

# It was all Henn's Foyt

A.J. stole the show  
while Wolleck fumed

By Sylvia Wilkinson



**G**uess Bob Wollek never heard the A.J. Foyt joke, the one about the race driver who died, went to heaven and found out they had a yearly event up there called the Heavenly City 500. The driver was out on the track racing, thinking "nobody ever told me heaven was going to be like this," when he was stunned to see a driver in his rear view mirror with "A. J." on his helmet. The startled driver crashed, then said, "I didn't know A. J. was dead." The answer: "He's not. That's God. He just *thinks* he's A. J. Foyt."

Bob Wollek isn't laughing, and he just won the Daytona 24-Hour Pepsi Challenge with co-drivers Claude Ballot-Lena, Preston Henn and A. J. Foyt. Yes, that adds up to four. Wollek probably wouldn't have enjoyed another of the pit jokes that Richard Petty was arriving on a 12 o'clock flight to drive a stint—if it stopped raining.

Ever since the irate Frenchman Hemery tried to burn up the canvas-bodied Stanley Steamer at the start of the 1906 Daytona Beach runs by blasting it with hot exhaust, there has been an international difference of opinion on how to run races. Since Frenchman Wollek's home turf is Le Mans, he isn't used to the loose rules that encompass a non-FIA event. A fourth driver, A. J. Foyt, was added to the winning team in the 17th hour with the explanation that team owner Henn figured with the poor weather, it was better to have three drivers in his car than two drivers and a businessman, or, P. R. man, depending on how you see it.

The winning Swap Shop Porsche, the former Meister/Andial car, with gaudy Day-glo paint on its underside, survived two turbo failures early in the event: "First the left, then a few minutes later, the right. And not a bit of trouble since," mechanic Dieter Inzinthoffer explained. Foyt, whose Aston Martin/Nimrod racer had retired at 121 laps, was asked to drive his first ever Porsche Turbo in a career that has included almost everything on four wheels. He requested to have his first run in the daylight; he got daylight at 8:30 a.m., but he also got rain. An angry Wollek told an interviewer that Foyt was not a good rain driver nor a good sports car driver. You have to wonder, this being the 25th anniversary of the track, if this isn't the way a lot of names make it into the record books, famous drivers on historic occasions sliding in hanging onto another's coattails. Certainly to have driven your way into the lead in a major race only to have your thunder stolen by an American hero whose name guarantees U.S. sports page headlines is no pleasure to anyone. But, to Foyt's eternal credit, he handled the situation, driving well in the unfamiliar car and proving once again he is one of the world's most versatile drivers.

Because spectator endurance can't be expected to match the masochism of racing insiders, the see-saw battle between first and the second place March 83G of Randy Lanier, Terry Walters and Marty Hienz that raged during the dark time was lost for most. From the 13th to the 16th hour, first and second were on the same lap. Wolters expressed shock at the poor fuel mileage of the 350 engine—four

miles per gallon—which would be considered good mileage for a 305 Can-Am motor. During the rainstorm that hit around 8 a.m. Sunday, the electric got wet and reduced the gas guzzler to a four-cylinder, but the crew opted to take a chance and make the repair. The Franz Weis final margin was minus six laps in a good day for Chevy motors: The VDS powerplant in the March and Peter Guild's Pro Motor Engineering engine in the sixth place Cooke Racing Lola T-600. The Guild motor finished with 90 pounds of oil pressure and the Midland powerplant's gauges never varied the entire race.

The Interscope Lola, one of only two in the race, opted to use the experimental Chevy V-6 Turbo engine, but only completed 47 laps before a hole in the exhaust damaged the turbo. Before the race, owner Ted Field said, "We wouldn't use the V-6 if we didn't think it was a better package. We have developed an engine before with Porsche for Indy. I hope we will have better luck

IMSA CAMEL GT, DAYTONA 24-HOUR PEPSI CHALLENGE, DAYTONA INTERNATIONAL SPEEDWAY, DAYTONA BEACH, FLA., FEB. 5-6, 1983.

RESULTS

- 1—Bob Wollek/A. J. Foyt/Claude Ballot-Lena/Preston Henn, Porsche Turbo 935, 618 laps, for an average speed of 98.781 MPH; MOV: 6 laps; 2—Randy Lanier/Terry Walters/Marty Hienz, March-Chevrolet 83G, 612; 3—Peter Halsmer/Robert Reed/Rick Knoop, Mazda RX 7, 598; 4—M. L. Speer/Ken Madren/Ray Ratcliff, Porsche Turbo 935, 578; 5—Diego Febles/Kicos Fonseca/Rio Valverde, Porsche Carrera, 568; 6—Ralph Kent Cooke/Jim Adams/John Bright, Lola T-600, 563; 7—Tico Almeida/Ernesto Soto/Miguel Morejon, Porsche Carrera, 561; 8—Pierre Honegger/Walt Bohron/David Plummer, Mazda 6TP, 553; 9—Wayne Baker/Jim Mullen/Bob Garretson, Porsche 934, 551; 10—Paul Gilgan/Al Leon/Wayne Pickering, Porsche Carrera, 547; 11—Doc Bundy/Frank Rubino/Pepe Romero, Porsche Turbo 935, 546; 12—Lee Mueller/Terry Visger/Hugh McDonough, Mazda RX 7, 544; 13—Deborah Gregg/Bonnie Henn/Kathy Rudd, Porsche 924 Carrera, 531; 14—M. H. Shafer/Doug Zitz/Jack Refanning, Porsche 911, 525; 15—Don Courtney/Brent O'Neill/Luis Seriox, Chevrolet Monza, 525; 16—Bruce Leven/Hurley Haywood/Al Holbert, Porsche Turbo 935, 515 (NR); 17—Steve Dietrich/Chris Ivey/Jim Cook, Mazda RX 7, 514; 18—Richard Lloyd/Jonathan Palmer/George Droasom, Porsche 924 Carrera, 500; 19—Roger Mandeville/Amos Johnson/Danny Smith, Mazda RX 7, 476; 20—Billy Hagen/Terry Labonte/Lloyd Frink, Chevrolet Camaro, 467; 21—Jim Downing/John Maffucci/Steve Potter, Mazda RX 7, 466; 22—Robert Overby/Don Bell/Chris Doyle, Chevrolet Camaro, 438; 23—Tom Burdall/Peter Welter/Al Bacon, Mazda RX 7, 436; 24—Tom Nebl/Nelson Silcox/R. J. Valentine, Chevrolet Camaro, 426 (NR); 25—John Paul Jr./Rene Rodriguez/Jojo Castellano, Porsche Turbo 935, 412 (NR); 26—Mike Brummer/Phil Platt/Duane Eitel, Pontiac Firebird, 411 (NR); 27—Herb Adams/Mike Meldeau/Joel Ruttman, Avanti, 410; 28—Uli Bieri/Mat Gylser/Duff Hubbard, BMW M-1, 408; 29—Wally Dallenbach Jr./Whitney Ganz/Willy T. Ribbs, Toyota Celica, 365; 30—Bard Boand/Richard Anderson/Mike Stephens, Chevrolet Corvette, 358; 31—Mike Gassaway/Scott Smith/Jojo Cogbill, Chevrolet Camaro, 357 (NR); 32—Tom Cripe/David Duncan/Dick Gauthier, Porsche 911, 312; 33—Charles Morgan/Bill Johnson/Jim Miller, Datsun ZX, 305 (NR); 34—Jim Fowells/Ray Mummery/Tom Sheehy, Mazda, RX 7, 300 (NR); 35—Klaus Bitterauf/Vicki Smith/Scott Flinders, Porsche 911, 299 (NR); 36—Carson Baird/Chip Mead/Tom Pumpally, Ferrari 512BB, 294 (NR); 37—Raul Garcia/Vince Diella, Chevrolet Camaro, 285 (NR); 38—John Morton/Tom Klausler, Ford Mustang, 284 (NR); 39—Gary Baker/Sterling Martin, Chevrolet Corvette, 284 (NR); 40—Rusty Schmidt/Scott Schmidt, Chevrolet Corvette, 263 (NR); 41—Hoyt Overbach/Pete Kirill/David Price, Chevrolet Monza, 243; 42—Jack Dunham/Jeff Klins/Jon Compton, Mazda RX 7, 242 (NR); 43—Gene Felton/Tom Williams/Lloyd Frink, Chevrolet Camaro, 223 (NR); 44—Lyn St. James/Drake Olson/John Graham, A M Nimrod, 208 (NR); 45—Tom Winters/Bob Berkstrom/Peter Dawe, Porsche 924 Carrera, 193 (NR); 46—Diego Montoya/Terry Herman/Tony Garcia, BMW M-1, 172 (NR); 47—Bob Raub/Carl Shafer/Sam Moses, Pontiac Firebird, 268 (NR); 48—Paul Gorai/Nort Northam/Larry Figard, Porsche 911, 161 (NR); 49—Del Taylor/Mike Angus/Wayne Dassinger, Buick Chevron, 152 (NR); 50—Bob Tullius/Bill Adam/Pat Bedard, Jaguar XJR 5, 130 (NR); 51—Dennis Aase/Michael Chandler/Al Unser Jr., Toyota Celica, 130 (NR); 52—Jamsal/Eduardo Barrientos/Eduardo Galdamez, Porsche Carrera, 122 (NR); 53—Ed Kuehl/Dick Neland/Dale Kreider, Chevrolet Camaro, 122 (NR); 54—Darrell Waltrip/A. J. Foyt/Guillermo Maldonado, A M Nimrod, 121 (NR); 55—Elliott Forbes-Robinson/Gary Witzenburg/Tony Joe Swan, Pontiac Firebird, 121 (NR); 56—Bill Bean/Gary Wenzel/Buzz Cason, Porsche 911, 118 (NR); 57—Kaora Hoshino/Masanori Sekiya/Gene Hackman, Toyota Celica, 118 (NR); 58—John Hulen/Ron Coupland/Bob Speakman, Porsche Carrera, 118 (NR); 59—Doug Lutz/Dave Fanaccione/Larry Connor, Porsche Carrera, 113 (NR); 60—Robert Whitaker/Karl Keok/Bill McDill, Chevrolet Camaro, 98 (NR); 61—Paul Miller/Jim Busby/Ron Grable, Porsche 924 Carrera, 91 (NR); 62—Bobby Diehl/Roy Newsome, Mazda RX 7, 87; 63—Bob Gregg/Bob Young/Bob Richardson, Chevrolet Camaro, 85 (NR); 64—Paul Canary/Jean-Paul Libert/Pascal Whitmeur, Pontiac Firebird, 85 (NR); 65—Rick Cline/Paul Romano/Mike Powell, Mazda RX 7, 82 (NR); 66—Emory Donaldson/Steve Pope/Ken Murray, Chevrolet Camaro, 79 (NR); 67—Ludwig Heimrath/Ludwig Heimrath Jr., Porsche 934, 71 (NR); 68—Ron Case/Kack Ryerson, Porsche 911, 67 (NR); 69—Doug Carmean/Don Herman/John Finger, Mazda RX 7, 57 (NR); 70—Joe Varde/Jack Baldwin/John Casey, Mazda RX 7, 52 (NR); 71—Bob Beasley/Jack Lewis/John Ashford, Porsche Carrera, 52 (NR); 72—Ted Field/Danny Ongals/Bill Whittington, Chevrolet Lola T-600, 47 (NR); 73—Bob Akin/Dale Whittington/John O'Steen, Porsche Turbo, 43 (NR); 74—A. Pallavicini/Werner Frank, Porsche Turbo, 24 (NR); 75—Milt Minter/Ronnie Bucknum, Ford Mustang, 24 (NR); 76—John Paul Sr./Phil Curran, Porsche Turbo, 15 (NR); 77—David Cowart/Kemper Miller/Mauricio DeNarvaez, Por March 826, 14 (NR); 78—Tom Ciccone/Vick Shinn/Jojo Cogbill Jr., Chevrolet Camaro, 6 (NR); 79—Lance Van Every/Ash Tisdelle, Porsche Carrera, 0 (NR).

with this project." Engine builder Ryan Falconer indicated the V-6 was going to be used in some stock cars, Darrell Waltrip's for one. "It is General Motors' main thing right now," Falconer said. "If I had my druthers, a 24-hour wouldn't be the place I'd test a new engine. We'll just have to develop as we go along because the races are too close together to allow testing time in between. The V-6 is a hundred pounds lighter with the basic engine, but add the turbo stuff and they're about the same. The V-6 is quicker than the V-8 in every department: High speed, torque, everywhere. Right now I can say that in the reliability department, the parts look good and the systems need work."

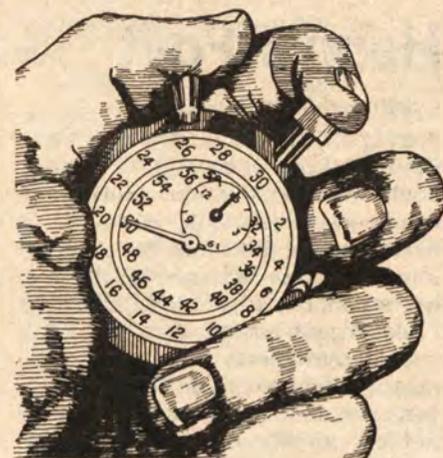
The Racing Beat-Akai backed Mazda RX-7 took third overall and first in GTO with drivers Pete Halsmer, Rick Knoop and Robert Reed. Jim Mederer's operation is run with military precision and based on the age-old principles of pure hard work, dedication and sacrifice—the team tested on New Year's Day. They came prepared to win and had only a couple of hitches: Overheating, which was corrected when the oil coolers were cleaned, a leaky windshield that led to inside fogging and a minor collision that was band-aided with duct tape.

Winning GTU was another Mazda RX-7, the Kent Racing car driven by Lee Mueller, Terry Visger and Hugh McDonough. Using the European Firestone S660, the team achieved the best finish ever for a car on radial street tires in a major race.

The Kent team had a scare when rookie McDonough, Jim Fitzgerald's nephew, had an encounter with Darrell Daltrip on the banking. Mueller figures the accident happened because "We were going 160 on a three-inch tire. We had them over-inflated. Waltrip passed Hugh close and literally sucked him up into him because we didn't have the contact patch flat enough, and he didn't have enough tire on the road to keep him from breaking loose. It was Hugh's first time at night on the banking. I told him if he got in trouble, to turn left and stand on the brake. He did and kept it out of the wall so the damage was minor."

The always quotable and often unrepeatable Dave Kent, who recently saw his Toyota backing go to Dan Gurney's All American Racing Team, after the race sang, "Oh, what a feeling to stick it up your a--." Kent felt confident from the start they were going to win. "We stumbled in there," he chuckled, then turned serious, "the bottom line is to run consistent and have no trouble. I figured us to be in the top 10 and between first and fourth in GTU. My only question had been the new drivers. I trusted Lee's judgment there and he was right."

In the factory-backed department, Mazda got the results and Toyota put on the show. Dan Gurney's All American Racers had everything from sons of great drivers to movie stars and its best finish was 29th with Wally Dallenbach Jr., Whitney Ganz and Willy T. Ribbs. Dennis Aase, whose car was retired at 130 laps with a broken rod, is considered the senior member of the team. Admitting that bringing three cars to the first race was a massive project, Aase describes it as a "young team with high talent. We



## Late Racing News

- Late reports from Brazil have Renault driver Alain Prost turning the fastest practice laps for the upcoming grand prix. Prost posted a lap of 135.25, as compared to 138.9 for world champ Keke Rosberg, 139.25 for John Watson in a McLaren and 139.95 for newcomer Danny Sullivan in a Tyrrell. Reports that he has a lock on the second Tyrrell ride are denied by Sullivan, who says he's waiting for an announcement due the end of this month.
- 1982 World Champion Alan Jones, at the moment suffering recovery pains from a broken hip, plans to run Ash Marshall's VDS 001 in the Can-Am, in addition to eight or nine IMSA drives.
- Dave Jolly, the Californian who won the ANCO Blue and Gold sprint for RS cars at Daytona last fall, came back with his Mazda RX-3 and won his first Champion Spark Plug Challenge race in the 24-hour curtain raiser.
- Even as we speak, John Fitzpatrick has finished testing the Porsche 956 at Riverside under the eye of SCCA Shaman-in-Chief John Timanus, hoping to persuade the sanctioning body to give him enough latitude to make the car competitive in the Can-Am.
- Jacques Villeneuve will be sitting in Little Al's old seat next year. Villeneuve's Canadian Tire sponsor has bought the Galles Can-Am stable.
- Three SCCA professional drivers have been named to the first team of the 13th annual American Auto Racing Writers and Broadcasters Assn. All-American racing team: Al Unser, Jr., '82 Can-Am winner; '82 PRO Rally champion John Buffum and '82 Super Vee titlist Michael Andretti.
- Terry Labonte's NASCAR efforts this year will be sponsored by Budweiser, which is also sponsoring the Paul Newman/Mario Andretti CART team, the Can-Am and Trans-Am series, the Cleveland 500 (CART) and the Grand Prix of Miami.
- Bob Sharp, six-time national champion as a racer and three times as a car owner, recently was awarded the SCCA's highest award, the Woolf Barnato Trophy, at the Club's annual convention at St. Paul, Minn. Also at the convention, SCCA Chairman R. David Jones announced the formation of the Gordon Smiley Memorial Trophy, dedicated to promotion of the sport, with the winner to be selected from nominations made by news media.

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# Henn's Foyt

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didn't pick the fastest drivers who tried out, but those who proved they could follow instructions. Gurney has been at every test. He is more excited about this team than anything he has done in a long time, and so am I. Look at the tribute Little Al gave his father on that TV special during Indy. Maybe the reason all these great drivers have such great kids—I mean as people, not just drivers—is the kids had too hard an act to follow. Their fathers weren't around that much, so they developed as individuals. Their fathers must have made the time they had with them count."

Dan Gurney won the first endurance race at Daytona—the three-hour Continental—in a 2.5 Climax-powered Lotus 19 21 years ago. He crossed the finish line that year on his starter and his winning car could match speeds with his Toyotas today. His young drivers, Whitney, Willie and Wally, are looking at three different worlds from the same seat in a Gurney Toyota. Ribbs, high strung and competitive, is the only young black racing competitively today. Whitney came from an Atlantic car to the Toyota: "The Atlantics are so precise you can't let it get away from you at all. This car is full of slack. This kind of driving isn't like pushing a car to the limit, and it is much more fun to drive." Dallenbach Jr., who has just come off the Modified circuit, carries a picture of his race car in his wallet like a proud father. "This Toyota is the

*'I drove at sunset, sunrise and when the rain came. They don't even make convicts do that.'*

fastest car I've ever driven," he said. "But since GTU cars are the slowest cars out there, I spend as much time looking backwards as forwards so I'll stay out of their way. Actually I like to watch them go by. For a moment, it's like they're moving and I'm standing still. This is good for me," the 19-year-old added. "Some day I want to drive Champ cars. Al Jr. is my hero. I look forward to seeing the Champ cars this year because since they've taken away all the trick stuff, they've got a driver in them again."

The unofficial rule of this 24-hour event was—if you're going to have a disaster, have it early and get it over with. Ninth-place finisher #9 had an open door ripped off on the pre grid by fifth finisher Diego Febles, and went on to a series of replacements that sounded like a stock list for a parts department. The eventual winner had lost two turbos by 5 o'clock. Practice makes perfect: The first repair took 11 minutes; the second, nine. Fifteen minutes after the green flag, fourth-place finisher #24 was on fire due to a leaky oil line and by 4:00, sixth-place finisher #10 had hit the wall.

The Daytona infield, as road courses go, is a simple track, but the banking where the speed is high for a long time forces rapid decisions. Entry onto the banking is relatively safe as long as the

drivers make no abrupt changes, but the exit—the best spot for getting loose—has a bump whose sole purpose it seems is tossing cars into the wall.

Because of the banking, four-time winner of the event Hurley Haywood says, this track is harder on the driver than Le Mans. "On the straight at Le Mans, you can relax your muscles, but there is no letup here. There is always pain after you drive that long and hard. If you get several hours to rest before going out again, it helps your alertness."

Driver fatigue has to be a factor. Remember the old days when cars had two drivers? Partly, today's economy forces teams to compromise their track speed by using an often inferior driver with a superior bank account to fill out the threesome, a driver who often puts in only a few hours of track time.

One happy moment came when mechanic John Bright was tapped to replace the Cooke Racing driver who couldn't get up to speed. "Ralph told me to put my tools away," Bright said, then added, "You know I always take my driver's suit."

The bad weather which hit the speedway early Sunday morning

sports. There was a time for a man and a time for a woman. At Daytona, Kathy Rude, last year's GTU winner and fifth overall, drove to 13th overall and sixth in GTO with co-drivers Debra Gregg and Bonnie Henn. After the ordeal, Rude related her hysterical radio message to Jack Atkins in the pits: "The car's on fire. The car's on fire. I'm coming in. Do you hear me?" she screamed. A calm voice came to her like a voice from the sky, "Yes, Kathy. I hear you."

For the first time, more than one car had a female driver as Lyn St. James set fastest time in an Aston-Martin Nimrod.

In the first sports car race in 1959 on the Daytona track, Bill France, Sr. gave in to the Europeans and let them run his track backwards. That practice was dropped after one event and today's racers, stock and sports car, go the same direction.

NASCAR champion Darrell Waltrip, who had his first ride in a sports car, said before the race: "I figure Daytona is a good place for me to run one of these cars for the first time because I'm familiar with two-thirds of the track. I only have one-third to figure out. I've never driven

brakes don't work very well."

This event had two comeback stories worth mentioning. Terry Visger, who recovered from horrible injuries in a formula car accident, said after winning GTU: "This was my first win since I took my tumble. I was in the kind of condition after my accident that made doctors say things like 'I hope you didn't drive cars for a living, buddy.' I'm still coming back, but I'm a whole lot better."

Ronnie Bucknum, who drove Formula One for Honda, Trans-Am for Penske, and qualified for three Indy 500s, was on hand to drive a Marketing Corp. of America Mustang with Milt Minter. If not for a broken finger, Bucknum would have won

*'The car's on fire.  
The car's on fire.  
I'm coming in.  
Do you hear me?'*

this race with Mark Donohue in 1969. "I'd broken it a few weeks before the race and was driving the car and it went snap, again. I went to an orthopedic surgeon and asked for some novacaine and he said, 'Sure, I'll put novacaine in it and after the race, come on back and I'll amputate it for you.' I didn't quit racing after 1971 because I wanted to, the sponsorship just trailed away. The tire war was over and the super teams were being formed. The good rides just weren't there for me," the 46-year-old driver recalled. "I've had a lot of laps on this track. In '71, I was second overall with Tony Adamowicz in a Ferrari. The track comes back to you right away. The difference is when the car gets a little loose, then you know what the time away has done. I'm not ready to hang it out yet. I get tired a lot quicker mainly from tension from white knuckling it. This is a good place to feel it all out again, because in a twenty-four hour, you're under no pressure to turn hot laps." Bucknum's engine failed on lap 24.

The battle between two old foes, both with 5.3-liter engines—Aston Martin and Jaguar—didn't materialize. The Aston Martin/Nimrod duo went out with engine problems, while Bob Tullius in the Jaguar went out in an accident. "Something broke in the back," he said, "and it steered right into the wall." Though he came sliding into the pits on the tub with the left front wheel missing, Tullius said the damage was not severe and the car would be ready for Miami.

Walt Bohren's new GTP Mazda, powered by the same 2.3-liter motor as used in the GTU cars, finished a creditable eighth, putting three varieties of Mazda in the top 12. Though Bohren reported the 332 Lola based suspension car had some handling problems, this was its first real outing.

To finish off the statistics: Two of the top 10 qualifiers finished, including the polesitter. Fifty of 79 starters dropped out, close to two out of three. The top 10 had variety: Six Porsches (three models), two Mazdas (two models), one Lola and one March, both Chevy-powered. And for the first time in history, a Jaguar led the race.



Dennis Ashlock

Both Aston Martin Nimrods failed to run to the finish.

when most drivers had a lot of miles on them caught the experienced and the inexperienced alike. Haywood was caught up in a tangle and crashed. The downpour caused the unheard of as the flooded track was red flagged and shut down for almost 54 minutes while the infield drained.

In a 24-hour race you can call it racing against the clock, the track, the other drivers, but Hurley says you're racing against yourself.

"Picking the right pace is based on a feeling you get. You know your qualifying pace and what the other lead guys are running and you are looking for that comfortable feeling. For me it is usually about 10 seconds off my qualifying time. The key word is discipline. Here you are in a car that you can drive much faster and the guys you run with in the short races come up to pass and you let them go by."

Possibly the high cornering speeds because of automotive and tire development mean higher fatigue. Ray Radcliff, in the fourth overall Porsche, remembered: "I drove at sunset, sunrise and when the rain came. They don't even make convicts do that."

The results of the 10,000-meter foot race before the event brought to mind how auto racing differs from other sports, even speed

at night or in the rain. I got rain my first laps in the car. I was nervous for a lap or two, but then I started feeling good. It's comfortable driving in that reclined position. The car was easier to drive than I expected it to be. It's so quiet in there, I could listen to the radio. It feels so good up on the banking, you don't realize how fast you're going, but that's the difference between a 3,700-pound stock car and a 2,200-pound sports car. This car doesn't bother me like the Formula One car I sat in, because there's more room in it. There's a lot of space on one side between me and the door. It has a cab around me. But I know it's a false security."

Joe Ruttman, who drove the Avanti, a car most people assumed was dead but one that is produced in 200 units a year, had trouble explaining the "platinum" magazine sponsorship to his wife. The car, he said, "handled well in the infield but I guess I'm just sort of man-handling it through there. The guys who built the car build short-track cars. They're used to make them turn left only. If you use a short track car to turn right, you hit the wall. It fees very stable on the banks, very aerodynamic. I'd like to run it at Bristol. But I tell you, I'd feel a lot better if it had liners in the tires. And either I scare easily, or the

