the IMSA Exxon Supreme GT Series and also played a major role in leading Nissan to the manufacturers' title.

Recently at the Naval Air Facility in El Centro, California, Millen had the unique opportunity to meet top guns of a different sort and experience the high performance ride of his life in a United States Navy McDonnell Douglas F/A-18 Hornet strike fighter piloted by Lt. Rick Young of the world-famous Blue Angels—the Navy's flight demonstration squadron.

Powered by a pair of General Electric F-404/GE-400 low bypass, turbofan engines—

each generating 16,000 pounds of thrust—the Hornets flown by the Blue Angels achieve top speeds of Mach 1.7-plus and have a combat ceiling of approximately 50,000 feet.

"This was the opportunity of a lifetime. Absolutely exhilarating," said Millen. "It was an experience hard to describe and even harder to prepare for.

"I've never done anything like this before and the performance of the aircraft was fantastic. The Hornet was so agile and capable of outstanding maneuverability. We'd be flying along in a very docile manner one moment and performing violent maneuvers the next. It really was the best of both worlds.

"The G-forces I encountered would turn my body inside out. During some of the maneuvers all the blood wanted to rush out of my head and that was a really weird sensation. Lt. Young would tell me what was coming, and I had been briefed prior to the flight how to react, but it took some getting used to.

"Having the opportunity to actually fly the Hornet was a big thrill for me. It's an awesome airplane with tremendous capabilities. Very high-tech. The concentration it took to fly it was amazing. Like driving a race car, you don't have a second to think about anything else."



"Nissan has adapted a considerable amount of technology from the aircraft industry for our race car," said Cunningham Racing crewman Brad Stellman. "Talking with the Blue Angels maintenance crew, it didn't take me long to find out how much we had in common.

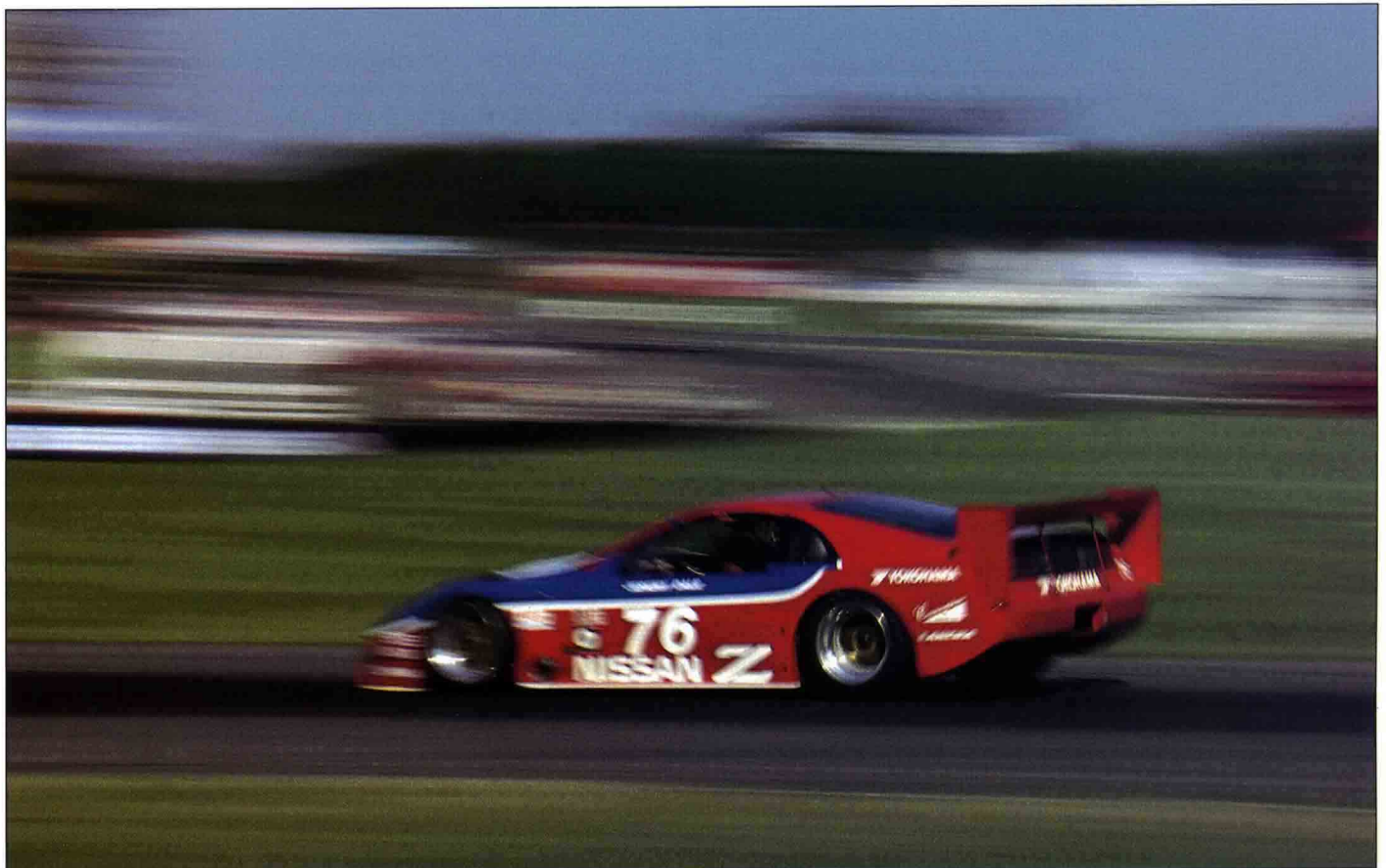
"We watched them change two engines on an F/A-18 and they were using similar fittings, bolts, lock wires and tools to those that we use on the race car.

"Our Nissan 300ZX is almost an airplane on wheels so there was a real common interest between us. We spoke the same language."

Pride, professionalism and perfection. Whether streaking across the California sky in a Navy F/A-18, or flying on the ground in a Nissan 300ZX, Millen, Stellman, Lt. Young and the Blue Angels maintenance crew have established a unique bond of friendship and common experience.

And that's the real meaning of life in the fast lane.

In support of Navy Recruiting and the Naval Aviation community serving throughout the world, Millen's Cunningham Racing Nissan 300ZX will "Fly Navy" for the remainder of the 1993 season—signified by special decals prominently displayed on the race car.



## Think of the Tires When Watching the Race

A large part of enjoying a race like the Nissan Grand Prix of Ohio is understanding what is happening on the track. Knowing the cars, the drivers and the teams add significantly to the thrill of the sport.

Yet it's the tires—motorsports' equivalent to football's unheralded offensive linemen—that often provide the difference between winning and losing. Understanding tires can provide insight into who might win the race—and why.

"Tires are one of the most important—and difficult— aspects of racing," said defending International Motor Sports Association GTS champion Steve Millen, who drives a Yokohama-equipped Nissan 300ZX Turbo in the Exxon Supreme GT Series.

"They dictate strategy throughout, and it's a tremendous advantage to have strong tires at the end of the race."

Often, a driver will talk about "choosing the right compound" for the race or, if he fades at the end, may remark that "my tires went away." It's all a result of the pre-race decisions involving a myriad of tire choices.

Factors to consider include the track (be it sticky or slick, rough or smooth), the conditions (hot, cold, wet or dry) and even the history (what worked well in the past).

Yokohama, which supplies tires for the two Nissans of Millen and teammate Johnny O'Connell, has different combinations of constructions and compounds available

for every event. More than 60 different tires are available during the season.

The tracks come into effect for several reasons. The tight turns of street courses like Miami and New Orleans, for example, require a different tire than the high-speed corners typically found at permanent facilities like Laguna Seca, Mid-Ohio, Portland and Road America. The different surfaces at these circuits also play a factor in the decision process.

Then there is the weather, hardly a constant as the series tours the country. Many pre-race strategy sessions are spent predicting track temperatures and conditions.

In the case of rain, three additional tire choices enter the picture, one for a damp track, one for standing water, and a treaded tire for driving in the rain.

Once all these elements are in place, it's off to the races. That's when the driver takes control, and the most critical tire monitoring occurs.

"Your first concern is getting the tires up to temperature," Millen said. "It's a narrow band between 180 and 220 degrees, and experience tells you when you're there."

"If your tires get too hot, they lose grip and the car begins to slide. That's what the term, 'tires going away,' means."

"You can usually spot it the last 15 minutes of a race," Millen added. "If one guy has a lead, but he starts sliding, his lap times will go up and you've got a good chance to catch him and win the race."

"You can even make it worse on him by driving harder or, if he's ahead of you, get right behind the guy and really let him know you're there."

Technological advancements are ongoing and often make it from concept to race track within weeks. And technology learned at this rolling laboratory is typically applied to street tires sold to consumers.

"Racing is the perfect laboratory for new tire technology," said Rick Brennan, manager, consumer products for Yokohama Tire Corporation. "What would take years to learn from normal street use can be accomplished in just a few hours on the race track."

"By pushing tires to their limit, we gain valuable knowledge that will eventually enable our street tires to wear longer, have better grip in wet and dry conditions, and feature improved handling characteristics."



## Nissan 300ZX Sets Fast Pace at Mid-Ohio in 1993

Like the thoroughbred race cars it paces around world-famous Mid-Ohio Sports Car Course, the fourth generation Nissan 300ZX will showcase its own high-performance pedigree at this weekend's Nissan Grand Prix of Ohio Camel GT Event.

And in Nissan dealerships all across the country, it continues to set class standards for performance and styling. With the introduction of several new standard features, the latest model of the world-famous "Z" is a value leader as well.

Available as a two-passenger coupe or a four-passenger 2+2, the 300ZX features a 222-horsepower, normally aspirated V6—one of the most powerful engines offered in the high-end sports car class. The 300-horsepower Twin Turbo model furthers the performance level of Nissan's flagship vehicle by offering an impressive 100 horsepower per liter.

When it comes to convenience, the 300ZX boasts an impressive array of standard equipment that makes it virtually a "non-option" vehicle.

Standard features on the latest edition include a driver-side airbag, new cloth seat upholstery and a revised power door lock mechanism. A power driver's seat and leather-covered automatic transmission shift lever are standard on T-bar roof models.

An electronically-controlled automatic four-speed overdrive transmission and leather seating surfaces are offered options on T-bar models. A compact disc player is optional on all models, in addition to a Bose audio system option available on non-T-bar models.

Perhaps the most impressive attribute of the 300ZX is its excellent balance of performance and handling. Employing

a traditional front-engine, rear-wheel-drive sports car configuration in conjunction with a revolutionary viscous limited slip differential and innovative four-wheel, multi-link suspension, the 300ZX reinforces its reputation as a world-class performer.

The Turbo model goes even one step further with the addition of Nissan's Super HICAS four-wheel steering system which improves high-speed steering response and vehicle stability.

An anti-lock braking system (ABS) with ventilated dual-caliper disc brakes is standard on all models. Normally aspirated models feature low profile P225/50VR16 high performance radials mounted to 16-inch, five-spoke light alloy wheels.

Distinguished by three intercooler slots on each side of the front air dam and an integrated rear spoiler, the Turbo features high-speed Z-rated tires front and rear, with a wider 245/45ZR16 rear size. Five-spoke light alloy wheels are standard.

Inside the cockpit, the 300ZX is ergonomically designed for both driver efficiency and convenience, featuring fully-adjustable seats for driver and passenger.

Like its famous predecessors, the latest edition of the Nissan 300ZX continues to set a record pace in performance and technology—this weekend at Mid-Ohio and every week of the year in dealer showrooms throughout the country.

Although the pace car is booked for the weekend, your local Nissan dealer invites you to stop by and experience your own test drive from his wide selection of 300ZXs.

We'll be looking forward to seeing you.



## Catch the Cobra ... If You Can

If you want to win in the IMSA Exxon Supreme GTS series, you need to be aggressive behind the wheel because the competition is stiff. Tommy Kendall, driving the Roush-prepared Ford Mustang Cobra, knows this and would like nothing better than to win the 1993 drivers' championship.

Kendall definitely has the experience to do just that. Driving professionally since the young age of 18, he has won six professional championships, two of those coming in 1986 when he won IMSA series championships in both Firestone Firehawk and IMSA GTU. But he didn't stop there.

The IMSA GTU championship was his again in 1987 and '88—a total of three consecutive GTU titles.



Switching to the SCCA Trans-Am series in 1989, he competed in 14 races, finishing in the top five 11 times. He won the championship a year later in 1990, recording six wins, eight poles, and 12 top-five finishes.

In 1991, Kendall competed in the IMSA GTP series, winning his sixth championship, the Triple Crown of IMSA. He had captured three poles and five top-five finishes in only eight races before his season was cut short due to extensive injuries to both legs in a 140 mph crash at Watkins Glen.

With the help of those around him, including his wife Caroline, his parents and brothers, his friends, and the countless number of fans, Kendall fought back. He was determined to get back in a race car and do what he loved to do.

"I just had an overall desire to get back to normal in everything I did," Kendall said, "and a huge part of that was racing. To be 24-years-old and in a wheel chair, that was not how I wanted to spend the next 50 years. Racing helped me set some time goals in getting my life back to normal and getting back into a race car."

By 1992, Kendall had also competed in eight NASCAR Winston Cup races, where he performed extremely well, including being a race leader at four of those events. He came very close to getting his first NASCAR win in '91 at Sears Point. Leading with only three laps to go, Kendall and Mark Martin were racing for position, tangled, and

Kendall's tire was cut. So goes the saying, 'It's not over 'til it's over'.

And for 1993, Kendall sees the opportunity to take another IMSA championship, this time in GTS.

Jack Roush and his experienced crew have provided him with the equipment he needs to take the championship. The new Ford Mustang Cobra, designed by Don Hayward, Ford SVO IMSA Program Engineer, is like no other car competing in the series. Although the differences may not be noticeable to the average eye, the difference is there, underneath the sleek looking bodywork.

According to Kendall, "There has never been more work or effort put into one car at Roush. There are a lot of hours tied up in the new Cobra, so everyone wants it to do well." Kendall was among the team who made history this year at the Rolex 24 at Daytona, scoring a ninth consecutive GTS win for Ford and Roush Racing.

Also racing for Roush in a Mustang Cobra, sponsored by General Chemical and Prestolite, is Mike Dingman, competing in the Exxon Supreme GTO division.

Dingman's start in racing is a bit unique. At the age of 56, he attended the Ford-sponsored Bob Bondurant School of High Performance Driving, a birthday gift from his wife Betsy. After spending just two days at the school, he was hooked and the rest is history.

Dingman started out in amateur racing and then turned pro in 1992, achieving four top-five finishes in 12 GTO races. His best professional finish was second at the rain-darkened Grand Prix du Mardi Gras in New Orleans, June 13 of that year.

At the age of 61, Dingman truly enjoys his career in racing. "Racing takes total concentration, which is why I love it," Dingman said. "It's physically demanding, mentally demanding, and technically demanding. I'm the kind of person where if something doesn't interest me, my mind will wander. Racing doesn't allow that."

When asked if he thinks of himself as an older guy on the race track, Dingman responded, "I really don't think of myself like that, but I recognize it. There's always that drumbeat of reality."

Off the track, Dingman's life is anything but boring. A longtime Ford Motor Company Board member, Dingman is a very successful businessman. He is Chairman and Chief Executive of The General Chemical Group Inc., a manufacturer of industrial products. He also heads Abex Inc., North America's leading independent manufacturer of friction braking materials for cars and trucks, as well as a leading producer of aerospace products.

When comparing racing to business, Dingman said, "Racing is the most enjoyable, totally encompassing thing, equal to business in every department."



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## The Boys in Black are Back

Dan Gurney could scarcely believe his ears. But then his driver could barely believe his eyes. "I just got passed by an Oldsmobile," Juan Manuel Fangio II radioed to his boss from Daytona's long back straight during the 1992 Rolex 24 of Daytona. And since Fangio was driving an ultra-high-tech turbocharged Toyota prototype, and the Oldsmobile in question was a Rocketsports Racing GTS class Oldsmobile Cutlass Supreme, Fangio's consternation was understandable. GTP drivers simply and plainly don't expect to be passed by production-based cars.

This isn't to suggest that the Oldsmobile was faster than the Toyota in terms of lap times—GTP cars, with their lighter weight and ground effects packages, are obviously superior to any production-based racer under braking and through the corners. But when it came to top speed, well, you could safely say that the Rocketsports Racing Oldsmobile was living up to its name.

The boys in black are back and ready to wage war in their second season on the IMSA Exxon Supreme GT series circuit. Team owner Paul Gentilozzi and road racing veteran Darin Brassfield return to the Rocketsports Racing stable as they prepare to do battle with Nissan and Ford at Mid-Ohio.

The Lansing, Michigan-based Rocketsports Racing operation made the transition to GTS in 1992, following several successful seasons on the SCCA Trans-Am circuit. And the transition was a smooth one. The team finished a strong second in their GTS debut at the 24 Hours of Daytona and, just two races later, made their first visit of the 1992 season to victory lane at the prestigious 12 Hours of Sebring. The Sebring victory was followed by four pole positions for Brassfield and two consecutive all-Oldsmobile front rows with Brassfield and Gentilozzi sharing the honors at Mid-Ohio and New Orleans.

Success has come easily and often to the Rocketsports Racing warriors at Mid-Ohio. The pair have dominated qualifying with an all-Oldsmobile front row three consecutive years—1990 and 1991 in Trans-Am and last year in the IMSA Exxon Supreme GTS class. Brassfield has made Mid-Ohio his personal playground. Claiming back-to-back Trans-Am victories in '90 and '91, Brassfield finished a strong third in IMSA Exxon Supreme GT competition last year. Gentilozzi is no stranger to Mid-Ohio's winner's circle as he posted podium finishes on the Trans-Am tour in '90, '91, and '92 as well as a solid fourth place in the Exxon Supreme race last season.

A resident of Los Gatos, California, Brassfield thinks of Mid-Ohio as a "home away from home". "Mid-Ohio is my 'home track' in the east," explained Brassfield. "Rocketsports and Oldsmobile have done quite a bit of car development and tire testing here, so I've spent a lot of time touring this circuit, learning its subtleties. I've no doubt that's contributed to my continued success at Mid-Ohio."

Both Rocketsports Racing drivers thrive on the challenge presented by the Mid-Ohio course. "The burden of winning falls squarely on the driver's shoulders," commented Brassfield. "Some tracks are horsepower tracks, others are handling tracks. Mid-Ohio is a tremendous combination of both. As a driver, you never rest here...if you let up or lose your concentration, you'll be chatting with the fans on the berm."

Gentilozzi echoes Brassfield's sentiments. "On a street circuit, you 'stab and steer' to get around," said Gentilozzi. "At Mid-Ohio, it requires the precision and finesse of a surgeon to be fast."

Gentilozzi, a former drag racer, recalled his first Mid-Ohio experience in 1981. "It was a very short race for me...about 300 yards! It was raining, and I didn't know much about road racing, much less running in the rain. As I passed the S/F line, I got bumped and spun out. I went so far into the woods, they needed a chain saw to get the car out and I



had to buy a ticket to get back in! I'm the reason they built the berm there. The next race, they put a parachute on the back end of my car."

The 1992 season was originally to be a development year for Rocketsports Racing with the intent to aggressively pursue both the Manufacturers' and Drivers' Championships in 1993. But the updated Trans-Am machinery and the new Riley GTS car, coupled with the sophisticated Delco Electronics Radio Telemetry Module (RTM) performed so well that a championship, or two, became a distinct possibility. "I'm ecstatic about what we as a team accomplished during the 1992 season," said Gentilozzi.

"We've demonstrated that we could win both endurance and sprint races with both our old and new cars, and that we could take the pole and the front row," he continued. "We won in two classes and brought home a championship (former Rocketsports driver Irv Hoerr won the 1992 GTO drivers' title)."

The Rocketsports Racing troops are ready—in full battle gear, to wage another war, and claim victory. And when the smoke clears, get the attention of a few people in Nissans and Fords...and Toyotas.

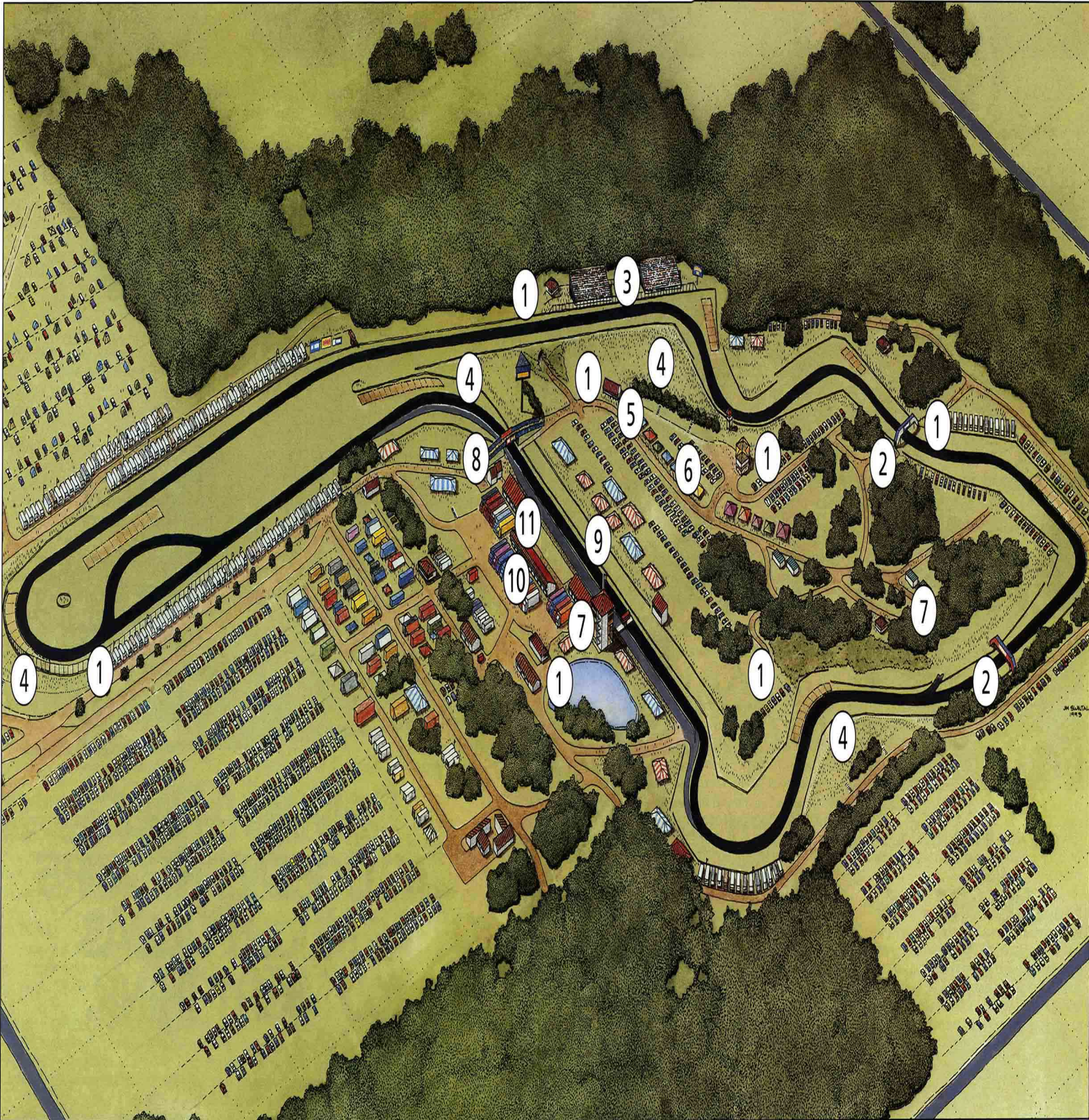
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## Exxon Supreme GT

by Kathi Lauterbach

The Exxon Supreme GT series returns to scenic and challenging Mid-Ohio Sports Car Course as the site of the fourth of 10 Exxon Supreme GT series events. Still basking in the glory of bringing Nissan its first Exxon Supreme GTS endurance win ever at the 12 Hours of Sebring, Steve Millen and Johnny O'Connell will come to Mid-Ohio aiming for the winner's circle once again. This time they will be driving separate cars so only one can hope to claim the victor's spot.

With Millen's three-point lead (60 to 57 points) over second-place teammate O'Connell, and a slim four points over Ford's Tommy Kendall, Millen will be heavy on the gas to try and strengthen his points lead on the rest of the field. Millen feels it is only fitting to win the event because he is the reigning Mid-Ohio Exxon Supreme GTS winner and because the race is appropriately named the Nissan Grand Prix of Ohio



Many drivers view the Mid-Ohio race as a pivotal time in the season to start stock-piling points to build a strong lead in the Exxon Supreme GT series.

The Exxon Supreme GT series provides a format where three races actually take place at the same time. The Grand Touring Supreme (GTS) class comprises turbocharged cars with 2 to 3 liters displacement or cars with normally-aspirated engines between 3 to 6.5 liters. The Grand Touring Under (GTU) class is for cars with normally-aspirated engines with less than 3 liters in engine displacement while the Grand Touring Over (GTO) class is specifically for American-made cars with normally-aspirated engines exceeding 3 liters in displacement.

The number-three spot in the Exxon Supreme GTS points race belongs to three-time GTU Champion (1986-1988) Tommy Kendall. In 1993, Kendall signed on for a full season with Roush Racing's Ford Mustang Cobra campaign and this proven competitor is only four points behind last year's Exxon Supreme GTS champion Steve Millen.

"I have won twice at Mid-Ohio and clinched the Trans-Am championship here in 1990, so Mid-Ohio is a pretty special place for me," said Kendall. "This will be the first race for

our new Mustang Cobra sprint car, so we'd like nothing better than to finish on top and close the points gap."

Rocketsports Racing's Darin Brassfield set an Exxon Supreme GTS record last year with a qualifying time of 1:20.095. Gentilozzi is fifth in the points and Brassfield is tied for eighth.

Brassfield's teammate Gentilozzi has humorous memories of Mid-Ohio Sports Car Course.

"My first road race was at Mid-Ohio back in 1981," said Gentilozzi with a grin. "It was a very short race for me...about 300 yards! Being a former drag racer, I didn't know much about road races or driving in rain. I was passing the start/finish line when I got bumped and I spun out. I went so far into the woods that they needed a chain saw to get the car out, and I had to buy a ticket to get back in. I'm the reason they built that berm there! The next race, they put a parachute on the back end of the car."

The 10-point spread between Exxon Supreme GTU points leader Dick Greer and second-place Bob Leitzinger will be in jeopardy Saturday. Mazda RX-7 driver Greer hopes to hold onto his points lead built by winning both the Daytona and Sebring endurance races and the subsequent bonus points awarded, but the factory-backed Nissan 240SX's of the Leitzingers are close behind.

"We have a new Mazda RX-7 for the road courses this year," said Greer. "The first time we raced it was at Miami. Learning curves are much harder for us older people, but we're going to give the good teams that are nipping at our heels a run for their money."

Leitzinger Racing's Bob and son Butch Leitzinger plan to take the Exxon Supreme GTU lead based on their history of strong Mid-Ohio performances. Bob Leitzinger set a GTU qualifying record at Mid-Ohio last year with a 1:26.759 in his Nissan 240SX and finished a strong second while father Bob finished sixth.

"My racing experience at Mid-Ohio goes back almost 30 years and this track has been good to me," said Bob. "Our team has run well here in recent years, but we've had some mechanical problems that have set us back. Butch had a pole last year, but a misfire dropped him back to number two at the finish."

ZZ/Pro-Technik Racing and ZZ-Top drummer Frank Beard might compete in Mid-Ohio depending on the rock band's concert schedule. Beard drove a Porsche 911 to a second place finish in the Exxon Supreme GTU class at the Rolex 24 at Daytona in his first professional auto race. Since then, Beard competed in the 12 Hours of Sebring and finished fourth.

Exxon Supreme GT teams will be fighting it out for the points at this weekend's race. Stick around Saturday for what promises to be one of the most competitive races of the weekend—The Exxon Supreme GT.



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## Leitzingers Looking To Maintain Competitive Edge



The Leitzinger Racing Team made motorsports history in 1992 establishing a standard of excellence in the IMSA Exxon Supreme GT Series that their competitors will be striving to equal for many years to come.

And while the rest of the field is playing catch-up, Bob Leitzinger and his dedicated band of Nissan mechanics are working hard to maintain that illusive competitive edge over teams attempting to wrestle the Exxon series GTU drivers' and manufacturers' titles out of their grasp.

The 53-year-old Leitzinger, a one-time amateur racer who fine-tuned his hobby into a professional motor racing juggernaut, directed his stable of red, white and blue Nissan 240SX team cars to six victories, five 1 - 2 finishes and a sweep of the top three places in the 1992 GTU drivers' championship.

For the first time in IMSA history (outside of Firehawk competition), a single team dominated the top three positions in the drivers' championship. For only the second time in IMSA history, a father and son earned two of the top three positions in the final standings.

As the song goes, it was a very good year. Leitzinger and crew are hoping to make 1993 an even better one.

"I'm so proud of this race team," said Leitzinger, reflecting back on the 1992 season. "We had the strongest drivers, the most reliable race car and a great crew. We ran three cars for an entire season—a total of 30 race starts with only two DNFs."

Although David Loring, last year's GTU drivers' champion, has departed the team, Leitzinger and son Butch will pack a powerful one-two punch when the green flag falls at Mid-Ohio.



The younger Leitzinger scored three victories in his first full season of Exxon Supreme competition, finished second in the point standings—just five points behind Loring—and was named the series “Most Improved Driver” for 1992.

“All Butch ever needed was some seat time and a chance to prove himself,” said Leitzinger. “He sure earned his place on the team.”

Fresh out of Penn State University, Butch powered his way to wins at New Orleans, Road America and Del Mar, positioning himself as a top contender to take home the drivers’ title this time around.

Leitzinger himself played a major role in his team’s success, the 1989 IMSA GTU drivers’ champion stringing together a record of consistently high finishes that enabled Nissan to capture the series manufacturers’ championship for the second consecutive year.

“Basically, we’re making no major changes for 1993,” said Leitzinger. “Our race car and crew have been thoroughly tested. We’re a proven commodity and this year’s challenge will be to maintain our edge. The teams we’re competing against are proven winners and we’ll have to constantly fine-tune our program to stay ahead of them.

“All of us at Leitzinger Racing take a great deal of pride in our accomplishments,” he concluded. “I firmly believe that we’re the best team competing in IMSA today.”





# Firehawk

## Firestone Firehawk : Championship on the Line

Four races into another \$1.5 million season, IMSA's Firestone Firehawk Endurance Championship road racing series is at Mid-Ohio Sports Car Course, bringing a three-hour race to the 2.25-mile road course on Saturday afternoon. The televised race will air on The Nashville Network, Saturday, July 31, at 1:30 P.M. EST.

All three Firehawk series classes are racing here—Grand Sports, Sports and Touring—and each class has strong Ohio influence and participation.

Two drivers are required for each car, they will switch during refueling stops. Having two drivers is unnecessary from a physical endurance standpoint, but enables a "partner" to be brought into each effort, either bringing superior driving ability to the team, or additional financial sponsorship. Maybe both.

All cars race on Firestone Firehawk high-performance street tires with treads shaved to racing depth. All-season design Firehawk SVX and Firehawk GTX tires are used in the Sports and Touring classes, while the Firehawk SZ is used exclusively in the Grand Sports class.

Since the first Firehawk race on March 21, 1985, the 5,600 competing cars have raced more than 1.95 million miles; the 2 million mile mark is expected to be passed next month in Monterey, California.

Automotive product manufacturers Robert Bosch and Kendall Oil provide the series' associate backing, contributing to the \$48,000 purses at each event, and to the \$70,000 year-end points fund. An additional \$114,000 per race in manufacturer contingency money is also available.

Amazingly, the 1992 Driver's Championships in all three classes were undecided until the final moments of the season. Literally! Nick Ham of Evergreen, Colorado, Boris Said of Carlsbad, California, and Randy Pobst of Melbourne, Florida, won in the Grand Sports, Sports and Touring classes, respectively, but there'll be new champions in all classes this year.

Ham is concentrating on the Bridgestone Supercar series. Said, who won Mid-Ohio's Firehawk Sports class last year in a Dodge Stelth, moved to the Grand Sports class to race a Porsche 944 S2. Pobst, who scored his first professional racing win at Mid-Ohio in 1989's Firehawk race, then went on to two Firehawk titles and an SCCA National Championship, also changed classes to the Sports class, racing a Honda Prelude VTEC for T.C. Kline of Columbus, with Peter Schwartzott as his co-driver. They won their first time out with the new car at Sebring, Florida, scoring Honda's 41st Firehawk race win.

More than 1,800 drivers, including three Indy 500 winners, veterans of Formula One





and NASCAR, and 38 women, have raced in the Firehawk series since its inception, but 99% of the drivers lead "real" lives away from the track. Eagle Talon driver Don Knowles is Associate Deputy Secretary for the U.S. Department of the Interior, Paul Lewis is a clothing manufacturer under his "Paul Stanley" label. Mitch Payton's Pro Circuit company builds motocross motorcycles. Dick Ruhl of Columbus is a Ford dealer. Peter Schwartzott is a State University of New York art professor. And so on.

### Overview: Grand Sports

Pontiac returns in a very serious form, with two composite and steel-bodied 1993 Firebird Formulas from Jake's Team Pontiac. Drivers are Doug Goad, Andy Pilgrim and Cincinnati's Larry Schumacher, a veteran of many years of SCCA amateur racing at Mid-Ohio. Larry had the honor of putting the Firebird in the lead at Sebring, Florida, in the car's first competition lap.

The team is closely-watched by General Motors with an eye towards 1994's Firebirds and Camaros. Goad, operations manager for TDM World Conversions in Detroit for his real-world job, and co-winner of Mid-Ohio's 1992 Firehawk race, explained the GM connecton. In addition to Pontiac's Firehawk series racing program, General Motors has contracted TDM to develop the 1994 version of the Firebird and Camaro ILE high-performance option package. The two programs are sharing technology.

The Porsche 944 S2 is still very competitive as Porsche goes for its fourth Firehawk Manufacturer's Championship. This series is very important to Porsche as it, and IMSA's Bridgestone Supercar Championship, were the only two championships won by Porsche worldwide in 1992.

Leigh Miller has four Porsches with Boris Said and Paul Lewis as his lead drivers. The opening race of the season was won by Porsche drivers Terry Earwood, David Murry and car owner Henry Hawkins, who has two Porsches. Former IMSA champion Dave White has another, driven by Charles Coker.

And as always, there'll be strong Camaro Z28s; expect Joe Varde (1990-92 Grand Sports champion and 1989, 1990, and 1991 Mid-Ohio Firehawk winner) to have one, partnered by Don Wallace.

### Overview: Sports

The Sports class has six major contenders: Eagle Talon Turbo, Honda Prelude VTEC, Oldsmobile Achieva SCX, Mitsubishi 3000 GT and Eclipse Turbo, and Mazda RX-7 Turbo. Each team is at a different point on the learning curve; none is incapable of winning.

All the Firehawk experience you'll ever find is under the tent of Paul and Karl Hacker's Oldsmobile Achieva SCX team. Paul has four Firehawk driving championships, and they have led the Oldsmobile to two manufacturer's championships. In eight Firehawk seasons, Paul and Karl have been running at the finish all but three times! Their second car is driven by four-time IMSA champion Ivr Hoerr (one of the instructors at The Mid-Ohio School) and his brother, Scott.

Full Time Racing, which formerly fielded Dodge's program in the GTU category, was selected by the Chrysler Corporation to run a factory-backed Eagle Talon TSi program in the Firehawk series. FTR has four Talons: drivers include Don Knowles, the racing world's all-time leading winner of the 24-hour endurance races; IMSA GTU veteran

Don Walker; Chrysler engineer Neil Hanneman; Skip Barber Racing School \$100,000 "Big Scholarship" winner Jerry Nadeau; and others.

Columbus' T.C. Kline, the most successful Honda builder in Firehawk history, moved to the Sports class now that he has two Honda Prelude VTEC's, a more powerful version of the Prelude Si which powered Randy Pobst to the 1990-92 Touring class championships. Skip Barber School instructors Kris Wilson and Kelly Collins drive the second Kline VTEC.

Forrest Granlund, a Honda engineer from Dublin, also races a new VTEC with Dave Dix, a Pennsylvania Honda dealer. Their car is maintained and prepared by employees of Marysville's Honda of America manufacturing plant, where Granlund works.

Paul Rossi, whose drivers won three Firehawk Manufacturer's Championships for Dodge and Eagle, badge-switched his cars to become Mitsubishi Eclipses 1993, but Rossi's guys-who-can-win remain Terry Earwood, Rob Wilson and Scott Gaylord.

Want a spoiler? Try Craig Conway with Eric Van Cleef in the Mitsubishi 3000 GT, a badge-mate to the Dodge Stealths which have won the 1992 Sports class driving and makes titles.

The Mazda RX-7 Turbo contingent is plentiful and powerful. Peter Farrell and Joe Danaher have a formidable effort; others come from Dave Lapham and Tom Henneka

### Overview: Touring

The Touring category is a battle between the Saturn SC, Honda Prelude Si, the new Ford Probe GT and its assembled-in-Michigan badge cousin, the Mazda MX6 LS.

Inner City Youth Saturn team owner Dave Rosenblum is still smarting from his team's devastating losses in 1992. His lead driver, Kris Skavnes, took the points lead at Mid-Ohio last May and led until halfway through the final race of the season, but lost the title to Pobst when his car's engine blew. Skavnes is joined by Saturn engineer Keith Mitchell, the 1992 SCCA National Champion in SSGT. Rosenblum is partnered with Dave Donohue, son of the late Mark Donohue, winner of four Mid-Ohio Trans-Am, USRRC and Can Am races in Mid-Ohio's 1991 Firehawk race, driving a Porsche.

Among a dozen Honda Prelude Si racers in Touring are Lance Stewart and Mitch Payton in Payton's car maintained by Mitch Grant's Caribbean Racing team.

Payton has been confined to a wheel chair for 15 years, the result of a desert motorcycle racing accident. An intricate



system of mechanical linkages helps him operate the clutch, brake and throttle controls, plus shifting a five-speed transmission. He was honored by the Firehawk series "Rising Star" award for his class in 1992, and put paid to that honor in the first race of the 1993 season at Sebring, Florida, when he and Stewart put the car in the winner's circle.

Brad Creger, a car importer from the Virgin Islands, has a two car Prelude entry, Kline also has a Prelude Si driven by sprint car driver Dour Wright, and by Howie Liebengood. Bill Artzberger and Ray Genao also stand to win with their Agfa film-sponsored Prelude.

Gary Blackman assembled a team of three new Probe GT's with the powerful 24-valve, V-6 engine, aimed at unseating Saturn and Honda. Drivers include Dick Ruhl and John Ruhlin of Columbus, and Bob Lape of Lexington with Ken Parschauer of Sandusky. Lape and Parschauer finally hit the winner's circle in Firehawk racing, just one week after Mid-Ohio's 1992 Firehawk race, when they shared a Watkins Glen 24-Hour race win in a T.C. Kline Honda Prelude Si with Pobst and Schwartzott. Parschauer added a second win in the season finale 12-hour race at Sebring, Florida last October.

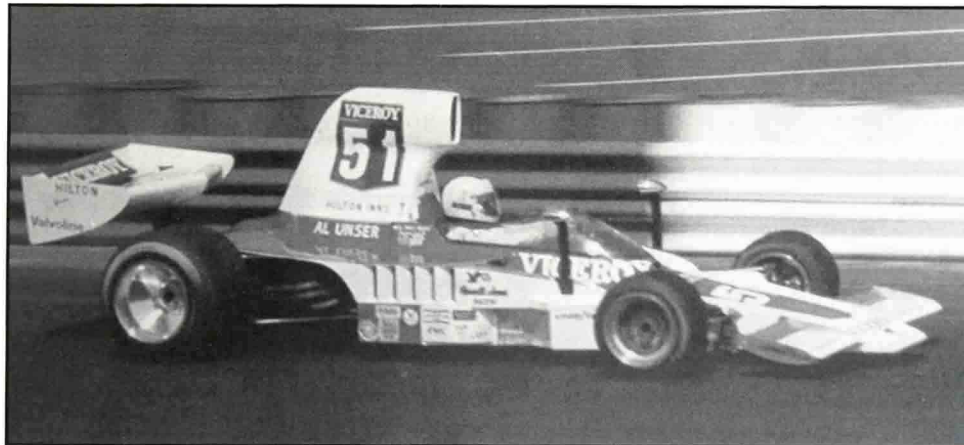
The Subway-sponsored Mazda MX6 LS car is a badge-mate to the Ford Probe GT, just with slight mechanical differences. The team, which could involve three cars by this weekend, was organized by Indiana's Bill Pate and Joe Nonnamaker has created a large radio contest and ad campaign around Mid-Ohio's Firehawk race. The contest winner is part of the team's pit crew this weekend.

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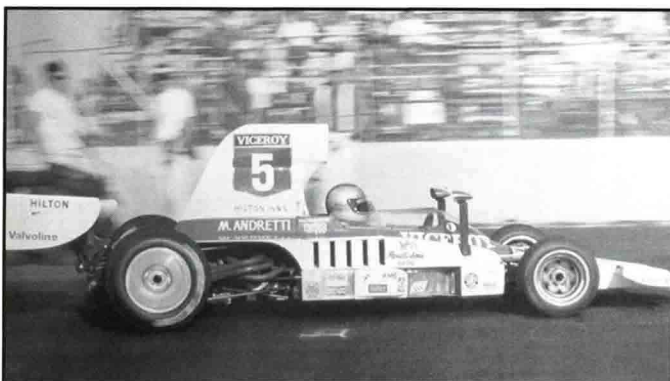
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## USAC FF2000-East Makes Mid-Ohio Debut

By Linda Mansfield

This weekend an entire contingent of USAC Formula Ford 2000-East drivers will be trying to follow in Bobby Rahal's footsteps.

The reigning Indycar champion considers the Mid-Ohio Sports Car Course his home track. The challenging 2.25-mile road course and others like it gave Rahal a solid background which helped him move up the ladder of success in Indy car racing and eventual Indy 500 superstardom.

On Sunday the drivers in America's hottest support series will gain similar valuable experience at Mid-Ohio when the USAC Formula Ford 2000 Championship Series-East stages its fourth race of 1993. Undoubtedly future stars like Rahal will be in the field for the 20-lap contest.

The series is USAC's official training ground for future Indy car stars, as it gives drivers the opportunity to get experience in winged, rear-engined cars that look like scaled-down Indy cars. All the cars use identical Ford 2000cc, four-cylinder engines; a spec tire manufactured by Hoosier Racing Tires; and unleaded Sunoco Racing Fuel to keep costs low and the competition tight. The cars' top speed is approximately 150 mph.

USAC sanctions two Formula Ford 2000 divisions: a Western division, which was formed in 1990, and the Eastern division,



which enters its second season with a nine-race schedule including this weekend's Mid-Ohio event. The Eastern division is promoted by Mike Foschi and Dan Andersen of Formula Motorsports of Hackensack, N.J.

The series is contested on both oval speedways and twisting road courses. In addition to Mid-Ohio, the Eastern series will appear at Atlanta Motor Speedway; Indianapolis Raceway Park; Watkins Glen, N.Y.; Road America in Elkhart Lake, Wis.; New Hampshire International Speedway; Canada's Shannonville Motorsports Park (two races); and Connecticut's Lime Rock Park in 1993.



# 2000 FF



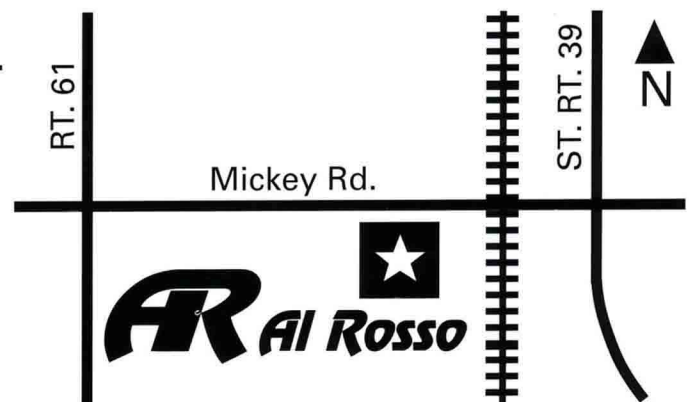
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Although some of the USAC FF2000-East drivers have business commitments which make them content to stay in the extremely competitive division indefinitely, many USAC FF2000-East drivers aspire to careers as professional race car drivers. After earning their stripes in USAC FF2000-East competition, they hope to move up to Indy Lights competition and then on to the Indycar wars. To achieve their goals, they'll need the experience they'll gain this weekend on Mid-Ohio's tough road course, which demands both precision and aggressive driving.

One of the drivers with Indycar aspirations is the defending USAC FF2000-East champion, Chris Simmons, who will be behind the wheel of the 1993 Sotare Racing Van Diemen Ford No. 1. The 20-year-old East Granby, Conn. speedster has been racing since the age of seven, when he took his first green flag in a quarter-midget race. Since then he's been on a royal tear, winning the last race of 1992 to earn the USAC FF2000-East title by a mere three points over Kevin West of Warren, Mich.

West, vice president and general manager of Michigan Production Machining of Mt. Clemens, Mich., has been thinking about those three points all winter long. He's determined to settle the score this year with his 1990 Wesczek Racing Swift DB-6 Ford No. 87. The 28-year-old West has only been racing for six years but he's already had tremendous success, including two victories last season in USAC FF2000-East competition. West is aided and inspired by the most attractive chief mechanic in racing, his wife, Julieann.

Another driver to watch is 20-year-old Mike Andersen of River Vale, N.J., who pilots the Andersen Interiors Ford No. 15. Andersen got his first podium finish in USAC FF2000-East competition at the first race of the year, held at Atlanta Motor Speedway April 18. The economics honor student at Pennsylvania's Messiah University is determined it won't be his last trophy of the year, and he's got the talent to make that a reality.

The rest of the field will consist of an exciting mix of cagey veterans and talented newcomers. David Webb, who finished second to Simmons in the season opener, and the "Silver Fox" of USAC FF2000-East, Frank Bernstein, can always be counted on for an exciting showing. They'll be joined by youngsters such as Clay Collier, Jeret Schroeder, Lance Swartz, Chris Fahan and J.P. Marchetti, who are determined to make their marks in racing.

In an effort to encourage drivers with older chassis to come out and race, promoters Foschi and Andersen also offer a separate purse for the "B" class, which consists of drivers using chassis built in 1986 or earlier. Local favorite Douglas Leaman of Newark, Ohio is likely to lead the "B" class contingent, which also includes drivers such as Bill Slowick, Rick Brunner and Jim Yantosca.

Only time, luck, talent and determination will tell which drivers will eventually make it to the Brickyard, but the drivers in Sunday's USAC FF2000-East race are building a solid background in pursuit of their goals.





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# Pro Series

## Exciting Oldsmobile Pro Series Returns to Mid-Ohio

By Dan Layton

Now in its third season with support from General Motors, the 1993 Oldsmobile Pro Series is shaping up to have its most competitive year since the GM division took over primary sponsorship of this SCCA racing series for open cockpit sports racing cars in 1991.

No less than four U.S. manufacturers—Swift Race Cars (Swift DB-5), Pratt & Miller Engineering & Fabrication (Miller RM-2), Doran Enterprises (Doran JE-1) and the Irish/American Shannon Car Corporation (Shannon 93PS)—are currently both producing chassis and fielding teams in the series, while Lola also continues to be a popular choice among competitors, with close to a dozen entries so far planning to use updated versions of the British marque's T90 series.

Hoosier Racing Tires has joined the Oldsmobile Pro Series as an associate sponsor for 1993, the Indiana company supplying both dollar support and the series spec tire for the coming year.

And the rewards for winning an Oldsmobile Pro Series event in 1993 have

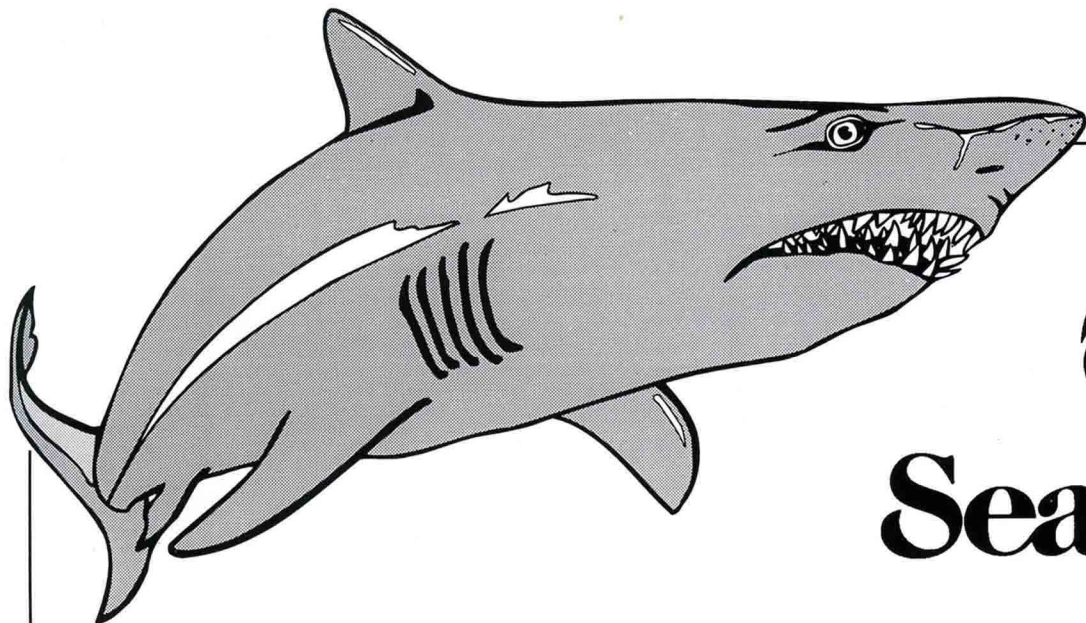
improved as well, with the series now paying \$5,000 to the victor at each event. Second, third and fourth place finishers have seen their share of the \$15,000 overall purse improved as well, with second now earning \$3,000 (the amount a winner received last year) and third paying \$2,000.

One of those who hopes to benefit from the increased purse is Bob Thomas, the championship runner-up last year who has his eyes set firmly on the top spot this season in his Thomas Engineering Lola 92BHP. Other returning veterans include Bob Liebert, the 1992 most improved driver, and Jonathan Holtzman, twice a podium finisher last year.

California manufacturer Swift Racing Cars will again be represented by Vestal Cars, with Ohio native Michael Shank leading the attack in a Swift DB-5. The 24-year-old will also do double duty as crew chief for the team, with sponsorship from Efficient Air and Armstrong Heating Equipment.

Rookie Bill DeLong and the experienced Jim Miller will make up the two-car works Miller RM-2 team entered by chassis manufacturer Pratt & Miller Engineering & Fabrication of Wixom, Michigan.





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A Trans-Am regular in the mid-1980s, company principal Miller first competed in Pro Sports 2000 in 1987. The following season he scored four wins, the most of any driver in the series that year, enroute to fourth in the overall standings.

Miller and his MTI Racing team then moved to IMSA GTP competition and—as co-founder with Gary Pratt of Pratt & Miller—developed the Bob Riley designed Intrepid RM-1 (later known as the Chevrolet GTP) prototype, spearheading Chevrolet's two-year IMSA GTP program with drivers Tom Kendall and Wayne Taylor.

DeLong was Miller's Oldsmobile Pro Series crew chief last year, and "pinch-hit" for his boss at Trois-Rivieres, finishing seventh in his Olds Pro debut when Miller was unable to make the event due to prior business commitments. The 24-year-old was a professional kart racer from 1985-88, and did a season of British FF1600 competition in 1990 with three top five finishes as test and development driver for Lanam Formula Ford.

Another pair of Millers will be fielded by the father/son Apache Racing team of Terry and Greg Loebel. A series regular for the past two seasons, Greg joined the ranks of series front runners last year and finished second at the annual SCCA "Runoffs". His father is returning to racing this year after a two-year layoff and the Florida-based team should be particularly competitive at their Road Atlanta "home circuit."

In addition to DeLong, several other newcomers have announced plans to run the series this year, such as second generation driver Erik Skirmants, Alex Smith, taking over Formula 300-bound Brian Cunningham's place at Executive Auto Sport and frequent club racing winner Duke Johnson.

Also on the chassis front, former Super Vee driver turned manufacturer Eddie Jones plans to return with the neat Shannon chassis taken to a win at the Del Mar season finale by Mike Borkowski. Although Cornell University student Borkowski hopes to move up to Indy Lights competition this year, he may still return for at least a partial year, and Jones promises a definite factory presence in the series, with promising rookie Anthony Lazzaro driving the works entry at the season-opening Road Atlanta event.



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This Weekend**

PLAYER'S  
LTD.

TOYOTA

ATLANTIC CHAMPIONSHIP

BROUGHT TO YOU IN PART BY YOKOHAMA

**MOSPIRT** June  
Superticket \$25.00 18-20  
Sunday: \$15 in advance / \$20 at the gate  
Tickets: Mosport Park (416) 513-0550  
Ticketmaster (416) 870-8000

# MS Challenge

## Making Racing Dreams Come True

You might say there's a little bit of Walter Mitty in everyone who takes part in the MS Challenge.

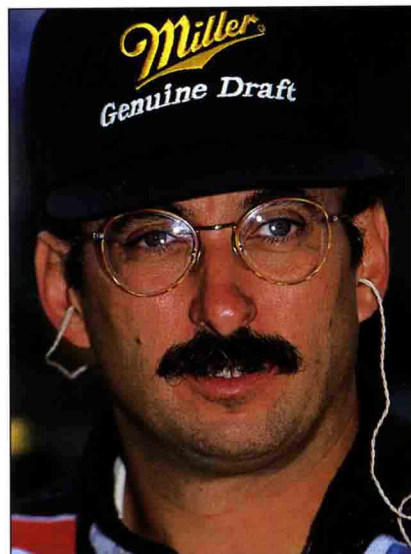
The chance to live the dream of strapping into a real race car here at Mid-Ohio Sports Car Course is what put them in the driver's seat. That and the \$6,000 fee that generous sponsors donate to the Multiple Sclerosis Society to let them play race car driver for the weekend.

What started out ten years ago as a just-for-fun match race between the late Jim Trueman, Roger Penske and a few of their racing pals, has grown into a successful charity event that is unique in all of motorsports. The Windex MS Challenge gives people who may have never driven a racing car in their life, the chance to buckle up and become part of this wonderfully addictive sport.

For many, the MS Challenge has been the start of their racing career. Many alumni now compete regularly on the SCCA and IMSA racing circuits. Dave Downey, a rookie in the 1987 MS Challenge, became the National SCCA Spec Racer Champion in the 1991 Runoffs.

They also come back each year to be a part of the MS race for charity. Those drivers who return help bring along the newcomers. For four days each summer, MS puts its drivers through an intensive competition program that starts with training from Chris Kneifel and the instructors of the new Mid-Ohio School.

Since all the cars are identically powered and prepared SCCA Spec Racers supplied through Downey Motorsports, Inc., it's driving talent, not horsepower that counts on the track.



*Bobby Rahal, Honorary Chairman—MS Challenge*

Of course, the experienced drivers have the advantage. But the MS Challenge includes a race-within-a-race for the rookies and intermediate drivers.

For sponsoring companies, it is a chance to experience a professional racing program at a fraction of the cost. Just like in pro racing, the cars are decaled with the sponsor's logo. The driver's suit is embroidered with the sponsor's name.

It's like Walter Mitty dreaming of jumping into the big time world of sports car racing; all to raise money for the race against MS.

But it doesn't have to be a dream. The MS Challenge has been turning dreamers into drivers for years. Now it's your turn. Call the MS Society at 614-459-2220 to reserve your spot for next year.



*This is the fastest  
emergency route in  
the State of Ohio.*



*Metro Life Flight has the fastest state-of-the-art medical helicopters available. We also have a national reputation as one of the premier aeromedical transport services in the country. And now with our third twin-jet Sikorsky helicopter, our flight physicians and nurses can be more responsive to physicians and hospitals in Ohio and neighboring states. So for emergencies and inter-hospital transfers, call (216) 459-LIFE. And for more information, please call (216) 459-3090.*



## MS Challenge Line-Up

**Marty Reid**  
RAL Group/ESPN

**Mark Alexander**  
OVR-SCCA/Stan  
Ross Racing

**Bill Southworth**  
Dist-Trans  
Company

**Terry Quinn**  
Subway/We Care  
Hair

**B.A. Cole**  
Dinner Bell

**Chuck Green**  
Byers Chevrolet  
GEO

**Al Fetch**  
SUNY 95

**Jack Willey**  
TBA

**Chuck Rauck M.D.**  
Glassburn Body  
Shop/Rock Trailer  
Sales

**Mark Wagner**  
Q-FM-96

**Bob Lape**  
NEER Perfect  
Racing

**Martin Sellers**  
Buckeye Potato  
Chips

**Bill Keim**  
Huntington  
Banks

**Mark Mathys**  
WBNS 97.1 FM

**Jim Gill**  
Downey  
Motorsports

**Kiya Safai**  
Faslube

**Randy Wiseman**  
Bricker & Eckler

**TBA**  
Red Roof Inns



*Stan Ross Racing*



DOWNEY MOTORSPORTS, INC.



we care hair®



## WHAT IS MULTIPLE SCLEROSIS?

Multiple Sclerosis is a chronic, often disabling disease of the central nervous system, which most often strikes young adults "just as they are starting to live".

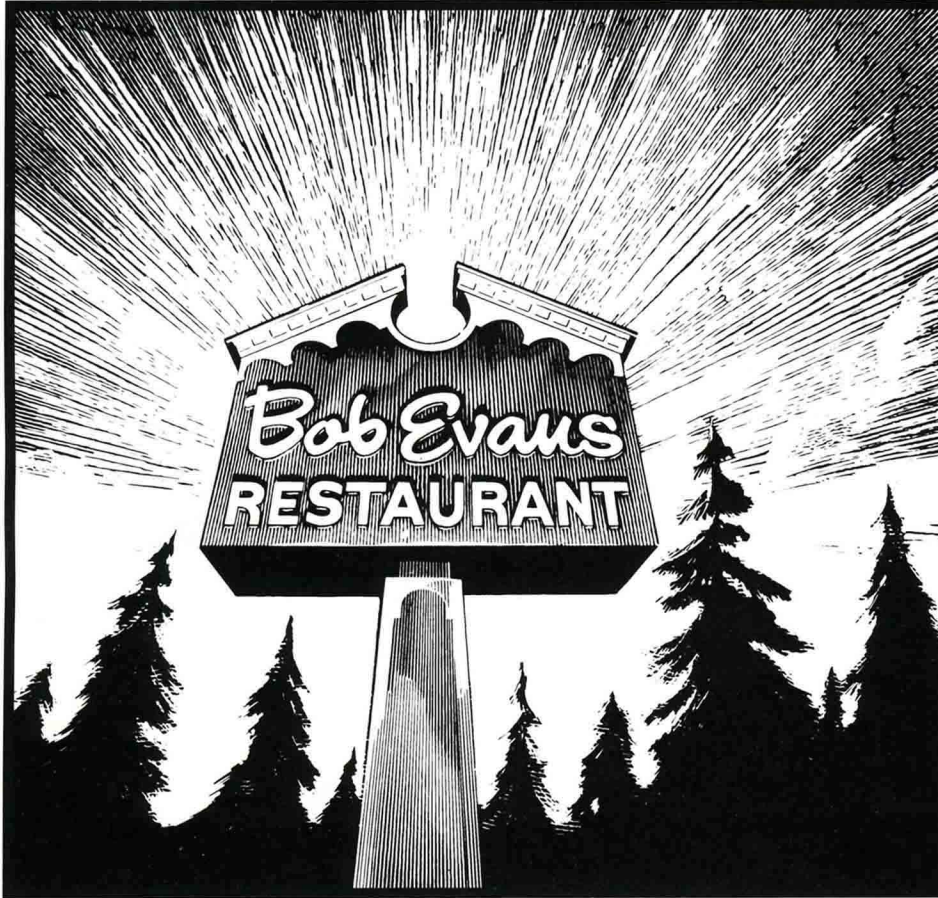
Symptoms may include tingling sensations, numbness, slurred speech, double vision, muscle weakness, poor coordination, or even paralysis. It has been estimated that an average of 200 new cases are diagnosed each week. The cause of and cure for multiple sclerosis remain unknown.

The National Multiple Sclerosis Society, founded in 1946, is the only major national voluntary health agency in the country that is devoted to seeking the cause, prevention and cure of multiple sclerosis.



NATIONAL MULTIPLE SCLEROSIS SOCIETY

MID-OHIO CHAPTER  
1550 Old Henderson Road, #W-101  
Columbus, Ohio 43220  
(614) 459-2220



## STOP SIGN.

There are many reasons you may think of stopping when you see our sign.

The most obvious, of course, is its color. Red.

But there's a lot more to consider.

Our Home Style Meat Loaf served under a delicately seasoned brown gravy.

Chicken 'N Noodles simmered with fresh garden vegetables.

Country Fried Steak in a hearty country gravy.

We've got a dozen new dinners.

And if the selection doesn't stop you, the price will.

Because seven of those dinners cost less than five dollars.

So drop by after the game. Where?

Just stop when you see our sign.



Just a few miles from home.®

© 1988 Bob Evans Farms, Inc.

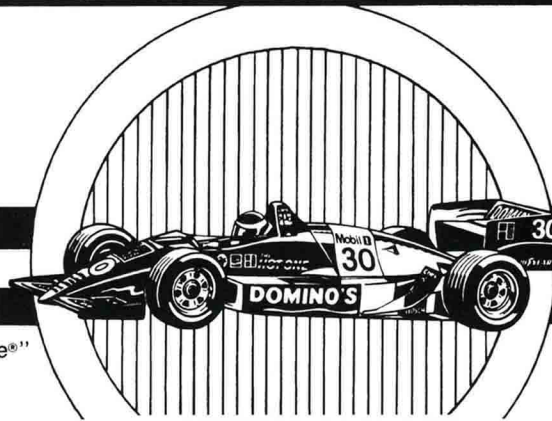
Two Mansfield locations:  
Trimble Road & Route 30  
and

Route 13 & I-71  
(2 miles north of Route 97)

OPEN: 6 A.M. till 11:30 P.M.



## DOMINO'S PIZZA WHEELS & DEALS



Domino's Pizza "Hot One"®



*Nobody  
Delivers Better.™*

ENJOY THE HOT ONE AT

**Mid Ohio**  
SPORTS CAR COURSE  
LEXINGTON, OHIO



Stop by the Domino's stand in  
the infield or stop the Domino's  
driver for a hot slice of pizza!



A U T O • M A L L  
**WHITEY'S**  
**HONDA**

1493 Park Avenue West • Mansfield, Ohio • 419/529-4000

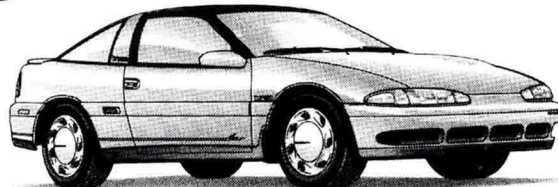
A U T O • M A L L  
**WHITEY'S**  
**Chrysler**  
**Plymouth**

1493 Park Avenue West • Mansfield, Ohio • 419/529-4000

Over  
400 New  
Cars in  
Stock



**del Sol Si**



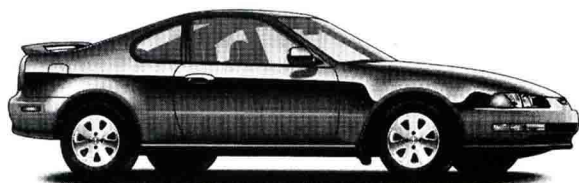
**Laser RS Turbo**



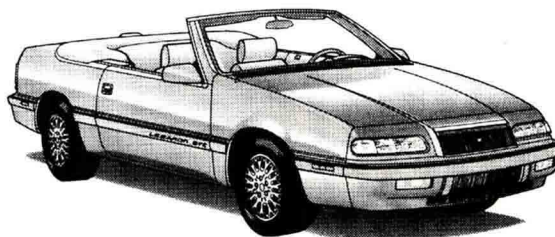
**Accord Sedan**



**Voyager LE**



**Prelude VTEC**



**LeBaron GTC Convertible**

**Whitey's Auto Mall**  
**Has it All!**

A U T O • M A L L

# WHITEY'S

MERCURY  
LINCOLN

1493 Park Avenue West • Mansfield, Ohio • 419/529-4000

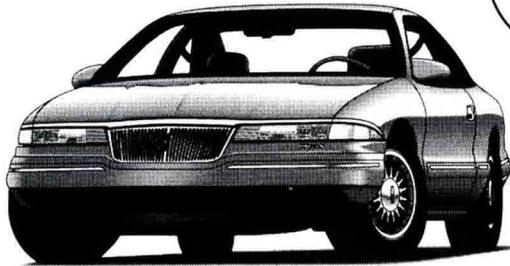
A U T O • M A L L

# WHITEY'S

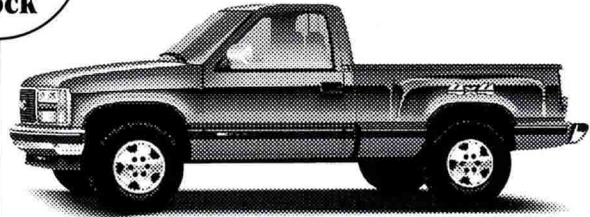
GMC TRUCK

1493 Park Avenue West • Mansfield, Ohio • 419/529-4000

Over  
200 Used  
Cars in  
Stock



**Lincoln Mark VIII**



**Sierra SLE 4x4**



**Mercury Villager LS**



**Sonoma SLS 4x4**



**Mercury Capri XR2**



**Typhoon**

# The Official Safety Vehicle of Mid-Ohio

# 1993 Event Ticket Order Form

<b>UNITED TELEPHONE VINTAGE GRAND PRIX</b> July 9-11			
	Price	Quantity	Subtotal
Friday	Free		
Saturday	15		
Sunday	22		
Weekend	25		
Paddock	Free		
Sat. Grandstand	3		
Sun. Grandstand	3		
Super Photo	175		
<b>TOTAL</b>			
Less 10% if ordered 7 days prior to event			-
* Add \$2.50 for certified mail (optional)			+
<b>GRAND TOTAL</b> for United Telephone Vintage Grand Prix			

<b>HOLLAND OIL CAMEL SUPER CYCLE WEEKEND</b> August 6-8			
	Price	Quantity	Subtotal
Friday	5		
Saturday	15		
Sunday	20		
Weekend	23		
Paddock	10		
Sat. Grandstand	5		
Sun. Grandstand	5		
Super Ticket	40		
Clubhouse	20		
Deluxe Ticket	55		
Super Photo	175		
<b>TOTAL</b>			
Less 10% if ordered 7 days prior to event			-
* Add \$2.50 for certified mail (optional)			+
<b>GRAND TOTAL</b> for Camel Super Cycle Weekend			

<b>PIONEER ELECTRONICS 200</b> September 9-12			
	Price	Quantity	Subtotal
Thursday	5		
Friday	5		
Saturday	17		
Sunday	29		
Weekend	39		
Paddock	18		
Sat. Grandstand	10		
Sun. Grandstand	10		
Super Ticket	75		
Clubhouse	20		
Deluxe Ticket	90		
Super Photo	175		
<b>TOTAL</b>			
Less 10% if ordered 7 days prior to event			-
Infield Parking	5		+
* Add \$2.50 for certified mail (optional)			+
<b>GRAND TOTAL</b> for Pioneer Electronics 200			

**Super Ticket:** Weekend general admission, paddock pass and weekend grandstand seating. Must be purchased in advance.

**Deluxe Ticket:** Weekend general admission, paddock pass, weekend grandstand seating, and clubhouse pass. Must be purchased in advanced.

**Clubhouse Pass:** Admission to a trackside spectator, hospitality area, including gourmet buffet lunch and beverages. Children 12 and under eat **free** when accompanied by a paying adult.

**Super Photo:** Weekend general admission, paddock pass and access to designated photographer areas. You must be 18 years or older to purchase this event pass.

**Motor Home and Tent Camping:** Passes must be purchased at gate.

**Children 12 and under** are admitted **free** onto the grounds

and into the paddock area when accompanied by parent or legal gaurdian. A grandstand ticket must be purchased for admittance to the grandstands.

**Young Adult Tickets** are available for race fans between the ages 13-21 and must be purchased at the gate, for pricing, call 1-800-MID-OHIO.

**Certified Mail** requires an additional cost of \$2.50 per event. If sent certified mail, Mid-Ohio Sports Car Course will replace lost tickets free of charge. Otherwise, your tickets will be sent via normal United States mail and Mid-Ohio Sports Car Course / TrueSports, Inc. assumes no responsibility for lost or stolen tickets.

**To order by phone, call 1-800-MID-OHIO** (800-643-6446), within OH, and parts of IN, MI, and PA, or (614) 884-4000, Monday-Friday, 8:00a.m.-5:00p.m. EST. Have your Visa or MasterCard ready.

Name \_\_\_\_\_

Street Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Daytime Phone \_\_\_\_\_

Method of Payment: Check  Money Order  Visa  MasterCard

Card # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

Expiration Date \_\_\_\_\_

Signature \_\_\_\_\_

## Do You Have Suggestions For Us?

### Mid-Ohio Sports Car Course wants to hear from you...

The most important person during our race weekend is you, the race fan. Keeping that in mind, Mid-Ohio wants to continue offering race fans world-class racing in an atmosphere conducive to family entertainment. In order

to uphold this commitment we need your input. If you have any suggestions or comments, please fill out the following form and drop it at one of the Mid-Ohio souvenir stands or send it to:

**Mid-Ohio Sports Car Course / TrueSports, Inc., 4355 Davidson Road, Hilliard, OH 43026.**

### Suggestions/Comments

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**PHYSICIANS** Medic Transport, Inc.

1640 Clara Street • Columbus, Ohio 43211

WE would like to wish EACH  
DRIVER AND SPECTATOR A  
SAFE, ENJOYABLE  
1993 RACING  
SEASON

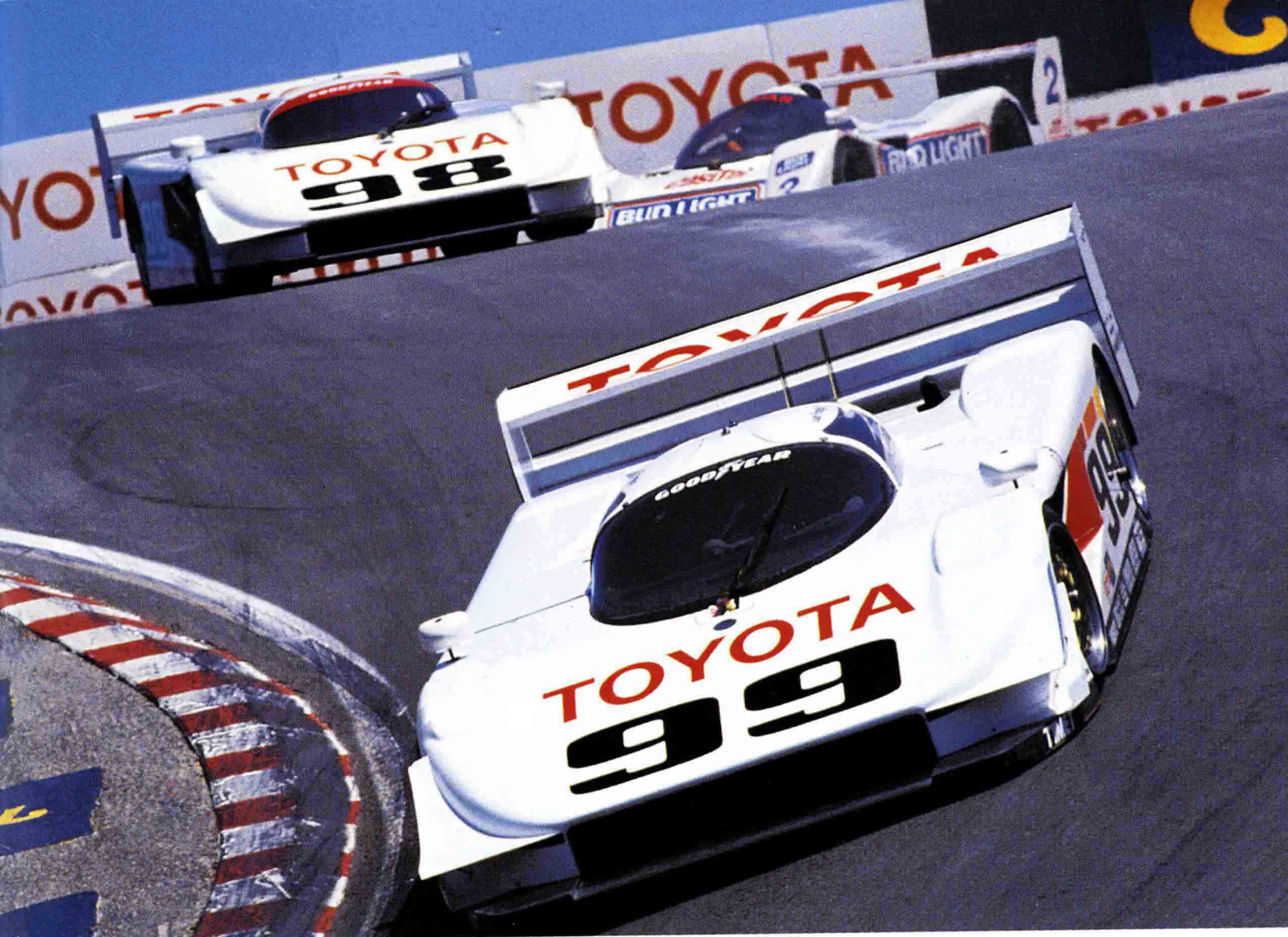


(614) 299-1223

# 1993 Mid-Ohio Sports Car Course Survey

1. SEX:  Male  Female
2. AGE:  Under 21  22-30  31-40  
 41-50  51-60  60+
3. EDUCATION;  
 Some H.S.  H.S. Grad  
 Some College  College Grad  Post Grad
4. OCCUPATION: \_\_\_\_\_
5. ANNUAL HOUSEHOLD INCOME:  
 Under \$15,000  \$15 - \$25,000  
 \$25 - \$35,000  \$35 - \$50,000  
 \$50 - \$75,000  Over \$75,000
6. MARITAL STATUS:  Single  Married
7. NUMBER OF CHILDREN:  
 12 and under  13-21 years old
8. WHAT TYPE OF TICKET DID YOU PURCHASE?  
 One-Day  Grand Stand  Deluxe Ticket  
 Weekend  Clubhouse  Parking Pass  
 Paddock  Super Ticket  Season Pass
9. WHERE DID YOU PURCHASE YOUR TICKET?  
 at gate  by phone  was a gift
10. DID YOU KNOW THAT ORDERING YOUR TICKET IN ADVANCE WILL SAVE YOU 10%?  
 yes  no
11. IF YOU WEREN'T ALONE, HOW MANY WERE IN YOUR GROUP?  
 2-5  6-10  more than 10
12. ARE YOU A FIRST TIME SPECTATOR AT MID-OHIO?  
 yes  no
13. IF NO, APPROXIMATELY HOW TIMES HAVE YOU ATTENDED?  
 1-5  6-10  more than 10
14. HOW MANY OTHER TRACKS DO YOU ATTEND?  
 0  1-3  4-5  more than five

15. WHERE DID YOU STAY FOR THE WEEKEND?  
 Home  Hotel  Campgrounds
- 16 HOW WOULD YOU RATE THE FOLLOWING?  
 E = excellent G = good  
 S = satisfactory P = poor
- |  |  |
|--|--|
| <input type="checkbox"/> Ticket Office Operators   | <input type="checkbox"/> Food                        |
| <input type="checkbox"/> Information Booth Staff   | <input type="checkbox"/> Souvenirs                   |
| <input type="checkbox"/> Souvenir/Concession Staff | <input type="checkbox"/> Clubhouse                   |
| <input type="checkbox"/> Security Staff            | <input type="checkbox"/> Midway Displays             |
| <input type="checkbox"/> Restrooms                 | <input type="checkbox"/> Opening Ceremonies          |
| <input type="checkbox"/> Campgrounds               | <input type="checkbox"/> Overall Opinion of Facility |
17. IF ANY, WHAT SOUVENIRS DID YOU PURCHASE?  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
18. WHAT DID YOU ENJOY MOST ABOUT THE RACE WEEKEND?  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
19. WHAT DID YOU ENJOY LEAST ABOUT THE RACE WEEKEND?  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
20. WHAT FORMS OF RACING WOULD YOU LIKE TO SEE AT MID-OHIO? \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
21. DID YOU HAVE TROUBLE FINDING THE TRACK?  
 yes  no
- NAME: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_  
 CITY, STATE, ZIP \_\_\_\_\_  
 MAILING LIST  already on  put me on list



# MIND IF WE LEAD?

Let's hope not. Because leading is something to which we've grown quite accustomed. Take 1992 for example. We won nine of the year's 13 GTP races. Including the last seven straight. Not bad in a series as tough as the IMSA Camel GT.

But not surprising, either.

Especially when you consider the awesome technology found in our two Toyota Eagle MKIIIs. At the heart of which are modified versions of the 2.0-liter turbocharged engine you'll find in our Celica All-Trac Turbo and MR2 Turbo production cars.

So while we're leading on the track, we're also paving the way for better performance of the cars you drive on the street. And you don't mind that . . . do you?

*"I love what you do for me."*

 **TOYOTA**

**TECHNOLOGY ON A FAST TRACK**



# The Nissan 300ZX and 240SX. Now with more standard headroom.



If there's one thing you learn from three straight IMSA GTP championships, it's that you never compromise performance.

That's why at Nissan we didn't simply "convert" our flagship sports cars into drop tops.

We modified, reinforced, and built back every last bit of passion for performance that put these models on the map to begin with.

If you've ever wondered what it feels like to drive a true convertible sports car, get behind the wheel of a new 300ZX® or limited edition 240SX® at your nearest Nissan Dealer.

See for yourself, it's no contest.



Your Nearest Nissan Dealer.

Smart people always read the fine print. And they always wear their seatbelts.

**1993 NISSAN GRAND PRIX OF OHIO  
30 MINUTE AUTOMOBILE MAGAZINE INTERNATIONAL CHALLENGE  
FOR INTERNATIONAL SEDANS  
MID-OHIO SPORTS CAR COURSE - LEXINGTON, OH  
JUNE 10 - 13, 1993**

3	Bill Topping/Suwanee, GA		Volkswagen GTi
5	Don Marcum/Lexington, KY		Oldsmobile Calais
7	Robert Cannon/Baltimore, MD		Oldsmobile Calais
10	Pepe Pombo/Duluth, GA		Nissan 240SX
14	Mark Crellin/Springfield, OH		Nissan 240SX
15	Irv Hoerr/Peoria, IL		Oldsmobile Achieva SCX
41	Joe Danaher/Albany, NY		Oldsmobile Calais
43	Paul Hacker/Valatie, NY		Oldsmobile Calais
44	David Luney/Lawrenceville, GA		Nissan NX-2000
45	Chuck Hemmingson/Des Moines, IA		Oldsmobile Achieva SCX
47	Tom Lyttle/Decatur, GA		Nissan 200SX
48	Ed Magner/Grand Blanc, MI	Mantapart	Oldsmobile Calais
49	John Lewis III/Birmingham, AL		Acura Integra
62	Forrest Granlund/Dublin, OH	Honda of America Mfg	Honda Prelude VTEC
66	Gary Sommers/Monticello, NY		Dodge Shelby Charger
94	Eric Morrow/Ocho Ribs, Jamaica		Nissan 240SX
95	Nick Moore/Sharon, CT		Nissan 240SX
97	Thomas Thorman/Kennesaw, GA	Z Service Unlimited	Nissan 200SX
07	Peter Minogue/Alexandria, VA		Oldsmobile Calais



**1993 NISSAN GRAND PRIX OF OHIO  
2 HOUR CAMEL GRAND PRIX FOR IMSA  
GTP/WORLD SPORTS CARS/LIGHTS  
MID-OHIO SPORTS CAR COURSE - LEXINGTON, OH  
JUNE 10 - 13, 1993**

8	Wayne Taylor/Altamonte Springs, FL	Danka Mtrspts/Famous Amos	Chevrolet GTP
9L	Bob Schader/Boulder, CO Bob Earl/Purcellville, VA	Motorola Cellular	Acura Spice
10L	Ed DeLong/Ontario, Canada Bruce MacInnes/Sharon, CT		Buick Tiga
12L	Steven Sirgany/Miami, FL	Auto Volante	Alfa Romeo Phoenix
19	David Tennyson/Ontario, Canada Jay Cochran/Palm Bch, FL	Denon/Jiffy Lube	Chevrolet Spice
27L	Paul Reisman/Upper Saddle River, NJ Bob Hebert/Monterey, MA	Reisman Properties Int'l	Mazda Argo
30	Gianpiero Moretti/Milan, Italy Derek Bell/Pagham, England	MOMO	Nissan NPTI 90-03
40L	Neil Jamieson/Ontario, Canada John Jones/Littleton, CO Jeff Lapcevich/Ontario, Canada	Bieri Rcg	Ford Alba
42L	Howard Cherry/Southport, CT Sam Shalala/Sugarland, TX Charles Slater/Ft Lauderdale, FL	ZZ Pro Technik Rcg	Porsche Fabcar
49L	Parker Johnstone/Redmond, OR Dan Marvin/Berkeley, CA	Acura	Acura Spice
63L	Jim Downing/Atlanta, GA Tim McAdam/Vail, CO	Bel Ray Oil	Buick Kudzu DG-2
65	Dick Leppla/Gates Mills, OH	Chevron Race Cars USA	Buick Chevron
68L	Mike Sheehan/Costa Mesa, CA Ken Parschauer/Sandusky, OH	European Auto Sales	Mazda Kudzu DG-1
71L	Miroslav Jonak/Milton, Canada		Ford Spice
98	P J Jones/Rolling Hills, CA	All American Racers	Toyota Eagle MK III
99	Juan Manuel Fangio II/Miami, FL	All American Racers	Toyota Eagle MK III

L - Lights, W - WSC

**1993 NISSAN GRAND PRIX OF OHIO  
1 HOUR EXXON SUPREME GT FOR IMSA GTS/GTO/GTU  
MID-OHIO SPORTS CAR COURSE - LEXINGTON, OH  
JUNE 10 - 13, 1993**

1#	Steve Millen/Newport Bch, CA	Nissan	Nissan 300ZX
3#	Paul Gentilozzi/Lansing, MI	Olivetti Oldsmobile	Oldsmobile Cutlass
5#	Darin Brassfield/Monta Sereno, CA	Olivetti Oldsmobile	Oldsmobile Cutlass
6#	Tommy Kendall/La Canada, CA	Roush	Ford Mustang
9*	Henry Camferdam/Indianapolis, IN	Support Net Rcg	Mazda MX-6
10+	Ken Bupp/Ft Lauderdale, FL	Sentry Bank Equipment	Chevrolet Camaro
11*	Steve Clark/Van Buren, OH		Mazda RX-7
12+	Joe Llauget/Tampa, FL		Oldsmobile Cutlass
13+	Ricke Katko/Indianapolis, In		Pontiac Firebird
14+	Michael Dingman/Exeter, NH	General Chemical	Ford Mustang
15*	Eduardo Pellerano/Santo Domingo, DR	PPI Conoco Inc	Mazda RX-7
17+	Joe Pezza/Locust Valley, NY	Garfields	Oldsmobile Cutlass
18+	Mitchell Bender/Northfield, IL	Pace Trailers Inc	Chevrolet Camaro
19*	Bill Auberlen/Redondo Bch, CA		Mazda RX-7
20+	Dan Osterholt/St Henry, OH	Hawkins Speed Shops	Oldsmobile Cutlass
24+	James Briody/Cherry Hill, NJ	Briody Rcg	Oldsmobile Calais
26*	Charles Slater/Ft Lauderdale, FL	Alex Job Rcg	Porsche 911
30+	Nick Cole/Kinder, LA	Fuller Farms LA	Chevrolet Camaro
31+	Bill Fuller/Kinder, LA	Fuller Farms LA	Buick Somerset
38+	Trent Terry/Benton, IL		Chevrolet Camaro

47+	Charles Morgan/Conway, AR		Oldsmobile Cutlass
48+	Les Lindley/Anaheim, CA	Barnard Fire Sprinkler	Ford Mustang
49+	Robert Rose/Akron, OH		Ford Thunderbird
51+	Mark Porcaro/Clinton, NJ		Oldsmobile Cutlass
57*	Reed Kryder/Canal Fulton, OH	Kryderacing	Nissan 240SX
58*	Sam Shalala/Sugarland, TX	ZZ Pro Technik Rcg	Porsche 911
72*	James O'Connell/Livonia, MI	Renntech Performance	Porsche 911
73*	Jack Lewis/Atlanta, GA	Jack Lewis Ent Ltd	Porsche 911
76#	Johnny O'Connell/Chandler, AZ	Nissan	Nissan 300ZX
82*	Dick Greer/Columbus, OH	Wendy's Race Team	Mazda RX-7
84*	Eduardo Dibos/Lima, Peru	Dibos Racing/Team Peru	Mazda MX-6
85+	Chip Boatright/Mundelein, IL		Chevrolet Camaro
89*	Bruce Jones/Highbridge, NJ	Dynamic Air Conditioning	Porsche 911
91+	Lance Leonelli/Novi, MI	Argent Ltd	Buick Somerset
95*	Bob Leitzinger/State College, PA	Fastcolor Auto Art	Nissan 240SX
97*	Butch Leitzinger/State College, PA	Fastcolor Auto Art	Nissan 240SX
00+	Brian DeVries/Grand Rapids, MI	Econoline Abrasive	Oldsmobile Cutlass
06+	Vincent Musicaro/Wantagh, NY		Chevrolet Camaro

+ - GTO, \* - GTU

1993 NISSAN GRAND PRIX OF OHIO  
 3 HOUR FIRESTONE FIREHAWK ENDURANCE CHAMPIONSHIP  
 FOR GRAND SPORTS, SPORTS AND TOURING  
 MID-OHIO SPORTS CAR COURSE - LEXINGTON, OH  
 JUNE 10 - 13, 1993

0S	Paul Hacker/Valatie, NY Karl Hacker/Schodack, NY Scott Hoerr/Peoria, IL Irv Hoerr/Peoria, IL	Castrol GTX	Oldsmobile Achieva SCX
2	Boris Said/Darien, CT Paul Lewis/Malibu, CA Tony PioCosta/Towaco, NJ	PAP Inc/ Leigh Miller Rcg	Porsche 944 S2
3	TBA	Champion Porsche/ Leigh Miller Rcg	Porsche 968
5	Boris Said/Darien, CT Tom Dittmer/Lake Forrest, IL Tone Grant/Chicago, IL	PAP Inc/ Leigh Miller Rcg	Porsche 944 S2
6	Doug Goad/Farmington Hills, MI Larry Schumacher/Cincinnati, OH	Jake's Team Pontiac	Pontiac Firebird Formula
8	TBA	PAP Inc/ Leigh Miller Rcg	Porsche 944 S2
9	Andy Pilgrim/Cooper City, FL	Jake's Team Pontiac	Pontiac Firebird Formula
11	Boris Said/Darien, CT Chuck Cottrell/Franktown, CO Leigh Miller/Palm Bch Gardens, FL	PAP Inc/ Leigh Miller Rcg	Porsche 944 S2
12S	Randy Pobst/Melbourne, FL Peter Schwartzott/Niagara Falls, NY		Honda Prelude VTEC
14T	Gary Lipper/Rochester, NY		Saturn SC
15S	Mark Arico/Bonsall, CA Steve Debrecht/St Louis, MO Eddie Blerschwale/San Antonio, TX	Entrepreneur Mag/Splitfire/ Dynamax	Eagle Talon Turbo
17T	Mitch Payton/Norco, CA Lance Stewart/Palm Bch Gardens, FL	Caribbean Mtrspts	Honda Prelude Si
18T	Fran Broadfoot/Ontario, Canada Dan Nye/Indianapolis, IN Lance Stewart/Palm Bch Gardens, FL	Caribbean Mtrspts	Honda Prelude Si
20S	TBA	Infinity/Viper/Secur	Eagle Talon Turbo
21S	Kris Wilson/Golden, CO Kelly Collins/Corona Del Mar, CA		Honda Prelude VTEC
23S	R L Smith/Christiana, DE David Kicak/Syracuse, NY		Mitsubishi Eclipse
25S	Peter Kleinschmidt/Knoxville, TN Ron Zitza/Winter Park, FL Mel Butt/Orlando, FL	Janos Industrial	Eagle Talon Tsi
28T	Scott Schlesinger/Golden Bch, FL Alan Gelfand/Ft Lauderdale, FL	Rally's Hamburgers	Volkswagen Corrado

30T	Blake Pridgen/Stuart, FL Greg Ditzian/Miami, FL Ken Pope/Summerfield, FL		Mazda MX-6
31T	Robert Henderson/Honeoye, NY Mark Hein/Clearwater, FL Norris Rancourt/Citrus Heights, CA		Honda Prelude Si
32	Joe Aquilante/Chester Springs, PA John Wall Sr/Salem, NH John Heinrich/Holly, MI Stu Hayner/Yorba Linda, CA	American Mtrspts	Pontiac Firebird Formula
34	Joe Aquilante/Chester Springs, PA John Heinrich/Holly, MI Stu Hayner/Yorba Linda, CA John Wall Sr/Salem, NH	American Mtrspts	Pontiac Firebird Formula
38T	Mark Hein/Clearwater, FL Norris Rancourt/Citrus Heights, CA John Green/Rosewood, CA		Honda Prelude Si
39S	Terry Earwood/Sebring, FL Don Harple/Tiffin, OH Scott Gaylord/Golden, CO Rob Wilson/Auckland, New Zealand	Splitfire/Dynomax/Entr Mag	Eagle Talon Turbo
41T	Bill Pate/Lafayette, IN Joe Nonnamaker/Canton, OH		Mazda MX-6
42T	Bill Pate/Lafayette, IN Joe Nonnamaker/Canton, OH Will Nonnamaker/Canton, OH		Mazda MX-6
44T	David Rosenblum/Langhorne, PA David Donohue/Malvern, PA		Saturn SC
48T	Ed Magner/Grand Blanc, MI Buddy Norton/Stafford Springs, CT		Oldsmobile Calais
49T	Phil Pate/Kokomo, IN Kurt Mathewson/Indianapolis, IN		Volkswagen Golf GTI
50T	Jon Lewis/Ft Myers, FL Michael DeVos/Incline Village, NV Dick Starita/Harbour Ridge, FL Tom Mohrhauser/Racine, WI	Slick 50	Honda Prelude Si
52	Gary Davis/Grosse Ile, MI David Nikolas/Bloomfield Hills, MI		BMW M3
54S	Jim Roberts/Birmingham, AL Jay Elmore/Birmingham, AL		Toyota MR-2 Turbo
55	Charles Coker, Jr/Hartsville, SC Dave White/Tampa, FL Jochen Rohr/Cincinnati, OH Joe Cogbill/Atlanta, GA	PAP/Stoddard/Rohr	Porsche 944 S2
58S	Jerry Nadeau/Danbury, CT Neil Hannemann/Livonia, MI	Infinity/Viper/Secur	Eagle Talon Turbo
62S	Forrest Granlund/Dublin, OH Peter Cunningham/Whitefish Bay, WI	Honda of America Mfg	Honda Prelude VTEC
63	Charles Coker, Jr/Hartsville, SC Dave White/Tampa, FL Jochen Rohr/Cincinnati, OH Joe Cogbill/Atlanta, GA	Tweeks LTD	Porsche 944 S2
65T	Gary Blackman/Sebring, FL John Drew/Boston, MA Mike Zimick/Akwissasne, NY Bob Lape/Sarasota, FL Ken Parschauer/Sandusky, OH	Amoco/Ford	Ford Probe GT

67T	Gary Blackman/Sebring, FL John Drew/Boston, MA Mike Zimicki/Akwissasne, NY Bob Lape/Sarasota, FL Ken Parschauer/Sandusky, OH	Amoco/Ford	Ford Probe GT
68T	Dick Ruh/Columbus, OH John Ruhlin/Columbus, OH	Amoco/Ford	Ford Probe GT
70S	Craig Conway/Daytona, FL Eric Van Cleet/Sarasota, FL Dick Sasser/Menlo Park, CA		Mitsubishi 3000 GT
71T	Howie Liebengood/Vienna, VA Doug Wright/Wilcott, IN	T C Kline Rcg	Honda Prelude Si
74S	Paul Dabinsky/Ft Mill, SC Hugh Johnson/Atlanta, GA		Mazda RX-7 Turbo
76	Bill Miller/Worthington, OH Jack Ries/Granville, OH		Chevrolet Camaro
78S	Craig Conway/Daytona, FL Eric Van Cleet/Sarasota, FL Dick Sasser/Menlo Park, CA		Mitsubishi 3000 GT
79S	Scott Gaylord/Golden, CO Rob Wilson/Auckland, New Zealand Terry Earwood/Sebring, FL Don Harple/Tiffin, OH	Dynomax/Splitfire/Ent Magazine	Eagle Talon Turbo
83T	Jason Potter/Oxford, OH Hank Mountain/Olean, NY		Honda Prelude Si
84S	Dick Read/Hoopeston, IL Prestin Read/Hoopeston, IL		Oldsmobile Calais Quad 442
86S	Don Walker/Battleground, WA Don Knowles/Springfield, VA	Infinity/Viper/Secur	Eagle Talon Turbo
91T	Ron Johnson/Long Beach, CA Mike Speakman/Baltimore, MD Bob Speakman/Lutherville, MD		Nissan Sentra SE-R
92S	Jeff Mills/Pittsburg, KS Alan Cianciarulo/Orlando, FL	Infinity/Viper/Secur	Eagle Talon Turbo
93	Jim Strunk/Cleveland, OH Walter Swick/Concord, OH Sean Swick/Madison, OH		BMW M-3
94	Gene Harrington/Louisville, KY Scott Harrington/Chicago, IL Steve McNeeley/Chicago, IL		Pontiac Firebird
96	Gene Harrington/Louisville, KY Scott Harrington/Chicago, IL Steve McNeeley/Chicago, IL		Pontiac Firebird
97T	Bill Artzberger/Birmingham, MI Gary Brosch/St Petersburg, FL Angelo Santaniello/New York, NY	Artzberger Rcg	Honda Prelude Si
98T	Rick McCormick/Anderson, CA Ray Kong/San Jose, CA Alan Pope/Plaistow, NH Pepe Pombo/Duluth, GA	Ginsana	Honda Prelude Si
99T	Rick McCormick/Anderson, CA Ray Kong/San Jose, CA Alan Pope/Plaistow, NH Pepe Pombo/Duluth, GA	Ginsana	Honda Prelude Si

00S	Paul Hacker/Valatie, NY Karl Hacker/Schodack, NY Scott Hoerr/Peoria, IL Irv Hoerr/Peoria, IL	Castrol GTX	Oldsmobile Achieva SCX
04T	Burnell Cochran/Ephrata, PA Frank DeVecchio/Trumbull, CT		Oldsmobile Achieva SC
05T	Bob Lape/Lexington, OH Ken Parschauer/Sandusky, OH	T C Kline Rcg	Honda Prelude Si
07T	Michael Ricciardi/Sudbury, MA Saida Louise/Torrance, CA		Honda Prelude Si
08T	Michael Ricciardi/Sudbury, MA Saida Louise/Torrance, CA		Honda Prelude Si

S -Sports, T -Touring

## PROVISIONAL ENTRY LIST - Oldsmobile Pro Series

No. Driver/Hometown	Sponsor/Chassis/Team
1 Tom Jagemann, Manitowoc, WI	Jagemann Stamping Lola T91/90/Olsson Engineering
4 Greg Loebel, St. Petersburg, FL	TBA Miller RM-2/Apache Racing
5 Ray Snowdon, Scranton, PA	Snowdon Family Services Swift DB-5/J & J Racing
6 Al Lewis, Chicago, IL	Gerber Plumbing Fixtures Lola T90/90/Competition Prep.
7 Erik Skirmants, Dewitt, MI (R)	TBA Lola T87/90/Skirmants Racing
8 Anthony Lazzaro, Atlanta, GA (R)	AA Asphalt/Salon Sheree' Shannon 93PS/Shannon Cars
10 Farzad Nia, Prairie View, IL	Shuler Design Swift DB-2/Komac Racing
11 Tom Harrer, Black Earth, WI	Mr. Moly/Valvoline Swift DB-5/Vestal Cars
12 Bill DeLong, Novi, MI(R)	Pratt & Miller Engineering Miller RM-2 MTI Racing
13 David Seuss, Charlestown, MA	Spinnaker Software Swift DB-5 /Executive Auto Spt.
14 Alexander Smith, Phil., PA(R)	TBA Lola T90/90/Executive Auto Spt.
15 Alan Andrea, Lake Forest, IL	Andrea Auto Dealers Lola T91/90/Olsson Engineering
17 Jeff McCusker, Brookville, NY	DOT Works Lola T88/90/Falcon Racing
19 Bob Thomas, Grand Blanc, MI	BHP Developments Lola BHP92/Thomas Engineering
21 Earl Segerdahl, Lake Forest, IL	The Segerdahl Corp. Lola T91/90/Olsson Engineering
22 Bob Liebert, Amlin, OH	Robco Racing Lola T90/90/Robco Racing
28 Duke Johnson, St. Louis, MO(R)	Subway Sandwiches Lola T88/90H /Duke Motorsports
37 Jonathan Holtzman, Frmgtn Hls, MI	Village Green Apts/Valvoline Lola JH-1 JH Racing
47 Michael Shank, Madison, WI	Efficient Air Swift DB-5/Vestal Cars
48 Terry Loebel, Indian Wells, CA	Admotion Miller RM-2/Apache Racing
64 Jim Miller, Oak Brook, IL	Pratt & Miller Engineering Miller RM-2/MTI Racing
77 Michael Munemann, Boston, MA.	TBA Doran JE-1/Doran Enterprises
78 Bruce McQuiston, New Tripoli, PA	TBA Doran JE-1/Doran Enterprises
86 David Finch, Ann Arbor, MI (R)	Dupont Automotive Products Lola T89/90/Raetech Motorsports
88 Peter Baron, Lake Forest, IL	Canderel Lola T88/90/Competition Prep.
89 Ken Castle, Ann Arbor, MI(R)	TBA Lola T87/90/Raetech Motorsports
93 Mike Borkowski, Middlebury, CT	Heart One Shannon 93PS/Falcon Racing
00 Brian DeVries, Grand Rapids, MI	Econline Abrasives Lola T89/90/Walter Mitty Mtrspts

(R) Indicates Oldsmobile Pro Series rookie



## PROVISIONAL ENTRY LIST - USAC FF2000-EAST

- 0 Scott Rubenzer, Brookfield, WI-- SBS Batteries/Taylor Design Citation Elite Ford
  - 1 Chris Simmons, East Granby, CT-- Sotare Racing '93 Van Diemen Quicksilver Ford
  - 3 Lance Norick, Edmond, OK-- L&R Racing '93 Swift DB-6 Farley Ford
  - 4 Frank Bernstein, Glastonbury, CT-- Tires International Crossle Ford
  - 5 Richard Rush, Pittsburgh, PA-- Magnum Metals & Minerals Corp. '92 Swift DB-6 Quicksilver Ford
  - 6 Tom Robertson, Wexford, PA-- Sewickley Motorsports '93 Van Diemen Elite Ford
  - 7\* Bill Slowik, Roslyn Heights, NY-- Hi-Tech Racing '86 Reynard Hi-Tech Ford
  - 8 Tom Knight, Martinez, GA-- Georgia Fire Apparatus '93 Van Diemen Ivey Ford
  - 9 Steve Harrison, Adamstown, MD-- Harrison Racing '87 Reynard Quicksilver Ford
  - 11 Terry Johnson, Glen Burnie, MD-- Johnson Motorsports '88 Reynard Loyning Ford
  - 12 Jim Belay, Mableton, GA-- Southeastern Environmental Associates '93 Van Diemen Farley Ford
  - 13 David Webb, Clearwater, FL-- Webb's Machine Design '91 Swift DB-6 Quicksilver Ford
  - 14 Bill Jordan, Waterford, MI-- J&F Painting Contractors '88 Reynard Ivey Ford
  - 15 Mike Andersen, River Vale, NJ-- Andersen Interiors '91 Swift DB-6 MWE Ford
  - 17 Henry Najem, Indianapolis, IN-- Najem Motorsports '89 Reynard Elite Ford
  - 18 Clay Collier, Sachse, TX-- Col-Met Racing '92 Swift DB-6 Farley Ford
  - 19 Tommy Uhr, Fort Worth, TX-- Bill Uhr '92 Van Diemen Quicksilver Ford
  - 20\* Rick Brunner, Hastings-on-Hudson, NY-- Construction Associates '84 Reynard MWE Ford
  - 21\* Jim Yantosca, Saugus, MA-- Notifier/NEFS/Indy Auto Parts/Mr. Sign '84 Reynard Ford
  - 26 Wally Szymanski, East Brunswick, NJ-- New Brunswick Store Fixtures '92 Swift DB-6 MWE Ford
  - 27 Matthew Connolly, Easton, PA-- Horizon Motorsports Promotions '92 EuroSwift L&B Ford
  - 28 Kris Wilson, Newport Beach, CA-- Horizon Motorsports Promo/Bel Ray '93 Euroswift L&B Ford
  - 37\* Douglas Leaman, Newark, OH-- Leaman Racing '85 Reynard Leaman Ford
  - 38 Lance Swartz, Key Largo, FL-- Rally Tire '93 Van Diemen Ivey Ford
  - 39 Chris Fahan, Reading, CT-- Valvoline/Fahan Paving '91 Swift DB-6 MWE Ford
  - 44 Beaux Barfield, Gainesville, GA-- Moran Resources '93 Van Diemen Ford
  - 50 John Hays, Carmel, IN-- Sahms Restaurant/Voice One '89 Swift DB-6 Farley Ford
  - 56 J.P. Marchetti, Glencoe, IL-- Como Inn Restaurant/Lavazza Caffè Espresso '93 Van Diemen Farley Ford
  - 77 Jacek Mucha, Laval, Que.-- Orion Packaging '93 Van Diemen Elite Ford
  - 79 Richard Taylor, East Granby, CT-- Cracker Barrel Pub/Tariffville Auto Repair '90 Crossle Rettenmeier Ford
  - 87 Kevin West, Warren, MI-- Red Line Oil/Ivey '90 Swift DB-6 Ivey Ford
  - 93 John Gearhart, Middletown, PA-- Int'l Racing Systems/Promotional Marketing '93 Reynard Ford
  - 96 Jeret Schroeder, Vineland, NJ-- Ireland Coffee & Tea/Purity Farms '93 Swift DB-6 Ivey Ford
- \* -- "B" Car.