

# RING FREE GOES RACING – AGAIN

## Zippo Vintage Grand Prix

WATKINS GLEN INTERNATIONAL

After much thought about our oil problems we decided to go to Watkins Glen. We arrived at Watkins Glen on Wednesday. The folks we met from the West Coast and were parked next to at Lime Rock were right behind us so we were able to be together again at The Glen. Al Desson, drives the #89 1966 TransAm Mustang, and his wife Marsha along with their friends Ed and Carol, who trailered Al's car from the coast.



Having gone thru tech on Wednesday I went out in Thursday's Driver Orientation session. The first few laps saw oil flags around half the track. Using just 5000rpm the oil temp stayed around 180° and the pressure at 50 lbs. Water temperature was 140°. For the second session I went up to 5500rpm with no change in oil pressure or temperature. Jan decided not to go out today so I went out for the third session. There were over 60 cars on the track for this session and I could not put two consecutive turns together. I started using 6000 - 6500rpm and the oil temp went up to 240° and the pressure down to 40 lbs. Water temp went up to 200°. An incident in the dog leg red flagged the session for a few laps. We expected many cars for the fourth session also so did not go out only to find it was the session with the least amount of cars. The sessions lasted for only 7 laps so there was no time to get out in the fourth.



Jan went out in the morning practice session on Friday. Using 6000rpm Jan turned a 2:29 lap with the oil pressure around 40 lbs., temperature burried at 320° and water temp 200°.



Jan started the afternoon session at 6000 but came down to 5500 after the oil pressure dropped between 30-35 lbs. Oil temperature remained burried at 320° and the water temperature still at 200°. Fastest lap was still a 2:29.



Due to our oil pressure and temperature situation we reluctantly decided to withdraw from the Sprint and Endurance races.

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Since we were not running the Endurance race we applied for and were accepted as a participant in the “Watkins Glen Race Reenactment” on Friday afternoon. There were 3 groups of cars, totaling over 140 which formed a parade from



The above photo was taken by a spectator who came up to the track and presented it to us. We understand this was done for most of the cars in the reenactment.

the track into downtown Watkins Glen. There were many spectators along the route into town. All the cars were parked along both sides of Franklin Street where they were on display. A crowd estimated at over 20,000 people were in town and along the route for the event. Chuck Cantwell stopped by and our friends from the West coast were there. There was even a marriage ceremony performed at the Start/Finish Line during the street exhibition.



We were parked in a very appropriate spot, across the street from the local Ford Dealer.



The cars were on exhibition for over an hour or so. With all to see and do during the exhibition we were a little late in getting back to the car for the start of the race reenactment. Jan and I were to be seen running down the middle of Franklin Street with all the other cars ready to start. The cars ran the old course thru the streets and countryside of Watkins Glen.



Due to the fact it was getting dark and most of the cars did not have lights we only completed 1 of the 2 scheduled laps around the old course.



Our First Start and Finish at Watkins Glen!

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Jan ran consistant 2:33s in Saturdays warm up. Started with tire pressures 24lbs. all around. Oil temperature was still burried at 320° and the pressure remained around 35-40 lbs. Water temperature was down to 170° since the weather was cool and breezy. Tire temps at the end of the session were: LF-25/22/15, RF-02/10/15

LR-12/17/22, RR-26/29/24



Curt Vogt had warned us about our cross drilled rotors and sure enough ours were beginning to crack. We only had 1 spare rotor so we changed the worst one. We also changed the points and installed new front brake pads.



We started the afternoon qualifying race with the same 24lb tire pressures and a 6000rpm red line. Jan came in on lap 3 with a vibration. A check of the tires indicated a rubber build up from the track, sometimes in chunks which



was causing the vibration.. Oil temperature was still burried at 320° however we were still getting readings around 230-245 at the oil cooler and oil filter. The oil pressure remained between 35-40 lbs. however the water temp had increased to 190°. The tire temperatures for this session were:

LF-27/23/20, RF-11/17/20

LR-34/34/31, RR-39/38/33

### DE JA VU ALL OVER AGAIN



Our grid position was as original as the car.

Due to the pit stop in our qualifying race we started 28th out of 29 cars. With concerns about our oil problems Jan kept the car in the in the mid to low 2:30s. Out of the 26 starters we finished 25th and on the same lap as the winner. Jans best time was a 2:32.6 with 315 horsepower compared to a 2:14.9 for the race winner Chris Liebenberg in a 1969 Boss 302 with about 500 horsepower.



l. to r. Frank Dobias, Carl Stein, Jan Nelson, Al Denson