

Information Bureau 5900 Wilshire Boulevard
Los Angeles, California 90036 800-421-4228
213-937-6289 Collect (In California)

Contact: Brad Nelson

Release: August 29, 1980

MAZDA SEWS UP GTU MANUFACTURERS' TITLE WITH FOURTH STRAIGHT WIN AT MOSPORT

ELKHART LAKE, August 29 -- When the Mazda RX-7 co-driven by Jeff Kline, Walt Bohren, and John Morton crossed Mosport Park's finish line first two weeks ago in Canada, the win clinched the 1980 GTU manufacturers' title for Mazda in International Motor Sports Association competition.

This despite the fact that, including today's Road America GTU race, there are three events left on the 1980 schedule. The victory was the fourth straight for the Akai/Amsoil Racing Beat team and its hot shoes Bohren and Kline, who are currently 1st and 3rd in the GTU drivers' standings. The results of the 245 lap Mosport enduro, however, were far from all good for the Akai/Amsoil RX-7 team. They went into the race with a pair of Mazda's rotary rockets--cars #7 and #17--and they came out with only #17 intact. Jim Downing, a veteran driver who concentrates his efforts on the Champion Spark Plug Challenge series in his Mazda RX-3, had signed on to co-drive #7 with Bohren. Kline's co-pilot was John Morton, primarily a Can Am driver. As a precaution, Bohren was also listed as a co-driver on car #17. The precaution, unfortunately, proved wise.

Unfortunately, because it meant that car #7 was taken out of commission early in the race. The lanky Downing was at the helm in the opening stages of the endurance race, and was turning laps in excellent form on a scorching track. After 32 laps, the heat in the cockpit apparently overcame Downing. He blacked out and went flying off course at high speed, terrifyingly crunching the car from stem to stern. Miraculously, Downing escaped the crash without serious injury. He spent several days in the hospital recovering from severe dehydration, but he's scheduled to be back in action in both the GTU and RS races here at Road America. A collective sigh of relief greeted reports that Downing was unhurt. The remainder of the race was relatively uneventful, as Bohren joined Kline and Morton to win the GTU part of the enduro by four laps.

In 2nd place, it was another RX-7--this one driven by Brad Frisselle, currently 2nd in the GTU drivers' standings, and Roger Mandeville, who has been doing double duty often this season, competing both in GTU and in the Champion Spark Plug Challenge. In the latter, Mandeville drives a Mazda RX-3. Mandeville turned lap 193 in 1:31.41/96.843 mph, good for a new track record. Six laps behind Frisselle/Mandeville, the Z&W Enterprises Mazda RX-7 driven by Pierre Honegger and Ernesto Soto finished 3rd, giving Mazda yet another 1-2-3 sweep in GTU. Mosport marked the fourth time in this year's IMSA GTU series that RX-7s have captured the top three spots.

For the 500 mile Road America race, the top Mazda teams will be Bohren and Kline in the remaining Akai/Amsoil Racing Beat car (formerly #17, henceforth #7) and Mandeville and Frisselle in Frisselle's trusty #47. The Z&W Enterprises car, with Honegger and probably Soto, the pair of Trinity Racing's RX-7s, piloted by Tom Winters, Steve Dietrich, and John Casey will also be on hand. Downing, getting right back into GTU action, will co-drive with Richard Jack Dunham in Dunham's RX-7.

IMSA GTU Amsoil/Akai Racing Beat RX-7

Vehicle type: front-engine, rear-wheel-drive, 1-passenger race car

Price as tested: \$65,000 (season-end sale)

ENGINE

Type: 2-rotor Wankel, aluminum rotor housings, cast-iron end plates

Rotor radius x width x eccentricity:

8.27 x 2.76 x 1.18 in

210 x 70 x 30mm

Displacement -70 cu in, 1150cc

Compression ratio - 9.4: 1

Fuel system - Lucas mechanical fuel injection

Valve gear - 1 peripheral intake and 1 peripheral exhaust port per chamber, rotor-controlled

Power (SAE net) - 260 bhp @ 9500 rpm

Torque (SAE net) - 160 lbs-ft @ 8000 rpm

Redline - 9500 rpm

DRIVETRAIN

Transmission - 5-speed

Final-drive ratio - 5.67:1

Gear	Ratio	Mph/1000 rpm	Max. test speed
I	2.34	5.4	51 mph (9500 rpm)
II	1.70	7.5	71 mph (9500 rpm)
III	1.28	9.9	94 mph (9500 rpm)
IV	1.00	12.7	121 mph (9500 rpm)

V 0.88 14.4 137 mph (9500 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase - 95.3 in
Track, F/R - 61.0/62.0 in
Length - 170.1 in
Width - 75.0 in
Height - 46.0 in
Curb weight - 2250 lbs
Weight distribution - F/R 49/51 %
Fuel capacity - 29 gal
Oil capacity - 10.0qt
Water capacity - 8.0 qt

SUSPENSION

F: ind, MacPherson strut, coil springs, anti-sway bar
R: rigid axle, 4 trailing links, compound Watt linkage, coil springs, anti-sway bar

STEERING

Type recirculating ball
Turns lock-to-lock - 2.4

BRAKES

F: 12.0 x 1.1-in vented disc
R: 11.8 x 0.8-in vented disc

Power assist - none

WHEELS AND TIRES

Wheel size - 11.5 x 16 in
Wheel type - BBS 3-piece modular, spun-aluminum rims and cast-aluminum center
Tire make and size - Goodyear Bluestreak Sports Car
Special, F: 22.0 x 10.5-16; R: 25.5 x 12.5-16

Test inflation pressures, F/R 20/22 psi

PERFORMANCE

Zero to Seconds
30 mph - 2.4
40 mph - 3.5
50 mph - 4.3
60 mph - 5.6
70 mph - 6.8
80 mph - 8.3
90 mph - 10.9
100 mph - 13.1

Standing 1/4-mile - 14.1 sec @ 106 mph
Top speed (Daytona gearing) - 165 mph
Roadholding, 282-ft-dia skidpad - 1.04 g
Typical racing fuel economy - 6 mpg