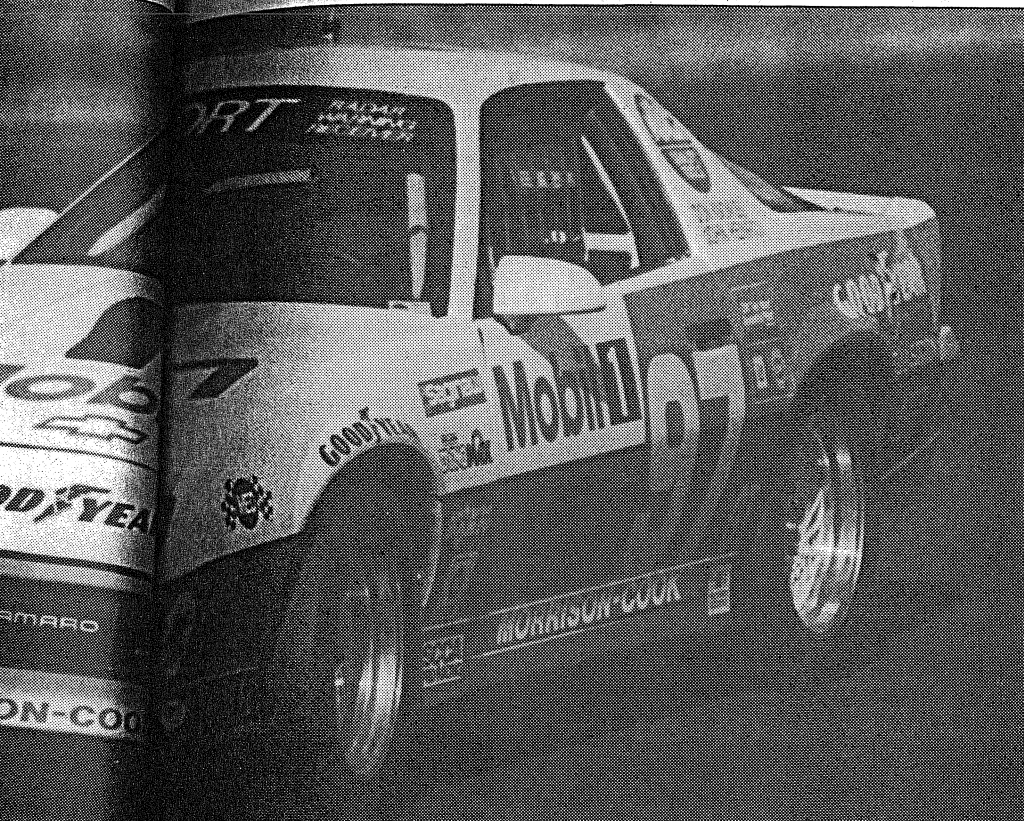


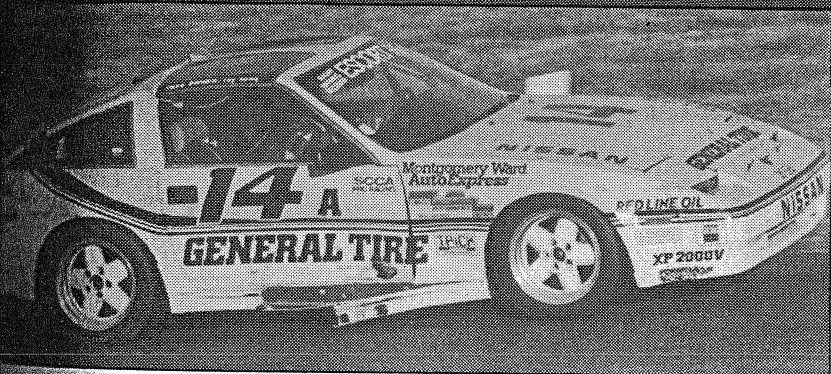
opener, with...
Nissan (14) and...
g class wins at Se...

RACING UPDATE



Tire-backed Sears... difficulties, the... oversteer and... entry experie... prevented the... respectively, h... towards, meanw... down, pushing... and place over... seven cylinder... mist—Chris K... Even though... cylinders, it p... ing. It helped... made us go... because we did...
Hallett's day en... entual race-w... a wheel stud... degree burns... idly compensa... circle.
Scott Sharp fi... ts with a trip... r, they squeal... ok like they...
t so much th... st. In this race... astic job just... The race... ight, literally...
VE Mazda... ems in qual...

...ed out the team's fuel somehow became... ture of half gas and half water. To quote... n manager Brad McAllister, "It doesn't run for... on that blend." Properly fueled, however,... t took the Mazda through its paces and had... first throughout the opening two hours... n John Mueller stepped in and continued... t Stewart had started. In the waning laps, he... into the pits for a "splash and go" giving... the class lead. But then Kong too ducked... the "splash," and Mueller got back around,... to run out of gas just 50 yards short of the... line at the end of the three hours. The... mbo car was also "sucking fumes," and didn't... make it around to victory circle for pictures.
Also of note in the "A" class is the new effort... mmy and Bobby Archer. The Archers are... gning an Eagle Talon, an all-wheel-drive... hicle that handles like it's on rails. The Archers'... weekend effort in the Talon ended when... eather problems necessitated a long pit stop... eather interesting team is that of Irv and Scott... r and Buddy Norton and Paul Hacker. The... some teamed to drive a pair of Quad-Four-



MARK WEBER PHOTOS

ART FLORES

powered Oldsmobile Calais under the Sun Refining Marketing banner. Transmission and clutch problems plagued them at Sears, but with some development work they expect to be in the hunt at Mid-Ohio.

"B" cars once again comprised almost half the starting grid, with 17 of the 38 starters running under the "B" Banner. Petdorf-Addison Racing came to Sears from Canada with a three-car team, but their weekend went from bad to worse when the second Honda ran aground during the race after one had landed on its head in practice.

The weekend's laurels in "B" belonged to Cunningham and Gaylord, the latter taking over Lance Stewart's position with John Torok's Team GRR. Cunningham had high praise for his crew's efforts: "As usual, the team GRR crew did everything to make the car as fast as it was and as good handling as it was. The crew, great tires and a good handling car, all those ingredients, plus a bit of good luck was what it took to finish first here."

Phoenix Racing was on hand with a three-car team of Volkswagens poised to do battle with the

dominant Hondas. The VWs, though faster down the front straight according to the Escort radar gun, couldn't make much of an inroad into final positions, however.

Autosport South drivers Rich Lee and Jackson Yonge scored their best finish of the past few seasons with second in class. Yonge summarized: "Everything turned out pretty much as scheduled. We were about three-quarters of a lap behind the GRR car, but we were another lap ahead of third." Once again, the Killer "Bs" finished fifth, sixth and seventh, ahead of the winning "A" car.

—Dee Duncan

RESULTS

Safeway/7-Up Classic SCCA Escort Endurance Championship/Round 1 May 6/Sears Point Internat'l Raceway (2.523-mile course) Qualifying

Pos./Class Pos. Drivers [Car] Time

1/GT1 Stuart Hayner/Bobby Carradine (Chevrolet Camaro) 1:54.553; 2/GT2 John Heinrich/Don Knowles (Chevrolet Camaro) 1:55.404; 3/GT3 John Schneider/Jim Ray (Nissan 300ZX Turbo) 1:56.760; 4/GT4 Bill Cooper/Danny Edwards (Ford Mustang LX) 1:56.923; 5/GT5 Kees Nierop/Calvin Fish (Saleen Mustang) 1:57.134; 6/GT6 Rick Titus/Paul Dallentach (Saleen Mustang) 1:57.233; 7/GT7 Peter Schrady/Matt Adams/Herb Adams (Pontiac Firebird) 1:58.334; 8/GT8 Ron Nelson/Alan Freed (Nissan 300ZX Turbo) 1:59.332; 9/GT9 Chris Kaufmann/Matt Melby (Ford Mustang LX) 1:59.420; 10/A1 Bobby Archer/Tommy Archer (Eagle Talon) 2:00.974;
11/B1 Angel Figueras/Parker Johnstone (Honda CRX) 2:01.753; 12/B2 Scott Gaylord/Peter Cunningham (Honda CRX Si) 2:01.986; 13/A2 Steve Pfeifer/Scott Rubin (Mazda RX-7) 2:02.130; 14/A3 Pepe Pombo/Ray Kong (Nissan 300ZX) 2:02.352; 15/A4 Scott Hoerr/Irv Hoerr (Oldsmobile Calais) 2:02.410; 16/B3 Ed Conner/Tim Evans (Honda CRX Si) 2:02.841; 17/B4 Jackson Yonge/Rich Lee (Honda CRX Si) 2:02.921; 18/A5 Buddy Norton/Paul Hacker (Oldsmobile Calais) 2:03.139; 19/B5 Luis Evandro Campos/Des Hockley (Honda CRX) 2:03.195; 20/B6 Al Salerno/Bill Pate (VW GTI) 2:03.342;
21/B7 Jock Addison/Daniel Veilmeux (Honda CRX) 2:03.449; 22/A6 Al Lepper/Tom Lepper/Earl Galegoes (Toyota Supra Turbo) 2:03.493; 23/B8 Bobby Wolf/Richard McGinley (Honda CRX) 2:03.644; 24/B9 Norris Rancourt/John Green (Honda CRX Si) 2:03.654; 25/B10 TC. Kline/Peter Schwartzott (Honda Civic Si) 2:04.031; 26/A7 Brad McAllister/Dan Hillenbrand/Brian Buse (Mazda RX-7) 2:04.043; 27/A8 John Faul/Greg Doran (Mazda RX-7) 2:05.245; 28/B11 Herm Johnson/Alistair Oag (VW GTI) 2:05.481; 29/A9 Jerry Lustig/John Sherk (Acura Legend) 2:05.498; 30/B12 Marc Kirberg/Wally Smith (VW GTI) 2:05.971;
31/B13 Pete Blamey/Herm Johnson (VW GTI) 2:06.011; 32/A10 Tom Moody/Steve Dymand (Mitsubishi Starion) 2:06.058; 33/B14 Frank Leary III/Dave Dodds (Nissan Pulsar) 2:07.586; 34/B15 Pratt Cole/Clint de Witt (Peugeot 505 Turbo) 2:10.363; 35/B16 Bernd Buschen/Byron Sanborn (VW GTI) 2:10.626; 36/A11 David Ray/Tom Lepper/Brian Forester (Chrysler Conquest) 2:11.093; 37/B17 Peter Stallybrass/John Luttenberger (Honda CRX) 2:12.050; 38/A12 Lance Stewart/John Mueller/Bill Artzberger (Mazda RX-7) 2:14.932; 39/A13 Tom Lepper (Toyota Supra Turbo) no time; 40/B18 Bill Yearwood (Suzuki) no time.

Race/90 laps, 227.070 miles
1/GT1 Heinrich/Knowles, 90 laps; 2/GT2 Cooper/Edwards; 3/GT3 Nierop/Dallentach, 89; 4/GT4 Titus/Saleen; 5/B1 Gaylord/Cunningham, 88; 6/B2 Lee/Yonge; 7/B3 Conner/Evans, 87; 8/A1 Pombo/Kong; 9/A2 Stewart/Mueller; 10/B4 Johnstone/Figueras; 11/B5 Rancourt/Green, 86; 12/B6 Salerno/Pate; 13/GT5 Schrady/Adams; 14/A3 Norton/Hacker; 15/A4 Pfeifer/Rubin; 16/B7 McGinley/Wolf; 17/B8 Hockley/Campos; 18/B9 Johnson/Oag, 85; 19/GT6 Hayner/Carradine; 20/A5 B. Archer/T. Archer; 21/B10 Blamey/Pate, 84; 22/A6 Lustig/Sherk; 23/A7 Lepper/Galegoes; 24/A8 Faul/Doran; 25/B11 Kline/Schwartzott, 83; 26/A9 Ray/Lepper, 82; 27/B12 Bernd Buschen/Byron Buschen; 28/B13 Kirberg/Smith, 81; 29/B14 Leary/Dodds; 30/GT7 Kaufmann/Melby, 74; 31/B15 Cole/de Witt, 56, mechanical; 32/A10 I. Hoerr/S. Hoerr, 53, clutch; 33/GT8 Schneider/Ray, 52, mechanical; 34/GT9 Nelson/Freed, 35, half shaft; 35/B16 Addison/Veilmeux, 29, clutch; 36/A11 McAllister/Hillenbrand, 7, N/A; DNS Campos/Hockley, crash; DNS Moody/Moore/Dymand, N/A.

Time of Race: 3h01m32.419s
Winner's Average Speed: 75.048mph
Margin of Victory: 53.326sec
Fastest Race Lap: Hayner/Carradine 1:54.955 [78.124mph]

PRO RACING UPDATE

Saleen, led for a while before developing brake problems. Kaufmann Racing, also in a Mustang, came to Mid-Ohio with a three-car team, but lost one car to a practice crash. The remaining two cars suffered as well, one blowing a head gasket and overheating, while the other, driven by Danny Edwards and Bill Cooper, led the race for several hours before a broken brake caliper dropped them to their eventual fourth overall, third in class finish. CarTech Sports, too, mounted a strong challenge with its Nissan 300ZXs, both cars running well without problems until a wheel bearing went in the 10th hour.

Class "A" action saw some new faces in victory circle. Well, maybe not exactly new, but different than the past few years in Escort Enduros. Bobby and Tommy Archer proved they've definitely worked out any "bugs" they might have had in their awd Eagle Talons, taking third overall and both a first and second in class. Tommy summed it up: "I believe we spent less than 15 minutes total in the pits. All of the GT cars had some sort of failures in the race and that attributed to us finishing third overall."

The Nucleus Enterprise Olds Calais of Buddy Norton, Ed Magner and Irv Hoerr claimed third in "A."

The "B" class had its share of the action even without the usual dose of competition between Volkswagen and Honda. The VW camp opted not to come to Mid-Ohio because they felt recent suspension changes to the Hondas did not equalize the competition between the two makes. The Hondas were somewhat off the pace they set last year—in the case of John Torok's Team GRR cars, between a second and a half and two seconds slower. The suspension change raised the ride height on the Hondas, and in addition to the larger size tires now allowed the VWs should bring the two makes closer together, according to the SCCA's Rob Walker.

Torok's Team GRR still took first and second as a direct result of excellent pit work. Torok was lavish in his praise of their efforts: "It almost looked as if we were passing people in the pits,

said Torok. "There are not words to describe the effort they put in. When we can make pit stops and make up time in the pits, it makes the driver's job easier."

Petdorf-Addison Racing recorded its best series effort with third in class. Its General Tire Honda was driven by Racetruck regulars Robert Stewart and Dave Diedrich.

—Dee Duncan

SCCA Escort Endurance Championship/Round 2 July 16-17/Mid-Ohio Sports Car Course (2.4-mile course) Qualifying

Pos./Class Pos. Drivers [Car] Time

1/GT1 John Heinrich/Don Knowles (Chevy Camaro) 1:46.779;
2/GT2 Bob McConnell/Bobby Carradine (Chevy Camaro) 1:46.997; 3/GT3 Dave Schaller/Alan Freed (Nissan 300ZX Turbo) 1:48.137; 4/GT4 Kees Nierop/Calvin Fish (Saleen Mustang) 1:48.576; 5/GT5 Rick Titus/Paul Dallenbach (Saleen Mustang) 1:48.599; 6/GT6 Bill Cooper/Danny Edwards (Ford Mustang LX) 1:48.770; 7/GT7 John Schneider/Jim Ray (Nissan 300ZX Turbo) 1:49.627; 8/GT8 Chris Kaufmann/Matt Melby (Ford Mustang LX) 1:59.797; 9/A1 Bobby Archer/Tommy Archer (Eagle Talon) 1:53.115; 10/A2 R.K. Smith/Paul Brand (Eagle Talon) 1:53.242; 11/A3 Buddy Norton/Irv Hoerr (Oldsmobile Calais) 1:53.242; 12/GT9 Tony Swan/Mike Allen (Saleen Mustang) 1:53.668; 13/A4 Lance Stewart/John Mueller/Bill Artzberger (Mazda RX-7) 1:54.087; 14/A5 Jeff Arendas/Scott Rubin (Mazda RX-7) 1:54.432; 15/GT10 Tom Lepper/Paul McIntosh (Toyota Supra) 1:54.736; 16/B1 Scott Gaylord/Peter Cunningham (Honda CRX Si) 1:54.879; 17/B2 Ed Conner/Tim Evans (Honda CRX Si) 1:54.809; 18/B3 Jock Addison/Daniel Veilleux (Honda CRX) 1:54.989; 19/B4 Dave Diedrich/Robert Stewart (Honda CRX) 1:55.181; 20/A6 Ray Kong/Pepe Pombo (Nissan 300ZX) 1:55.459; etc. 36 entries.

Race/359 laps, 861.6 miles

1/GT1 Heinrich/Knowles/McConnell/Baker/Hayner, 359;
2/GT2 McConnell/Bundy/Pilgrim, 354; 3/A1 B. Archer/T. Archer, 353; 4/GT3 Cooper/Edwards/Peurifoy, 351; 5/B1 Gaylord/Cunningham/Conner, 350; 6/B2 Evans/Lauzon, 348; 7/GT4 Nelson/Ray/Freed/Schneider, 347; 8/A2 Smith/Brand/Hanneman; 9/B3 Diedrich/Stewart; 10/A3 Norton/Hoerr/Magner; 11/A4 Hillenbrand/Rowe/McAllister/Artzberger; 12/B4 Wolf/Figuera/McCabe, 346; 13/GT5 Schneider/Sevadjian/Schaller/Nelson, 345; 14/A5 Kong/Low; 15/B5 Addison/Villeux, 344; 16/A6 Anderson/Buse/Rowe/McAllister, 343; 17/B6 Cramer/McGinley/McCabe; 18/GT6 Nierop/Fish, 342; 19/GT7 Titus/Dallenbach, 338; 20/A7 Pfeiffer/Miller/Faul/Miller, 335;

21/B7 Helmick/Lape/Jordan/Rojewski, 334; 22/GT8 Mavrigian/McGibbon/Ritz, 330; 23/GT9 Lepper/McIntosh/Gallegos/Shaw, 318; 24/B8 Salyers/Christopher/Plant/

Chakeres/Harple, 316; 25/GT10 Willey/Ruhl/Engel, 310; 26/B9 Farrell/Cota/Himes, 286; 27/B10 Staull/Brown/Herald, 244; 28/A8 Rubin/Arendas/Faul/Minkler, 232; 29/B11 Campos/Hockley, 198; 30/B12 Lee/Yonge, 184; 31/B13 Hayes/Adams/Stevens/Worrell, 173; 32/GT11 Swan/Allen, 129; 33/A9 Sherk/Lustig/Skavnes, 87; 34/GT12 Melby/Moore, 66; 35/B14 Helmick/German/Jordan/Farrell, 34; DNS/GT Peurifoy/Gottlieb.

Time of Race: 12h01m52.633s

Winner's Average Speed: 71.61mph

Margin of Victory: 5 laps

Fastest Race Lap: Unavailable

Lap Leaders: GT: Heinrich/Knowles/McConnell/Baker/Hayner 1-4, 38-46, 50-59, 176-359; McConnell/Bundy/Pilgrim 5-37, 60-89, 92-106, 142-154; Cooper/Edwards/Peurifoy 47-49, 107-137; Titus/Dallenbach 90; Nierop/Fish 91; Nelson/Ray/Freed/Schneider 138-141, 155-175

A: B. Archer/T. Archer 1-52, 56-353; Smith/Brand/Hanneman 53-54; Rubin/Arendas/Faul/Minkler 55

B: Gaylord/Cunningham/Conner 1-11, 56-350; Lee/Yonge 12-53, Campos/Hockley 54, Diedrich/Stewart 55

Escort Endurance Championship, Round 3

Too Close For Comfort

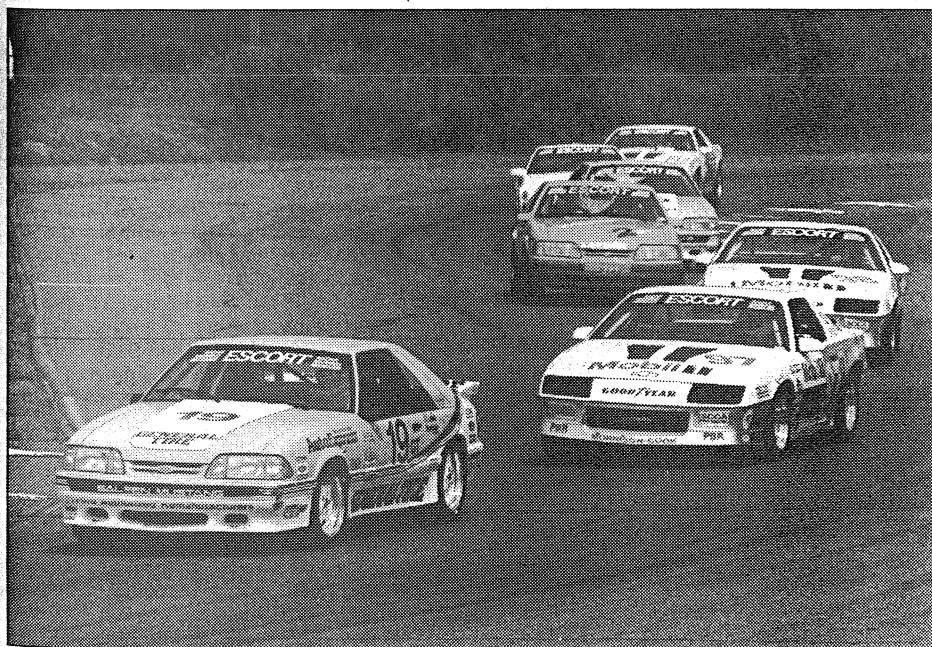
• **Brainerd, July 22** If you had to ask one question of all of the winning drivers at Brainerd, it would probably deal with the margin of victory in each of the three classes. When all was told, the margin of victory was less than one minute for all three classes combined—after three hours! And, three different teams representing three different manufacturers were in there vying for the win in GT, four teams representing an equal number of manufacturers in A and five little Hondas duking it out for top honors in B, all on the same lap.

Pulling out the overall victory was the Morrison-Cook Camaro team of Don Knowles and John Heinrich, with a skinny little 1.91sec margin of victory over the Kaufmann Racing Mustang, where the duo of pro golfer Danny Edwards and Bondurant instructor Jeff Moore had proved a formidable opponent for the Mobil 1-sponsored Mo-Co team.

Had the race gone one more lap, the record book most certainly would have listed Kaufmann Racing in the number one GT slot, as the Mustang was gaining four and five seconds a lap on the Camaro that had lost fifth gear somewhere in the last 40 minutes. Racing luck was with the Goodyear-shod Morrison-Cook team once again, however, and the checker ending the three hours dropped just as they passed under the starter's stand. Moore and Edwards were forced to settle for the bridesmaid position.

In victory circle Knowles noted, "We just held on to win. It was a lot closer than I've have hoped for—frankly, I'd like a three- or four-lap margin—but I'll take a 1.91sec win anytime." Heinrich had high praise for the team. "I have to hand it to the crew. With 40 minutes left in the race, they figured out precisely how much fuel we needed to go the distance, and adjusted the pit stop accordingly. When you win by 1.91sec, that pit stop proved to be the difference."

The Texans from CarTech Sports were saddled up and ready for another go-round with the Camaros and Mustangs. Their plan, though it sounded great on paper, missed the mark when time came for the actual roundup. The Nissan, it seems, can go about an hour and 40 minutes before it needs to stop for fuel, while the Camaros and the Mustangs refuel almost on the hour. CarTech's plan, then, was to do the whole race with just one pit stop. In theory, it might have worked. In practicality, it fell a little short.



Morrison-Cook Camaros hounded early leader Fish/Nierop Mustang, held on to salvage Escort triumph.

PRO RACING UPDATE

The track surface at Brainerd tends to be somewhat abrasive and the Nissan wore its rear tires down to the metal cords, ultimately costing more time than would have been gained by skipping the second stop. John Schneider and Ron Nelson settled, therefore, for third, a lap down to Kaufmann's Mustang.

Meanwhile, back at the ranch, the "A" battle went right down to the final half hour as well, proving to be one of attrition this race. Pepe Pombo and Ray Kong praised the reliability of their Nissan 300ZX in victory circle after taking over the lead in the last 15 minutes of the race. Pombo: "I handed the car over to Ray in fourth position, and he just worked his tail off to get back to the front of the pack. I think we should start calling him 'Wonder Kong'."

Peter Cunningham and Scott Gaylord made it three for three this year for trips to victory circle in their General Tire Team GRR Honda. Like the other two classes, B was also too close for comfort. Cunningham grinned, "It was the toughest race we ever had, at least in recent memory. For the first hour and 50 minutes, the first five or six cars were just one-two-three-four-five. You couldn't throw more than a queen-size blanket over the whole bunch."

The Petdorf-Addison Honda team finished just 22.63sec behind the GRR Honda, and drivers Daniel Veilleux and Jock Addison had high praise for the efforts of their crew. "Our crew really made the difference for us this race," praised Veilleux. "They have worked so hard to get our pit stops completed quickly and efficiently, the combination is really working." —Dee Duncan

SCCA Escort Endurance Championship/Round 3 July 22/Brainerd Internat'l Raceway (3-mile course) Qualifying

Pos./Class Pos. Drivers (Car) Time

1/GT1 John Heinrich/Don Knowles (Chevy Camaro) 1:55.569;
2/GT2 Jim Ray/Paul Brand (Nissan 300ZX) 1:55.570; 3/GT3 Kim Baker/Doc Bundy (Chevy Camaro) 1:55.666; 4/GT4 Kees Nierop/Calvin Fish (Saleen Mustang) 1:55.876; 5/GT5 Jeff Moore/Danny Edwards (Ford Mustang LX) 1:56.093; 6/GT6 John Schneider/Ron Nelson (Nissan 300ZX) 1:56.320; 7/GT7 Leighton Reese/Brad Hoyt (Chevy Camaro) 1:56.716; 8/GT8 Dorsey Schroeder/Paul Dallenbach (Saleen Mustang) 1:56.773; 9/GT9

Kevin Dillon/Robert Lappalainen (Ford Mustang) 2:00.130; 10/GT10 Keith Minkhorst/Phil Strudwick (Chevy Camaro) 2:01.770;

11/A1 Karl Hacker/Paul Hacker (Oldsmobile Calais) 2:01.821; 12/A2 Buddy Norton/Scott Hoerr (Oldsmobile Calais) 2:02.037; 13/A3 R.K. Smith/Neil Hanneman (Eagle Talon) 2:02.520; 14/A4 Bobby Archer/Tommy Archer (Eagle Talon) 2:03.533; 15/A5 Brad McAllister/Bill Artzberger (Mazda RX-7) 2:03.603; 16/B1 Scott Gaylord/Peter Cunningham (Honda CRX Si) 2:04.067; 17/A6 Ray Kong/Pepe Pombo (Nissan 300ZX) 2:04.200; 18/B2 Luiz Evandro Campos/Des Hockley (Honda) 2:04.709; 19/B3 Jock Addison/Daniel Veilleux (Honda) 2:04.715; 20/A7 Rich Lee/Jackson Yonge (Acura Legend) 2:04.953, etc. 31 entries.

*Time disallowed by chief steward.

Race/89 laps, 267 miles

1/GT1 Heinrich/Knowles, 89; 2/GT2 Moore/Edwards; 3/GT3 Schneider/Nelson, 88; 4/GT4 Melby/Kaufmann, 87; 5/GT5 Reese/Hoyt; 6/GT6 Baker/Bundy; 7/GT7 Ray/Brand, 86; 8/A1 Kong/Pombo; 9/A2 Smith/Hanneman; 10/A3 Norton/Hacker, 85; 11/B1 Gaylord/Cunningham; 12/B2 Hockley/Veilleux; 13/B3 Lee/Yonge; 14/B4 Lauzon/McGinley; 15/A4 Hillenbrand/Buse; 16/B5 Campos/Addison, 84; 17/B6 Wolf/Schwartzott; 18/B7 Kline/Schwartzott; 19/A5 Hacker/Hoerr; 20/B8 Evans/Conner; 21/A6 B. Archer/T. Archer; 22/A7 McAllister/Artzberger; 23/A8 Sherk/Lustig, 83; 24/B9 T. Orr/C. Orr, 81; 25/B10 Farrell/Himes, 80; 26/B11 Salyers/Livingston, 76; 27/GT8 Minkhorst/Strudwick, 75; 28/GT9 Nierop/Fish, 66; 29/GT10 Dillon/Lappalainen, 60; 30/B12 Himes/Farrell, 34; 31/GT11 Schroeder/Dallenbach, 8.

Time of Race: 3h00m48.10s

Winner's Average Speed: 88.605mph

Margin of Victory: 1.910sec

Fastest Race Lap: Moore/Edwards 1:56.608 (92.618mph)

Lap Leaders: Heinrich/Knowles 1-36, 43-62, 66-89; Moore/Edwards 37; Schneider/Nelson 38-42; Nierop/Fish 63-65

Escort Endurance Championship, Round 4

Applied Advantage

• **Lime Rock, Aug. 5** John Heinrich and Don Knowles applied every advantage the pit stop wizards in the Morrison-Cook crew could come up with. The team's fourth win of the season in a yellow-wrought race, however, provided a bit of a challenge. Every time they built a bit of a lead, out would come the yellow and bunch things back up again.

"I was running just as hard as I could through the whole stint," noted Heinrich. "We thought the (CarTech) Nissan was slowing down to conserve fuel and try and do it on one stop, so we had to pull just as much lead as we could. Then when

the yellow came out we said, 'Oh man, there goes all our lead.' Don got into the car at that point, and he drove just as hard as he could to build up another lead. When the next yellow came out, I got back in the car, but we thought we would have to come in for a splash, and again Glen said, 'You have to pull out a lead because the Mustang probably won't have to come in.' And as it turned out we ended up with just the right amount. The guys had the car set up the best it's ever been."

The final result was a 20-second margin of victory over the General Tire Saleen Mustang of Dorsey Schroeder and Paul Dallenbach. Calvin Fish and Kees Nierop rounded out the top three in the second Saleen entry.

The yellows proved to be a problem for most of the teams in one way or the other. Stylistically, they seemed to come at the end of each of the first two hours, and tightened up the traffic to the point that most team managers were pulling their hair out. Leads just disintegrated into thin air. Poof!

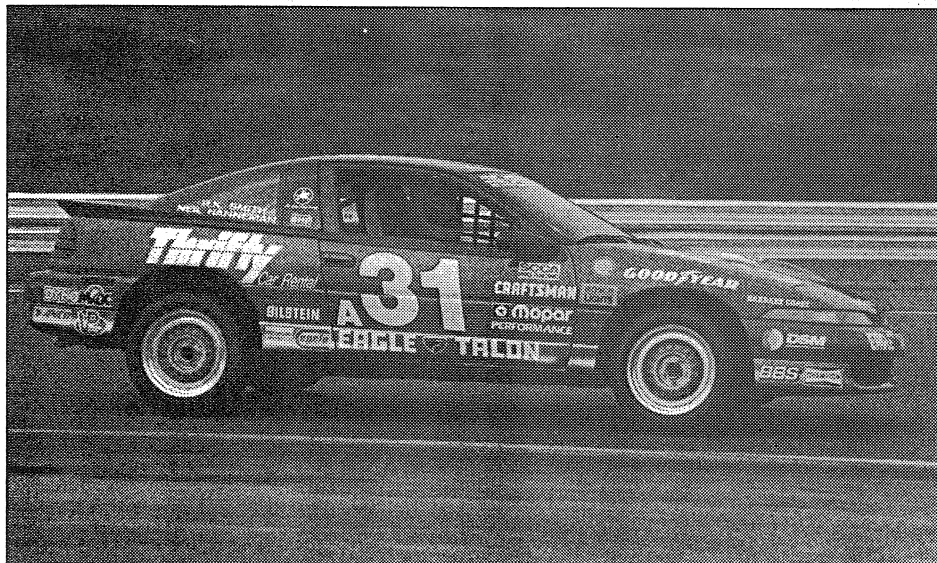
In Class A action, R.K. Smith proved once again he has that "Midas touch" with anything he gets into this year. Smith and co-driver Neil Hannemann drove the Diamond Star/Archer Brothers Eagle Talon to its second class victory of the season.

The Sun Refining Olds Calais of Paul and Karl Hacker finished second, followed by the Ray Kong/Pepe Pombo Nissan. The Archers' Thrifty Car Rental Eagle had a coming together with one of the Oldsmobiles, with, as Tommy describes it, "undesirable results."

"Karl Hacker tried to bulldoze me through the turn and we touched wheels and knocked a valve stem off, the tire went flat and we lost a couple of laps."

Class B hosted the closest action of the weekend with no less than 13 lead changes among the various Honda entries. The battle for the lead shifted between John Torok's Team GRR cars with both #42 and #43 CRXs shown as lap leaders in the final standings. Also in contention were both Wizard Racing CRXs, driven by Rich McGinley and Angel Figueras in #68 and Ron Lauzon and Randy Pobst in the #86 car. Rich Lee and Jackson Yonge put in a good effort in the Autosport South entry, as did eventual third-place finishers T.C. Kline and Peter Schwartzott in the T.C. Kline Racing Civic Si.

Class winners Peter Cunningham and Scott Gaylord ran, in their opinion, the toughest race of their season. Cunningham said, "I never worked so hard in all my life, it was the closest ever. My co-driver, Scott Gaylord, just did an exemplary job in pulling this one out for Team GRR." Their margin of victory was a mere 0.4sec over Lauzon and Pobst. They swapped back and forth at least six times, with one or the other getting caught in traffic. In fact, had Pobst not lost sight of the road with the intense sunlight at one point, things very well could have ended up differently. "Randy blew by me again, and I was trying to follow him," Gaylord grinned. "Our car was down on power and I was really pushing it hard. He just went a little deep. We were side-by-side going into the hill corner and I was going to go with him, and I thought, 'No way can I go this far,' and I backed off just a little bit, and he slid off the track. For a second I thought, 'Am I missin' this? Wait a minute, am I in the wrong apex?' Then he slid off and scrapped the guardrail, but kept his foot in it all the way. It was just the advantage we needed." —Dee Duncan



R.K. Smith and Neil Hanneman snared Lime Rock Class A Escort honors in Archer Brothers' Eagle Talon.

SCCA Escort Endurance Championship/Round 4 August 5/Lime Rock Park (1.53-mile course) Qualifying

Pos./Class Pos. Drivers (Car) Time

1/GT1 John Heinrich/Don Knowles (Chevy Camaro) 1:02.729;
2/GT2 Boris Said III/Doc Bundy (Chevy Camaro) 1:02.957; 3/GT3
Jim Ray/Ron Nelson (Nissan 300ZX Turbo) 1:03.211; 4/GT4
Dorsey Schroeder/Paul Dallenbach (Saleen Mustang) 1:03.531;
5/GT5 Kees Nierop/Calvin Fish (Saleen Mustang) 1:03.726; 6/GT6
John Schneider/Alan Freed (Nissan 300ZX Turbo) 1:04.806;
7/GT7 Mark Thompson/David Murry (Chevy Camaro) 1:04.903;
8/GT8 Bill Cooper/Jeff Moore (Ford Mustang LX) 1:04.948; 9/GT9
Matt Melby/John Wall (Ford Mustang LX) 1:05.194; 10/A1 Buddy
Norton/Irv Hoerr (Oldsmobile Calais) 1:05.343;
11/A2 David Lapham/Ken Payson (Mitsubishi Starion) 1:05.440;
12/GT10 Jim Bryant/Fred Whittier (Chevy Camaro) 1:05.726;
13/A3 Bobby Archer/Tommy Archer (Eagle Talon) 1:05.875; 14/A4
Karl Hacker/Paul Hacker (Oldsmobile) 1:05.894; 15/GT11 Dale
Sexton/Bo Lemler (Chevy Camaro) 1:05.902; 16/B1 Scott
Gaylord/Peter Cunningham (Honda CRX Si) 1:05.913; 17/B2
Randy Pobst/Ron Lauzon (Honda CRX) 1:05.948; 18/B3 Richard
McGinley/Angel Figueras (Honda CRX) 1:06.027; 19/B4 Dave
Diedrick/Daniel Veilleux (Honda) 1:06.138; 20/B5 T.C. Kline/Peter
Schwartzott (Honda Civic) 1:06.182; etc. 36 entries.



KEN BROWN

Hacker Brothers' Oldsmobile nipped Pombo/Kong Nissan for A class runner-up honors at Lime Rock.

Race/157 laps, 240.21 miles

1/GT1 Heinrich/Knowles, 157 laps; 2/GT2 Schroeder/Dallenbach; 3/GT3 Nierop/Fish; 4/GT4 Ray/Nelson, 155; 5/GT5 Said/Bundy, 154; 6/A1 Smith/Hanneman, 153; 7/GT6 Cooper/Moore; 8/GT7 Melby/Wall; 9/A2 Hacker/Hacker, 152; 10/B1 Gaylord/Cunningham; 11/B2 Pobst/Lauzon; 12/B3 Kline/Schwartzott; 13/A3 Kong/Pombo; 14/A4 Archer/Archer, 151; 15/B4 McGinley/Figueras; 16/A5 Buse/Hillenbrand, 150; 17/B5 Diedrick/Veilleux; 18/A6 Lapham/Payson, 149; 19/B6 Lee/Yonge; 20/B7 Skavnes/Skavnes, 148; 21/B8 Farrell/Payson, 147; 22/B9 Satullo/Brown, 146; 23/A7 Arendas/Miller; 24/B10 Evans/Conner, 145; 25/A8 Hardy/Pfeifer, 143; 26/B11 Himes/Cota, 141; 27/GT8 Sexton/Lemler, 134; 28/B12 Salyers/Christopher, 133; 29/GT9 Bryant/Whittier, 120; 30/A9 Norton/Hoerr, 112; 31/A10 Sher/Lustig, 73; 32/GT10 Schneider/Freed, 43; 33/B13 Addison/Stropus, 42; 34/GT11 Thompson/Murry, 40; 35/B14 Helmick/Jordan, 30; 36/B15 Campos/Hockley, 14.

Time of Race: 3h00m07.310s

Winner's Average Speed: 80.015mph

Margin of Victory: 20.24sec

Fastest Race Lap: Unavailable

Lap Leaders: GT: Heinrich/Knowles 1-47, 81-96, 102-157; Nierop/Fish 48; Ray/Nelson 49-80; Said/Bundy 97; Schroeder/Dallenbach 98-101

A: Norton/Hoerr 1, 3-42; Archer/Archer 2, 43-83; Smith/Hanneman 84-92, 115-153; Kong/Pombo 93-114
B: Gaylord/Cunningham 1-27, 47-62, 81-83, 98-109, 117-121, 129-152; Lee/Yonge 28-44; Evans/Conner 45; McGinley/Figueras 46; Pobst/Lauzon 63-80, 84-97, 110, 122-128

SCCA Escort Endurance Championship Point Standings—After 4 of 8 rounds

GT

1. John Heinrich 40.50
Don Knowles 40.50
3. Danny Edwards 18.00
4. Kim Baker 14.50
Stuart Hayner 14.50

A

1. Ray Kong 25.00
2. R.K. Smith 24.00
3. Pepe Pombo 22.00
4. Bobby Archer 19.50
Tommy Archer 19.50

B

1. Peter Cunningham 40.50
2. Scott Gaylord 40.50
3. Ed Conner 17.50
4. Tim Evans 13.00
5. Ron Lauzon 12.00

Team Standings

GT

1. Morrison-Cook/Mobil 1 No. 97 Camaro 90.00
2. Kaufmann Racing No. 2 Ford Mustang LX 63.00
3. Morrison-Cook/Mobil 1 No. 98 Camaro 55.00
4. Cartech Sports No. 72 Nissan 300ZX Turbo 50.50
5. Saleen Autosport No. 19 Saleen Mustang 50.00

A

1. Pombo Racing/General Tire No. 14 Nissan 300ZX 70.50
2. Archer/Thrifty Car Rental No. 32 Eagle Talon 63.00
3. Diamond Star/Archer Brothers No. 31 Eagle Talon 60.00
4. MazdaTrix/A.W.E. Motorsports No. 6 Mazda RX-7 57.00
5. Sun Refining/Marketing No. 94 Oldsmobile Calais 45.00

B

1. Team GRR/General Tire No. 42 Honda CRX Si 90.00
2. General Tire/Wizard Racing No. 86 Honda CRX 55.00
3. Team GRR/General Tire No. 43 Honda CRX Si 52.00
4. General Tire/Wizard Racing No. 68 Honda CRX 49.00
5. Autosports No. 27 Honda CRX Si 46.00

Manufacturers Standings

GT

1. Chevrolet 40.50
2. Ford 24.00
3. Nissan 11.50
4. Pontiac 2.00

A

1. Eagle 30.50
2. Nissan 25.00
3. Oldsmobile 20.00
4. Mazda 15.50
5. Acura 1.00

B

1. Honda 40.50
2. Volkswagen 1.00

Toyota Atlantic Championship, Pacific Division Round 6

Three For Three

• Westwood, Aug. 6 Ten weeks ago at Westwood's 1.8-mile "mountain high" circuit, Hiro Matsushita lapped the entire Atlantic field and garnered his second consecutive victory at the scenic 30-year-old facility. That tally has now been updated to three straight wins.

From green light to checkered flag, the 27-year-old Japanese driver never let up in his dominant Dwayne Anderson-prepared Panasonic Swift-Toyota. Round six in the Pacific Division of the Toyota Atlantic Championship—second of two Player's Pacific races—had a definite blue and yellow hue. By the finish, Hiro had extended his margin to 42.3sec over second-place Joe Sposato in the PBI/Century Toyota Swift and the brand new Rocky Mountain Bank Note Swift of Rusty Scott, both drivers enjoying Toyota power for the first time.

Everyone got a hint of things to follow during qualifying, as Matsushita broke the elusive

60-second barrier not once, but four times, finally putting together a superb lap in 59.286sec to claim the pole, well ahead of the remaining 22 drivers. Mark Dismore gave his all, but had to settle for the other front row starting spot with a 1:00.567 effort in the Comet Kart Sales/P-1 Racing Swift-Toyota. Behind Dismore, only a second separated the next seven drivers.

At the start, things didn't go exactly as planned, especially if you were starting second, fifth (Sandy Dells) or seventh (Riley Hopkins). Dismore guessed wrong for the light and "crept" beyond his starting point, eventually paying the price of a stop-and-go penalty. Dells became an immovable object (clutch failure), which in turn ruined Hopkins' day. Riley's Screen Machine '83 Ralt was directly behind the stalled Swift, and though he tried hard to miss it with a hard right turn that cleared the front wheels, he ran out of room and his left rear tire made hard contact with Dells' right rear, which collapsed the Ralt's upper suspension arm.

Eventually the pace car made its way out to lead the field around until the damaged car was removed.

Following the top three runners was a disappointed Dismore in fourth. Coming into the race he'd been tied with Matsushita for the points lead, but now trails by eight points. Taking his third fifth place of the season was Hunter, debuting Ted Titmas' new Reynard. —Joe L. Rhodes

Toyota Atlantic Championship Pacific Division/Round 6 August 6/Westwood Motorsport Park (1.8-mile course) Qualifying

Pos. Driver (Chassis/Engine/Engine Builder) Time

1. Hiro Matsushita (Swift DB-2/Toyota/TRD) 59.286; 2. Mark Dismore (Swift DB-4/Toyota/Loyning) 1:00.567; 3. Joe Sposato (Swift DB-4/Toyota/TRD) 1:00.644; 4. David Diem (Swift DB-4/Toyota/TRD) 1:00.829; 5. Sandy Dells (Swift DB-4/Cosworth/Jennings) 1:00.857; 6. Rusty Scott (Swift DB-4/Toyota/Loyning) 1:01.141; 7. Riley Hopkins (Ralt RT-4/Cosworth/Wirth) 1:01.221; 8. Paet Hidalgo (Swift DB-4/Toyota/Hasselgren) 1:01.548; 9. Tom Hunter Jr. (Reynard 89H/Toyota/Hasselgren) 1:01.562; 10. Scott Gibson (Swift DB-4/Toyota/Hasselgren) 1:02.195;

11. James Blackwell (Argo JM-11/Cosworth/Nicholson-McLaren) 1:02.576; 12. Frank Allers (Ralt RT-4/Cosworth/Allers) 1:02.909; 13. Rick Hill (Ralt RT-4/Cosworth/Shea) 1:03.331; 14. Pat Brown (Swift DB-4/Cosworth/Hasselgren) 1:03.389; 15. John Wink (Ralt RT-4/Cosworth/Hasselgren) 1:03.584; 16. Al Whitman



Team GRR Honda matched Morrison-Cook's five-for-five record with win in Class B and seventh overall.

Amazingly, considering the competition in the "B" class on any given weekend, there were five lead changes throughout the entire race the winning Torok machine led for 657 of the laps! The Petdorf-Addison team of Jock Addison, Luis Campos, Daniel Veilleux and Marc Cosse led for a while, but stopped with a blown oil gasket in the wee hours of the morning. Petdorf South took a good shot as well, its Mazda CRX driven by Rich Lee, Jackson Yonge and Tom Fowler ultimately settling for second in Class B. —Dee Duncan

Escort Endurance Championship/ Round 5

Aug. 12-13/Mosport Park
(2.459-mile course) Qualifying

Pos./Class Pos. Drivers [Car] Time

1/GT1 John Heinrich/Don Knowles/Kim Baker/Stu Hayner (Chevy Camaro) 1:38.303; 2/GT2 Kees Nierop/Calvin Fish/Steve Saleen/Johnny O'Connell (Saleen Mustang) 1:38.442; 3/GT3 Bill Cooper/Danny Edwards/Robin Buck/Chris Kaufmann/Matt Melby (Ford Mustang LX) 1:38.809; 4/GT4 Paul Dallenbach/Dorsey Schroeder/Johnny O'Connell/Kees Nierop/Steve

Saleen (Saleen Mustang) 1:39.820; 5/GT5 Peter Lockhart/Bob McConnell/Boris Said III/Doc Bundy (Chevy Camaro) 1:30.510; 6/GT6 Jim Ray/Ron Nelson/John Schneider/Ray Kong (Nissan 300ZX Turbo) 1:40.551; 7/GT7 Bill Cooper/Danny Edwards/Robin Buck/Chris Kaufmann/Matt Melby (Ford Mustang LX) 1:40.771; 8/GT8 Tom McCabe/Dave Schaller/Alan Freed/Alan Sevadjan (Nissan 300ZX Turbo) 1:42.454; 9/A1 Buddy Norton/Ed Magner/Karl Hacker/Paul Hacker (Olds Calais) 1:42.821; 10/A2 Horst Kroll/Gary Magwood/Marc Lachapella/Jim Kenzie (Eagle Talon) 1:43.038; 11/GT9 Kathryn Teasdale/Graham Jones/Thomas Meecham/Martin Chenhall/Paul Duckworth (Chevy Camaro) 1:43.128; 12/GT10 Phil Strudwick/Keith Minkhorst/Lloyd Service/George Commachio (Chevy Camaro) 1:43.464; 13/A3 R.K. Smith/Paul Brand/Neil Hannemann/Mac DeMere (Eagle Talon) 1:43.567; 14/A4 Bobby Archer/Tommy Archer/Randy MacDonald (Eagle Talon) 1:43.674; 15/GT11 Peter-Paul Duvernet/R. Bruce Boyden/Nick Holmes/Paul Langdon/Ed DeLong (Chevy Camaro) 1:43.835; 16/GT12 Tony Swan/Rich Ceppos/Ed Chima/David Lapham (Saleen Mustang) 1:44.371; 17/GT13 Jacques Bienvenue/Richard La Porte/David Seabrooke/Scott Goodyear (Porsche 944) 1:38.881; 18/B1 Scott Gaylord/Peter Cunningham/Tim Evans (Honda CRX Si) 1:45.608; 19/B2 Jock Addison/Daniel Veilleux/Marc Dancose (Honda CRX) 1:45.739; 20/B3 Richard McGinley/Ed Conner/Frank Del Vecchio/Peter Schwartzott/Randy Pobst (Honda CRX) 1:46.011; 21/B4 Peter Schwartzott/Randy Pobst/Frank Del Vecchio (Honda CRX) 1:46.019; 22/A5 Dan Hillenbrand/Brian Buse/John Bucker/Brad McAllister (Mazda RX-7) 1:46.231; 23/B5 Daniel Veilleux/Normand Boyer/Rob Stewart/Mike Rivet (Honda CRX) 1:46.246; 24/B6 Dave Diedrich/Des Hockley/Luiz Evandro Campos (Honda CRX) 1:46.395; 25/B7 Chet Fillip/Ron Lauzon/Ron Cortez (Honda CRX Si) 1:46.447; 26/B8 Al Salerno/Phil Pate/Pete Blamey/Alistair Oag/William Pate/Herm Johnson (VW GTI) 1:46.452; 27/GT14 Domenic Condello/Ferando Arcilla/Roy Paul/John Band (Porsche 944) 1:46.551; 28/B9 Herm Johnson/Alistair Oag (VW GTI) 1:46.551; 29/A6 Scott Rubin/Rolf Van Englebrechten/Nick Mourant/Chris Bye/Ray Kong (Mazda RX-7) 1:46.660; 30/A7 John Sherker/Jerry Lustig/Kris Skavnes (Acura Legend Coupe) 1:46.672; 31/B10 Rich Lee/Jackson Yonge/Tom Fowler (Honda CRX) 1:47.127; 32/A8 Steve Pfeifer/Bill Miller/Don Mangus/Jeff Arendas/Rolf Van Englebrechten (Mazda RX-7) 1:48.997; 33/B11 Terry DiFrancesco/Bill Clubine/Ian Phillips (Honda Civic) 1:49.518; 34/B12 Sandy Satullo/Tim Brown/Geoff Herald/Richard Herman (Honda CRX Si) 1:49.573; 35/B13 Geoff Chandler/Brian Jeffery/Crick Scarpone/Dave Cook (Honda Civic) 1:51.288; 36/B14 Steve Matchett/Bill Adams/Chuck Stevens (Chevy Beretta)



Despite well-used look of one car, Archer Brothers' Eagle Talons swept top three Class A spots, the Smith/Hanneman/Brand/DeMere entry (RIGHT) the victor.

153.170; 37/B15 David Saleen/Johnny O'Connell (Saleen Mustang) 1:57.335; 38/B16 Mario Lamm/Lepper/Paul McIntosh/Shaw (Toyota Supra) no time/Angel Figueras (Honda Civic) 1:58.170.

Race/749 laps, 18

1/GT1 Heinrich/Knowles/Baker/Hayner (Chevy Camaro) 1:38.303; 2/GT2 Kees Nierop/Calvin Fish/Steve Saleen/Johnny O'Connell (Saleen Mustang) 1:38.442; 3/GT3 Bill Cooper/Danny Edwards/Robin Buck/Chris Kaufmann/Matt Melby (Ford Mustang LX) 1:38.809; 4/GT4 Paul Dallenbach/Dorsey Schroeder/Johnny O'Connell/Kees Nierop/Steve Saleen (Saleen Mustang) 1:39.820; 5/GT5 Peter Lockhart/Bob McConnell/Boris Said III/Doc Bundy (Chevy Camaro) 1:30.510; 6/GT6 Jim Ray/Ron Nelson/John Schneider/Ray Kong (Nissan 300ZX Turbo) 1:40.551; 7/GT7 Bill Cooper/Danny Edwards/Robin Buck/Chris Kaufmann/Matt Melby (Ford Mustang LX) 1:40.771; 8/GT8 Tom McCabe/Dave Schaller/Alan Freed/Alan Sevadjan (Nissan 300ZX Turbo) 1:42.454; 9/A1 Buddy Norton/Ed Magner/Karl Hacker/Paul Hacker (Olds Calais) 1:42.821; 10/A2 Horst Kroll/Gary Magwood/Marc Lachapella/Jim Kenzie (Eagle Talon) 1:43.038; 11/GT9 Kathryn Teasdale/Graham Jones/Thomas Meecham/Martin Chenhall/Paul Duckworth (Chevy Camaro) 1:43.128; 12/GT10 Phil Strudwick/Keith Minkhorst/Lloyd Service/George Commachio (Chevy Camaro) 1:43.464; 13/A3 R.K. Smith/Paul Brand/Neil Hannemann/Mac DeMere (Eagle Talon) 1:43.567; 14/A4 Bobby Archer/Tommy Archer/Randy MacDonald (Eagle Talon) 1:43.674; 15/GT11 Peter-Paul Duvernet/R. Bruce Boyden/Nick Holmes/Paul Langdon/Ed DeLong (Chevy Camaro) 1:43.835; 16/GT12 Tony Swan/Rich Ceppos/Ed Chima/David Lapham (Saleen Mustang) 1:44.371; 17/GT13 Jacques Bienvenue/Richard La Porte/David Seabrooke/Scott Goodyear (Porsche 944) 1:38.881; 18/B1 Scott Gaylord/Peter Cunningham/Tim Evans (Honda CRX Si) 1:45.608; 19/B2 Jock Addison/Daniel Veilleux/Marc Dancose (Honda CRX) 1:45.739; 20/B3 Richard McGinley/Ed Conner/Frank Del Vecchio/Peter Schwartzott/Randy Pobst (Honda CRX) 1:46.011; 21/B4 Peter Schwartzott/Randy Pobst/Frank Del Vecchio (Honda CRX) 1:46.019; 22/A5 Dan Hillenbrand/Brian Buse/John Bucker/Brad McAllister (Mazda RX-7) 1:46.231; 23/B5 Daniel Veilleux/Normand Boyer/Rob Stewart/Mike Rivet (Honda CRX) 1:46.246; 24/B6 Dave Diedrich/Des Hockley/Luiz Evandro Campos (Honda CRX) 1:46.395; 25/B7 Chet Fillip/Ron Lauzon/Ron Cortez (Honda CRX Si) 1:46.447; 26/B8 Al Salerno/Phil Pate/Pete Blamey/Alistair Oag/William Pate/Herm Johnson (VW GTI) 1:46.452; 27/GT14 Domenic Condello/Ferando Arcilla/Roy Paul/John Band (Porsche 944) 1:46.551; 28/B9 Herm Johnson/Alistair Oag (VW GTI) 1:46.551; 29/A6 Scott Rubin/Rolf Van Englebrechten/Nick Mourant/Chris Bye/Ray Kong (Mazda RX-7) 1:46.660; 30/A7 John Sherker/Jerry Lustig/Kris Skavnes (Acura Legend Coupe) 1:46.672; 31/B10 Rich Lee/Jackson Yonge/Tom Fowler (Honda CRX) 1:47.127; 32/A8 Steve Pfeifer/Bill Miller/Don Mangus/Jeff Arendas/Rolf Van Englebrechten (Mazda RX-7) 1:48.997; 33/B11 Terry DiFrancesco/Bill Clubine/Ian Phillips (Honda Civic) 1:49.518; 34/B12 Sandy Satullo/Tim Brown/Geoff Herald/Richard Herman (Honda CRX Si) 1:49.573; 35/B13 Geoff Chandler/Brian Jeffery/Crick Scarpone/Dave Cook (Honda Civic) 1:51.288; 36/B14 Steve Matchett/Bill Adams/Chuck Stevens (Chevy Beretta)

Time of Race: 24h35

Margin of Victory: 0

A-5 laps

B-1 lap

Winner's Average Speed

Lap Leaders: GT-Saleen

No. 97 35, 113-115, 157

316-346, 348-412, 434

36-84; Morrison-Cook

Racing No. 4 87-91;

142-143, 213, 308-315

144-156, 174-179, 187

2 164-173, 180-183.

A-Nucleus Enterprises

Star/Archer Brothers

460-721; World of W

cher Brothers No. 32

B-GRR No. 42 1-33,

GRR No. 43 48; Aut

Escort Endura

Team Standin

After 5 of 8 ro

GT

1. Morrison-Cook N

2. CarTech No. 72 .

3. Morrison-Cook M

4. Kaufmann Racin

5. Saleen Autosport

6. Saleen Autosport

A

1. Diamond Star/A

2. Thrifty Car Ren

3. MazdaTrix/A.W.E

4. Pombo Racing/C

5. Sun Refining/M

6. Autosport No. 2

B

1. Team GRR/Gen

2. Team GRR/Gen

3. Autosports No.

4. General Tire/W

5. General Tire/W

6. General Tire/P

Manufactur

GT

1. Chevrolet . . .

2. Ford

3. Nissan

A

1. Eagle

2. Nissan

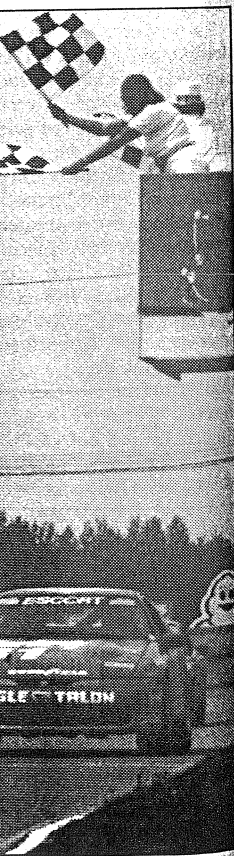
3. Oldsmobile . .

B

1. Honda

2. Volkswagen . .

320; 5/GT5 Peter Lockhart/Bob
undy (Chevy Camaro) 1:30.510;
an Schneider/Ray Kong (Nissan)
GT7 Bill Cooper/Danny Ed-
mann/Matt Melby (Ford Mustang
e/Dave Schaller/Alan Freed/Alan
1:42.454; 9/A1 Buddy Norton/Ed
er (Olds Calais) 1:42.821; 10/A2
annemann/Mac DeMere (Eagle
Teasdale/Graham Jones/Thomas
L Duckworth (Chevy Camaro)
idwick/Keith Minkhorst/Lloyd
Chevy Camaro) 1:43.464; 13/A3
annemann/Mac DeMere (Eagle
Archer/Tommy Archer/Randy
15/GT11 Peter-Paul
Holmes/Paul Langdon/Ed
18/GT12 Tony Swan/Rich
aleen (Saleen Mustang) 1:44.371;
ue/Richard La Porte/David
sche 944) 1:38.881; 18/B1 Scott
Evans (Honda CRX Si) 1:45.608;
euz/Marc Dancose (Honda CRX)
nley/Ed Conner/Frank Del Vec-
obst (Honda CRX) 1:46.011; 21/B4
Frank Del Vecchio (Honda CRX)
and/Brian Buse/John Buckner/Brad
231; 23/B5 Daniel Veilleux/Nor-
e Rivet (Honda CRX) 1:46.246;
ley/Luiz Evandro Campos (Honda
p/Ron Lauzon/Ron Cortez (Hon-
88 Al Salerno/Phil Pate/Pete
Pate/Herm Johnson (VW GTI)
Condello/Ferando Arcilla/Roy
944) 1:46.551; 28/B9 Herm
1:46.551; 29/A6 Scott Rubin/Rolf
nant/Chris Bye/Ray Kong (Mazda
sherk/Jerry Lustig/Kris Skavnes
672; 31/B10 Rich Lee/Jackson
CRX) 1:47.127; 32/A8 Steve
angus/Jeff Arendas/Rolf Von
-7) 1:48.997; 33/B11 Terry
Phillips (Honda Civic) 1:49.518;
vn/Geoff Herald/Richard Herman
35/B13 Geoff Chandler/Brian
ok (Honda Civic) 1:51.288; 36/B14
Chuck Stevens (Chevy Beretta)



entry (RIGHT) the victor

1:53.170; 37/B15 David Salyers/Steve Christopher (Peugeot 505)
1:57.335; 38/B16 Mario Lamothe (Honda Civic) no time; 39/GT15
Tom Lepper/Paul McIntosh/Earl Gallegos/Scott Maxwell/Gary
Shaw (Toyota Supra) no time; 40/B17 Bobby Wolf/Jeff Mil-
stein/Angel Figueras (Honda CRX) no time.

Race/749 laps, 1841.791 miles

1/GT1 Heinrich/Knowles/Baker/Hayner, 749 laps; 2/GT2
Ray/Schneider/Nelson/Kong; 3/GT3 Bienvenue/La Porte/Sea-
brooke/Goodyear, 743; 4/GT4 McConnell/Bundy/
Said/Lockhart; 5/GT5 Schroeder/Dallenbach/O'Con-
nell/Nierop/Saleen, 732; 6/A1 Smith/Brand/Hannemann/DeMere,
721; 7/B1 Gaylord/Cunningham/Edwards; 8/B2 Lee/Yonger/Fowler,
720; 9/A2 B. Archer/T. Archer/MacDonald, 716; 10/GT6
Swan/Ceppos/Chima/Lapham, 715; 11/A3 Kroll/Magwood/
Lachapella/Kenzie, 713; 12/B3 Phillip/Lauzon/Cortez; 13/B4
Veilleux/Boyer/Stewart/Rivet; 14/A4 Sherk/Lustig/Skavnes, 712;
15/B5 Salerno/P. Pate/Blamey/Oag/W. Pate/Johnson, 710; 16/B6
DiFrancesco/Clubine/Phillips, 698; 17/B7 McGinley/Conner/Del
Vecchio/Schwartzott/Pobst, 692; 18/B8 Satullo/Brown/Herald/
Herman, 689; 19/GT7 Lepper/McIntosh/Gallegos/Maxwell/Shaw,
687; 20/GT8 Strudwick/Minkhorst/Service/Commachio, 679;
21/GT9 Nierop/Fish/Saleen/O'Connell, 673; 22/A5 Rubin/Von
Engelbrechten/Mourant/Bye/Kong; 23/B9 Chandler/Jeffrey/Scar-
pone/Cook, 671; 24/A6 Pfeifer/Miller/Mangus/Arendas/Von
Engelbrechten, 664; 25/GT10 Duvernet/Boyd/Holmes/
Langdon/DeLong, 654; 26/GT11 Melby/Kaufmann/Figueras, 632; 28/GT12
wards/Moore, 635; 27/B10 Wolf/Milstein/Figueras, 632; 28/GT12
Condello/Arcilla/Paul/Band, 620; 29/A7 Norton/Magner/Kauf-
Hacker/P. Hacker, 492; 30/GT13 Cooper/Edwards/Buck/Kauf-
mann/Melby, 439; 31/B11 Diedrich/Hockley/Campos, 388;
32/B12 Salyers/Christopher, 282; 33/A8 Hillen-
brand/Buse/Rucker/McAllister, 273; 34/B13 Schwart-
zott/Pobst/Del Vecchio, 232; 35/B14 Addison/Veilleux/Doncose,
216; 36/GT14 Teasdale/Jones/Meecham/Chenhall/Duckworth,
187; 37/B15 Lamothe, 175; 38/B16 Johnson/Oag, 132; 39/GT15
McCabe/Schaller/Freed/Sevadjian, 112; 40/B17 Mat-
chett/Adams/Stevens, 109.

Time of Race: 24h35.980s
Margin of Victory: GT-1m06.950sec
A-5 laps
B-1 lap

Winner's Average Speed: 76.710mph

Lap Leaders: GT-Saleen Autosport No. 19 1-34; Morrison-Cook
No. 97 35, 113-115, 157-163, 184-186, 193-212, 214-231, 235-307,
316-346, 348-412, 434-520, 532-749; DSR Motorsports No. 50
36-84; Morrison-Cook No. 98 85-86, 232-234, 413-433; Kaufmann
Racing No. 4 87-91; Saleen Autosport No. 20 92-112, 121-139,
142-143, 213, 308-315; CarTech Sports No. 72 116-120, 140-141,
144-156, 174-179, 187-192, 347, 521-531; Kaufmann Racing No.
2 164-173, 180-183.

A-Nucleus Enterprises No. 94 1-2, 32-47, 83-103; Diamond
Star/Archer Brothers No. 31 3-31, 52-82, 160-179, 400-415,
460-721; World of Wheels No. 51 48-51, Thrifty Car Rental/Ar-
cher Brothers No. 32 104-159, 180-399, 416-459.

B-GRR No. 42 1-33, 97-721; Petdorf/Addison Racing No. 9 34-47,
GRR No. 43 48; Autosport No. 27 49-96.

Escort Endurance Championship Team Standings

After 5 of 8 rounds

GT	
1. Morrison-Cook No. 97	130
2. CarTech No. 72	82.5
3. Morrison-Cook No. 98	79
4. Kaufmann Racing No. 2	69
5. Saleen Autosport No. 20	68.5
6. Saleen Autosport No. 19	64

A	
1. Diamond Star/Archer Brothers No. 31	100
2. Thrifty Car Rental/Archer Brothers No. 32	95
3. MazdaTrix/A.W.E. Motorsports No. 6	73
4. Pombo Racing/General Tire No. 14	70.5
5. Sun Refining/Marketing No. 94	63
6. Autosport No. 26	58.5

B	
1. Team GRR/General Tire No. 42	130
2. Team GRR/General Tire No. 43	80
3. Autosports No. 27	78
4. General Tire/Wizard Racing No. 68	67
5. General Tire/Wizard Racing No. 86	61
6. General Tire/Petdorf/Addison No. 17	51

Manufacturers Standings

GT	
1. Chevrolet	58.5
2. Ford	28
3. Nissan	23.5
A	
1. Eagle	48.5
2. Nissan	25
3. Oldsmobile	20
B	
1. Honda	58.5
2. Volkswagen	5

A U C T I O N

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400, 15-speed trans, air ride, 60" sleeper, aluminum wheels, air
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TWO IRV HOERR TRANS-AM RACE CARS with 1990 Olds
Cutlass Supreme bodies, one new roller, one 1988 race ready
with 1990 body, perfect condition.

TWO 1989 V-6 BUICK FUEL INJECTED ENGINES complete
with electronics by Wagner Automotive, same people who built
Irv Hoerr's engines. Only three Trans-Am races on each. One
just overhauled Dyno time only, the other only 100 miles since
overhauled by Wagner.

TWO CHEVY V-6 ENGINES BY DENNIS FISCHER. These
engines were owned by Irv Hoerr and have only 500 miles and
400 miles since complete overhauls. All engines have been
professionally maintained by their builders.

Two Jerico road racing transmissions.

One set of Rebco electronic scales.

SHOP EQUIPMENT: 48" box and pan brake, 52"
roller, large drill press, power band saw, power be-
sander, Delta metal band saw, parts bins, nut and bolt
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SPARE PARTS: 20 Gilliam wide, five aluminum 12"
set of new Goodyear rains, Jerico gears, Quickchance
two new clutch sets, plus boxes and boxes of spare
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PIT EQUIPMENT: Scoring stand, electric pit truck,
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1988 ALL-ALUMINUM SOONER enclosed tag tra-
floor, with tent, 220 outlet, 110 lighting, walk on re-
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THURSDAY, OCTOBER 26, 1989

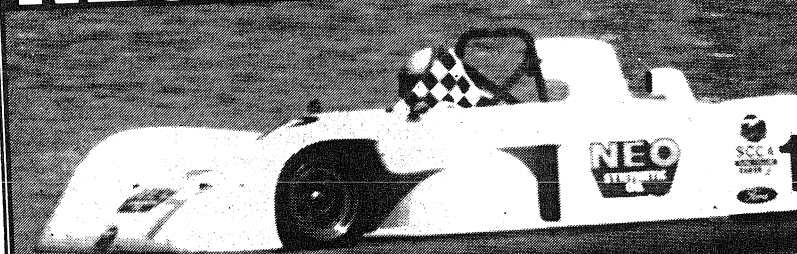
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SCOTT LATHROP

at of the winning Camaro.

Jerry Lustig and John Sherk. Three-car effort had more than s Pepe and company showed brand new Nissan 300ZXs. As use with untested equipment, tended to crop up. One car a broken CV joint, the other A little development work and back in the thick of it. on-Cook in GT, Team GRR victory of the season under e of Peter Cunningham and always, their race was a close Yonge and Rich Lee dogging the way. "The crew really won time," admitted Gaylord in entire margin of victory was crew in the pits. The Autosport ed a minute and six seconds ham/Gaylord Honda, but like s found to have a technical case, the camshaft was deter- pper for the year of the car.



ter Cunningham and Scott Gaylord ran their B class win string to six in six attempts.

Meanwhile, the team lost points and money, but retained its finishing position. Wizard Racing's Chet Fillip and Randy Pobst were third, two laps down to GRR and Autosport. —Dee Duncan

Escort Endurance Championship/ Round 6 Sept. 9-10/Road Atlanta (2.52-mile course) Qualifying

Pos./Class Pos. Drivers [Car] Time

1/GT1 Ron Nelson/John Schneider (Nissan 300ZX Turbo) 1:39.658; 2/GT2 Kees Nierop/Calvin Fish (Saleen Mustang) 1:40.309; 3/GT3 David Seabrook/Richard LaPorte/Bill Adam (Porsche 944) 1:40.365; 4/GT4 Doc Bundy/Mitch Wright (Chevrolet Camaro) 1:40.706; 5/GT5 Danny Edwards/John Wall (Ford Mustang LX) 1:40.803; 6/GT6 John Heinrich/Don Knowles (Chevrolet Camaro) 1:40.818; 7/GT7 Paul Dallenbach/Johnny Unser (Saleen Mustang) 1:40.826; 8/GT8 Del Percilla/Tommy Morrison/Gray Upchurch (Chevrolet Camaro) 1:41.628; 9/GT9 Mark Thompson/David Murray (Chevrolet Camaro) 1:42.583; 10/GT10 Brad Hoyt/Joel Varde/Judd Jackson/John Hogdal (Chevrolet Camaro) 1:42.663; 11/A1 R.K. Smith/Neil Hannemann (Eagle Talon) 1:44.191; 12/GT11 Chris Kaufmann/Danny Edwards/Jeff Moore/John Wall (Ford Mustang LX) 1:44.516; 13/GT12 Phil Strudwick/Keith Minkhorst (Chevrolet Camaro) 1:45.724; 14/A2 Dan Hillenbrand/John Rucker/Joel Pezza (Mazda RX-7) 1:46.665; 15/B1 Jock Addison/Robert Stewart (Honda CRX) 1:46.953; 16/B2 Rich Lee/Jackson Yonge (Honda CRX) 1:46.986; 17/A3 Pepe Pombo/Spencer Low (Nissan 300ZX) 1:47.087; 18/B3 Peter Cunningham/Scott Gaylord (Honda CRX) 1:47.091; 19/A4 Jeff Arendas/Dan Minkler/Steve Pfeifer (Mazda RX-7) 1:47.095; 20/B4 Bobby Wolf/Angel Figueras (Honda CRX) 1:47.205; 21/B5 Daniel Veilleux/Dave Diedrick (Honda CRX) 1:47.278; 22/B6 Randy Pobst/Chet Fillip (Honda CRX) 1:47.316; 23/B7 T.C. Kline/Peter Schwartzott (Honda Civic) 1:47.386; 24/B8 Des Hockley/Luiz Evandro Campos (Honda CRX) 1:47.386; 25/A5 Tony Serrano Jr./Rick Gambill (Nissan 300ZX) 1:47.846; 26/A6 John Sherk/Jerry Lustig (Acura Legend Coupe) 1:48.504; 27/B9 Bill Sargis/Andy Jones/Seg Quinones (Peugeot 505) 1:48.783; 28/A7 Scott Livingston/Jerry Sarnataro/Rich Walke (Mazda RX-7) 1:48.867; 29/B10 Tim Evans/Ron Lauzon (Honda CRX Si) 1:48.874; 30/B11 Peter Farrell/Don Meluzio (Peugeot 405) 1:49.491; 31/B12 Richard McGinley/Frank Del Vecchio (Honda CRX) 1:49.708; 32/B13 Tom Fowler/Thad Barnes (Honda CRX) 1:49.857; 33/B14 Sandy Satullo/Geoff Herald (Honda CRX Si) 1:50.307; 34/B15 Duane Simpson/John Finger/Mike Green (Mazda Miata) 1:50.934; 35/A8 Liana Lombardi/Frank Lombardi (Toyota MR2) 1:51.381; 36/A9 Jeff Purner/Ray Kong (Nissan 300ZX) 1:45.114; 37/B16 Arlo Cota/Alan Himes/Mark German (Peugeot 505) 1:52.106; 38/GT13 Jim Ray/Dave Schaller/Alan Sevadjan (Nissan 300ZX Turbo) 1:53.157; 39/B17 Ken Cottrell/Thad Barnes/Bob Postell (Peugeot 505) 1:53.683; 40/B18 Jason Engle (Peugeot 505) 1:58.162; 41/A10 Bobby Archer/Tommy Archer (Eagle Talon) no time.

Race/305 laps, 768.6 miles

1/GT1 Heinrich/Knowles, 305 laps; 2/GT2 Bundy/Wright, 303; 3/GT3 Nierop/Fish, 302; 4/GT4 Thompson/Murray, 294; 5/B1 Cunningham/Gaylord, 292; 6/B2 Lee/Yonge; 7/A1 B. Archer/T. Archer, 291; 8/A2 Smith/Hannemann; 9/GT5 Percilla/Morrison/Upchurch; 10/B3 Pobst/Fillip, 290; 11/A2 Veilleux/Diedrick; 12/B5 Hockley/Evandro Campos, 288; 13/GT6 Kaufmann/Edwards/Moore/Wall; 14/B6 Evans/Lauzon, 287; 15/B7 McGinley/Del Vecchio; 16/GT7 Strudwick/Minkhorst; 17/GT8 Dallenbach/Unser, 283; 18/B8 Fowler/Barnes; 19/B9 Farrell/Meluzio; 20/A3 Arendas/Minkler/Pfeifer, 280; 21/B10 Satullo/Herald; 22/A4 Sherk/Lustig; 23/A5 Livingston/Sarnataro/Walke, 278; 24/B11 Wolf/Figueras, 277; 25/B12 Simpson/Finger/Green, 275; 26/B13 Cota/Himes/German, 272; 27/A6 Serrano/Gambill; 28/B14 Sargis/Jones/Quinones, 269; 29/GT9 Seabrook/LaPorte/Adam, 239; 30/B15 Addison/Stewart, 223; 31/B16 Cottrell/Barnes/Postell, 201; 32/GT10 Edwards/Wall, 157; 33/GT11 Ray/Schaller/Sevadjan, 155; 34/A7 L. Lombardi/F. Lombardi; 35/GT12 Nelson/Schneider, 151; 36/GT13 Hoyt/Varde/Jackson/Hogdal, 139; 37/A8 Purner/Kong, 104; 38/B17 Kline/Schwartzott, 99; 39/A9 Pombo/Low, 31; 40/B18 Engle, 30; 41/A10 Hillenbrand/Rucker/Pezza, 16.

Time of Race: 9h00m25.515

Winner's Average Speed: 85.333mph

Margin of Victory: GT 2 laps; A: 0.386sec; B: 1m06.716s

Fastest Race Lap: Unavailable

Lap Leaders: GT: Nelson/Schneider 1-34, 36-51; Nierop/Fish 35, 83-86; Heinrich/Knowles 52-81, 87-305; Edwards/Wall 82, 223; 31/B16 Cottrell/Barnes/Postell, 201; 32/GT10 Edwards/Wall, 157; 33/GT11 Ray/Schaller/Sevadjan, 155; 34/A7 L. Lombardi/F. Lombardi; 35/GT12 Nelson/Schneider, 151; 36/GT13 Hoyt/Varde/Jackson/Hogdal, 139; 37/A8 Purner/Kong, 104; 38/B17 Kline/Schwartzott, 99; 39/A9 Pombo/Low, 31; 40/B18 Engle, 30; 41/A10 Hillenbrand/Rucker/Pezza, 16.

Escort Endurance Championship, Round 7

That's The Brakes

• **Blackhawk Farms, Sept. 24** Tight. Twisty. Demanding. Probably the three words most used to describe the track at Blackhawk Farms Raceway, site of round seven of the Escort Endurance Championship. The Walker DynoMax Race Weekend kicked off with a media day attended by several local newspapers, radio and TV stations, and response from the general public was encouraging, according to track owner Ray Irwin, who estimated attendance at well over 2000 for the track's inaugural spectator event.

Brakes were the big story of the weekend, with the circuit taking its toll on more than one car. Both Morrison-Cook's No. 97 Camaro and John Torok's Team GRR No. 42 Honda had enjoyed perfect win records up until this weekend, but found that a seventh straight victory was not to be theirs. Sooner or later even racing luck runs out.

Mo-Co's No. 98 car driven by Doc Bundy and Don Knowles (who also started in his regular mount No. 97 with teammate John Heinrich) took the overall victory but Knowles admitted he had little to do with it. "Doc really did a fantastic job," said Knowles in victory circle. "I might have been the one to take the checker, but Doc won the race. He had the car so far out in front that all I had to do by the time I got in was just drive and not crash."

Pick a team, any team, in GT and you can bet their problem had to do with brakes. The CarTech Sports Nissan which Ron Nelson put on the pole for the second race in a row was the race's first casualty. Nelson brought the Nissan in just a little bit under the one-hour mark to repair a broken rear control arm. When co-driver John Schneider took over they just couldn't get the brakes back.

Saleen Autosport, too, had stopping problems to contend with, having replaced everything from rotors to calipers to hubs on the cars. The Kaufmann Mustangs were "unstoppable" as well, and led a good portion of the race until they basically

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BOB BONDURANT ON PERFORMANCE DRIVING JACKIE STEWART'S PRINCIPLES OF PERFORMANCE DRIVING THE RACING DRIVER, h Jenkinson - an all time class entertaining and insightful. DRIVING IN COMPETITION Alan Johnson - excellent tec DRIVE TO WIN, by Al H SUPERDRIVER: EXERCISE FOR THE MIND, Whitmor WINNING AUTOCROSS SOLO II COMPETITION, SOFT SCIENCE OF ROAD RACING MOTORCYCLES Keith Code - Don't let the fool you. This is one of the greatest "how to race" books.

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FI '88 PHOTO REVIEW
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g triumph on victory rostrum.

sed past the start/finish line he
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always some of the fiercest, and
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in Sebring. "We ran a second
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t folk.

was really sweet revenge. Peter Cunningham beat us at our home track at Mosport and we beat him here at his home track. We tried to run all three cars the same way but our No. 9 car needed brakes. I tried to slide the car through the turns and used the General Tires instead of the brakes. We still have pads left, and most everyone else had to change them."

Team GRR's Cunningham and Gaylord took second, 11.720sec behind (including their stop for brakes) and Phoenix Racing hung in for third, with Wizard Racing's Randy Pobst and Peter Schwartzott rounding out the top four.

—Dee Duncan

Escort Endurance Championship/ Round 7

Sept. 24/Blackhawk Farms (1.8-mile course) Qualifying

Pos./Class Pos. Drivers [Car] Time

1/GT1 Ron Nelson/John Schneider (Nissan 300ZX Turbo) 1:19.085; 2/GT2 Steve Saleen/Paul Dallenbach (Saleen Mustang) 1:19.419; 3/GT3 Chris Kaufmann/Danny Edwards (Ford Mustang LX) 1:19.615; 4/GT4 Doc Bundy (Chevrolet Camaro) 1:19.683; 5/GT5 Kees Nierop/Calvin Fish (Saleen Mustang) 1:20.669; 6/GT6 Shannon Laird/John Wall (Ford Mustang LX) 1:22.396; 7/GT7 John Heinricy/Don Knowles (Chevrolet Camaro) 1:23.110; 9/A1 R.K. Smith/Neil Hannemann (Eagle Talon) 1:23.707; 10/A2 Bobby Archer/Tommy Archer (Eagle Talon) 1:23.717; 11/A3 Ray Kong/Pepe Pombo (Nissan 300ZX) 1:23.909; 12/A4 John Sherk/Tom Fowler (Acura Legend) 1:25.273; 13/B1 Luiz Evandro Campos/Des Hockley (Honda CRX) 1:25.428; 14/B2 Daniel Veilleux/Mike Rivet (Honda CRX) 1:25.521; 15/B3 Rich Lee/Jackson Yonge (Honda CRX Si) 1:25.622; 16/B4 Peter Cunningham/Scott Gaylord (Honda CRX Si) 1:25.671; 17/A5 Jeff Arendas/Steve Pfeifer (Mazda RX-7) 1:25.786; 18/B5 Jock Addison/Peter Stallybrass (Honda CRX) 1:25.848; 19/B6 Alistair Oag/Bill Pate (Volkswagen Corrado) 1:26.169; 20/B7 Herm Johnson/Al Salerno (Volkswagen Corrado) 1:26.221; 21/A6 Spencer Low/Tony Serrano (Nissan 300ZX) 1:26.247; 22/B8 Chet Phillip/Richard McGinley (Honda CRX) 1:26.452; 23/B9 Randy Pobst/Peter Schwartzott (Honda CRX) 1:26.535; 24/B10 Tim Evans/Ron Lauzon (Honda CRX Si) 1:26.974; 25/B11 Sandy Satullo/Geoff Herald (Honda CRX Si) 1:26.990; 26/B12 Les Behm/Cliff Ebben (Volkswagen Golf) 1:28.257; 27/B13 Terry Orr/Christopher Orr (Volkswagen GTI) 1:29.310; 28/B14 David Salyers/Robert Eyrich (Peugeot) 1:34.174; 29/B15 Phil Pate/Alistair Oag (Volkswagen Corrado) no time; 30/B16 Peter Farrell/David Lapham (Peugeot) no time.

Race/129 laps, 232.2 miles

1/GT1 Bundy/Knowles, 129 laps; 2/A1 T. Archer/B. Archer, 127; 3/A2 Smith/Hannemann, 126; 4/A3 Pombo/Kong; 5/GT2 Knowles/Heinricy, 125; 6/B1 Veilleux/Evandro Campos; 7/B2 Cunningham/Gaylord; 8/A4 Low/Serrano; 9/GT3 Wall/Laird, 124; 10/GT4 Caceres/Dunbar; 11/B3 Johnson/Salerno; 12/GT5 Edwards/Kaufmann; 13/B4 Schwartzott/Pobst, 123; 14/B5 Evandro Campos/Hockley; 15/B6 Evans/Lauzon, 122; 16/B7

Phillip/McGinley; 17/B8 Yonge/Lee; 18/B9 Behm/Ebben; 19/B10 Oag/Pate, 121; 20/A5 Pfeifer/Arendas, 119; 21/B11 C. Orr/T. Orr; 22/B12 Rivet/Addison, 117; 23/B13 Satullo/Herald, 116; 24/A6 Sherck/Fowler; 25/B14 Farrell/Lapham, 112; 26/B15 Eyrich/Salyers, 111; 27/B16 Pate/Oag, 109; 28/GT6 Fish/Nierop/Saleen, 78; 29/GT7 Dallenbach, 70; 30/GT8 Nelson/Schneider, 41.

Time of Race: 3h01m18.953s

Winner's Average Speed: 76.838mph

Margin of Victory: GT, 3 laps; A, 1 lap; B, 11.72sec

Fastest Race Lap: Unavailable

Lap Leaders: GT: Nelson/Schneider, 1-33; Dallenbach, 34-53;

Fish/Nierop/Saleen, 54-67; Bundy/Knowles, 68-100, 104-129;

Knowles/Heinricy, 101-103

A: Smith/Hannemann, 1-59; T. Archer/B. Archer, 60-127

B: Veilleux/Evandro Campos, 1-43, 87-125; Cunningham/Gaylord

44-72, 75-76; Yonge/Lee 73-74, 77-86

SCCA Escort Endurance Championship

Point Standings—After 7 of 8 rounds

GT

1. Don Knowles	78.00
John Heinricy	78.00
3. Doc Bundy	36.00
4. Stuart Hayner	32.50
Kim Baker	32.50

A

1. R.K. Smith	57.00
2. Tommy Archer	54.00
Bobby Archer	54.00
4. Neil Hannemann	48.00
5. Ray Kong	33.00

B

1. Peter Cunningham	78.00
2. Scott Gaylord	72.00
3. Tim Evans	33.50
4. Daniel Veilleux	24.50
5. Jackson Yonge	23.00
Rich Lee	23.00

Team Standings

GT

1. Morrison-Cook/Mobil 1 No. 97 Camaro	176.00
2. Morrison-Cook/Mobil 1 No. 98 Camaro	123.00
3. Cartech Sports No. 72 Nissan 300ZX Turbo	96.50
4. Saleen Autosport No. 20 Saleen Mustang	89.50
5. Kaufmann Racing No. 2 Ford Mustang LX	89.00

A

1. Archer/Thrifty Car Rental No. 32 Eagle Talon	145.00
2. Diamond Star/Archer Brothers No. 31 Eagle Talon	140.00
3. Pombo Racing/Wizard Racing No. 86 Honda CRX	95.00
4. A.W.E. Motorsports No. 45 Mazda RX-7	87.00
5. Autosport No. 26 Acura Legend Coupe	86.50

B

1. Team GRR/General Tire No. 42 Honda CRX Si	176.00
2. Team GRR/General Tire No. 43 Honda CRX Si	105.00
3. General Tire/Wizard Racing No. 86 Honda CRX	94.00
4. General Tire/Wizard Racing No. 68 Honda CRX	89.50
5. Autosports No. 27 Honda CRX Si	86.00

Manufacturers Standings

GT

1. Chevrolet	81.00
2. Ford	33.50
3. Nissan	23.50
4. Pontiac	2.00

A

1. Eagle	71.00
2. Nissan	30.50
3. Mazda	27.50
4. Oldsmobile	20.00
5. Acura	12.50

B

1. Honda	81.00
2. Volkswagen	9.00

Toyota Atlantic Championship,

Atlantic Division Round 10

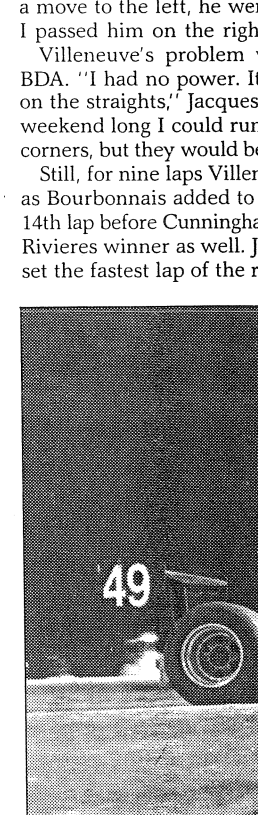
See Claude Run

• Road America, Sept. 10 With a fresh Toyota 4A-GE engine at his back, Claude Bourbonnais did his thing once again, escaping into the Wis-

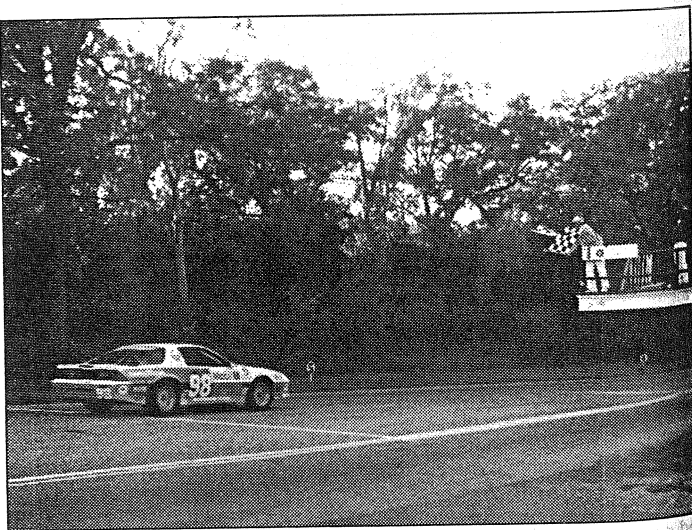


Bourbonnais took imme

consin woods for an easy 1
his main competition spent
on fighting each other ov
Starting from the outside
24-year-old Quebecois p
qualifier Jacques Villeneu
and was never headed. In
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"I think Jacques had som
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Villeneuve's problem w
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Still, for nine laps Villen
as Bourbonnais added to
14th lap before Cunningha
Rivieres winner as well. J
set the fastest lap of the r



Veteran James King show



A different Camaro to the team, perhaps, but same result for everyone else.



GREGORY KOLLAUF

Heinricy kept Mo-Co's record perfect with eighth win in eight starts.

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seemed to have many of the "bugs" worked out by their second event. Given a few more races, who knows what will happen? The Corrado is quick, and with talented drivers like the Phoenix team has on board, it's only a matter of time.

Peter Cunningham scored his fourth pole of the Escort season by putting John Torok's Team GRR Honda up front just 0.2sec ahead of Petdorf/Addison's Daniel Veilleux. Veilleux and teammate Dave Diedrick seemed once again to have the right combination as they snatched their second win in a row from under Honda guru Torok's nose.

The Petdorf/Addison boys have been doing their homework and re-evaluated their entire system before Blackhawk. Obviously the plan worked. The drivers attribute their success to the talents of chief mechanic Stewart Hoo. "Stewart," boasts Diedrick, "is just the best. He works tirelessly and knows everything there is to know to make the Honda run the way it has here today." Cunningham and teammate Scott Gaylord settled for second with Hyper Drive's Andy Pilgrim and Angel Figueras rounding out the top three.

—Dee Duncan

SCCA Escort Endurance Championship/Round 8 Oct. 14/Heartland Park Topeka (2.5-mile course) Qualifying

Pos./Class Pos. Driver/Co-driver [Car] Time

- 1/GT1 Bill Cooper/Shannon Laird (Ford Mustang LX) 2:00.933;
- 2/GT2 Ron Nelson/Jim Ray (Nissan 300ZX Turbo) 2:02.006;
- 3/GT3 Doc Bundy/John O'Steen (Chevrolet Camaro) 2:02.063;
- 4/GT4 Stuart Hayner/Tommy Morrison (Chevrolet Camaro) 2:02.115;
- 5/GT5 Don Knowles/John Heinricy (Chevrolet Camaro) 2:04.024;
- 6/GT6 Paul Dallenbach/Calvin Fish (Saleen Mustang) 2:04.785;
- 7/GT7 Chris Kaufmann/John Wall/Bill Cooper (Ford Mustang LX) 2:06.328;
- 8/GT8 John Schneider/Alan Sevadjan (Nissan 300ZX Turbo) 2:06.750;
- 9/A1 Irv Hoerr/Scott Hoerr (Oldsmobile Calais) 2:06.969;
- 10/GT9 Nick Holmes/Bruce Boyden/Ed DeLong (Chevrolet Camaro) 2:07.252;
- 11/GT10 Lisa Caceres/Lyn St. James (Ford Mustang) 2:07.564;
- 12/A2 R.K. Smith/Neil Hanneman (Eagle Talon) 2:07.580;
- 13/A3 Tommy Archer/Bobby Archer (Eagle Talon) 2:07.598;
- 14/A4 Buddy Norton/Paul Hacker/Karl Hacker (Oldsmobile Calais) 2:08.604;
- 15/A5 Pepe Pombo/Ray Kong (Nissan 300ZX) 2:10.513;
- 16/B1 Peter Cunningham/Scott Gaylord (Honda CRX Si) 2:10.593;
- 17/B2 Daniel Veilleux/Dave Diedrick (Honda CRX) 2:10.769;
- 18/B3 Bobby Wolf/Angel Figueras (Honda CRX Si) 2:10.912;
- 19/B4 Herm Johnson/Al Salerno (VW GTI) 2:11.031;
- 20/B5 T.C. Kline/Peter Schwartzott (Honda Civic Si) 2:11.163;
- 21/B6 Frank Del Vecchio (Honda CRX) 2:11.251;
- 22/B7 Jack Addison/Ian Phillips (Honda CRX) 2:11.599;
- 23/B8 Peter Schwartzott/Richard McGinley (Honda CRX) 2:12.117;
- 24/B9 Alistair Oag/Bill Pate (Volkswagen Corrado) 2:12.198;
- 25/B10 Des Hockley/Luiz Evandro Campos (Honda CRX) 2:12.548;
- 26/B11 Sandy Satullo/Leighton Reese (Honda CRX Si) 2:12.560;
- 27/A6 Tony Serrano/Rick Gambill (Nissan 300ZX) 2:12.638;
- 28/A7 John Sherh/Rich Lee (Acura Legend Coupe) 2:12.747;
- 29/GT11 Keith Minkhorst/Phil Strudwick (Chevrolet Camaro) 2:12.859;
- 30/B12 Ron Lauzon/Tim Evans (Honda CRX Si) 2:12.967;
- 31/A8 Jeff Arendas/Scott Rubin (Mazda RX-7) 2:13.046;
- 32/B13 Rich Lee/Jackson Yonge (Honda CRX Si) 2:13.406;
- 33/B14 Les Behm/Mark Behm (Volkswagen Golf) 2:14.833;
- 34/B15 Bill Sargis/Peter Farrell (Peugeot) 2:15.578;
- 35/A9 Randy Schaefer/Sterling Robertson/Bill Artzberger (Mazda RX-7) 2:16.084;
- 36/B16 Phil Pate/Pete Blamey (Volkswagen Corrado) 2:16.459;
- 37/A10 Ed Linsay/Jim Wessel (Mazda RX-7) 2:16.715;
- 38/B17 Peter Farrell/Arlo Cota (Peugeot) 2:17.206.

Race/114 laps, 285 miles

1/GT1 Knowles/Heinricy, 114 laps; 2/GT2 Bundy/O'Steen; 3/GT3 Hayner/Morrison, 112; 4/GT4 Schneider/Sevadjan; 5/A1 T. Archer/B. Archer, 111; 6/GT5 Nelson/Ray; 7/GT6 Dallenbach/Fish, 110; 8/A2 I. Hoerr/S. Hoerr, 109; 9/B1 Veilleux/Diedrick; 10/B2 Cunningham/Gaylord; 11/B3 Wolf/Figueras; 12/A3 Norton/P. Hacker/K. Hacker; 13/B4 Hockley/Evandro Campos, 108; 14/B5 Addison/Phillips; 15/A4 Pombo/Kong; 16/A5 Sherh/Lee; 17/GT7 Caceres/St. James; 18/B6 Lee/Yonge; 19/B7 Lauzon/Evans; 20/A6 Smith/Hanneman, 107; 21/B8 Satullo/Reese; 22/GT8 Kaufmann/Wall/Cooper; 23/B9 Schwartzott/McGinley; 24/A7 Serrano/Gambill, 106; 25/B10 L. Behm/M. Behm; 26/B11 Oag/B. Pate, 105; 27/B12 P. Pate/Blamey, 104; 28/B13 Sargis/Farrell; 29/A8 Linsay/Wessel, 103; 30/B14 Kline/Schwartzott, 103; 31/B15 Farrell/Cota, 96; 32/GT9 Cooper/Laird, 88; 33/A9 Schaefer/Robertson/Artzberger, 79; 34/GT10 Minkhorst/Strudwick, 70; 35/B16 Johnson/Salerno, 64; 36/B17 Del Vecchio, 36; 37/GT11 Holmes/Boyden/DeLong, 25; 38/A10 Arendas/Rubin, 22.

Time of Race: 4h01m28.655s

Margin of Victory: GT: 54.045sec; A: 1 lap; B: 25.513sec

Winner's Average Speed: 70.814mph

Fastest Race Lap: Unavailable

Lap Leaders: GT: Cooper/Laird 1-5; Hayner/Morrison 6-27; Bundy/O'Steen 28-30; Knowles/Heinricy 31-42, 66-114; Nelson/Ray 43-46; Dallenbach/Fish 47-65

A: I. Hoerr/S. Hoerr 1-40, 45-77, 85-109; Smith/Hanneman 41; T. Archer/B. Archer 42-44, 76-84; 110-111
B: Oag/Pate 1-7; Veilleux/Diedrick 8-56, 65-109; Cunningham/Gaylord 57-61; Wolf/Figueras 62-64

SCCA Escort Endurance Championship Final Point Standings

GT

1. Don Knowles 87.00
- John Heinricy 87.00
3. Doc Bundy 42.00
4. Stuart Hayner 36.50
5. Kim Baker 32.50
6. Ron Nelson 25.50
7. John Schneider 22.00
8. Jim Ray 21.50
9. Danny Edwards 20.00
10. Bob McConnell 15.00

A

1. Bobby Archer 63.00
- Tommy Archer 63.00
3. R.K. Smith 58.00
4. Neil Hanneman 49.00
5. Ray Kong 36.00
6. Pepe Pombo 29.00
7. Paul Brand 27.00
8. Mac DeMere 18.00
- Buddy Norton 18.00
- Paul Hacker 18.00

B

1. Peter Cunningham 84.00
- Scott Gaylord 84.00
3. Daniel Veilleux 33.50
- Tim Evans 33.50
5. Rich Lee 24.00
- Jackson Yonge 24.00
7. Ron Lauzon 22.50
8. Dave Diedrick 19.50
9. Ed Conner 17.50
10. Randy Pobst 15.00

Team Points

GT

1. Morrison-Cook/Mobil 1 No. 97 Chevrolet Camaro 196.00
2. Morrison-Cook/Mobil 1 No. 98 Chevrolet Camaro 139.00
3. Catech Sports No. 72 Nissan 300ZX Turbo 107.50
4. Autech Autosport No. 20 Saleen Mustang 99.50

NEO MA



Both Sport Renault and SCCA Pro found that NEO OW (Zero Weight) found a substantial reduction in temperature which was instrumental in helping information on the success of dealers or NEO direct for the dealer.

Mans Motorsports

2630 18th St. South
Birmingham, AL 35209

205/870-1909



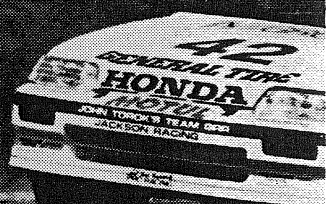
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Bu
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NEO
[213]



ENGINE



1988 and 1989 SCCA ESC

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