

Kane 93

JULY 23-25, 1993
LAGUNA SECA RACEWAY

Featuring:

- IMSA Camel GTP, Lights and World Sports Cars
- Exxon Supreme GT for GTS/GTU/GTO
- Bridgestone Supercar Championship
- Firestone Firehawk Endurance Race
- NAPA presents the Zerex Saab Pro Series

MONTEREY
CAMEL
GT
 PRESENTED BY
TOYOTA



BOSCH Spark Plugs
Kendall MOTOR OIL

Tires raced are shaved to racing depth.

Our Tires Are Ideal For Running Around Town, Too.

The Firestone Firehawk Endurance Championship series. Over the past eight years we've raced our Firehawk performance street tires nearly two million miles at the toughest tracks in the

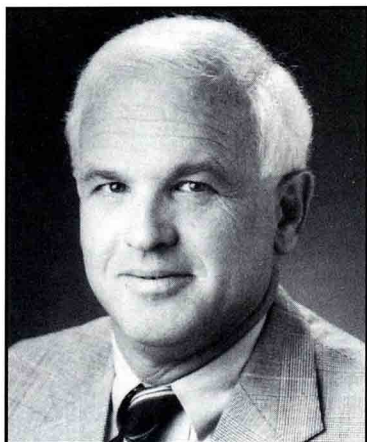
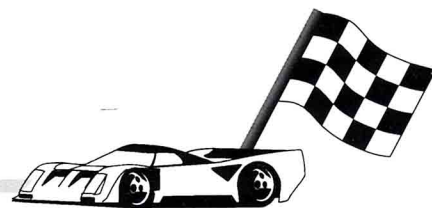
country. And all that racing experience helps us make your everyday driving experience a lot better.

Put Firestone Firehawk performance radials on your car.

They're just what you need when you're running around.



Welcome Letters



Dear Race Fans and Participants:

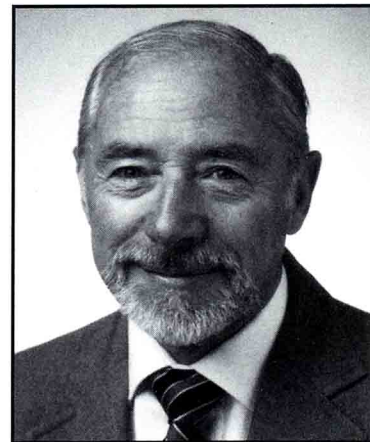
I am pleased to welcome you to the Monterey Camel GT presented by Toyota, and am delighted that you have chosen to take part in what promises to be an action-packed weekend of high-speed competition.

Toyota wishes to thank SCRAMP President Dick Lee, SCRAMP General Manager Scott Atherton, and the entire Sports Car Racing Association of the Monterey Peninsula staff who make this race weekend a perennial success.

To the tens of thousands of fans who join us for the races every year . . . "We love what you do for us!"

A handwritten signature in cursive script that reads "Les Unger".

Les Unger
Toyota National Motorsports Manager



Dear Sports Car Fans:

On behalf of all the volunteer members of the Sports Car Racing Association of the Monterey Peninsula (SCRAMP) and all our volunteers clubs, welcome to Laguna Seca Raceway.

This weekend we're proud to be hosting the Monterey Camel GT presented by Toyota with the best in IMSA competition. You'll see the ultra high-tech GTP cars as well as the Exxon Supreme GT series, the Bridgestone Supercars, the Firestone Firehawk Endurance race, Zexer Saab Pro Series and much more. In short, if you like world class sports car racing, you came to the right place!

As a result of your support and companies like our corporate partner Toyota, this year SCRAMP will again be able to donate hundreds of thousands of dollars to more than 60 local charities that supply hundreds of people and countless people-hours to SCRAMP.

Thank you for joining us. Have a great time, and we look forward to seeing you again at our upcoming events: The 20th Annual Monterey Historic Automobile Race, August 20, 21, 22 - The United States Motorcycle Grand Prix, September 10, 11, 12 - and our season finale with the Toyota Monterey Grand Prix Indy Car race, October 1, 2, 3.

Sincerely,

A handwritten signature in cursive script that reads "Richard Lee".

Richard Lee
President, SCRAMP



Table of Contents & Schedule

Table of Contents

Welcome Letters	1
Schedule	2
SCRAMP Directors.....	4
Ms. Camel GT	5
IMSA & Camel Celebrate	5
Toyota Dream Team	6
Ms. Toyota.....	7
Global Events Group.....	9
1992 GTP Race Recap	10
World Sports Cars Debut	13
Driver Profiles	14
Kane Rogers	18
Brix Racing.....	19
Full Time Racing.....	21
IMSA Support Races.....	22
Tommy Kendall.....	25
Speed Conversion Chart.....	26
What the Flags Mean	26
LSR Track Map.....	27
Helpful Track Information	28

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Schedule of Events

FRIDAY, JULY 23

9:00 am - 9:25 am	Practice - Exxon Supreme GT
9:35 am - 10:00 am	Practice - Firestone Firehawk Endurance
10:15 am - 11:15 am	Practice - Camel GTP/Lights/World Sports Car
11:25 am - 11:55 am	Practice - Exxon Supreme GT
12:05 pm - 12:30 pm	Practice - NAPA presents the Zerex Saab Pro Series
1:15 pm - 2:15 pm	Practice - Camel GTP/Lights/World Sports Car
2:30 pm - 3:15 pm	Practice - Firestone Firehawk Endurance
3:30 pm - 4:00 pm	Practice - Bridgestone Supercar Championship
4:10 pm - 4:40 pm	Qualifying 1 - Zerex Saab Pro Series
4:50 pm - 5:05 pm	Qualifying - Exxon GT: GTS & GTO (Odd #s)
5:15 pm - 5:30 pm	Qualifying - Exxon GT: GTU & GTO (Even #s)

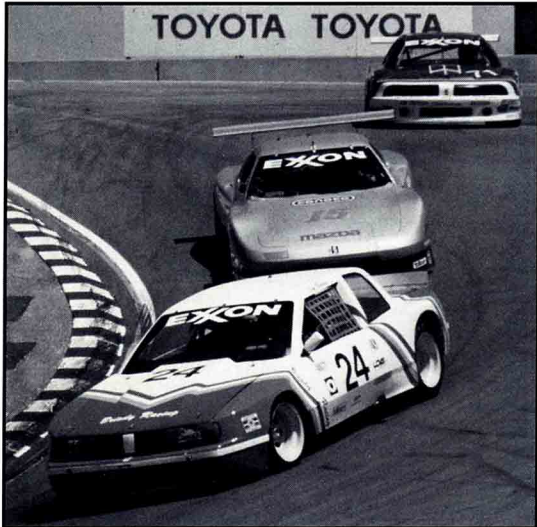
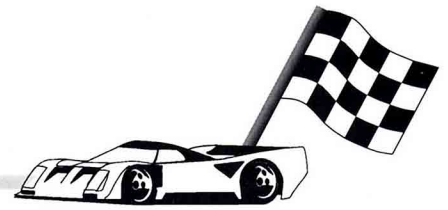
SATURDAY, JULY 24

9:00 am - 9:15 am	Qualifying - Firestone Firehawk Grand Sports & Sports (Odd #s)
9:25 am - 9:40 am	Qualifying - Firestone Firehawk Touring & Sports (Even #s)
9:50 am - 10:00 am	Warm up - Exxon Supreme GT
10:15 am - 11:15 am	Practice - Camel GTP/Lights/World Sports Car
11:30 am - 11:55 am	Practice - Bridgestone Supercar Championship
12:05 pm - 12:30 pm	Practice - Camel GTP/Lights/World Sports Car
1:20 pm - 1:35 pm	Qualifying - Camel Lights & World Sports Cars
1:45 pm - 2:30 pm	Qualifying - Camel GTP Single-car
3:00 pm - START	Exxon Supreme GT - 1 hour race for IMSA GTS/GTO/GTU cars
4:30 pm - 4:55 pm	Final Qualifying - Zerex Saab Pro Series
5:05 pm - 5:30 pm	Qualifying - Bridgestone Supercar Championship

SUNDAY, JULY 25

9:00 am - 9:10 am	Warm up - NAPA presents the Zerex Saab Pro Series
9:20 am - 9:30 am	Warm up - Bridgestone Supercar Championship
9:40 am - 9:55 am	Warm up - Camel GTP/Lights/World Sports Car
10:05 am - 10:15 am	Warm up - Firestone Firehawk Endurance
10:45 am - START	NAPA presents the Zerex Saab Pro Series - 30 minute race
11:45 am - START	Bridgestone Supercar Championship - 30 minute race for IMSA Supercars
1:10 pm - START	Monterey Camel GT presented by Toyota - 1 hour 45 minute Camel Grand Prix for IMSA GTP/Light/World Sports Car cars
3:30 pm - START	Firestone Firehawk Endurance Championship - 3 hour race for IMSA Grand Sports, Sports and Touring cars

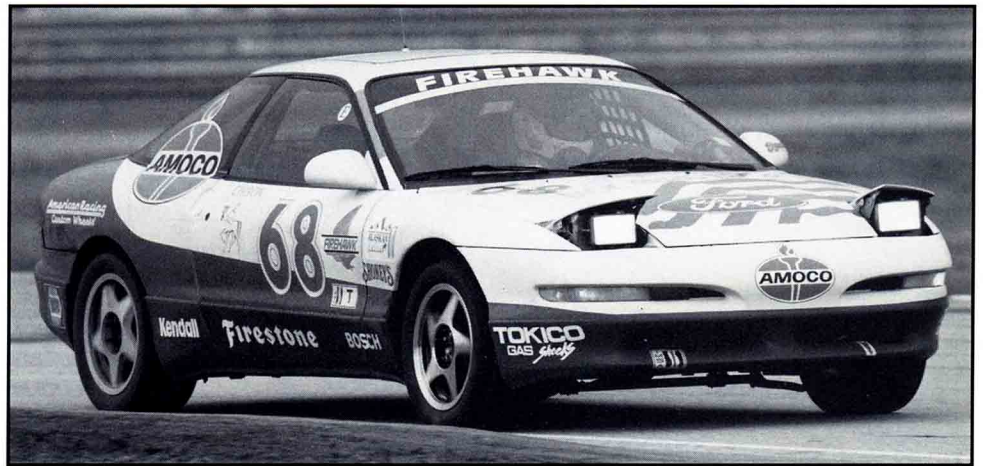
Schedule may be amended to accommodate local conditions



Exxon Supreme GT
GTS, GTO and GTU classes



Monterey Camel GT presented by Toyota
IMSA Camel GTP, Lights and World Sports Cars



Firestone Firehawk Endurance Championship
Grand Sports, Sports and Touring classes



Bridgestone Supercar Championship



NAPA presents the Zerez Saab Pro Series

1993 SCRAM DIRECTORS AND ASSISTANTS

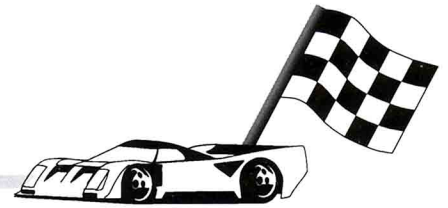
ACCOUNTING	HOSPITALITY	PROGRAMS/FUEL/INFO
*John Stornetta Sue Barkley-Burnham Dave Cohen Jerry Dannemiller Jeff Stine	*Ken Lofink *Joe Thompson Rick Buvia Greg Cawelti Brandee Cox John Cox Bob Crannell Gene Harter Lou Klatt Judy Lofink Dennis Stallcup	*Chris Johnson Pat Birch Mike Hayworth Kathy Hulette Chet McAndrews George Nicolayev Mike Supancich
ADMISSIONS	MARKETING	RACE ACTIVITIES
*David Willoughby Dan Fitch Jon Miyasaki John Pfeiffer Joe Ponsiano Matt Seidenzahl Robert Silva Mark Wheeler	*Al Stoeberl *Ken Lofink †Ted Ross Bill Zeller	*Dennis Rotter Liz Brown Jack Brown Pete Coatu Ken Groza Linda Mendiola Jon Serrine Dorothy Serrine Bob Vanderslice
CAMPING	MEDICAL	SECURITY-DAY/NIGHT
*Steve Hurst †Nancy Adamson Randy Baribeau Michael Bozardt Mike Cherry David Guernsey Warren Halstead David Kimes Lyndon Schutlzler	*Dan Strickland Art Black George Covell Bruce Meyer Karen Meyer Don Sangrey Karen Schofield	*Roger Frid *Tom Piña William Abbott Tom Hagn Bob Piña Al Schader
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*Charlie Benson †George LaBarre Karleen Bierman Philip Cherry Georgia Hiehle Mike Starr		*Bob Feeney *Rick Cowin David Garavello Ken Leal Marvin Pepper, III Pat Roach Ed Rittue
CREDENTIALS		TRAFFIC
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HARBOR CONCESSIONS		TRANSPORTATION
*Jeff Silveira		*Ed Magner Roger Born Ken Kullberg
LEGAL		
*David Willoughby		

1993 SCRAM SERVICE CLUBS

ADMISSIONS	PROGRAMS
Active 20/30 Club Capitola/Aptos Rotary Carmel Valley Rotary Carmel Valley Youth Football Monterey High School Band Boosters Club Monterey Peninsula Host Lions Old Capitol Lions Pacific Grove Adult School* Salinas YMCA* South County YMCA Y's Mens Club *Grandstands/Paddock	82nd Airborne Division Assoc. Boy Scouts of America Monterey Peninsula Kiwanis South San Jose Lions Vietnam Veterans
CAMPING	REGISTRATION
Correctional Peace Officers Foundation Moss Landing Middle School Monterey Bay European Motorcycle Club Monterey Peninsula College Athletics Outreach Program, St. George Episcopal Church Ben Lomond Youth Conservation Corps	Monterey Bay Region Porsche Club
CONCESSIONS	SECURITY
American Field Service P.G. Chapter Seaside/Monterey Chapter American Legion Post 41 CHP Squad Club—King City CHP Squad Club—Monterey Cypress Swim Club Fleet Reserve Association Fort Ord Youth Activities Masonic Youth Group MPC Honor Society RoseBud Klowns Seaside Kiwanis Club	CHP—Santa Cruz
ICE CREAM	RACE ACTIVITIES
Boy Scouts of America	Carmel Soroptimists Suicide Prevention & Crisis Center
HARBOR	SOUVENIRS
King City Rotary	Easter Seals Society Marina Volunteers Monterey Young Life Quota Club of Carmel Soroptimist of Salinas Vietnam Vets Walter Colton Student Council
MEDICAL	SPECTATOR ASSISTANCE
Maurine Church Coburn School of Nursing	Cabrillo Host Lions Monterey County Sheriff's Posse Pacific Grove Volunteer Fire YMCA—Monterey
PADDOCK	TRAFFIC
All Services Airborne Freedom Lions Club Pacific Grove Lions Club	CHP—Santa Cruz Monterey County Explorer Scouts Monterey County Sheriff— Motorcycle Squad
PARKING	
Al-Kadosh Carmel Rancho Lions Marina Rotary Club Monterey Bay Girl Scouts Salinas/Alisal Lions Club Salinas North Lions Club Seaside Lions Club Seaside Rotary Monterey Serra Club Telephone Pioneers Fleet Numeric	

* Director
† Active Honorary Director

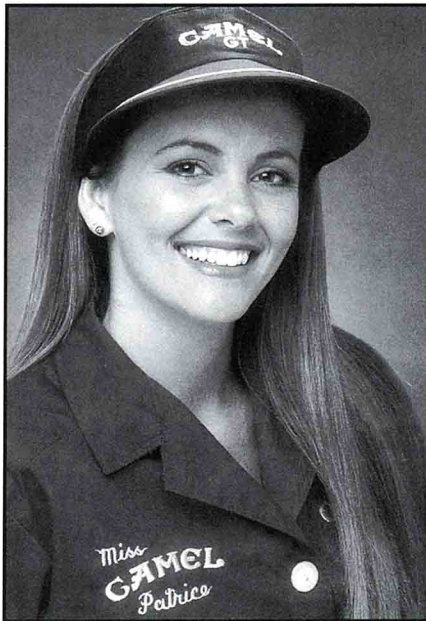
Ms. Camel GT



Paige Thomas

Paige Thomas must be one extremely busy person. Employed as full-time director of the Catholic Charities Family Counseling Center in Florida, Ms. Thomas also has been chosen by the R.J. Reynolds Tobacco Company to serve as Ms. Camel GT for 1993. Previously, she served as Ms. Camel on the AMA/Camel Supercross and Pro flat track series, along with select motorcycle road racing events.

"I really didn't know what to expect when I became Ms. Camel," said the 24-year-old native of Richmond, Virginia. "I took the position because I knew it would give me the opportunity to work with a wide variety of people. I've thor-



Paige Thomas

oughly enjoyed working the motorcycle programs over the past two years, and am looking forward to

meeting everyone involved in Camel GT racing."

After receiving a bachelor of science degree in social work from the University of North Carolina at Greensboro in 1990, Ms. Thomas earned her master's degree in clinical social work from Florida State University in 1992. From there she was granted an internship at the Catholic Charities Family Counseling Center and later became director.

However, despite the demands on her time from the counseling center, Ms. Thomas enthusiastically pursues her duties as Ms. Camel GT.

"I love being Ms. Camel GT so much, I will do it as long as the people at R.J. Reynolds want me to," she said.

Camel and IMSA

The 1993 IMSA Camel GT season marks the 22nd anniversary of one of the strongest and most successful relationships in American racing history. IMSA and R.J. Reynolds Tobacco Company are now in their third decade together, during which time they have set the standards for sports car road racing.

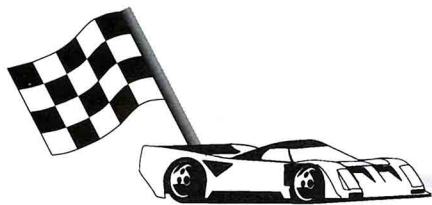
Back in 1970, IMSA founder John Bishop created Grand Touring (GT) racing, allowing international sports cars to compete against American "muscle" cars. The rules were

designed to give a variety of cars an equal chance of winning through the now-famous "sliding scale" that relates engine size to car weight.

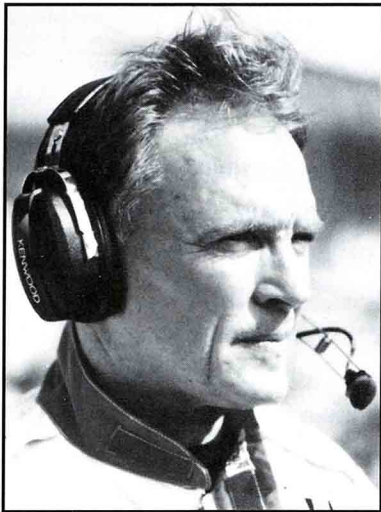
Reynolds Tobacco became the series' sponsor in 1971, and growth has been constant. Some of racing's greatest names have been and continue to compete in the Camel GT series, which is unique in that it offers a race-within-a-race. The Camel GTPs are true prototypes, purpose-built for racing, while the Camel Lights class, introduced in 1985, features smaller, less powerful

prototypes like the Acura Spice, Buick Kudzu and Ferrari Spice. The rule for 1993 requires Camel Lights entries to have a minimum of two drivers per race, with each driver required to drive at least 25 percent of the race distance to earn points.

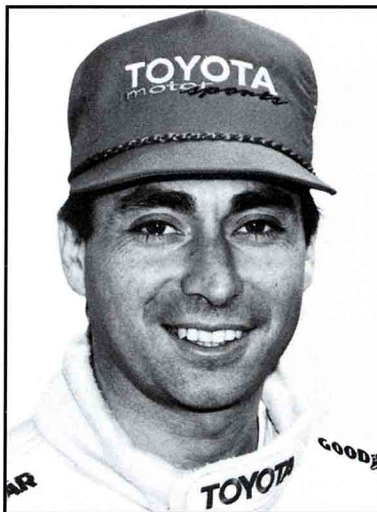
Camel GT races range in length from 90 minute sprints to 24-hour endurances, beginning with the traditional season-opener in Daytona and ending at Phoenix. Laguna Seca is the 9th stop on the 12-race circuit.



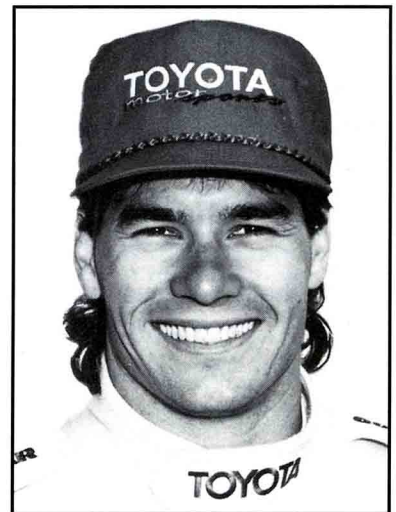
Toyota "Dream Team"



Dan Gurney



Juan Fangio II



P.J. Jones

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

Since the Toyota Eagle MKIII debuted at Laguna Seca Raceway in 1991, Dan Gurney's Toyota/All American Racers team has been racking up victories on courses across the country. This weekend, the Toyota Trio will be looking for a second straight GTP victory in Monterey, where Fangio finished first in 1992 after teammate P.J. Jones grabbed his first GTP pole position last year.

For Gurney's team, success is in the blood — Juan Manuel Fangio II is the nephew and namesake of the five-time Formula 1 World Champion, and P.J. Jones is the son of 1963 Indianapolis 500 champion Parnelli Jones.

Fangio, the reigning Camel GT

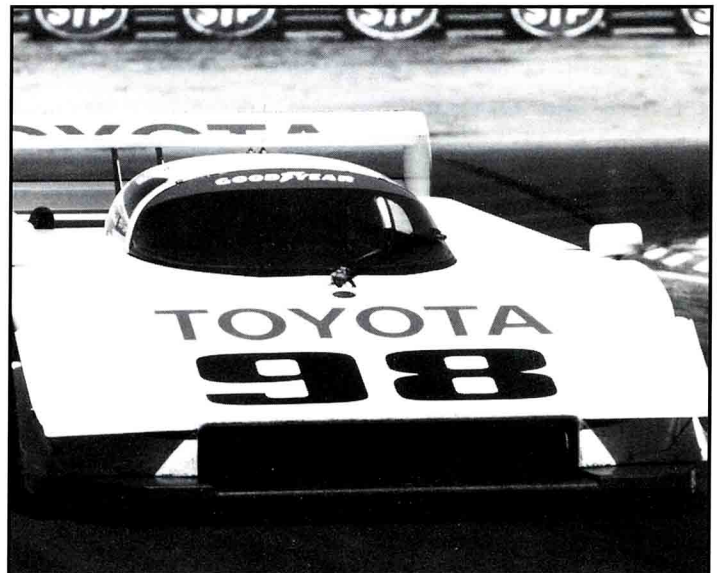
driver's champion, surpassed the legendary Peter Gregg as the winningest solo driver in Camel GT history with his win at the Toyota Grand Prix of Atlanta earlier this season. In addition to victories at Atlanta and Miami, Fangio scored his second straight triumph at the 12 Hours of Sebring, where he matched his legendary uncle's mark of two consecutive Sebring victories.

Despite several wins in the 1993 season, Fangio hasn't been able to run away in the IMSA point standings. Instead, he keeps seeing his 24-year-old teammate lurking close behind. Parnelli's eldest son has proven

to be one of the brightest young talents in the sport today.

Last year, Jones gave his elder teammate fits before Fangio pulled away for the victory.

Just one week later, Jones outduelled Fangio for his very first career GTP victory, and then followed his Portland triumph with another at Del Mar, closing out the season with two victories and two second-place



finishes 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 the 1993 championship.

"I feel pretty fortunate — there aren't a whole lot of drivers who can say they've had Dan Gurney and Parnelli Jones as their tutors," said Jones.

Gurney is the glue that holds

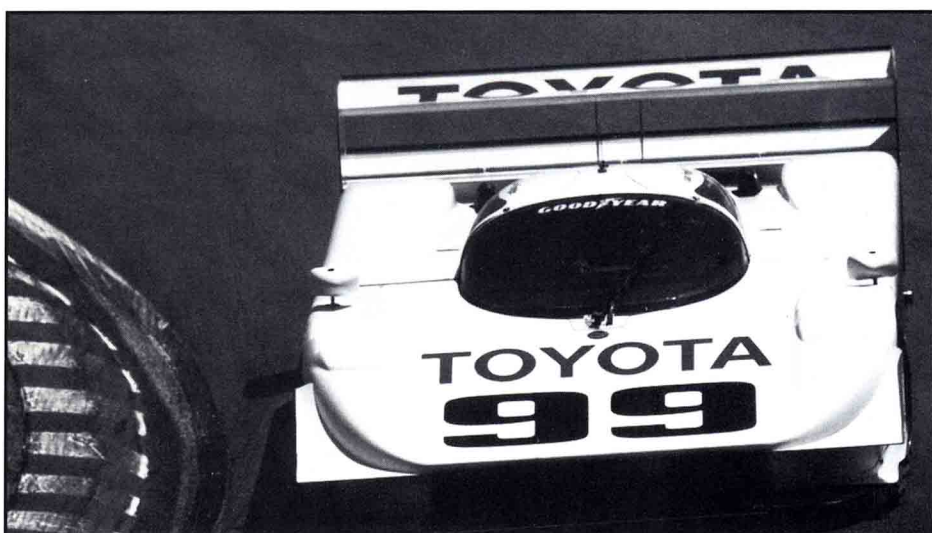
together the Toyota/AAR team. Now in his fifth decade of racing, Gurney has managed not only to keep time from passing him by, he is usually one step ahead. In the 1950s, he established himself as one of the great sports car racers in the world, while in the 1960s he won seven Formula 1 races, the 24 Hours of Le Mans and a bunch of

IndyCar and NASCAR Winston Cup races.

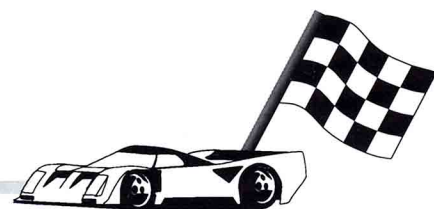
He also formed the All American Racers team that designed and built the last American F1 car to be driven to victory by an American driver (Gurney). In the 1970s, Gurney's AAR Eagles dominated IndyCar racing, winning two Indy 500s and the USAC IndyCar championship.

Then, in 1983, Gurney and Toyota began a relationship that has changed the sports car world. Beginning in GTU, the combination has registered victories in more than 40 Camel GT races, with championships in both GTO and GTP, and virtually has rewritten the Camel GT record book.

Gurney, Fangio and Jones. Three legendary names that continue to make racing history in the 1990s.



Miss Toyota



The face of Toyota Motorsports continues to sparkle thanks to Laurie Jones, Miss Toyota USA. Laurie joined Team Toyota in the fall of 1990 and has been a welcomed sight in victory circles, the Toyota Motorsports Expo, and auto shows throughout the country.

Originally from Dallas, Texas, Laurie moved to Los Angeles in 1989 and performed for several years in front of tens of thousands as a member of the popular Los Angeles Raiders' Raiderettes cheerleading squad. In addition to her duties for Toyota, she keeps busy with a variety of modeling and promotional assignments.

Each year Laurie travels throughout America attending Indycar, IMSA GTP, Toyota Atlantic Championships, and off-road truck stadium races. She can be seen signing race posters at selected times within the Toyota Motorsports Expo throughout the weekend. Stop by and say hello. Bring along a camera for a personal photo.



THE NORTHERN CALIFORNIA TOYOTA DEALERS HOPE YOU'RE ENJOYING THE RACE.

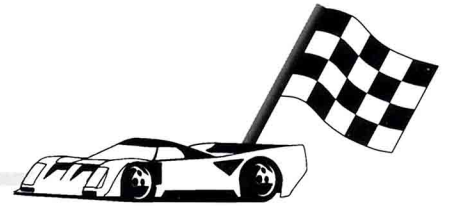
Grove's California Institute

Toyota leads car and small truck sales in Northern California.

AN FRANCISCO -- The Northern California Toyota Dealers today announced their sales results. For the third consecutive year Toyota has outperformed all other cars and small trucks, with their proven quality.

WE SURE ARE.

Global Events Group



More than ever, corporations are seeking innovative ways to break through the clutter of tiresome advertising and boring marketing campaigns. To effectively reach important target consumers, clients or employees, more savvy businesses are discovering the advantages of event marketing, and Global Events Group can help.

Rather than host a cocktail party for important clients or "treat" your employees to a company barbeque, why not show them how special they are to your business? A hospitality chalet at a major event lets you entertain and get to know key clients, customers and employees in a unique, fun and comfortable atmosphere.

Best of all, the special event experts at Global Events Group will work with you to create a truly memorable weekend, by taking care of the catering, staffing and other special amenities for your hospitality chalet.

Event sponsorship is another excellent method of reaching larger audiences, especially race fans who appreciate the support of event sponsors in bringing top races to Portland.

"From souvenir program ads to on-site signage to booths in the midway area, event sponsorship gives your company a high profile at the events your customers



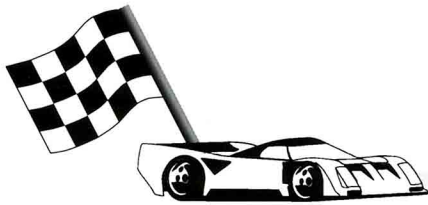
Bottom row (left to right): Sharon Tracy, Event Manager; Caroline Krebs, Event Assistant; Janet Beirsto, Event Manager. 2nd row: Gill Campbell, Event Manager; Kim Crawford, Sales Coordinator; Stephanie Speed, Receptionist; Tony Hufford, Sales Rep. 3rd Row: Mike Mulligan, Sales Rep.; Stephanie Clarke, Event Assistant; Michael Nealy, President.

attend," said Michael Nealy, president of Global Events Group.

For more information on event hospitality and sponsorship opportunities in Portland and throughout the West Coast, call Global Events Group, (503) 232-3000.

In addition to the Monterey Camel GT presented by Toyota, **Global Events Group also produces** the following events in Portland, OR: *Norm Thompson Historic Races presented by Food Pavilion*; the *G.I. Joe's/Camel Gran Prix*; and the *Horst Mager Rheinlander Oktoberfest presented by Albertsons and American Airlines*.

And in conjunction with the Portland Rose Festival Association, Global Events Group is responsible for the marketing, management and promotion of the *Rose Festival's Thrifty Auto Supply Rose Cup Races presented by Motorcraft Oil Filters*, and the *Budweiser/G.I. Joe's 200 presented by Texaco/Havoline*.



Fly Like An Eagle

Last year, Toyota was the presenting sponsor when the IMSA series made its annual stop at Laguna Seca, but the official title of that race could easily have been The Grand Auto Supply/Camel GT *Dominated* by Toyota.

As the world's fastest sports cars began arriving in Monterey earlier in the week, the Sunday showdown appeared to be brewing into a colossal battle — Toyota vs. Jaguar, Juan Fangio II vs. Davy Jones — with the coveted season GTP driver's and manufacturer's titles within each team's grasp.

For the manufacturer's championship, Toyota seemingly had the advantage with two cars on the cir-

cuit. Although Fangio's Toyota teammate P.J. Jones had been finishing in the middle of the GTP pack at most stops on the circuit, he was pitching in crucial points that edged Toyota closer to its first GTP manufacturer's title.

But the Bud Light/Jaguar team had an ace up their kevlars — 1990 Indianapolis 500 winner Arie Luyendyk. Luyendyk came to Monterey to join Davy Jones in a second Jaguar XJR-14, and as the teams prepared for the start of the race, the Toyota-Jaguar showdown was the talk of the fans and paddock alike.

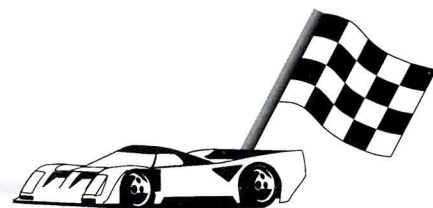
Almost lost in the excitement was the return of Chip Robinson,

whose attempt to unseat Nissan teammate as GTP champ Geoff Brabham had been doomed in a crash at Road Atlanta earlier in the season. With everyone paying attention to the Jags and Toyotas, could this be a chance for Robinson or Brabham to sneak through the field for a victory? Unfortunately for Nissan, the answer was a resounding NO as Brabham would drop out just 14 laps into the race with a mechanical problem, and Robinson would only manage a sixth place finish, three laps down.

For the Jaguar team, the greatest obstacle to overcome was not Juan Fangio II, but the XJR-14 itself. When it was purring as it



An elated Juan Fangio II celebrates victory with his team.



should, Davy Jones breezed to victory, but maddeningly for team-owner Tom Walkinshaw, mechanical failure had cost the team on more than one occasion.

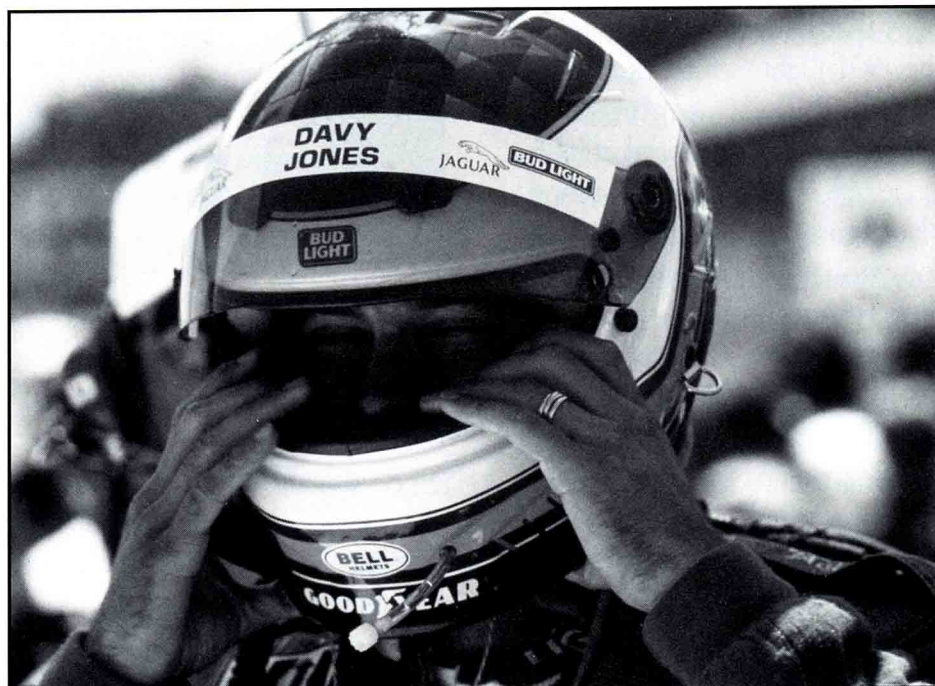
When the green flag dropped, there was a Jones on the pole as everyone had expected. However, his name was P.J., not Davy, and the 23-year-old son of Parnelli Jones went on to drive the race of his young GTP career. Fangio, as expected, quickly passed his teammate and took control of the race, thanks in part to a new aerodynamic package that All American Racers debuted for this race.

Meanwhile, Davy Jones had to contend with drivetrain problems and Arie Luyendyk struggled all afternoon with the left-handed shifter. Davy did have one advantage that might make all the difference — he needed only one pit stop while Toyota would have to take two. If he could stay close enough behind the streaking Eagles of Fangio and P.J., he could vault past them while they came into the pits for a splash of fuel.

Fangio, however, had other ideas. His Toyota Eagle MKIII was performing flawlessly, and as the race was winding down, he had a full lap plus nearly 20 seconds on Davy, giving the Argentine plenty of time for a comfortable splash and dashing the Jag's last remaining hope. P.J. Jones ended a solid day of racing

with a second-place finish, 15.7 seconds behind his Toyota teammate.

— another disappointing outing for the Mazda Motorsports team.



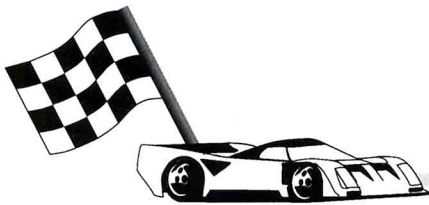
Davy Jones' biggest headache was his Jaguar XJR-14.

Although Jones and Luyendyk were able to hold on for third and fourth place finishes, respectively, Toyota's sweep literally had delivered a 1-2 punch to the Jaguar aspirations for a manufacturer's title. Fangio's first-place finish also nosed him ahead of Davy Jones in the driver's title race by a slim seven points.

Denon's David Tennyson captured fifth, while a late splash-and-go stop for Chip Robinson dropped the Nissan from third to sixth. Pete Halsmer, in the Mazda RX-792P, finished seventh while his Mazda teammate fared much worse, 13 laps back in 15th place

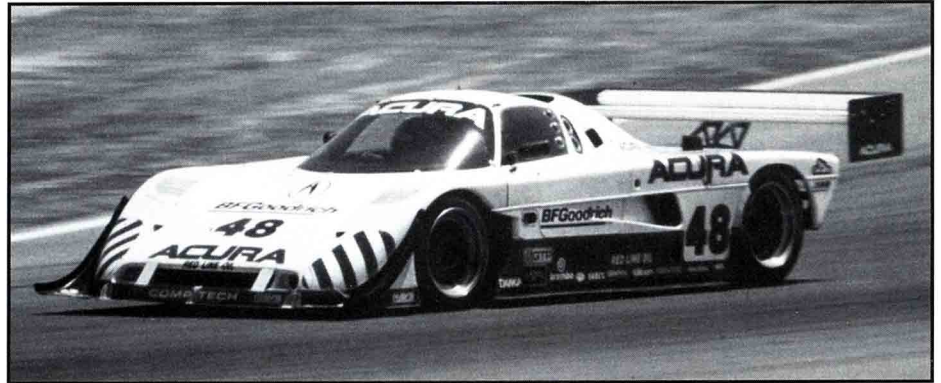
On the Lighter side, Laguna Seca once again was unkind to its "favorite son," Parker Johnstone. After growing up nearby the fabled racetrack, Johnstone has conquered just about every track on the IMSA Lights circuit, but Laguna eluded him once again. After capturing the Lights pole (Johnstone was the pole-sitter at every race in the 1992 season — a major motorsports record), Johnstone and co-driver Dan Marvin had to contend with problems with new carbon fiber brakes.

And they didn't get any help from their BFGoodrich/CompTech



Acura teammates Ruggero Melgrati and Wayne Taylor, who were co-piloting the old Spice-Acura NSX that Johnstone had driven to the 1991 Lights season title. Melgrati and Taylor captured the Lights flag a full lap ahead of Johnstone and Marvin, but the second-place finish was enough to clinch Johnstone's second consecutive Lights championship.

Fermin Velez and Andy Evans, driving the Norwegian Cruise Lines/Perry Ellis Kudzu-Buick DG-2; gave Marvin and Johnstone all they had but settled for a hard-fought third. Scandia Kudzu teammates Charles Morgan and Tommy Riggins



Acura's Ruggero Melgrati and Wayne Taylor edge out teammates Parker Johnstone and Dan Marvin for the win.

finished fourth in the Lights category.

As the GTPs and Lights return to Laguna Seca in 1993, a number of familiar faces are gone, including Davy Jones, Geoff Brabham and

Chip Robinson, but the excitement always returns no matter who is behind the wheels. Will the Eagles soar again, and will Parker Johnstone finally win in front of the "home crowd?" We're about to find out.

1992 Race Results

- 1) Juan Manuel Fangio II, Toyota Eagle MKIII, 94 laps, 104.012 mph avg. speed
- 2) P.J. Jones, Toyota Eagle MKIII, 94
- 3) Davy Jones, Jaguar XJR-14, 94
- 4) Arie Luyendyk, Jaguar XJR-14, 92
- 5) David Tennyson, Spice-Chevrolet, 91
- 6) Chip Robinson, Nissan MPT-91B, 91
- 7) Pete Halsmer, Mazda RX-792P, 89
- 8) John Paul Jr., Spice Pontiac, 88
- 9) (1st Lights) Ruggero Melgrati/Wayne Taylor, Spice-Acura, 85
- 10) (2nd Lights) Parker Johnstone/Dan Marvin, Spice-Acura, 84
- 11) (3rd Lights) Fermin Velez/Andy Evans, Kudzu DG-2-Buick, 84
- 12) (4th Lights) Charles Morgan/Tommy Riggins, Kudzu DG-2-Buick, 84
- 13) (5th Lights) Bob Schader/Tom Hessert, Spice-Buick, 84
- 14) (6th Lights) Tim McAdam/Jim Downing, Kudzu DG-2-Buick, 82
- 15) Price Cobb, Mazda RX-792P, 81
- 16) (7th Lights) Paul Debban/Carlos Bobeda/Steve Fossett, Spice-Buick, 72
- 17) Tom Kendall, Chevrolet GTP, 31 (engine)
- 18) Oscar Larrauri, Porsche 962C, 25 (mechanical)
- 19) Geoff Brabham, Nissan NPT-91C, 14 (engine)

TIME OF RACE: 2 hours, 3.189 seconds

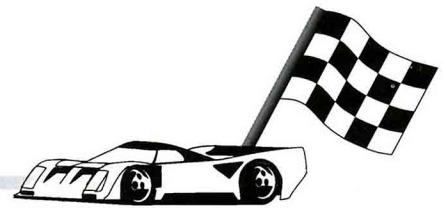
MARGIN OF VICTORY: 15.700 seconds

FASTEST QUALIFIERS:

GTP: P.J. Jones, 1:11.294/111.796 mph

Lights: Parker Johnstone, 1:20.690/98.778 mph

World Sports Cars



At the start of the 1993 race season, IMSA announced a new concept for its premier Camel GT series — the World Sports Car. The WSC car is a two-seater, open-cockpit automobile, equipped with a broad range of production-based engines, functional lighting and other devices for normal road use, and fitted with contemporary safety protection. IMSA plans to move to an all WSC field over the next couple of years. Following are excerpts from an article by IMSA Executive VP George Silbermann that explain IMSA's move to WSC cars.

Sports car racing has been through a number of cycles in its history. As the wheel begins to turn again with the advent of World Sports Cars, the industry is alive with a mixture of apprehension and excitement.

This happens every time you undertake something new in motor racing. That same special sort of

static electricity permeated road racing during the early days of the GTP evolution, and more recently during the creation of the Firestone Firehawk and Bridgestone Supercar Series.

I would be surprised (pleasantly) if there were enough World Sports Cars by the start of the 1994 season to run them exclusively. In reality, the gestation period for a car of this complexity, particularly a brand new design, might preclude a full field right out of the box. IMSA's technical staff is working on ways to reel back the performance of GTP cars so they can run competitively in 1994, but in a form such that a developed World Sports Car will be the car of choice. In time, the GTPs and Lights will be phased out.

In the final analysis, IMSA will be presenting a WSC product with many of the same ingredients we touted with the GTP cars: sophis-

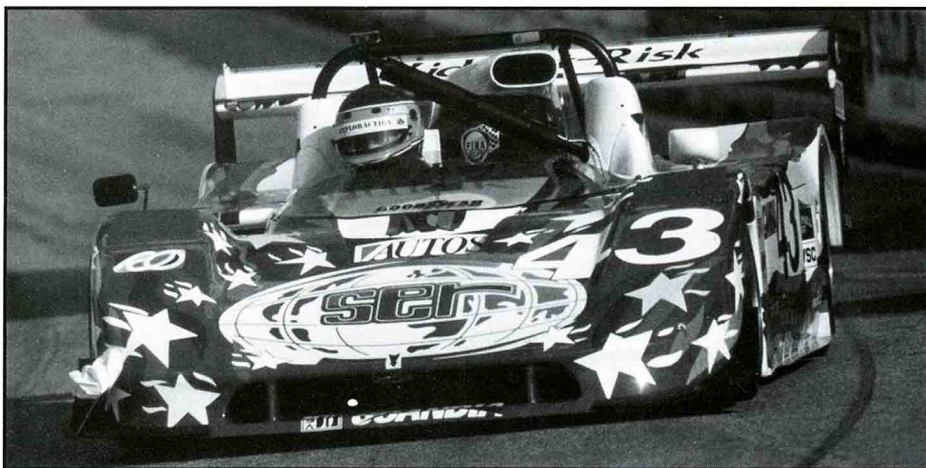
ticated state-of-the-art racing machines, a sleek, sexy up-scale image, a heroic challenge for some of the best drivers in the sport and on and on.

Many of the top manufacturers are already taking a serious look at this new direction for professional sports car racing. Despite what the newcomer might think, manufacturer involvement is usually healthy and necessary in a thriving race series. Fortunately, the World Sports Car rules have been tailored to significantly narrow the gap between the "haves" and the "have nots."

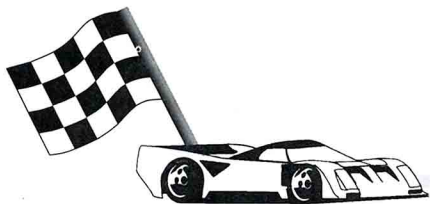
Just about every manufacturer has or will have a production engine which fits the category, so don't be surprised when many of your favorite auto makes have a presence in the World Sports Car arena in one form or another.

In fact, it will be interesting to see who actually fields the first designed-from-the-ground-up World Sports Car in competition. The early verdict is — World Sports Cars are going to be very quick, particularly at the top end, and it is going to take a serious driver to manhandle one around a race track.

It is not the first time in history that a mixture of apprehension and excitement has heralded the dawning of a new age for Camel GT. Put aside that apprehension and you'll realize that this is a great time to be a fan of professional road racing.



World Sports Cars will join the IMSA series full-time in 1994.



Derek Bell

Sussex, England
#30; Nissan NPTI

Momo

1992 GTPDNR

1992 LagunaDNR



Bob Earl

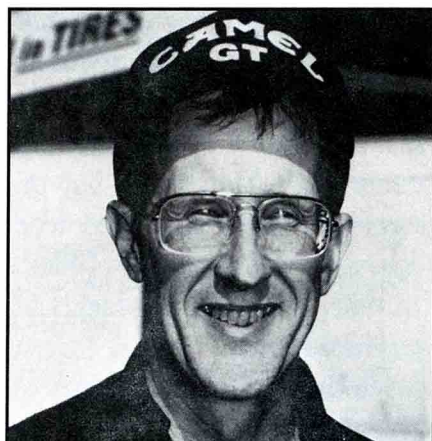
Purcellville, Virginia

#9L; Acura Spice

Motorola Cellular

1992 GTPLDNR

1992 LagunaDNR



Jim Downing

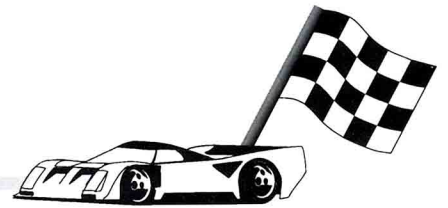
Atlanta, Georgia

#63L; Buick Kudzu DG-2

Bel Ray Oil

1992 GTPL8th

1992 Laguna6th



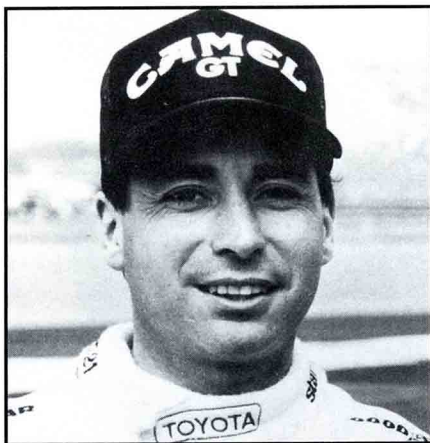
Andy Evans

Mill Creek, Washington
#45L; Buick Kudzu
American Perry Ellis
1992 GTPL4th
1992 Laguna3rd



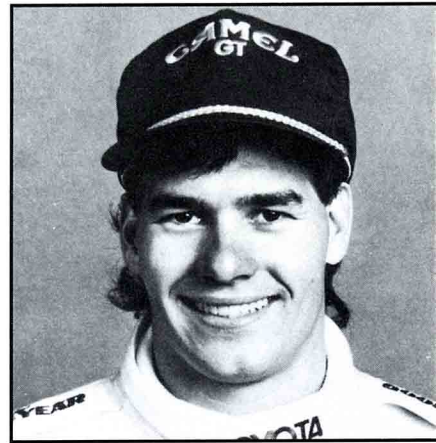
Parker Johnstone

Redmond, Oregon
#49L; Acura Spice
Acura
1992 GTPL1st
1992 Laguna2nd



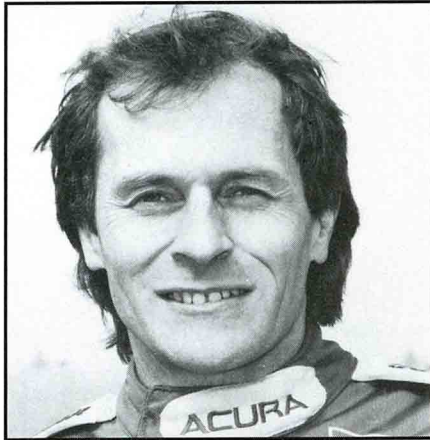
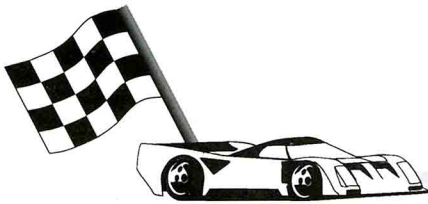
Juan Manuel Fangio II

Miami, Florida
#99; Toyota Eagle MK III
All American Racers
1992 GTP1st
1992 Laguna1st



P.J. Jones

Rolling Hills, California
#98; Toyota Eagle MK III
All American Racers
1992 GTP4th
1992 Laguna2nd



Dan Marvin

Berkeley, California
#49L; Acura Spice
Acura
1992 GTPL.....2nd
1992 Laguna.....2nd



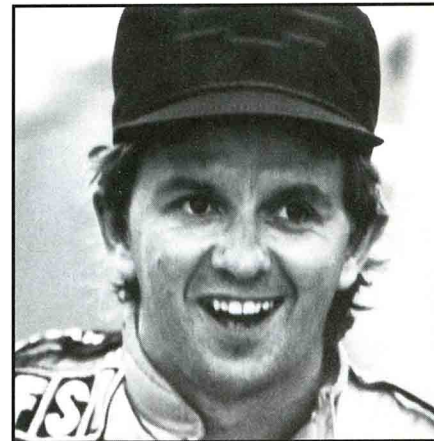
Tim McAdam

Vail, Colorado
#63L; Buick Kudzu DG-2
Bel Ray Oil
1992 GTPL.....7th
1992 Laguna.....6th



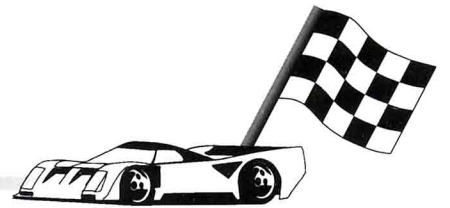
Gianpiero Moretti

Milan, Italy
#30; Nissan NPTI
Momo
1992 GTP.....6th
1992 Laguna.....DNR



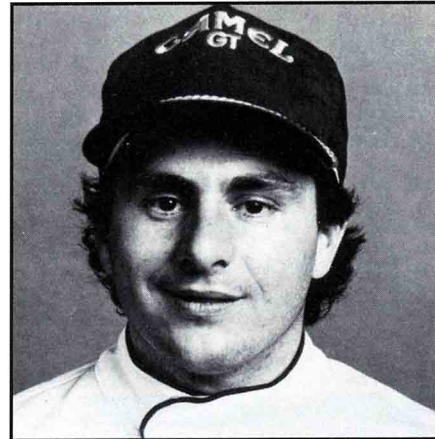
Wayne Taylor

Altamonte Springs, Fla.
#8; Chevrolet GTP
Danka Motorsports
1992 GTPL.....12th
1992 Laguna.....1st



David Tennyson

Ontario, Canada
#19; Chevrolet Spice
Denon
1992 GTP.....7th
1992 Laguna.....5th



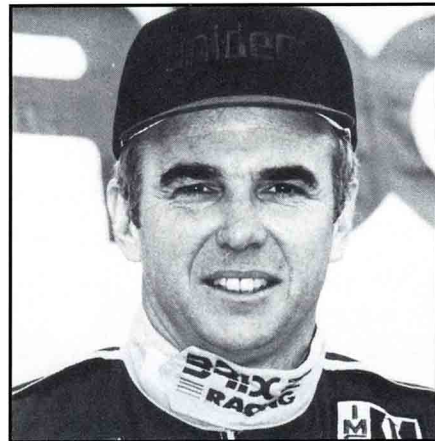
Fermin Velez

Barcelona, Spain
#45L; Buick Kudzu
American Perry Ellis
1992 GTPL3rd
1992 Laguna.....3rd



John Winter

Bremen, Germany
#7; Porsche 962C
Joest Porsche
1992 GTP31st
1992 Laguna.....11th



Bob Schader

#9L; Acura Spice
Stamford, Connecticut
Brix Racing
1992 GTPL11th
1992 Laguna.....5th



Kane Rogers

The Monterey Camel GT presented by Toyota is pleased to have the distinctive artwork of Kane Rogers, one of the premier North American automotive artists, grace the cover of this souvenir program and the event poster.



Kane Rogers, a Vancouver, British Columbia resident, chose art as a career after training as an auto mechanic and then as a commercial graphic artist. Both art and the automobile were consuming passions for Rogers. As a boy he went to races and rallies with his father and was encouraged to draw what he saw. The automobile as a subject came naturally. Art teachers suggested other subject matter but as Kane points out, "cars were the main passion." Today he works with acrylic in a photo-realist style to create beautifully detailed and dramatic images.

This is labor intensive artwork. Rogers plans a picture after careful-

ly studying a vehicle and then placing it in different contexts. He explains, "it's always a learning process, each time interesting things happen with the paintings." After deciding on a subject and completing his research, a painting will take anywhere from two weeks

to two months to complete. He prefers to work on larger scale paintings. As he says, "All your knowledge and excitement can be used on a large scene."

Kane travels extensively to races in Canada and the United States to gather material. He studies the automobiles and tracks and,

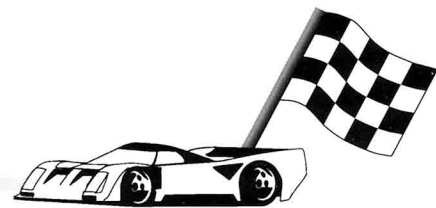
as he says, "attempts to capture the feel of the event." This involves more than just artistic observations, as he points out that he asks questions as to what details of cars were specific to particular races and what certain drivers were wearing. The result of this careful study and interpretation is dramatic. The viewer is drawn into the work and can emotionally sense the dynamics of racing machines at speed.

His painstaking research and attention to detail result in works that are more than presentations of illustrious machines - they are visual essays on the magic and mystique of the automobile.

Kane Rogers
46-2960 Steveston Hwy.
Richmond, British Columbia
Canada V7E 6C9
(604) 275-1363



BRIX Racing



When you first hear the name “Brix Racing,” you might think ‘Bricks — what a clever name for a race team.’ But the driving force behind this Acura Spice is 46-year-old Harry Brix, the president of California-based Pana-Pacific Corporation.

Brix has built an interesting sponsorship package, brick by brick, and it’s one that makes sense in the consumer electronics marketplace. In one package, he has matched Motorola Cellular telephones and Uniden pagers with communications carrier GTE Mobilnet.

“There are literally hundreds of potential suppliers of cellular telephones and pagers, but communications products need a carrier to work,” explained team owner Brix, who uses the race track as a business office extension. “What we have tried to do is take a group of products and merchandise them to the consumer’s best advantage.”

Because of its neutrality, the race track is an extraordinarily effective marketing environment compared to a more traditional environment, according to Brix.

“You can meet with people, exchange ideas and promote your products and the things you represent,” said Brix. “We can also differentiate our company from the others and why they ought to buy

from us versus other distributors.”

This year, the Brix Racing team has combined the driving and engineering talents of veteran driver and former Nissan test driver Bob Earl with that of former SCCA Sports 2000 champion Bob Schader to pilot the potent Brix Racing Acura NSX Spice. And although their plans to top the Camel Lights championship points standings haven’t materialized to the extent they’d hoped for, Earl and Schader have come tantalizingly close.

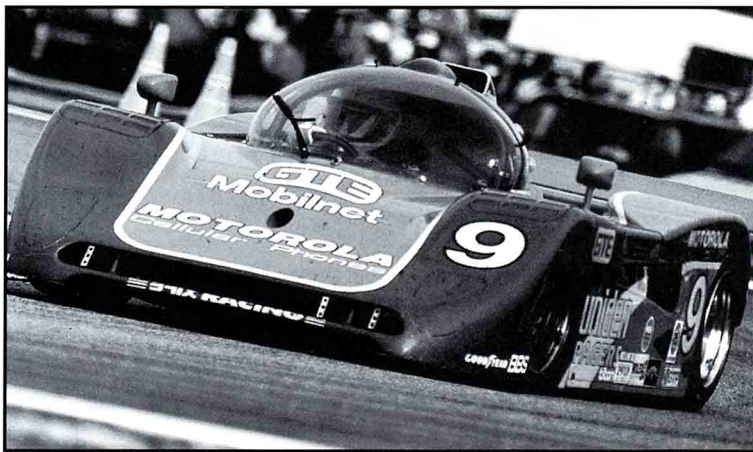
“When that elusive victory finally comes, I will relish it far more than anyone would think, because I’ll appreciate the result of a true team effort,” said Brix, who finds the learning curve to be both exhilarating and frustrating.

“I learned something from the first race I ever attended in 1966,” recalled Brix. “Mark Donahue

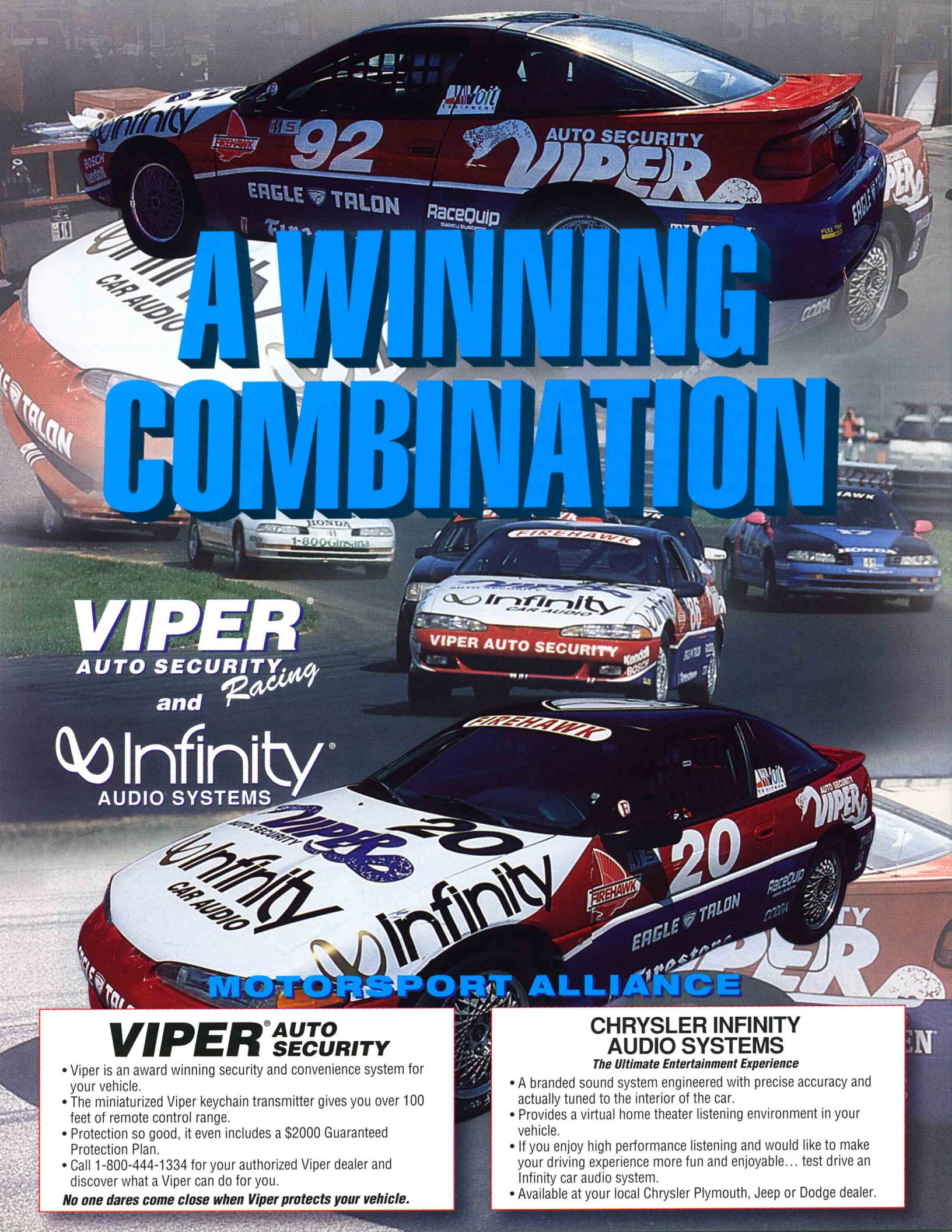
completely dominated that race except for one problem — he ran out of gas on the next to last lap, and someone else won. That taught me a lot. You can have it all figured out, but until the checkered flag falls, you don’t have anything.”

Brix understands that building a championship team from scratch requires complete commitment, dedication and focus, and he’s got more than enough of each to make it happen. Plus, Brix is involved in racing simply because he likes it.

“It’s an environment that keeps the blood boiling in me,” he said. “It keeps that competitive spirit going and translates to my employees and customers. It makes them feel like they are part of the team, and we are all in this together. That ties right out to the retail merchandising floor, and that’s part of what a winning effort can do.”



Bob Earl and Bob Schader copilot the Brix Racing Acura NSX Spice.



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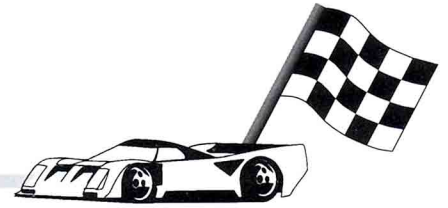
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Full-Time Racing



Considering that Firestone Firehawk races last up to three hours, the Full-Time Racing team is aptly named. The team has been steadily improving during the early races on the 1993 IMSA season.

After a 10th place finish at Sebring, the Full-Time Racing squad put together an impressive run that netted fourth at Atlanta, but one manufacturer had a clamp down on the top three spots.

"We beat everything in class but one," said Carl Russo, Full-Time's team principal. "The Honda Preludes, with the VTEC engine, were too fast and too long on fuel for us to catch them."

Russo, however, was nonetheless pleased with his team's performance and looks ahead to a promising season.

"The difference between our 10th place finish at Sebring and our fourth at Atlanta is a good indication of how far Les McAres and the team have developed and prepared our Infinity/Viper Eagle Talons," explained Russo. "Les has an amazing ability to develop a car, any car, in very short order."

McAres was quick to pass the praise onto the two newest members of the Full-Time staff, Cole Chitty and Butch Hylton.

"They bring a new benchmark to the team regarding quality preparation and the speed in which

it is accomplished," said McAres. "The drivers are extremely pleased with the quality of the race cars that they present for the on-track battles."



For Russo, sometimes the need to gather important data can outweigh the desire to place the cars a slot higher on the final results sheet.

"Having a four-car team permits us to investigate different fuel strategies, which reduces the finishing positions of a couple of the cars," admitted Russo. "Don Knowles and Don Walker performed in their usual exemplary manner and Alan Cianciarulo and Jeff Mills also did a great job. Both of the teams helped immensely in gathering fuel strategy data."

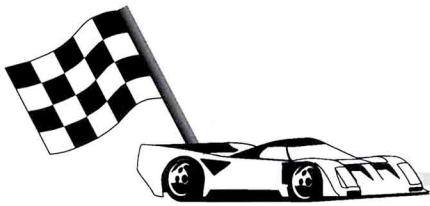
Walker, who drove for Full-Time in IMSA's GTU series in

1992, quickly discovered that professional endurance racing is a horsepower of a different color.

"I thought this might be a more relaxed form of racing, but I can

tell you first-hand that everyone in this series is out there to win!" said Walker. "At one level, these cars are very difficult to drive because they were not designed to do what we are asking them to do in racing, unlike the thoroughbred race cars like the Dodge Daytonas, which are purpose-built race cars and have little in common with production street versions."

Nevertheless, admitted Walker, "this is really exciting racing and I'm looking forward to the rest of the season."



Support Races

Exxon Supreme GT

The Exxon Supreme GT series returns to the scenic and always challenging Laguna Seca Raceway as the site of the seventh of 10 Exxon Supreme GT series events.

Under the Exxon Supreme GT series format, three races actually are taking place simultaneously.



Darin Brassfield battles for the points lead in the GTS class in the Exxon Supreme GT.

The Grand Touring Supreme (GTS) class comprises turbocharge cars with two to three liters of displacement or cars with normally aspirated engines between three and 6.5 liters.

Within the GTS class, Nissan's Steve Millen and Jonny O'Connell, Oldsmobile's Darin Brassfield and Paul Gentilozzi, and Ford's Tommy Kendall are leading the points battle. The competition between these

drivers is fierce — expect an exciting race to the finish.

The Grand Touring Under (GTU) class is for cars with normally aspirated engines with less than three liters in engine displacement, while the Grand Touring Over (GTO) class is specifically for American-made cars with normally aspirated engines exceeding three

liters in displacement.

In the thick of the GTU points race are Dick Greer, Bill Auberlen and the Nissan father-son racing team of Bob and Butch Leitzinger. Over in the GTO ranks, look for top teams like Ford Mustang drivers Les Lindley and Mike Dingman, as well as Oldsmobile's Joe Llauget and Dan Osterholt.

Bridgestone Supercar Championship

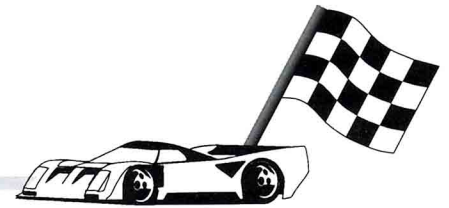
The Bridgestone Supercar Series represents a return to the way cars were built and raced 20 years ago — recognizable cars raced on relatively reasonable budgets. Supercars are exotic high-performance cars, many of them very limited in production and all available in the United States.

That includes European entries like the 1994 Porsche 911 Turbo and 944 Turbo, the four-door autobahnstomer BMW M5 and the Lotus Esprit X180R, competing against American cars like the Corvette LT1, the Pontiac Formula Firehawk and perhaps even Ferrari

348s and Dodge Viper RT-10s.

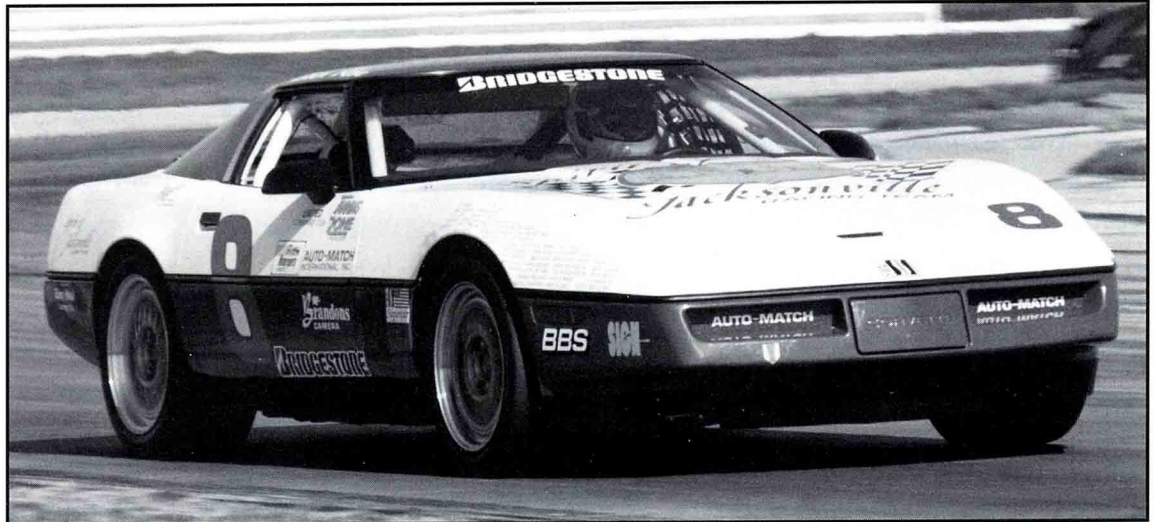
Every team works toward the championship from a different engineering perspective, in terms of number of cylinders and whether or not the engine is turbocharged. All cars race on Bridgestone Potenza RE71 ultra-high performance street tires, shaved to racing depth.

1992 champion Doc Bundy returns in his Lotus to defend his title along with teammates Andy Pilgrim, Dave Murry and Bo Lemler.



They will be battling the Porsches, who eked out a slim three-point victory over Lotus in 1992, with drivers Hurley Haywood and Hans Stuck.

Look for new contenders Nick Ham, Sean Roe and David Donahue to be right in the action when the checkered flag drops.



Sean Roe, Bridgestone Supercar Championship series' "Most Improved Driver," races a Corvette LT-1.

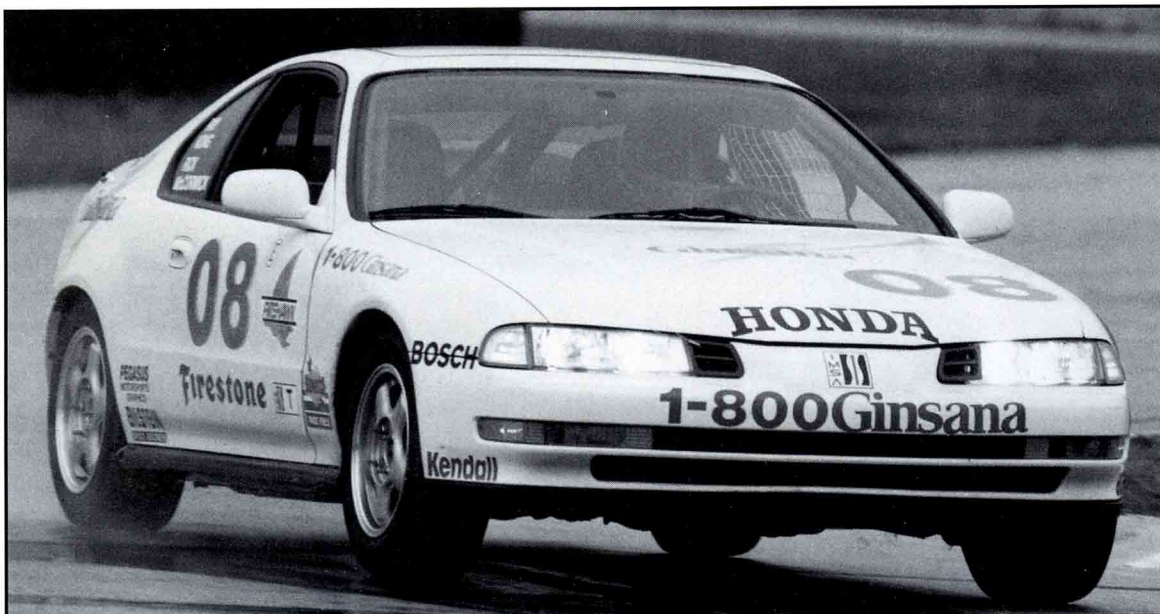
Firestone Firehawk

It's coming down to the home-stretch this weekend as the Firestone Firehawk Endurance Championship marks the seventh

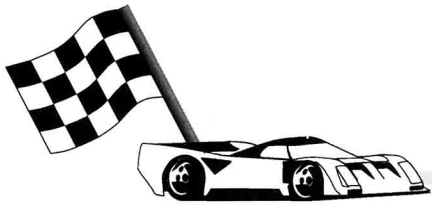
stop on the 10-race, \$1.5 million Firehawk season. Sunday's three-hour race will feature all three Firehawk series classes — Grand

Sports, Sports and Touring — all on the track at the same time. The series requires two drivers for each car, with the switch to take place during the one scheduled refueling stop during the race.

In Grand Sports look for a battle between Jake's Team Pontiac with lead drivers Doug Goad with Larry Schumacher and Andy Pilgrim with Larry Rehagen and the privately entered Firebirds driven by owner Joe Aquilante along with Kim Baker and John Heinrich.



Ray Kong of San Jose and Rick McCormick of Anderson, Calif. race a Honda Prelude Si in the Firestone Firehawk series Touring class.



Support Races

Meanwhile, in the Porsche stables is the Kelly Moss team, as well as four cars under the Leigh Miller flag. And as always, the Camero Z28s will be in the hunt so keep an eye on 1990-1992 Grand Sports champion Joe Varde.

From the Sports class come five major contenders: Eagle Talon Turbo, Honda Prelude VTEC, Oldsmobile Achieva SCX, Mitsubishi 3000 GT and Mazda RX7 Turbo. Drivers to keep an eye on are Paul and Karl Hacker and the Oldsmobile Achieva SCX team.

The Touring class is a battle between the Saturn SC, Honda Prelude Si, Fords' new Probe GT and Mazda's MX6 LS. Key teams to watch are the Inner City Youth

Saturn team, led by owner Dave Rosenblum and featuring Kris Skavnes, Keith Mitchell and Dave Donahue and Mitch Grant's Caribbean Racing team, featuring Lance Stewart and Mitch Payton driving Honda Prelude Si racers.

NAPA presents the Zerex Saab Pro Series

Created in 1986, the Zerex Saab Pro Series presented by NAPA is America's leading professional training ground series, designed specifically to develop and showcase the racing stars of tomorrow.

The Skip Barber Racing organization owns and operates the entire series. The series is like an open-

wheeled IROC race - it consists of 30 identically prepared single-seat race cars, each powered by a stock Saab Turbo two-liter engine.

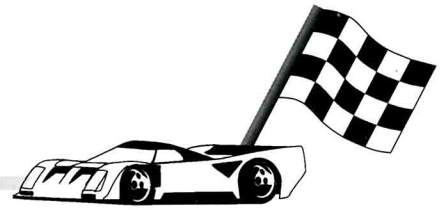
It costs drivers \$7,500 per race for a car, with a chance to take home \$10,000 for a win and a shot at the \$100,000 Career Enhancement Award given to the title winner.

IndyCar drivers Robbie Buhl, Brian Till and Brian Bonner all made their names first in Zerex Saab, as did Indy Lights stars Bryan Herta and Robert Amren, the past two Zerex Saab champions.



Barry Waddell is a leading championship contender in the Zerex Saab Pro Series.

Tommy Kendall



If you want to win in the IMSA Exxon Supreme GTS series, you need to be aggressive behind the wheel, because competition is fierce. Tommy Kendall, driving the Roush-prepared Ford Mustang Cobra, is well aware of what it takes to succeed and would like nothing better than to win the 1993 driver's championship.

Kendall certainly has the experience — he has driven professionally since age 18 and won six professional championships, beginning in 1986 when he won the IMSA series championships in both Firestone Firehawk and IMSA GTU. He then went on to capture the GTU title again in 1987 and 1988 before switching to the SCCA Trans-Am series the following year.

After finishing in the top five 11 times in 14 races, Kendall returned in 1990 to win the season championship on the strength of six victories, eight poles and 12 top-five finishes. Having conquered Trans-Am, Kendall came back to IMSA in the GTP series in 1991 and had captured three poles and five top-five finishes before his season literally crashed to a halt.

A 140-mph smash straight into a wall at Watkins Glen left

him with extensive injuries to both legs, but with the help of those around him, including his wife Caroline, parents, brothers, friends and countless fans, Kendall fought to come back.



"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 in the race car."

Now completely recovered, Kendall sees the opportunity to take another IMSA championship

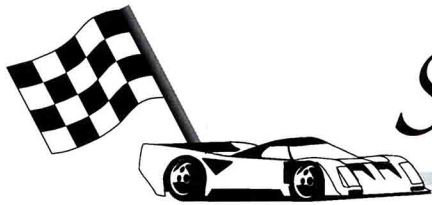
in 1993 in the GTS series.

"In racing, my philosophy is pretty simple — pursue championships," Kendall explained. "When the year has come and gone, the only thing people remember is who won. The key is being consistent, winning races and having a team behind you like the Roush team that can consistently give you a great car and work together to win that championship."

Jack Roush and his experienced crew have provided Kendall with the equipment he needs to take the season championship. The new Ford Mustang Cobra is like no other competing in the series, although the differences may not be obvious to the average eye.

"There has never been more work or effort put into one car at Roush," said Kendall. "There are a lot of hours tied up in the new Cobra, so everyone wants it to do well."

With Tommy Kendall behind the wheel, the new Cobra could be deadly for the competition.



Speed Conversion Chart/Flags

Lap Time	Speed	Lap Time	Speed
67.0	118.97	87.0	91.61
68.0	117.21	88.0	90.57
69.0	115.51	89.0	89.56
70.0	113.86	90.0	88.56
71.0	112.26	91.0	87.59
72.0	100.70	92.0	86.64
73.0	109.18	93.0	85.70
74.0	107.71	94.0	84.79
75.0	106.27	95.0	83.90
76.0	104.87	96.0	83.03
77.0	103.51	97.0	82.17
78.0	102.19	98.0	81.33
79.0	100.89	99.0	80.51
80.0	99.63	100.0	79.70
81.0	98.40	101.0	78.92
82.0	97.20	102.0	78.14
83.0	96.03	103.0	77.38
84.0	94.89	104.0	76.64
85.0	93.77	105.0	75.91
86.0	92.68		

This chart shows the conversion of time required to complete one lap of Laguna Seca Raceway into miles per hour. Start your stopwatch as a car passes a point in front of you. Check the time required for it to return to that point.

For example: If it takes a car 83.0 seconds to complete one lap, the car has averaged 96.03 mph.

What The Flags Mean

Green: Indicates the start of an event or restart after a caution period.

Red: Indicated the complete stoppage of the race due to unsafe conditions.

White: Indicated to drivers that they have started their last lap. During road course events, the white flag may also be used by corner workers to indicate that an emergency vehicle is on the racetrack.

Yellow: Indicated some unsafe condition on the track. Drivers are required to slow down, exercise caution and maintain their relative position. Cars may not pass under the yellow flag but the balance of the field may close up behind the leader.

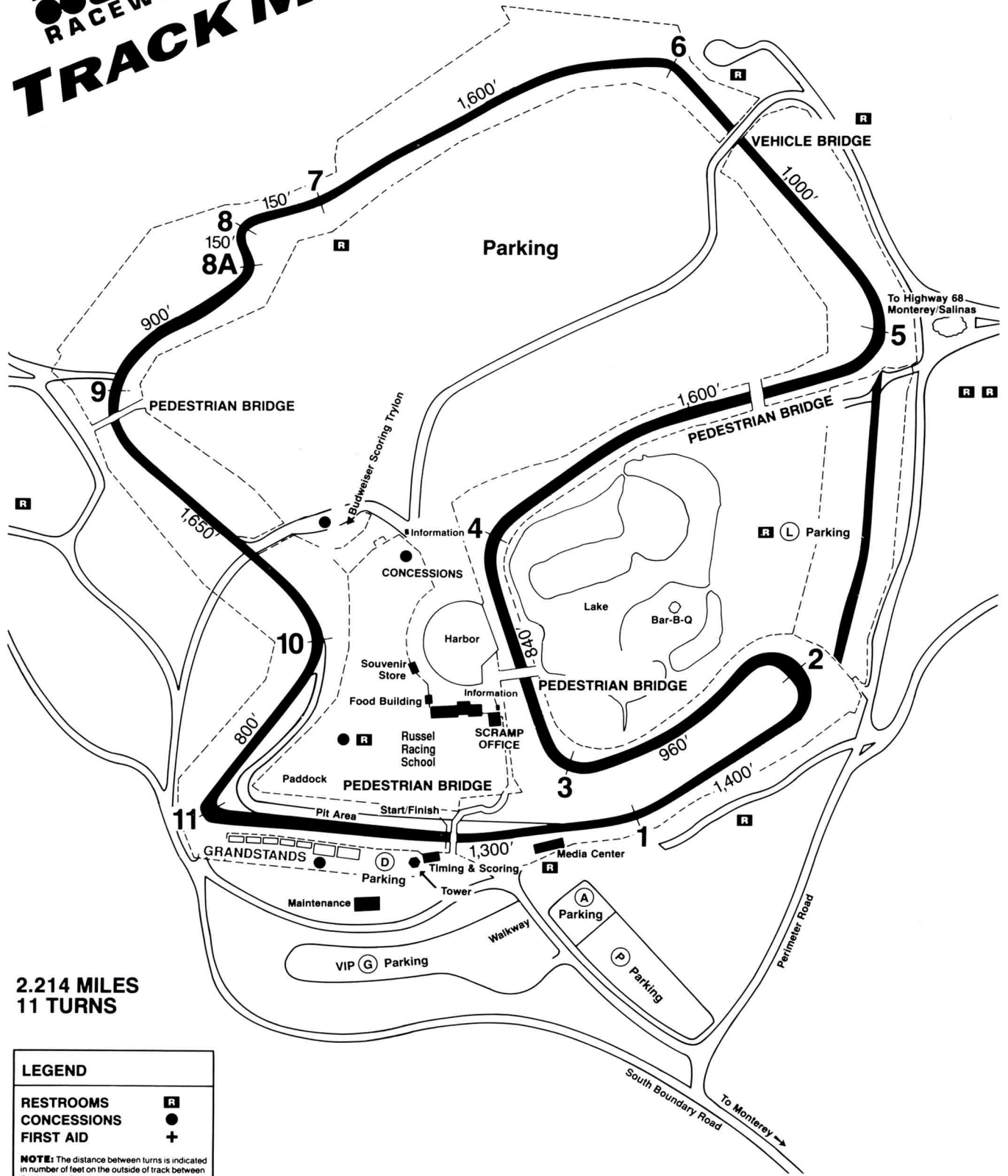
Black: Indicates the car being signaled must go immediately to the pit area for consultation. The scoring of any car that ignores the black flag will be discontinued.

Blue With A Yellow Diagonal Stripe: Indicates that a faster car is overtaking the car being signaled and the car being signaled should be prepared to give consideration to the overtaking traffic.

Yellow With Two Vertical Red Slashes: Indicates oil on the track and warns driver of specific location.

Checkered: Indicated the completion of the race.

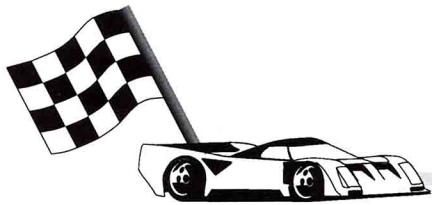
LAGUNA SECA RACEWAY TRACK MAP



**2.214 MILES
11 TURNS**

LEGEND	
RESTROOMS	R
CONCESSIONS	●
FIRST AID	+

NOTE: The distance between turns is indicated in number of feet on the outside of track between the turn numbers.



Helpful Hints

When You Are Ready to Leave

We always expect traffic congestion on the highways, particularly Highway 1, following the races. However, we have developed a NEW traffic plan for Laguna Seca Raceway and we urge you to utilize the Location Map below.

First, please follow the instruction of our officials. They will make every effort to get you out of here quickly and efficiently.

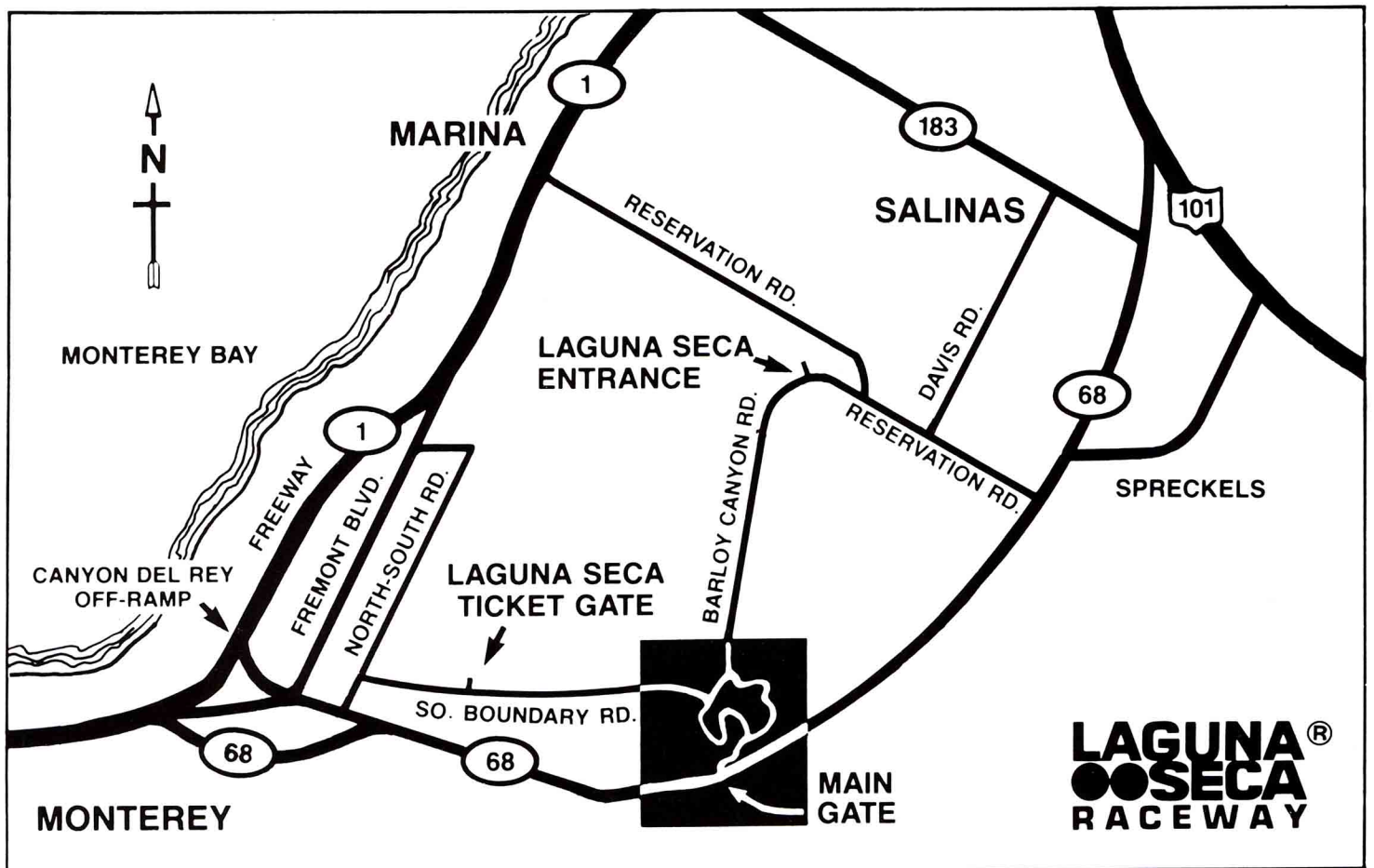
Just because you came in one

way, doesn't mean you will be able to leave by the same route. You can, however, reach your original destination point faster by working with our officials.

We will be making maximum use of the military roads through Ft. Ord. Those are: Barloy Canyon Road to Reservation Road. You can go right to reach Salinas and Highway 101 North or South. Or you can go left, through Marina, to Highway 1...again North or South.

If you are directed on to Old South Boundary Road, you will find yourself in Del Rey Oaks, which is close to the Monterey Peninsula or Highway 1 North. Traffic will also be directed through the Highway 68 Main Gate. This is a win-win situation for all.

And remember, there is radar enforcement on all roads, including Ft. Ord. Observe the speed limits. We hope you have a safe trip home and that you'll come back to see us soon.





*Presents
The*
ZEREX SAAB
PRO SERIES

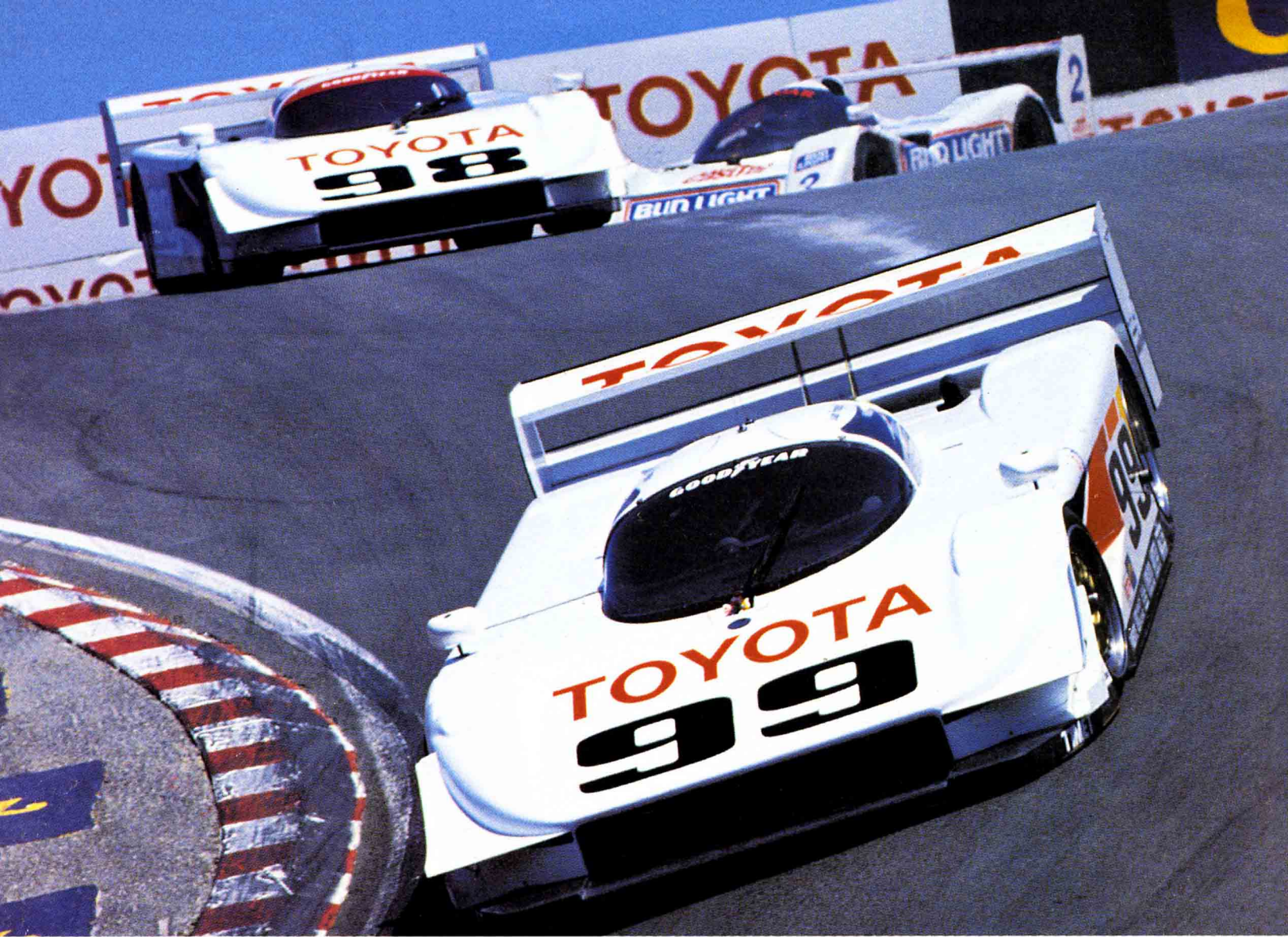
When it comes to auto parts and accessories, NAPA AUTO PARTS stores dominate the competition.

- Extensive coverage availability on over 127,000 parts and accessories.
- Nationwide Warranty Program - over 6,700 stores nationwide.
- Overnight special order availability.
- Knowledgeable counter people making sure you get the right part at the right price.
- Call toll free 1-800-LET-NAPA for the location nearest you!.

*The Temperature
Never Drops
Below*

ZEREX





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 MKIII's. At the heart of which are modified versions of the 2.0-liter turbocharged engine you'll find in our Celta 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

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1 HOUR 45 MINUTE CAMEL GRAND PRIX FOR IMSA
 GTP/WSC/LIGHTS/INTERNATIONAL GT
 LAGUNA SECA RACEWAY—MONTEREY, CA
 JULY 23-25, 1993

7	John Winter/Bremen, Germany	Joest Porsche	Porsche 962C
8	Wayne Taylor/Altamonte Springs, FL	Danka Motorsports	Chevrolet GTP
9L	Bob Schader/Boulder, CO Bob Earl/Purcellville, WA	Motorola Cellular	Acura Spice
10L	Ed Delong/Ontario, Canada Dick Sasser/Menlow Prk, CA	Mac Tools	Buick Tiga
13L	Michael Sheehan/Costa Mesa, CA Jim Pace/Jackson, MS	European Auto Sales	Mazda Kudzu DG-1
16L	Bobby Brown/Lexington, OH	Bobby Brown Racing	Buick Tiga
18W	Michel Aouate/Paris, France Ferdinand de Lesseps/Paris, France	Classic Motors of La Jolla	Venturi LM-500
19	Price Cobb/Evergreen, CO	Pactel Cellular	Chevrolet Spice
30	Massimo Sigala/Milan, Italy Derek Bell/Pagham, England	MOMO Wheels	Nissan NPTI 90-03
43W	Andy Evans/Mill Creek, WA Fermin Velez/Barcelona, Spain Francois Migault/Miami, FL	America/Perry Ellis/Scandia/SER	Buick Kudzu DG-2
46W	Oliver Cuttner/Charlottesville, VA	Pegasus BMW	BMW Pegasus
48	Robs Lamplough/London, England	Bob Pond Racing	Cosworth Allard J2-X
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
66	Charles Slater/Ft. Lauderdale, FL John Paul, Jr./West Palm Beach, FL	Sunoco Porche	Porche Gunnar 966
69N	Robbie Peacock/La Jolla, CA	Classic Motors of La Jolla	Venturi LM-500
71	Miroslav Jonak/Milton, Canada		Ford Spice
93W	Clifford Rassweiler/Miami, FL James Lee/Miami, FL		Dodge LR93
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

W-WSC, L-Lights, N-Int'l GT

1 HOUR EXXON SUPREME GT
FOR IMSA GTS/STO/GTU
ENTRY LIST

2	Bruce Trener/Martinez, CA Kent Painter/Ft. Collins, CO	Fantasy Junction/Envirodyne	Chevrolet Camaro
3	Paul Gentilozzi/Lansing, MI	Olivetii Oldsmobile	Oldsmobile Cutlass
5	Darin Brassfield/Monta Sereno, CA	Olivetti Oldsmobile	Oldsmobile Cutlass
6	Tommy Kendall/LaCanada, CA	Roush	Ford Mustang Cobra
11+	Ken Bupp/Ft. Lauderdale, FL	Sentry Bank Equipment	Chevrolet Camaro
17+	Joe Pezza/Locust Valley, NY	Garfields	Oldsmobile Cutlass
19*	Bill Auberlen/Redondo Beach, CA	ARC/Yokohama Tires	Mazda RX-7
20+	Dan Osterholt/St. Henry, OH	Hawkins Speed Shops	Oldsmobile Cutlass
28+	Rob Davis/Sonora, CA		Pontiac Firebird
47+	Charles Morgan/Conway, AR		Oldsmobile Cutlass
66*	John Goddard/Oakland, CA	Vallejo Nissan	Nissan 240SX
74+	Casey Mollett/LaCanada, CA		Ford Mustang
76	Johnny O'Connell/Chandler, AZ	Nissan	Nissan 300ZX
77	R J Gottlieb/Los Angeles, CA	Raceway	Pontiac Firebird
82*	Dick Greer/Columbus, OH	Wendy's Race Team	Mazda RX-7
84*	Eduardo Dibos/Lima, Peru	Dibos Racing/Team Peru	Mazda RX-7
92*	Dieter Oest/Torrance, CA Milt Minter/Fresno, CA	Oest Enterprises Racing	Porsche RSR
93	Milt Minter/Fresno, CA Dieter Oest/Torrance, CA	Oest Enterprises Racing	Porsche 911 Turbo
95*	Bob Leitzinger/State College, PA	Fastcolor Auto Art	Nissan 240SX
96+	Chuck Kendall/Del Mar, CA	Kendall Racing	Ford Mustang
97*	Butch Leitzinger/State College, PA	Fast Color Auto Art	Nissan 240SX
00+	Brian DeVries/Grand Rapids, MI	Econoline Abrasive	Oldsmobile Cutlass

+ -GTO, * -GTU

3 HOURS FIRESTONE FIREHAWK ENDURANCE CHAMPIONSHIP FOR GRAND SPORTS, SPORTS AND TOURING ENTRY LIST

0S	Paul Hacker/Valatie, NY Karl Hacher/Schodack, NY Scott Hoerr/Peoria, IL Irv Hoerr/Peoria, IL	Castrol GTX	Oldsmobile Achieva SCX	38T	Mark Hein/Clearwater, FL Norris Rancourt/Citrus Heights, CA John Green/Sacramento, CA Terry Earwood/Sebring, FL		Honda Prelude Si
2	Paul Lewis/Malibu, CA	Roadsport Sales/ Leigh Miller Rcg	Porsche 944 S2	39S	Terry Earwood/Sebring, FL Don Harple/Tiffin, OH Scott Gaylord/Golden, CO Rob Wilson/Auckland, New Zealand	Splitfire/Dynomax/ Entrepreneur Mag	Eagle Talon Turbo
3	Andy Evans/Mill Creek, WA Bob Kahn/San Diego, CA	Champion Porsche/ Leigh Miller Rcg	Porsche 968	41T	Bill Pate/Lafayette, IN Joe Nonnamaker/Canton, OH Will Nonnamaker/Canton, OH Kris Skavnes/Rockaway, NJ		Mazda MX-6
5	Tone Grant/Chicago, IL Mike Gagliardo/Chicago, IL	Roadsport Sales/ Leigh Miller Rcg	Porsche 944 S2	42T	Bill Pate/Lafayette, IN Joe Nonnamaker/Canton, OH Kris Skavnes/Rockaway, NJ		Mazda MX-6
6	Doug Goad/Farmington Hills, MI Larry Schumacher/Cincinnati, OH	Jake's Team Pontiac	Pontiac Firebird Formula	43T	Charlie Menard/Eau Claire, WI		Mazda MX-6
8	Ted Anderson/Portland, OR John Hays/Carmel, IN	Carrera Motors/ Leigh Miller Rcg	Porsche 944 S2	50T	Michael Devos/Incline Village, NV Dick Starita/Harbour Ridge, FL Jon Lewis/Ft. Myers, FL	Slick 50	Honda Prelude Si
9	Andy Pilgrim/Cooper City, FL Tony PioCosta/Towaco, NJ	Jake's Team Pontiac	Pontiac Firebird Formula	61S	Peter Farrell/Manasses, VA Joe Danaher/Albany, NY Ray Genao/Dominican Republic		Mazda RX-7 Turbo
11	Chuck Cottrell/Franktown, CO Leigh Miller/Palm Bch Gardens, FL	Cottrell Ltd/ Leigh Miller Rcg	Porsche 944 S2	62S	Forrest Granlund/Dublin, OH Peter Cunningham/Whitefish Boy, WI	Honda of America Mfg	Honda Prelude VTEC
12S	Randy Pobst/Melbourne, FL Peter Schwartzott/Niagara Falls, NY	T C Kline Rcg	Honda Prelude VTEC	65T	Gary Balckman/Sebring, FL John Drew/Boston, MA Mike Zimicki/Akwissasne, NY	Ford/Amoco	Ford Probe GT
13T	Bob Lape/Mansfield, OH Jim Bradley/Ft. Wayne, IN	T C Kline Rcg	Honda Prelude Si	67T	Gary Balckman/Sebring, FL John Drew/Boston, MA Mike Zimicki/Akwissasne, NY	Ford/Amoco	Ford Probe GT
14T	Garry Lippert/Rochester, NY		Saturn SC	68T	Dick Ruhl/Columbus, OH John Ruhl/Columbus, OH	Ford/Amoco	Ford Probe GT
15S	Mark Arico/Bonsall, CA David Ahlheim/Mtn View, CA Eddie Beirschwale/San Antonio, TX Hugh Johnson/Atlanta, GA	Entrepreneur Mag/ Splitfire/Dynomax	Eagle Talon Turbo	71T	Howie Liebgood/Vienna, WA Doug Wright/Wilcott, IN	T C Kline Rcg	Honda Prelude Si
16S	Peter Farrell/Manasses, VA Joe Danaher/Albany, NY Ray Genao/Dominican Republic		Mazda RX-7 Turbo	79S	Scott Gaylord/Golden, CO Rob Wilson/Auckland, NZ Terry Earwood/Sebring, FL Don Harple/Tiffin, OH	Dynomax/Splitfire/ Entrepreneur Mag	Eagle Talon Turbo
17T	Mitch Payton/Norco, CA Lance Stewart/Palm Beach Gardens, FL	Caribbean Motorsports	Honda Prelude Si	85T	Shane Lewis/Lancaster, CA John Stodt		Dodge Shadow ES
18T	Fran Broadfoot/Ontario, Canada Lance Stewart/Palm Beach Gardens, FL	Caribbean Motorsports	Honda Prelude Si	86S	Don Knowles/Springfield, VA Bryan Herta/Los Angeles, CA	Infinity/Viper/Secur	Eagle Talon Turbo
20S	Jerry Nadeau/Danbury, CT Neil Hannemann/Livonia, MI	Infinity/Viper/Secur	Eagle Talon Turbo	89T	Rick McCormick/Anderson, CA Ray Kong/San Jose, CA Pepe Pombo/Duluth, CA	Ginsana	Honda Prelude Si
21S	Kris Wilson/Goldon, CO Kelly Collins/Corona Del Mar, CA	T C Kline Rcg	Honda Prelude VTEC	92S	Jeff Mills/Pittsburg, KS Alan Clanclarulo/Orlando, FL	Infinity/Viper/Secur	Eagle Talon Turbo
28T	Scott Schlesinger/Golden Bch, FL Alan Gelfand/Ft. Lauderdale, FL	Rally's Hamburgers	Volkswagen Corrado	97T	Bill Artzberger/Birmingham, MI Dave Thlienius/Auburn Hills, MI	Honda Prelude Si	
30T	Blake Pridgen/Stuart, FL Ken Pope/Summerfield, FL		Mazda MX-6	98T	Bill Artzberger/Birmingham, MI Angelo Santaniello/New York, NY Gary Brosch/St. Petersburg, FL		Honda Prelude Si
31T	Mark Hein/Clearwater, FL Robert Henderson/Honeoye, NY John Green/Sacramento, CA Terry Earwood/Sebring, FL		Honda Prelude Si	99T	Rick McCormick/Anderson, CA Ray Kong/San Jose, CA Pepe Pombo/Duluth, GA	Ginsana	Honda Prelude Si
32	Joe Aquilante/Chester Springs, PA John Heinrich/Holly, MI Stu Hayner/Yorba Linda, CA John Wall Sr./Salem, NH	American Mtrsports	Pontiac Firebird Formula	00S	Paul Hacker/Valatie, NY Karl Hacker/Scholdack, NY Scott Hoerr/Peoria, IL Irv Hoerr/Peoria, IL	Castrol GTX	Oldsmobile Achieva SCX
34	Joe Aquilante/Chester Springs, PA John Wall Sr./Salem, NH John Heinrich/Holly, MI Stu Hayner/Yorba Linda, CA	American Mtrsports	Pontiac Firebird Formula				
36	Joe Aquilante/Chester Springs, PA John Wall Sr./Salem, NH John Heinrich/Holly, MI Stu Hayner/Yorba Linda, CA	American Mtrsprts	Pontiac Firebird Formula				

S-Sports, T-Touring

30 MINUTE BRIDGESTONE SUPERCAR CHAMPIONSHIP FOR IMSA SUPERCARS ENTRY LIST

6	Shawn Hendricks/Pickens, SC		Nissan 300 ZX-T Stillen
7	Nick Ham/Evergreen, CO	Kelly Moss Racing	Porsche 911 Turbo
8	Sean Roe/Jacksonville, FL	Auto-Match International	Chevrolet Corvette LT1
25	Mike Gagliardo/Chicago, IL	Rick-A-Shay Racing	Pontiac Firehawk
26	Rick Shay/Brighton MI	Rick-A-Shay Racing	Pontiac Firehawk
37	Jarett Freeman/Portland, OR	Lugaro Wheels USA	Porsche 944 Turbo
58	Hans Stuck/Westendorf, Austria	Brumos Porsche	Porsche 911 Turbo
59	Hurley Haywood/Jacksonville, FL	Brumos Porsche	Porsche 911 Turbo
77	John Winter/Bremen, Germany	Kelly Moss Racing	Porsche 911 Turbo
79	Izzy Sanchez/Mountainview, CA		Porsche 944 Turbo
01	Jochen Rohr/Cincinnati, OH	Rohr Corp	Porsche Carrera 2

SCHEDULE OF EVENTS

FRIDAY, JULY 23

8:00 am - 8:30 am	International Luge Road Racing Association
9:00 am - 9:25 am	Practice - Exxon Supreme GT
9:35 am - 10:00 am	Practice - Firestone Firehawk Endurance
10:15 am - 11:15 am	Practice - Camel GTP/Lights/World Sports Car
11:25 am - 11:55 am	Practice - Exxon Supreme GT
12:05 pm - 12:30 pm	Practice - NAPA presents the Zerex Saab Pro Series
1:15 pm - 2:15 pm	Practice - Camel GTP/Lights/World Sports Car
2:30 pm - 3:15 pm	Practice - Firestone Firehawk Endurance
3:30 pm - 4:00 pm	Practice - Bridgestone Supercar Championship
4:10 pm - 4:40 pm	Qualifying 1 - Zerex Saab Pro Series
4:50 pm - 5:05 pm	Qualifying - Exxon GT: GTS & GTO (Odd #s)
5:15 pm - 5:30 pm	Qualifying - Exxon GT: GTU & GTO (Even #s)

12:05 pm - 12:30 pm

1:20 pm - 1:35 pm
1:45 pm - 2:30 pm
3:00 pm - START
4:30 pm - 4:55 pm
5:05 pm - 5:30 pm

Practice - Camel GTP/Lights/World Sports Car
Qualifying - Camel Lights & World Sports Cars
Qualifying - Camel GTP Single-car
Exxon Supreme GT - 1 hour race for IMSA GTS/GTO/GTU cars
Final Qualifying - Zerex Saab Pro Series
Qualifying - Bridgestone Supercar Championship

SUNDAY, JULY 25

9:00 am - 9:10 am	Warm up - NAPA presents the Zerex Saab Pro Series
9:20 am - 9:30 am	Warm up - Bridgestone Supercar Championship
9:40 am - 9:55 am	Warm up - Camel GTP/Lights/World Sports Car
10:05 am - 10:15 am	Warm up - Firestone Firehawk Endurance
10:45 am - START	NAPA presents the Zerex Saab Pro Series - 30 minute race
11:45 am - START	Bridgestone Supercar Championship - 30 minute race for IMSA Supercars
1:10 pm - START	Monterey Camel GT presented by Toyota - 1 hour 45 minute Camel Grand Prix for IMSA GTP/Light/World Sports Car cars
3:30 pm - START	Firestone Firehawk Endurance Championship - 3 hour race for IMSA Grand Sports, Sports and Touring cars

Schedule may be amended to accommodate local conditions

Luge Road Racing



What do MTV, Diet Mountain Dew and The Discovery Channel have in common with this weekend's activities at Laguna Seca Raceway? Would you believe "luge road racing"?

What is luge road racing? It's a hybrid sport that combines "state of the art" technology and traditional ice luge technique. Luge Road Racing has been featured recently on a number of "cutting edge" programs, including MTV-Sports and in a Diet Mountain Dew television commercial.

Although fierce arguments are legendary in the "discussion" of who was the first luge road racer, it is probably attributable to the first kid who nailed his roller skates to a board and then, on his back, tried to ride down a steep hill in the neighborhood.

Luge road racing has come a long way, having been refined,

tested and perfected over the past decade. Since the early 1980s, rather than rolling down the neighborhood hill, "pilots" have raced down lonely mountain roads in California, Washington, South Carolina, Hawaii, Tokyo, Sydney, Auckland and the foothills of England and France, reaching speeds in excess of 75 miles per hour.

The sport has become an "underground" networking phenomenon with international participants, fans, followers and the press. There are an estimated 600 "pro" level riders worldwide, both male and female, who compete head to head and body to body, just inches above the pavement. Fueled by gravity and steering by body weight only, these dedicated athletes are driven by the need for excitement and speed.

The International Luge Road Racing Association

(ILRRA) is the centralized sanctioning body for Luge Road Racing and pro-level racers worldwide. Its function is to coordinate and sanction events, like the one that will take place this weekend, to develop membership policy and rules and to oversee the marketing, licensing and management of the association.

Look for the luge pilots to come screaming down Laguna Seca's corkscrew turn during the lunch breaks on Friday and Saturday and after the Supercar race on Sunday.

KEEP POLITICS OUT OF RACING!

Exciting races at affordable prices. Great drivers. First class events. More jobs and a boost for the local economy. That's what corporate sponsorship means to racing.

But now some politicians want to change that. They want to prevent certain companies from sponsoring racing events. *The politicians want to make the decisions — for the sponsors, the drivers, the tracks and the loyal fans.*

Don't let them get away with it.

Add your name to the Grass Roots Petition to Keep Government Out of Racing.

And join ACCESS — The American Coalition for Entertainment and Sports Sponsorship — working with America's fans to protect a system that works.

AMERICAN
COALITION *for*
ENTERTAINMENT
& SPORTS
SPONSORSHIP

*working with America's fans to
protect a system that works.*



GRASS ROOTS PETITION TO KEEP GOVERNMENT OUT OF RACING

Add my name to the petition. As a loyal racing fan, I join with ACCESS to oppose government efforts to interfere with sports sponsorships.

Signed: _____

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: (____) _____ Age: _____

Send me more information about ACCESS. I'd like to do more to help.

Detach & mail to: P.O. Box 27380, Washington, DC 20038-7380