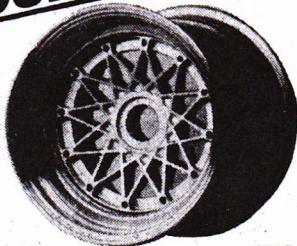


# Parnelli Jones

RACE TIRES & PRODUCTS

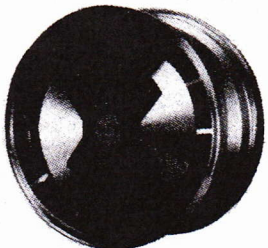
**INVENTORY  
CLOSEOUT!!!**

## HAYASHI MONDIAL



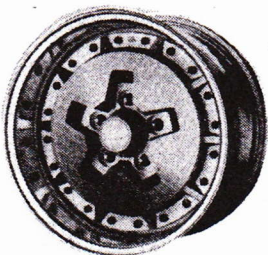
SIZE	BOLT PATTERN	TYPE	SALE PRICE
13x8	RALT.RT.5	MONDIAL	95.67
13x8	RALT.RT.5	MONDIAL	103.92
13x10	RALT.RT.4	MONDIAL	112.48
13x15	RALT.RT.4	MONDIAL	112.48

## HAYASHI 620



14x7	4on4 1/2	HR-620	54.41
14x7	5on4 3/4-4 1/2	HR-620	55.05

## HAYASHI 630



15x10	5on5-PCD127	HR-630 3-Piece	133.66
16x11	5on5-PCD127	HR-630 3-Piece	146.76
16x12	5on5-PCD127	HR-630 3-Piece	143.50
16x11	4on4 1/2	HR-630 3-Piece	141.18

**HAYASHI**  
Firestone **SUPERTRAPP**

**CARRERA**

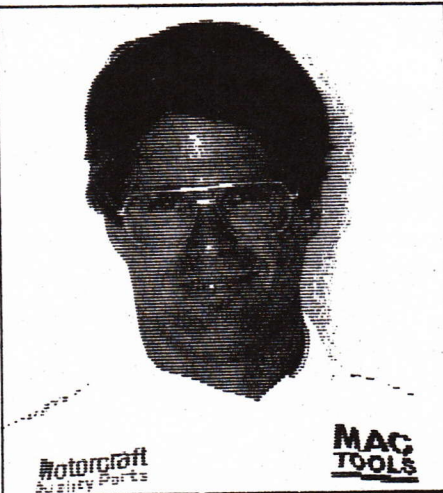
**KONI**

**CENTER LINE**  
RACING WHEELS

CALIF. RESIDENTS MUST AD SALES TAX



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(213) 638-5907



**PETE  
HALSMER**

## MAKING AN OLDER CAR COMPETITIVE

From the variety of makes and ages of cars you see at a typical National race, it is quickly apparent that a large portion of the club just simply can't afford the latest, hot-tip, sure-fire, world-beating car. There is a viable alternative to consistently buying a new car though.

Don't get me wrong. No matter how you slice it, racing cars cost money and there is no simple way around that. But you can keep costs down.

The initial phase of making any car a potential winner is to start with a sound base. In looking for a chassis to use I had a number of considerations, number one of which was price! What could I afford and still have money to race it?

With that in mind I set about enumerating the basic requirements for the car itself. First step is to learn the current rules that pertain to the class. You need to be very familiar with the regulations on fuel, aerodynamics, motors, wheels, transmissions, brakes and all those other major elements that are expensive to update. Are there new regulations in your class that obsolete the roll bar or require deformable structures? You won't want to spend money on these items if you can avoid it.

Once you have done your shopping and know the different cars that are available within your price range—which won't cost an arm and a leg to just bring within the regulations—you can start to pick the most competitive of the lot (if there is more than one left!).

Here are some points to check:

- Can the car be brought close to the minimum weight with little trouble?
- Does it have adequate fuel capacity?

- Does it have a proper and adequate transmission?
- Was the car designed to use the current size tires and wheels?
- Is the construction of the car simple and straightforward, or is it complex, thus difficult to repair?
- Are spares readily available?
- If you're going to change to a different engine, will the new motor require a development game and complex adaptors, or is it a proven engine that requires nothing more than a simple bolt-in?

The major areas of change you should consider are in aerodynamics and in suspension stiffness to carry the greater aerodynamic load. Some cars will need double the spring rate they were originally delivered with.

Once you've found a potential candidate, here are some things to check:

- The fuel system should be checked for proper operation, line condition and capacity. A good rule of thumb: An engine will burn about one-half pound of fuel horsepower per hour. Since gas weighs about six and one-half pound per gallon, a 220hp engine will use about 110 pounds—or 17 gallons—per hour.
- The oil system can be checked for line condition and capacity (how much reserve does it have?) You can check a dry sump system at the track by cutting the engine right at the end of the longest corner. By measuring the oil left in the tank, you know how much reserve you had left (oil will build up in the engine and not be scavenged while cornering, thus reduce the tank level).
- The electrical system should have no cuts or breaks in the insulated wire.
- Fit all the bodywork together and see how strong it is. Sometimes a nose section that has seen a lot of duty will be a little weak or awfully heavy, neither of which is ideal.
- Finally we come to the suspension area. Some of the main considerations are rod ends, wheel bearings, universal or constant velocity drive joints, and shocks. You can check the shocks on the car if the springs are short enough. Jack the car up until you reach full droop, then look at the spring. If the spring is short enough to allow the wheel movement without compressing the spring, you'll be able to feel the shock working. □

*Pete Halsmer is a low-bucks club racer who has made it to the top of professional racing. After starting in Formula Ford, Halsmer won the 1974 SoPacDiv Formula B crown in a then ancient Brabham BT-29. He won his first Bosch Super Vee race in 1980, the same year he made his first Indy Car start. He's now driving the Ford Probe in the Camel GT series and the Mac Tools Roush Merkur in the Bendix Trans-Am. Halsmer will be regularly sharing his years of technical expertise with SportsCar's readers.*