

HOT LAPS AT ROAD ATLANTA

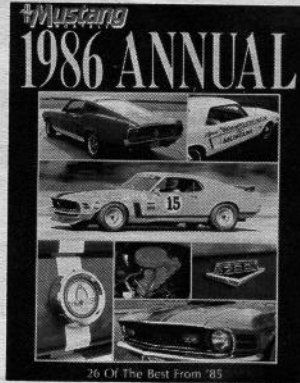
BURBANK, CA, August 1, 1986
... Out of the fire and into the pan, that was how most of the competitors felt at the end of six hours of racing at Atlanta's unseasonably hot 104 degrees heat for the fourth round of the Escort/SCCA Endurance Series. Forty-five cars took the green flag for the Road Atlanta battle, and steaming radiators and boiling drivers became the norm as the time wore on.

For Saleen Autosport, who set yet another GT class track record during the course of qualifying first and second in the front row of the GT division, the day produced their best finish yet with a sound second in class. Overheating, due to a thrown fan belt, took the class leading Saleen into the pits for repair, as the second team car was given instructions to run to the front. Running over four seconds a lap quicker than any other car in its class, the second Saleen team car drove to second place before time ran out, falling just 70 seconds short of giving the new team its first victory.

Team leader, Steve Saleen, later remarked, "We can't help but be a bit disappointed, we can flat out run anybody, we just need a bigger gas tank." The Saleen cars required one extra pit stop over the Porsches, which in turn proved to be the fatal difference between second and first place. Steve Saleen went on to add, "The car, the tires, the crew and all the team drivers did a great job, we just haven't figured out how to make up for the Porsche's larger fuel capacity."

The Endurance Championship is still a tight running battle with the Porsche in first and the Saleen Mustang just a click behind in second. With the next event at Mosport, a 24-hour race, Saleen hopes to use the team's speed advantage to make up for its extra pit stops. Whatever the outcome, the Saleen continues to improve with each race, as every effort is being made to win the team the championship.

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