




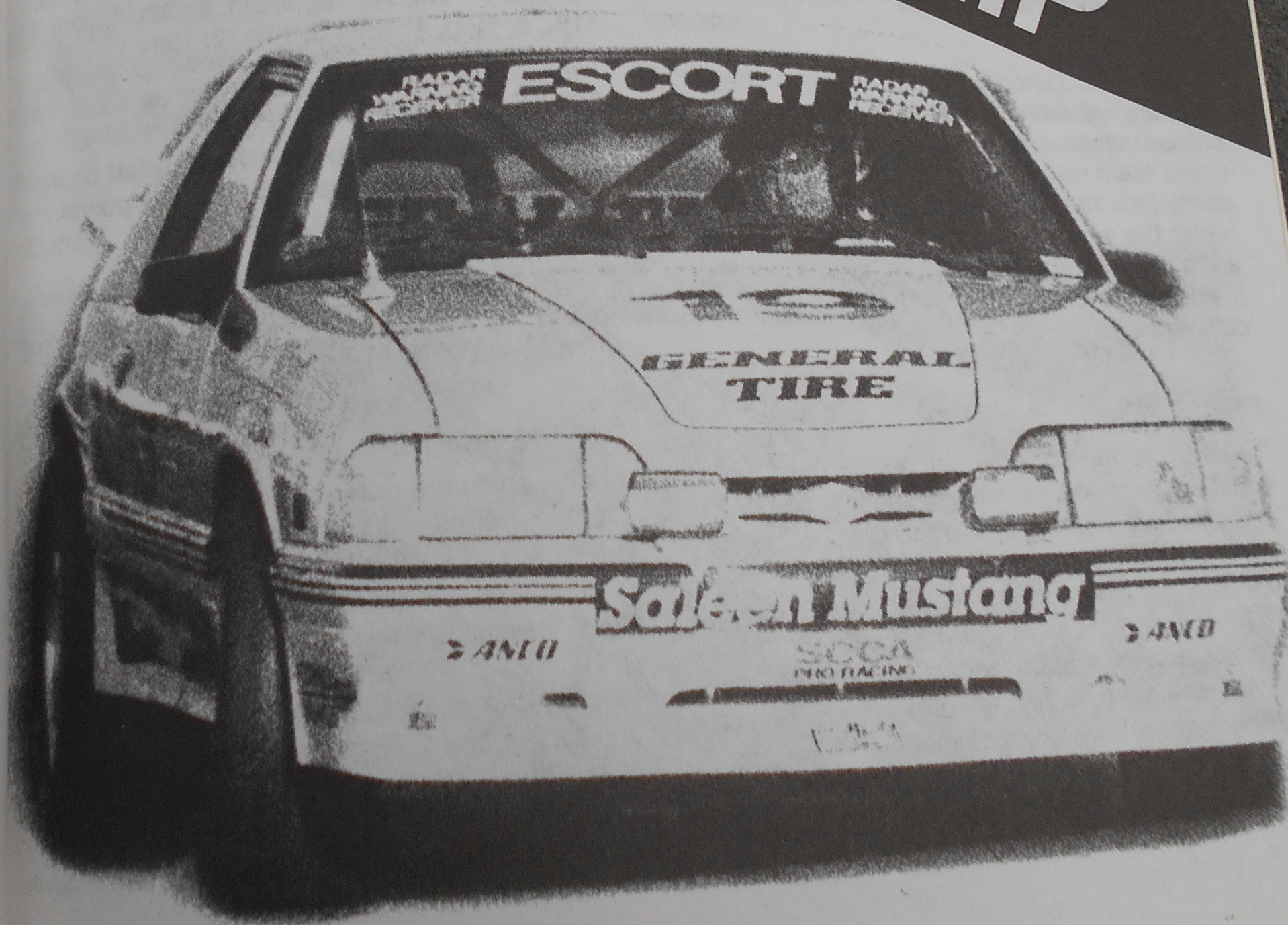
**89**

**SCCA**  
**PRO RACING**

**MEDIA GUIDE**



# ESCORT ENDURANCE CHAMPIONSHIP





# 1989 SCCA ESCORT ENDURANCE FACTS & FIGURES

Escort  
Endurance

## WHAT:

To provide an opportunity for manufacturers and competitors to showcase the vehicles and products they sell to the general public through a nationwide professional road racing series. In keeping with the purpose of the series, vehicles and products used in the series should be both intended and suitable for use on public roads, and available to the public at large through a manufacturer's normal distribution channels.

The Escort Endurance Championship is in its fifth season of competition.

## CLASSES:

There are three classes of competition: GT, A and B. Cars are grouped based on their performance potential.

## RACE LENGTHS:

Events vary in duration from a minimum of three hours up to a maximum of 24 hours. The race begins when the first car crosses the starting line after the green flag has been displayed to the field. The race ends when the overall race leader first crosses the finish line after the prescribed race duration. At any given event, fields may be split into two race groupings if the track length and pit space restrictions so dictate.

## PIT STOPS:

Cars are not allowed to back up under power on pit road unless under the direction of a race official or the team member directing pit operations. A safety jack stand must be used when anyone is under the vehicle. Tool boxes, tires, equipment and all personnel, except the one person signaling the driver, must remain behind the pit wall until the car comes to a rest.

## REFUELING:

The person operating the fuel nozzle must wear a suit, socks, hood, gloves and shoes made of an approved fire retardant material, and goggles or a full face helmet with face shield. Fuel transfer to the car must be via a gravity feed, overhead rig. All fuel must pass from the overhead container through a single, rubberized gasoline hose of a minimum length of 10 feet and no more than three-fourths of an inch in diameter. The complete refueling rig must be set back from the back side of the pit lane wall a minimum of 24 inches.

# ESCORT

## RADAR WARNING RECEIVER

## DRIVERS PER CAR:

Each car has a minimum of two drivers and a maximum of five.

## MANUFACTURERS CHAMPIONSHIP POINTS:

Only those manufacturers who are members of the Manufacturers Council are eligible to receive points towards the Manufacturers Championship. Points are awarded to a manufacturer based on its highest finishing position in each class. The points are awarded as follows: 1st, 9; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; 6th, 1.

## TEAM CHAMPIONSHIP POINTS:

A Team Champion is determined in each class as points are awarded to an Entrant/Team by car number. Team Championship points are awarded as follows: 1st, 20; 2nd, 16; 3rd, 14; 4th, 12; 5th, 11; 6th, 10; 7th, 9; 8th, 8; 9th, 7; 10th, 6; 11th, 5; 12th, 4; 13th, 3; 14th, 2; 15th, 1.

## DRIVER'S CHAMPIONSHIP POINTS:

Points are awarded to the drivers based on their finishing position in each class. The points are awarded as follows: 1st, 9; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; 6th, 1.

Drivers will only receive points for the first car they drive and they must drive at least 60 minutes.

## DRIVING SHIFTS:

Driving shifts are determined by the length of the race. In a three or four-hour race, a driver cannot drive the same car or another car for 30 minutes once relieved. In a six-hour race, a driver cannot drive the same car or another car for one hour once relieved. The maximum continuous driving time for one driver in a six-hour race is three one-half hours. In a 12-hour or 24-hour race, a driver must not drive the same or another car for 60 minutes, once relieved and the maximum continuous driving time for one driver is four hours.

## CHAMPIONSHIP POINT MULTIPLES:

For Manufacturer, Team and Driver point standings, the listed point structure is used for races scheduled for between three and six hours. For 12-hour races that complete more than six hours, the points earned will be 1.5 times the listed point structure. For 24-hour races that complete more than 12 hours, the points earned will be two times the listed point structure.

## PURSE:

The per-race purse is \$37,000, as \$11,500 is paid out per class. The purse is distributed as follows: 1st, \$3,100; 2nd, \$2,200; 3rd, \$1,600; 4th, \$1,150; 5th, \$900; 6th, \$550; 7th, \$500; 8th, \$400; 9th, \$350; 10th, \$300; 11th, \$250; 12th, \$200.

In addition, \$2,500 is awarded to the top-five overall finishers, paid out as follows: 1st, \$1,000; 2nd, \$600; 3rd, \$400; 4th, \$300; 5th, \$200.

## JIM COOK MEMORIAL TROPHY:

An annual award honoring the memory of James Edwin Cook (1939-1985) is presented at season's end to an entrant/driver who has made significant contributions to the overall success of the Escort Endurance Championship through promotional activities and a consistent display of good character and sportsmanship.

## SPONSOR:

Cincinnati Microwave, the manufacturer of the Escort and Passport Radar Warning Devices, is in its fourth year as the name sponsor of the series. It was an associate sponsor the first season.

## HISTORY:

On the first day of the summer of 1980, a 24-Hour showroom stock race was staged at Nelson Ledges Road Course near Akron, Ohio. The success of the Nelson Ledges affair and the amazing response to a second such event at the Mid-Ohio Sports Car Course in August of 1984 prompted the SCCA to combine several existing endurance races into a manufacturers series for 1984.

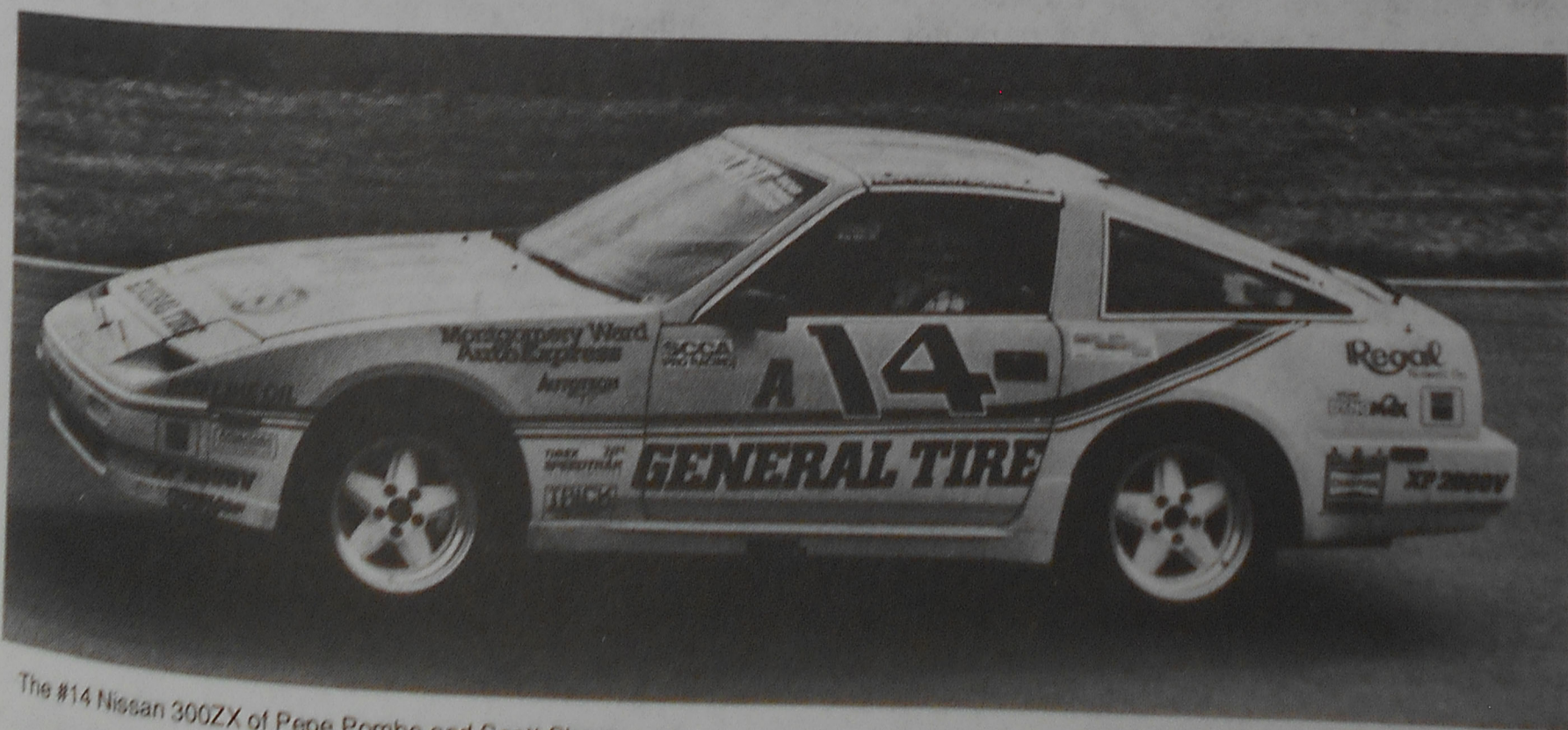
This new series was expanded into a six-race professional showroom stock endurance racing series for 1985.

The 1985 series was billed as the Playboy United States Endurance Cup, as Playboy Magazine was the name sponsor. There were four classes of competition (GT, A, B, C) and a per-race purse of \$20,000 and a year-end bonus of \$60,000.

A number of changes were made in 1986, as Escort replaced Playboy as the sponsor and the class structure was altered. A new class was introduced--the SS (Super Sports) -- and the B and C classes were combined. The per-race purses jumped \$8,000 to \$28,000 and the year-end bonus was increased to \$80,000. Once again, six races were held, including two 24-hour events.

The series continued to grow in 1987, as the number of races jumped to eight and the per-race purse went to \$36,000. The class structure remained intact and Escort remained as the series sponsor.

In 1988, the SS (Super Sports) class was eliminated, thus making the GT class the premier class. The A and B classes remained the same.



The #14 Nissan 300ZX of Pepe Pombo and Scott Sharp



## Escort Enduro Car Facts & Figures:

### Eligible Cars:

For acceptance and homologation, a car must be delivered in the United States at a projected rate of at least 5,000 units per year. Modification companies and small volume manufacturers who have demonstrated a production rate of 1,000 units per year and have established a nationwide dealer network may be accepted on a case-by-case basis. For 1989, only cars from model years 1987 through 1989 are eligible. Each car must conform strictly to the specifications as indicated for that particular year, make, model and option package.

### Safety Modifications:

Each car is equipped with a roll cage, safety harness, a driver's side window net, and a plumbed fire system. The driver's seat is usually replaced with an aftermarket racing type seat.

### Air Conditioning:

Standard equipment air conditioning systems may be removed.

### Pistons, Rods:

Original pistons, connecting rods, crankshaft, harmonic balancer, flywheel and clutch assembly may be tooled only enough to achieve balance. One original piston and connecting rod must weigh within the manufacturer's weight tolerance and have no indication of tooling.

### Vent Lines:

Vent and breather lines may be added to the transmission and differential. It is permitted to fit a mesh screen in front of the radiator to serve as a stone guard.

### Suspension:

The original manufacturers type of suspension must be maintained, however shock absorbers may be replaced with direct bolt-on shocks and coil springs may be replaced with springs of a different diameter and height. Suspension mounting points may not be changed, but alignment settings are unrestricted. Shock absorbers and McPherson struts may be replaced with direct, bolt-on, non-racing shocks. All other suspension components must be original equipment items.

### Brake Pads:

Alternate material brake pads and shoes may be substituted for the OEM units, provided that no modifications to the stock caliper, backing plate, disc or drum are made to accommodate alternate pads and shoes.

### Catalytic Converter:

The catalytic converter must be replaced with a straight-through section of exhaust pipe.

### Fuel:

At no time during the competition may any car have more fuel than the listed fuel tank capacity. All cars must use unleaded fuel with no additives.

### Headlights:

A total of six headlights, regardless of beam pattern, may be installed. The six must include all of the original equipment headlights. Tape or lens caps must be used to protect the lens during daylight hours.

### Steering Wheel:

The steering wheel may be replaced by an aftermarket steering wheel.

### Wheels:

The standard wheels may be replaced with direct bolt-on aftermarket wheels if the aftermarket wheels are the same diameter.

### Tires:

Only tires manufactured and supplied by members of the Tire Manufacturer Council may be used. Tires may be "shaved," but must start the race with all tires having a minimum tread depth of one-sixteenth of an inch.

### Ballast:

All cars must meet a minimum SCCA competition weight. Ballast is permitted, but must be mounted in the passenger seat footwell area.

## SEASON PREVIEW

The 1989 Escort Endurance Championship will most likely see the continuation of some hard fought and closely contested racing that has evolved in the series.

In the GT class, look for the Ford versus Chevrolet war of the past two seasons to continue. Ford took GT class honors in 1987 only to be beat this past season by Chevrolet. Ford obviously has an interest in regaining what it lost, while Chevy has its mind set on retaining what is already its own. And waiting in the wings ready to make a challenge of its own is Nissan.

The A Class was a Nissan steamroller in 1988, but don't expect the same this year as newcomers Mazda and Oldsmobile have committed to major efforts that should challenge Nissan's dominance. BMW took one win in the A class last season, and it too is back.

Class B is similar to the GT, but instead of a Ford versus Chevy battle, it's been Honda taking on Volkswagen the past three seasons. Honda took B Class honors in 1986 and 1988, while Volkswagen was top dog in 1987. Both Honda and Volkswagen will be back in 1989, and the battle will pick up right where it left off in 1988.

Here's a closer look at each class:

### GT Class:

The 1988 Escort Endurance GT class saw a fierce battle develop between the Morrison-Cook Camaros and the Saleen Autosport Mustangs. Morrison-Cook came out on top, as it won its second team championship and Chevrolet's second GT championship. Along the way, Morrison-Cook drivers finished 1-2-3 in the final driver point standings.

The Morrison-Cook team, with its Mobil 1 Camaros, is considered a strong favorite to repeat as GT class champion. Stuart Hayner, the 1988 GT Driver's Champion, Bob McConnell, Don Knowles, John Heinrich, Bobby Carradine and Tommy Morrison, himself make up Morrison-Cook's impressive driver lineup which could be tough to beat.

Saleen Autosport was the 1987 GT class champion and would like nothing more than to beat archrival Morrison-Cook. General Tire returns as the major sponsor of the Saleen team, and the troupes are led by 1987 GT class co-champion Rick Titus. The rest of Saleen's lineup will include the likes of Fabio Greco, Michael Dingman and Lisa Caceres, with the possibility of drivers like Calvin Fish and Pete Halsmer joining the series on a limited basis.

After an initial rookie season to learn the ropes, strong efforts are also expected from entrants Kaufmann Racing and Car-Tech. The Kaufmann team plans to field 5.0-liter Mustangs for Chris

Kaufman and golfer Danny Edwards. Car-Tech will race Nissan 300ZX Turbos and its driver lineup includes Escort Enduro veterans John Schneider, Jim Ray and Ron Nelson.

Actor/racer Paul Newman is expected to compete in the Escort Endurance Championship, driving out of the Newman/Sharp stables. The Newman/Sharp effort is expected to be a major one.

Another team that could be a factor is Bill Mitchell's Special Vehicle Development outfit, which may race about half of the championship with a Camaro.

With Chevrolet, Ford and Nissan all ready for the challenge at hand, the GT class should be quite the battle ground. And if Porsche enters the sweepstakes with its new 3-liter 944 S2, as is being rumored, things will get even more interesting.

### A Class:

There's no two ways about it. Pombo Racing dominated the A class in 1988, winning all but one race. Pombo Racing is expected to be as strong as ever this season, but the also runs of a year ago are expected to be up for the challenge this time around.

Pombo Racing returns to the series in its General Tire-sponsored Nissan 300ZX. Pepe Pombo will be joined by Ray Kong on a regular basis, and by Scott Sharp and Spencer Low, and possibly a celebrity or two on a part-time basis, which gives Pombo a potent lineup.

AWE Motorsports, with its Mazda RX-7, is one of the teams expected to challenge Pombo this year. The driving force behind AWE is Brad McAllister, and he plans a four-car, Mazda and General Tire-sponsored effort. His regular teammates include Bill Artzberger, Andy Evans, Ted Anderson, Steve Pfeifer, John Faull, Bill Miller and Jeff Arendas but he has also enlisted the services of Lance Stewart, Bill Cooper and John Mueller for a host of races. Both Stewart and Cooper have won in the Escort Enduro in the past (Stewart, 10 times and Cooper once) and are capable of adding to their win totals this season.

BMW was the only manufacturer to break Nissan's stranglehold in class A last season, and the Bavarian car manufacturer is expected to return with two or more competitive teams. KC Racing, with Ken McGraw, will field a BMW 325is, as will Clint DeWitt. It's possible that TC Kline Racing, which won the A class at Mid-Ohio last season, could compete in as many as five events this season in his 325is.

Big things are expected from the new factory-backed, single-car Oldsmobile effort. Scott Hoerr, the younger brother of Trans-Am star Irv



Hoerr, and Buddy Norton, who has an Escort Enduro GT class victory to his credit, will be the drivers. The Olds Calais will feature the LGO engine, which is the high performance version of the quad 4.

### B Class:

The battle in B class between the Honda CRXsi and the Volkswagen GTI is expected to continue in 1989.

On one hand you have the Honda CRXsi. Honda scored its second B class Manufacturers Championship in 1988 on the strength of John Torok's Team GRR.

Not only is the two-car Team GRR effort returning with General Tire sponsorship, but it also has drivers Peter Cunningham, Ed Conner, Scott Gaylord and Tim Evans in the lineup. Torok himself plans to race in a couple of the long races, along with a host of yet-to-be named endurance specialists.

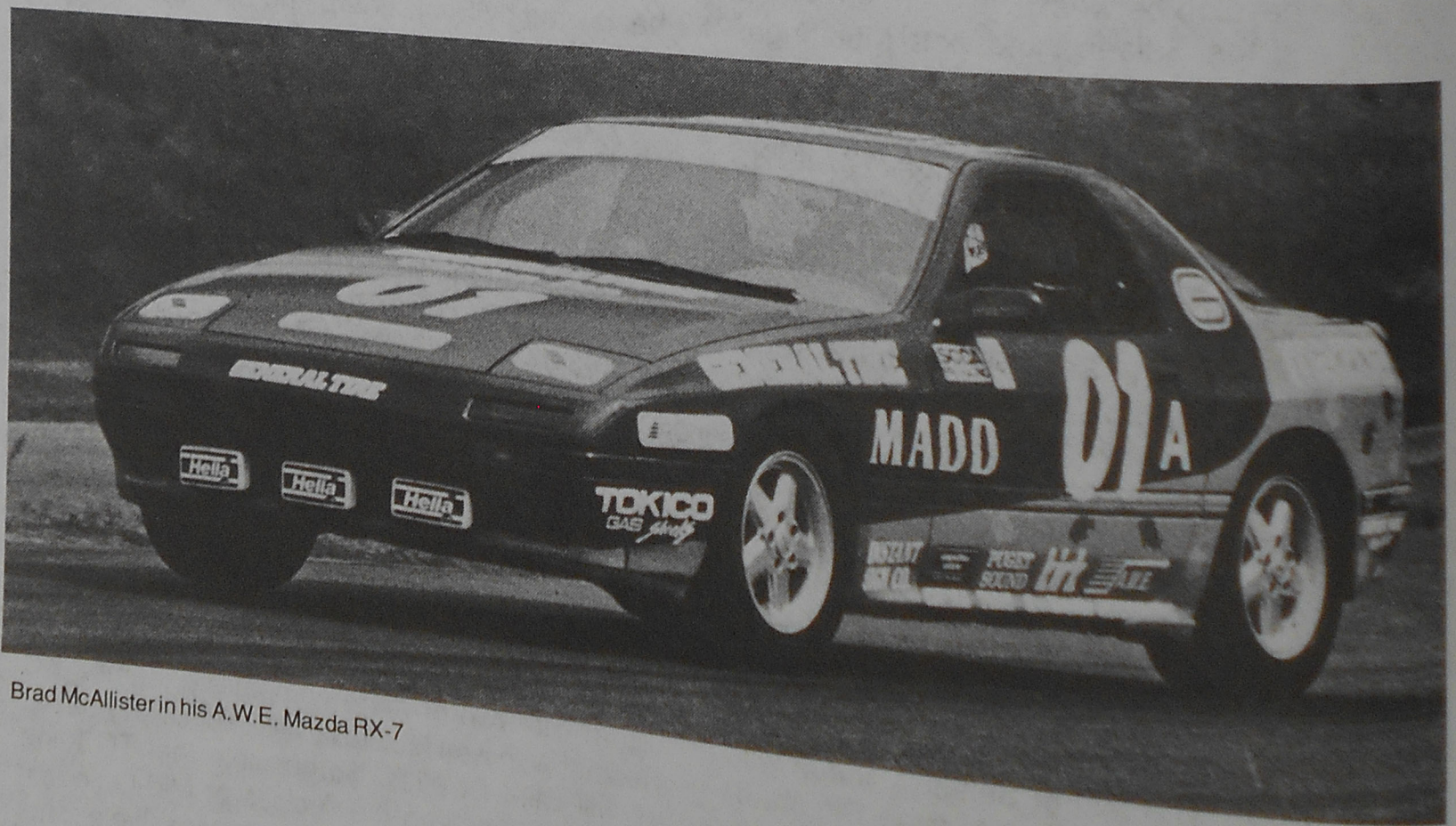
Four more teams are planning to run Honda CRXsi's as well, including Petdorf Racing (Peter Stallybrass, Jock Addison), which returns to the series with General Tire of Canada backing. The two-car Wizard Racing team will be in Hondas as well, with drivers Ron Eaton, Dan Hillenbrand and Richard McGinley. Wizard Racing entrant Eddie Rivera says that a third car is a possibility and that he will probably get behind the wheel in

the longer races, as will Robbie Buhl. Angelo Figuaro is also expected to join the team for a few races. Add in Team Turtle with Wedge Rafferty as the main pilot and what you have is a bunch of Hondas competing for the Championship and against each other.

Volkswagen's hopes of winning its second B Class Manufacturers Championship rests solidly on Phoenix Racing. Phoenix Racing's driver lineup includes the likes of Peter Schwartzott, Alistair Oag and Al Salerno. Phoenix Racing principal Bill Pate will get behind the wheel too, as will Herm Johnson. Volkswagen of America is the primary sponsor of the Phoenix Racing program, and the team will be one of Goodyear's top contenders.

Other Volkswagen entrants are expected, including GTI Autosports, Bernd Buschen; and Bjerke Racing, Kevin Bjerke. And if there's strength in numbers, the more Volkswagens the merrier to offset the horde of Hondas readying for the Championship.

The Honda-Volkswagen battle in B Class will be something to watch this season, but if that wasn't enough, new makes are expected to join the fray, including Peugeot with its 405 and the Chevrolet Spectrum Turbo, which will be driven by Chevrolet dealer turned ice-racer turned road racer Dave Markquart.



Brad McAllister in his A.W.E. Mazda RX-7

# 1989 ESCORT ENDURANCE APPROVED AUTOMOBILES

MANUFACTURER	MAKE	ENGINE DISPLACEMENT	COMPETITION WEIGHT
<b>GT CLASS</b>			
Audi	5000 CS Turbo Quattro	T 2226cc (5)	= 3000 lbs
Chevrolet	Camaro 5 speed Man.	4998cc (V-8)	= 3100 lbs
	4 speed Auto	5700cc (V-8)	= 3300 lbs
Ford	Mustang	4950cc (V-8)	= 3050 lbs
Mazda	RX-7	T 1308cc Rotary	= 2750 lbs
Nissan	300ZX Turbo	T 2960cc (V-6)	= 3000 lbs
Pontiac	Firebird 5 speed Man.	2998cc (V-8)	= 3100 lbs
	4 speed Auto	5700cc (V-8)	= 3300 lbs
Porsche	944-S 4 Valve	2479cc (4)	= 2725 lbs
	944 2 Valve	2479cc (4)	= 2700 lbs
Saleen	Mustang	4950cc (V-8)	= 3100 lbs

## A CLASS

Acura	Legend Coupe	2675cc (V-6)	= 2800 lbs
Alfa Romeo	Milano	2959cc (V-6)	= 2900 lbs
Audi	90 Quattro	2309cc (5)	= 2650 lbs
BMW	325is	2494cc (6)	= 2700 lbs
Dodge	Daytona Shelby Z	T 2213cc (4)	= 2800 lbs
	Omni/Charger, non-intercooled	T 2213cc (4)	= 2400 lbs
Ford	Probe GT	T 2184cc (4)	= 2600 lbs
Mazda	RX-7	1308cc Rotary	= 2600 lbs
	MX-6	T 2184cc (4)	= 2600 lbs
Mitsubishi	Starion	T 2555cc (4)	= 3000 lbs
Nissan	300ZX	2960cc (V-6)	= 2950 lbs
Saab	9000 16V Turbo SPG	T 1985cc (4)	= 2900 lbs
Shelby	CSX	T 2213cc (4)	= 2650 lbs

## B CLASS

Acura	Integra	1590cc (4)	= 2250 lbs
Chevrolet	Beretta GT/GTU	2837cc (V-6)	= 2550 lbs
Dodge	Colt	T 1590cc (4)	= 2300 lbs
Honda	CRX si	1590cc (4)	= 2150 lbs
	CRX si	1491cc (4)	= 2000 lbs
Isuzu	Impulse RS	T 1994cc (4)	= 2800 lbs
Mazda	323 GT	T 1598cc (4)	= 2400 lbs
Mitsubishi	Mirage	T 1590cc (4)	= 2300 lbs
Nissan	200SX	2960cc (V-6)	= 2800 lbs
	Pulsar NX	1809cc (4)	= 2450 lbs
Peugeot	505	T 2155cc (4)	= 2850 lbs
	405 M16	1900cc (4)	= 2550 lbs
Pontiac	Fiero GT	2837cc (V-6)	= 2600 lbs
Toyota	MR-2	1587cc (4)	= 2250 lbs
Volkswagen	GTI 16V	1780cc (4)	= 2250 lbs





## SEASON IN REVIEW

It was a year of transition for the Sports Car Club of America's Escort Endurance Championship, as a whole score of new champions -- in both the manufacturers and drivers categories -- were crowned.

The transition began in the off-season, when the SCCA announced a new three-class structure by eliminating the SS (Super Sports) class, which had been dominated by Corvettes.

With the predictability of the SS class a thing of the past, the 1988 season promised to be different, with both Chevrolet and Ford looking towards a GT class championship.

Chevrolet and Ford, with teams fielded by Morrison-Cook and Saleen Autosport, respectively, made the GT class their personal battleground. The Morrison-Cook team proved superior, as the two-car team won seven of the eight races, took the top two positions in the Team Championship and earned Chevrolet the Manufacturers Championship by a 69-to-46 margin.

Stuart Hayner, who also won the 1988 Corvette Challenge, piloted one of the Morrison-Cook Camaros to the Driver's Championship in GT, as he co-drove in five wins, and added a second and third to boot. Teammate Bob McConnell finished second in the Driver's Championship nine points behind, as he co-drove in four victories. Morrison-Cook's Don Knowles and John Heinrich were third and fourth, respectively, on the strength of three victories apiece.

Saleen Autosport's three-Mustang team had its moments though, as it finished 1-2-3 in the grueling 24-hour Mosport Park race to become the first manufacturer other than Chevrolet to take an overall win in the series' 23-race history. In all, Saleen posted 11 top-three finishes in eight races.

Individually, Steve Saleen led the Saleen contingent with a fifth-place finish in the Driver's Championship, while his three General Tire-sponsored Mustangs finished third through fifth in the Team Championship.

The A Class was never in much doubt, as Pombo Racing's General Tire Nissan 300ZX won seven of the eight races. Pombo Racing easily won the Team Championship while Nissan

waltzed to the Manufacturers title. Pepe Pombo was behind the wheel the entire season and won the Driver's Championship, while teammate Scott Sharp finished second.

Just how dominant was Pombo Racing's Nissan? At the 24-hour race at Mosport Park, for instance, Pombo, Sharp and Ray Kong co-drove the Nissan to a 84-lap victory over the second-place Saab 9000 Turbo entered by Saab Scania of Canada.

Jerry Lustig and Mac DeMere piloted their Acura Legend to second place in both the A Class Team and Manufacturers Championships, on the strength of seven top-five finishes, including a couple of runner-up finishes and four thirds.

Finishing third in Class A was the BMW 325 entered by T.C. Kline Racing. Tom Pabst, Andy Evans, John Rowe and Kline drove the BMW to victory at the 12-hour Mid-Ohio Sports Car Course event and second at Portland. The duo of Pabst and Evans was leading the Sebring race too, until their car lost its brakes and rolled during one of Evans' stints. Undaunted, Evans got back in the car and continued. They finished 16 laps off the pace but sixth in class.

Class B was extremely competitive, as Volkswagen and Honda dueled all season long as all three championships -- the Drivers, Team and Manufacturers -- went down to the wire.

The #42 Team GRR Honda CSX won the Team Championship on the strength of five victories, with four of those coming at the start of the year. Team GRR was instrumental in Honda's successful bid for its third Manufacturers title in four seasons of competition in the Escort Endurance Championship. Also, Team GRR's Peter Cunningham won the Driver's Championship with 66 points, while teammates Ed Conner and Lance Stewart were second and third.

Phoenix Racing's #41 Volkswagen GTI finished a close second in the down-to-the-wire battle, following one win -- at Road America -- and five runner-up finishes. Bill Pate, who was in the winning car at Road America, was Phoenix Racing's highest placing driver, as he finished fourth in the Driver's Championship behind the trio of Team GRR drivers.

# 1988 ESCORT ENDURANCE CHAMPIONSHIP FINAL DRIVER POINT STANDINGS

(Top 10 in Each Class)

Ps.	Driver	Team, Car	Pts.	Sears Point	Portland	Brainerd	Mosport Park	Road America	Road Atlanta	Mid-Ohio	Sebring
<b>GT CLASS</b>											
1.	Stuart Hayner	Morrison-Cook Motorsports Camaro	59	1	2	1	5	1	1	1	3
2.	Bob McConnell	Morrison-Cook Motorsports Camaro	50	1	2	1	5	-	1	1	3
3.	Don Knowles	Morrison-Cook Motorsports Camaro	49	8	1	2	4	1	2	3	1
4.	John Heinrich	Morrison-Cook Motorsports Camaro	49	8	1	2	4	1	2	3	1
5.	Steve Saleen	Saleen Autosport Mustang	44	2	5	3	1	3	3	2	14
6.	George Follmer	Saleen Autosport Mustang	28	2	-	-	2	-	3	-	5
7.	Desire Wilson	Saleen Autosport Mustang	26	3	3	4	3	3	4	10	-
8.	Rick Titus	Saleen Autosport Mustang	25	4	5	10	2	5	4	4	-
9.	Tommy Archer	Saleen Autosport Mustang	24	-	-	-	1	-	-	2	DQ
10.	Bobby Archer	Saleen Autosport Mustang	24	-	-	-	1	-	-	2	14
<b>A CLASS</b>											
1.	Pepe Pombo	Pombo Racing Nissan 300ZX	78	1	1	1	1	1	1	2	1
2.	Scott Sharp	Pombo Racing Nissan 300ZX	69	1	1	1	1	1	-	2	1
3.	Ray Kong	Pombo Racing Nissan 300ZX	37	-	-	-	1	-	1	2	3
4.	Mac DeMere	Autosport Acura Legend	35	3	3	6	4	3	2	3	2
5.	Jerry Lustig	Autosport Acura Legend	35	3	3	6	4	3	2	3	2
6.	Tom Pabst	T.C. Kline Racing BMW	30	4	2	4	6	4	4	1	6
7.	Andy Evans	T.C. Kline Racing BMW	25	4	2	4	-	4	-	1	6
8.	Steve Pfeifer	Team Mazda RX-7	21	2	9	2	5	7	-	4	5
9.	Brad McAllister	Team Mazda RX-7	19	2	9	2	5	7	7	4	-
10.	John Rowe	T.C. Kline Racing BMW	14	-	-	-	6	-	4	1	-
<b>B CLASS</b>											
1.	Peter Cunningham	Team GRR Honda CRX	66	1	1	1	1	2	8	1	2
2.	Ed Conner	Team GRR Honda CRX	59	1	3	2	1	2	1	1	3
3.	Lance Stewart	Team GRR Honda CRX	51	1	1	1	-	9	1	1	2
4.	William Pate	Phoenix Racing Volkswagen GTI	49	2	2	4	2	1	2	2	6
5.	Peter Schwartzott	Phoenix Racing Volkswagen GTI	43	2	2	4	4	1	2	2	6
6.	Tony Swan	Team GRR Honda CRX	27	1	-	2	1	9	8	-	-
7.	Scott Gaylord	Team GRR Honda CRX	27	-	-	-	1	-	-	1	-
8.	Ron Lauzon	Team GRR Honda CRX	22	-	-	-	1	-	-	3	-
9.	Herm Johnson	Phoenix Racing Volkswagen GTI	21	2	2	-	2	5	-	-	-
10.	Rich Lee	Autosport Honda CRX	15	3	14	3	3	12	4	11	16
	Jackson Yonge	Autosport Honda CRX	15	3	14	3	3	12	4	11	16
	David Fenn	Wizard Racing Honda CRX	15	6	5	6	5	10	12	4	12

\*Double points for races more than 12 hours

# 1988 ESCORT ENDURANCE CHAMPIONSHIP FINAL MANUFACTURER POINT STANDINGS

Ps.	Manufacturer	Pts.	Sears Point	Portland	Brainerd	Mosport	Road America	Road Atlanta	Mid-Ohio	Sebring
<b>GT CLASS</b>										
1.	Chevrolet	69	1	1	1	4	1	1	1	1
2.	Ford	46	2	3	3	1	3	3	2	3
3.	Nissan	14	9	8	6	6	8	5	11	2
<b>A CLASS</b>										
1.	Nissan	78	1	1	1	1	1	1	2	1
2.	Acura	35	3	3	6	4	3	2	3	2
3.	BMW	30	4	2	4	6	4	4	1	6
4.	Shelby	19	8	4	-	3	2	3	9	7
5.	Alfa Romeo	5	-	6	3	-	-	-	-	-
<b>B CLASS</b>										
1.	Honda	75	1	1	1	1	2	1	1	2
2.	Volkswagen	57	2	2	4	2	1	2	2	1

\*Double points for races more than 12 hours



# 1988 ESCORT ENDURANCE CHAMPIONSHIP TEAM POINT STANDINGS

Pos.	Team	Pts.	Sears Point	Portland	Brainerd	Mosport	Road America	Road Atlanta	Mid-Ohio	Sebring
<b>GT CLASS</b>										
1.	Morrison-Cook Motorsports #97	138	8	1	2	4	1	2	3	1
2.	Morrison-Cook Motorsports #98	133	1	2	1	5	10	1	1	2
3.	Saleen Autosport #19	121	2	6	3	1	5	3	2	16
4.	Saleen Autosport #20	100	3	3	4	3	3	4	10	3
5.	Saleen Autosport #21	86	4	5	10	2	9	10	4	4
6.	CarTech Sports #72	62	9	8	7	6	10	9	11	19
7.	CarTech Sports #73	51	-	-	6	13	8	5	-	2
8.	Hendricks Racing #90	48	-	-	11	-	2	6	9	6
9.	T.C. Kline Racing #12	46	-	11	8	-	4	7	5	15
10.	Kaufmann Racing #46	37	7	7	-	-	6	-	6	17
<b>A CLASS</b>										
1.	General Tire/Pombo Racing #14	176	1	1	1	1	1	1	2	1
2.	Autosport #26	122	3	3	6	4	3	2	3	2
3.	T.C. Kline Racing #16	114	4	2	4	6	4	4	1	6
4.	Team Mazda #01	102	2	9	2	5	7	7	4	5
5.	Overton Autosport #57	52	6	10	-	-	2	3	-	10
6.	MAS Racing	37	-	-	-	3	-	-	-	7
7.	Saab Scania of Canada #96	32	-	-	-	2	-	-	-	-
8.	Justin Berry Racing #87	32	-	-	5	-	5	6	-	-
9.	GTO Racing #36	30	8	7	-	-	-	-	8	12
10.	G.T. Motorsports #32	29	-	-	7	-	-	8	-	14
<b>B CLASS</b>										
1.	Team GRR #42	144	1	1	1	1	9	1	15	2
2.	Phoenix Racing #41	138	2	2	4	2	1	2	2	6
3.	Team GRR #43	107	4	3	2	6	2	8	1	3
4.	Phoenix Racing #39	88	7	7	8	4	4	9	7	7
5.	Autosport #27	79	3	14	3	3	12	4	11	16
6.	Wizard Racing #68	79	6	5	6	5	10	12	4	12
7.	Monroe Shocks/Team Brazil #40	77	5	4	10	13	3	17	13	5
8.	Wizard Racing #86	73	21	10	9	8	14	3	3	4
9.	Team Brazil #62	54	20	-	7	7	-	-	-	1
10.	Autosport #28	49	10	9	12	9	16	5	9	18

\*Double points for races more than 12 hours

## ESCORT ENDURO TEAM WINNERS

### SEARS POINT INTERNATIONAL RACEWAY

GT: Morrison-Cook  
A: Pombo Racing  
B: Team GRR

### PORTLAND INTERNATIONAL RACEWAY

GT: Morrison-Cook  
A: Pombo Racing  
B: Team GRR

### PEPSI GRAND PRIX

### BRAINERD INTERNATIONAL RACEWAY

GT: Morrison-Cook  
A: Pombo Racing  
B: Team GRR

### ROTHMANS 24-HOUR WEEKEND MOSPORT PARK

GT: Saleen Autosport  
A: Pombo Racing  
B: Team GRR

### ROAD AMERICA

GT: Morrison-Cook  
A: Pombo Racing  
B: Phoenix Racing

### ROAD ATLANTA

GT: Morrison-Cook  
A: Pombo Racing  
B: Team GRR

### MID-OHIO SPORTS CAR COURSE

GT: Morrison-Cook  
A: T.C. Kline Racing  
B: Team GRR

### SEBRING

GT: Morrison-Cook  
A: Pombo Racing  
B: Team Brazil

# ESCORT ENDURO 1988 BOX SCORES

RACE #1  
SEARS POINT INTERNATIONAL RACEWAY  
APRIL 23, SONOMA, CALIF.  
116 LAPS OF 2.523-MILE CIRCUIT  
FOR 290 MILES

Fn. Ps.	Driver	Car	Laps
1	Bob McConnell Stuart Hayner	Camaro	116
2	Steve Saleen George Follmer	Mustang	116
3	Desire Wilson Lisa Caceres	Mustang	116
4	Rick Titus Calvin Fish	Mustang	115
5	Charles Spira Jon Milledge	Porsche 944	114
6	Lance Stewart Peter Cunningham Tony Swan	Honda CRX	113
7	Pepe Pombo Scott Sharp	Nissan 300ZX	111
8	Brad McAllister Steve Pfeifer Gary Basel	Mazda RX7	111
9	Bill Pate Alistair Oag Herm Johnson Peter Schwartzott	Volkswagen GTI	111
10	Rich Lee Stu Lasser Jackson Yonge	Honda CRX	111

RACE #2  
PORTLAND INTERNATIONAL RACEWAY  
JUNE 11, PORTLAND, ORE.  
161 LAPS OF 1.915-MILE CIRCUIT  
FOR 308.315 MILES

Fn. Ps.	Driver	Car	Laps
1	John Heinrich Don Knowles	Camaro	161
2	Bob McConnell Stuart Hayner	Camaro	161
3	Desire Wilson Lisa Caceres	Mustang	160
4	Jim Hall Jr. Ron Nelson Greg Moore	Nissan 300ZX	160
5	Rick Titus Calvin Fish Steve Saleen	Mustang	160
6	Steve Saleen Pete Halsmer	Mustang	156
7	Lance Stewart Peter Cunningham	Honda CRX	154
8	Pepe Pombo Scott Sharp	Nissan 300ZX	153
9	Herm Johnson Peter Schwartzott	VW GTI	152
10	Ed Conner Mark Mitchell	Honda CRX	152

RACE #3  
PEPSI GRAND PRIX  
BRainerd INTERNATIONAL RACEWAY  
JULY 16, BRAINERD, MINN.  
89 LAPS OF 3-MILE CIRCUIT FOR  
267 MILES

Fn. Ps.	Drivers	Car	Laps
1	Bob McConnell Stuart Hayner	Camaro	89
2	John Heinrich Don Knowles	Camaro	89
3	Steve Saleen Kees Nierop	Mustang	89
4	Desire Wilson Lisa Caceres	Mustang	89
5	Bob Bogan Paul Brand	Porsche 944	88
6	John Schneider Jim Ray	Nissan 300ZX	87
7	Dave Schaller Robert McFarlin	Nissan 300ZX	87
8	T.C. Kline John O'Steen	Camaro	85
9	Lance Stewart Peter Cunningham	Honda CRX	85
10	Ed Conner Tony Swan	Honda CRX	85

RACE #4  
ROTHMANS 24-HOUR WEEKEND  
MOSPORT PARK  
AUG. 13, BOWMANVILLE, ONT., CAN.  
783 LAPS OF 2.459-MILE CIRCUIT  
FOR 1,9925.397 MILES

Fn. Ps.	Driver	Car	Laps
1	Steve Saleen Bobby Archer Tommy Archer	Mustang	783
2	Rick Titus George Follmer David Hellweg Kees Nierop	Mustang	771
3	Desire Wilson Lisa Caceres Calvin Fish	Mustang	769
4	John Heinrich Peter Lockhart Don Knowles	Camaro	767
5	Bob McConnell Stuart Hayner Bobby Carradine Robin Buck	Camaro	761
6	Dave Schaller John Schneider Robert McFarlin Jim Ray	Nissan 300ZX	753
7	Peter Cunningham Scott Gaylord Ed Conner Ron Lauzen	Honda CRX	749
8	William Pate Herm Johnson Peter Schwartzott	Volkswagen GTI	745
9	Rich Lee Jackson Yonge Tom Fowler	Honda CRX	745
10	Philip Pate Paul Dallenbach Alistair Oag	Volkswagen GTI	739



# Escort Endurance

**RACE #5**  
ROAD AMERICA  
AUG. 27, ELKHART LAKE, WIS.  
56 LAPS OF 4-MILE CIRCUIT FOR  
224 MILES

**RACE #7**  
MID-OHIO SPORTS CAR COURSE  
SEPT. 24, LEXINGTON, OHIO  
369 LAPS OF 2.4-MILE CIRCUIT  
FOR 885.6 MILES

Fn. Ps.	Driver	Car	Laps
1	Don Knowles	Camaro	56
2	John Heinricy	Camaro	56
3	Stuart Hayner	Camaro	56
4	Shawn Hendricks	Camaro	56
5	Scott Hendricks	Camaro	56
6	Desire Wilson	Mustang	56
7	Steve Saleen	Mustang	56
8	T.C. Kline	Camaro	55
9	R.J. Gottlieb	Camaro	55
10	Rick Titus	Mustang	55
	Pete Halsmer	Mustang	55
	Chris Kaufmann	Mustang	55
	Danny Edwards	Mustang	55
	Bob Bogan	Porsche 944	55
	Paul Brand	Porsche 944	55
	R. David Jones	Nissan 300ZX	54
	David Schaller	Nissan 300ZX	54
	Peter Schwartzott	Volkswagen GTI	54
	Bill Pate	Volkswagen GTI	54
	Pepe Pombo	Nissan 300ZX	54
	Scott Sharp	Nissan 300ZX	54

Fn. Ps.	Driver	Car	Laps
1	Bob McConnell	Camaro	369
2	John O'Steen	Camaro	369
3	Stu Hayner	Camaro	369
4	Steve Saleen	Mustang	368
5	Tommy Archer	Mustang	368
6	Bobby Archer	Mustang	368
7	John Heinricy	Camaro	366
8	Bobby Carradine	Camaro	366
9	Don Knowles	Camaro	366
10	Rick Titus	Mustang	363
	David Hellweg	Mustang	363
	Fabio Greco	Mustang	363
	Lance Stewart	Honda CRX	356
	Peter Cunningham	Honda CRX	356
	Ed Conners	Honda CRX	356
	Ron Lauzon	Honda CRX	356
	Peter Schwartzott	Volkswagen GTI	355
	William Pate	Volkswagen GTI	355
	T.C. Kline	Camaro	354
	Andy Evans	Camaro	354
	Bill Artzberger	Camaro	354
	Frank Delvecchio	Honda CRX	354
	David Fenn	Honda CRX	354
	Leo Bottari	Honda CRX	354
	Ron Lauzon	Honda CRX	354
	Bob Wolf	Honda CRX	354
	Frank Delvecchio	Honda CRX	354
	David Fenn	Honda CRX	354
	Leo Bottari	Honda CRX	354
	Ron Lauzon	Honda CRX	354
	Bob Wolf	Honda CRX	354
	Peter Stallybrass	Honda CRX	351
	John Sherk	Honda CRX	351
	Daniel Villeux	Honda CRX	351
	Mike Rivet	Honda CRX	351

**RACE #6**  
ROAD ATLANTA  
SEPT. 3, CHESTNUT MTN., GA.  
100 LAPS OF 2.52-MILE CIRCUIT  
FOR 252 MILES

Fn. Ps.	Driver	Car	Laps
1	Bob McConnell	Camaro	100
2	Stuart Hayner	Camaro	100
3	John Heinricy	Camaro	100
4	Don Knowles	Camaro	100
5	George Follmer	Mustang	100
6	Steve Saleen	Mustang	100
7	Desire Wilson	Mustang	99
8	Rick Titus	Mustang	99
9	Dave Schaller	Nissan 300ZX	98
10	Rob McFarland	Nissan 300ZX	98
	Shawn Hendricks	Camaro	98
	Scott Hendricks	Camaro	98
	Lance Stewart	Honda CRX	96
	Ed Conner	Honda CRX	96
	William Pate	Volkswagen GTI	95
	Peter Schwartzott	Volkswagen GTI	95
	Pepe Pombo	Nissan 300ZX	95
	Ray Kong	Nissan 300ZX	95
	Richard Schmidt	Honda CRX	94
	Leo Bottari	Honda CRX	94

**RACE #8**  
SEBRING  
OCT. 29, SEBRING, FLA.  
142 LAPS OF 2.2-MILE CIRCUIT  
FOR 312.4 MILES

Fn. Ps.	Driver	Car	Laps
1	John Heinricy	Camaro	142
2	Don Knowles	Camaro	142
3	Ron Nelson	Camaro	142
4	E. Forbes-Robinson	Nissan 300ZX	142
5	Bob McConnell	Camaro	142
6	Stuart Hayner	Camaro	142
7	Shawn Hendricks	Camaro	142
8	Scott Hendricks	Camaro	142
9	Bob Bogan	Camaro	142
10	Paul Brand	Porsche 944	141
	Andy Evans	Porsche 944	141
	Buddy Norton	Porsche 944	141
	Joe Varde	Camaro	140
	Nick Holmes	Camaro	140
	Ken Wilden	Camaro	138
	Al Salerno	Camaro	138
	Lui Evandro Campos	Volkswagen GTI	138
	Pepe Pombo	Volkswagen GTI	138
	Scott Sharp	Nissan 300ZX	137
	Lance Stewart	Nissan 300ZX	137
	Peter Cunningham	Honda CRX	137

# ESCORT ENDURANCE RECORDS

## Manufacturer Overall Wins

Chevrolet	26
Ford	1

## Career Overall Winners

Bobby Archer	10
Tommy Archer	10
Don Knowles	9
Kim Baker	6
Stuart Hayner	6
Bob McConnell	6
John Heinrichy	5
Mitch Wright	5
Bobby Carradine	4
Jim Cook	2
Ron Grable	2
Rich Ceppos	1
Bill Cooper	1
John Dinkel	1
Shawn Hendricks	1
Parker Johnstone	1
Steve Lewis	1
Peter Lockhart	1
John O'Steen	1
Steve Saleen	1
Bob Strange	1
Paul Tosi	1
Jackson Yonge	1

## YEAR-BY-YEAR TEAM

1985	Morrison-Cook
1986	Carlson Porsche Racing
1987	Saleen Autosport
1988	Morrison-Cook

## Manufacturer Class Wins

Chevrolet	27
Honda	17
Nissan	14
Volkswagen	9
Dodge	7
Ford	7
Mitsubishi	7
Porsche	6
Audi	3
BMW	1
Mazda	1
Peugeot	1

## Career GT Driver Wins

Stuart Hayner	5
Don Knowles	5
Steve Saleen	5
Bob McConnell	4
Lisa Caceres	3
John Heinrichy	3
Kees Nierop	3
Rick Titus	3
Desire Wilson	3
Bobby Archer	2
Tommy Archer	2
Kim Baker	2
Bobby Carradine	2
Price Cobb	2
Jim Cook	2
Gregg Doran	2
Ron Grable	2
Paul McIntosh	2
John O'Steen	2
Geoff Provo	2
Scott Pruett	2
Larry Bleil	1
Rich Ceppos	1
Barney Gardner	1
Pete Halsmer	1
Larry Hendricks	1
Shawn Hendricks	1
Steve Lewis	1
Peter Lockhart	1
Bruce MacInnes	1
Skeeter McKittrick	1
Buddy Norton	1
Paul Tosi	1
Bill Warner	1
Tom Winters	1
Jackson Yonge	1

## Career Driver Wins (All Classes)

Bobby Archer	10
Tommy Archer	10
Lance Stewart	10
Don Knowles	9
Pepe Pombo	8
Ray Kong	7
Scott Sharp	7
Kim Baker	6
Stuart Hayner	6
Bill Pate	6
Peter Schwartzott	6
Bruce Short	6
Bob McConnell	6
Jack Broomall	5
Larry Cress	5
Peter Cunningham	5
John Heinrichy	5
Donna Sue Landon	5
Phil Pate	5
Mike Rutherford	5
Chris Smith	5
Steve Saleen	5
Mitch Wright	5

## GT RECORDS

### Manufacturer Wins

Chevrolet	14
Ford	7
Porsche	6

### Team Wins

Morrison-Cook	10
Saleen Autosport	7
Bakeracing	2
Carlson Racing Porsche	2
Delta G Racing	2
Rick Hurst Racing	2
Hydromatic Camaro	1
Powell Motorsports	1

## Overall Team Wins

Morrison-Cook	14
Bakeracing	10
Powell Motorsports	1
Rippie Anderson Mtrsprts	1
Saleen Autosport	1

## YEAR-BY-YEAR MANUFACTURERS CHAMPIONS

1985	Chevrolet
1986	Porsche
1987	Ford
1988	Chevrolet

## YEAR-BY-YEAR DRIVER'S CHAMPIONS

1985	Ron Grable
1986	Paul McIntosh
1987	Steve Saleen
1988	Stuart Hayner

## A RECORDS

### Manufacturer Wins

Nissan	10
Dodge	6
Mitsubishi	6
Audi	3
BMW	1
Mazda	1



# Escort Endurance

## Team Wins

Pombo Racing	8
Team Mitsubishi	6
Team Shelby	6
Steve Beizer Sports	3
Datsun Alley	2
Falcon/Grissom	1
T.C. Kline	1

Tom Pabst	1
John Rowe	1
Don Sherman	1
Tom Start	1
Bob Sweet	1
Jon Woodner	1

## B RECORDS

### Manufacturer Wins

Honda	11
Volkswagen	9
Nissan	4
Dodge	1
Mitsubishi	1
Peugeot	1

### YEAR-BY-YEAR MANUFACTURERS CHAMPIONS

1985	Dodge
1986	Dodge
1987	Mitsubishi
1988	Nissan

### Team Wins

Phoenix Racing	6
Team GRR	6
Criss Racing	4
Quantum Engineering	3
Team Honda	3
Briody Racing	1
Coyote Enterprises	1
Paul Rossi Dodge	1
T.C. Kline Racing	1
Team Brazil	1

### YEAR-BY-YEAR DRIVER'S CHAMPIONS

1985	Neil Hannemann
1986	Garth Ullom/Tim Evans
1987	Ray Kong/Mike Rutherford
1988	Pepe Pombo

### YEAR-BY-YEAR TEAM CHAMPIONS

1985	Team Shelby
1986	Team Shelby
1987	Team Mitsubishi
1988	Pombo Racing

### YEAR-BY-YEAR MANUFACTURERS CHAMPIONS

1985	Nissan
1986	Honda
1987	Volkswagen
1988	Honda

### YEAR-BY-YEAR DRIVER'S CHAMPIONS

1985	Bob Criss/Charles Guest
1986	Scott Gaylord/Lance Stewart
1987	Alistair Oag/Peter Schwartzott
1988	Peter Cunningham

### YEAR-BY-YEAR TEAM CHAMPIONS

1985	Criss Racing
1986	Quantum Engineering
1987	Phoenix Racing
1988	Team GRR

### Career B Driver Wins

Lance Stewart	10
Bill Pate	6
Peter Schwartzott	6
Peter Cunningham	5

### Career Driver A Wins

Pepe Pombo	8
Ray Kong	7
Scott Sharp	7
Mike Rutherford	5
Jack Broomall	4
Tim Evans	4
Garth Ullom	3
Gene Felton	2
Neil Hannemann	2
Michael Hoppen	2
Max Jones	2
Tom Kendall	2
John Norris	2
Dave Vegher	2
Jeff Andretti	1
John Buffum	1
Doc Bundy	1
Morris Clement	1
Ted Dann	1
Charles Downes	1
Joe Estrada	1
Andy Evans	1
Peter Farrell	1
Scott Grissom	1
Hurley Haywood	1
Scott Hendricks	1
T.C. Kline	1
Tom Mankin	1

Phil Pate	5
Scott Gaylord	4
Bob Criss	4
Ed Conner	4
Charles Guest	4
Alistair Oag	4
Ron Haas	3
Ron Lauzon	3
Mark Wolocatiuk	3
Bob Hooper	2
Jim Lively	2
James Briody	1
Jack Broomall	1
Ben Burrell	1
Luiz Evandro Campos	1
John Crawford	1
Terry Earwood	1
Bob Gill	1
John Green	1
Bob Griffith	1
Larry Huff	1
T.C. Kline	1
Donna Sue Landon	1
George Levy	1
Bob Nagel	1
Doug Peterson	1
Al Salerno	1
Bruce Short	1
Clive Skilton	1
Wiley Timbrook	1
Jon Woodner	1

**SS RECORDS**

**Manufacturer Wins**

Chevrolet	13
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**Team Wins**

Bakeracing	8
Morrison-Cook	4
Rippie Anderson Mtspts.	1

**YEAR-BY-YEAR MANUFACTURERS CHAMPIONS**

1986	Chevrolet
1987	Chevrolet

**YEAR-BY-YEAR DRIVER'S CHAMPIONS**

1986	Bobby Archer/Tommy Archer
1987	Bobby Archer/Tommy Archer

**YEAR-BY-YEAR TEAM CHAMPIONS**

1986	Bakeracing
1987	Bakeracing

**Career SS Driver Wins**

Bobby Archer	8
Tommy Archer	8
Mitch Wright	5
Kim Baker	4
Don Knowles	4
Bobby Carradine	2
John Heinrich	2
Bob McConnell	2
Stuart Hayner	1
Shawn Hendricks	1
Bill Cooper	1
John Dinkel	1
Parker Johnstone	1
Bob Strange	1

**C RECORDS**

**Manufacturer Wins**

Honda	6
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**Team Wins**

Quantum Engineering	6
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**YEAR-BY-YEAR MANUFACTURERS CHAMPIONS**

1986	Honda
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**YEAR-BY-YEAR TEAM CHAMPIONS**

1986	Quantum Engineering
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**YEAR-BY-YEAR DRIVER'S CHAMPION**

1986	Bruce Short
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**Career C Driver Wins**

Bruce Short	6
Larry Cress	5
Chris Smith	5
Donna Sue Landon	4
Doug Peterson	3



# CIRCUIT-BY-CIRCUIT TEAM WINNERS

## **BRainerd INTERNATIONAL RACEWAY** Brainerd, Minn.

- 1987 Morrison-Cook (SS)  
Rick Hurst Racing (GT)  
Team Mitsubishi (A)  
Team Honda (B)
- 1988 Morrison-Cook (GT)  
Pombo Racing (A)  
Team GRR (B)

## **LIME ROCK PARK** Lakeville, Conn.

- 1985 Bakeracing (GT)  
Team Shelby (A)  
Criss Racing (B)  
Quantum Engineering (C)

## **MID-OHIO SPORTS CAR COURSE** Lexington, Ohio

- 1985 Bakeracing (GT)  
Team Shelby (A)  
Criss Racing (B)  
Quantum Engineering (C)
- 1986 Bakeracing (SS)  
Hydromatic Camaro (GT)  
Team Shelby (A)  
Phoenix Racing (B)
- 1987 Morrison-Cook (SS)  
Rick Hurst Racing (GT)  
Steve Beizer Sports (A)  
Team Honda (B)
- 1988 Morrison-Cook (GT)  
T.C. Kline Racing (A)  
Team GRR (B)

## **MOSPORT PARK**

- Bowmanville, Ontario, Canada
- 1986 Bakeracing (SS)  
Saleen Autosport (GT)  
Team Shelby (A)  
Phoenix Racing (B)
- 1987 Bakeracing (SS)  
Saleen Autosport (GT)  
Team Mitsubishi (A)  
Phoenix Racing (B)
- 1988 Saleen Autosport (GT)  
Pombo Racing (A)  
Team GRR (B)

## **NELSON LEDGES ROAD COURSE**

- Warren, Ohio
- 1986 Morrison-Cook (SS)  
Carlson Racing (GT)  
Team Mitsubishi (A)  
Quantum Engineering (B)

## **PORTLAND INTERNATIONAL RACEWAY**

- Portland, Ore.
- 1986 Bakeracing (SS)  
Delta G Racing (GT)  
Team Mitsubishi (A)  
Coyote Enterprises (B)
- 1987 Morrison-Cook (SS)  
Saleen Autosport (GT)  
Team Mitsubishi (A)  
Team Honda (B)
- 1988 Morrison-Cook (GT)  
Pombo Racing (A)  
Team GRR (B)

## **RIVERSIDE INTERNATIONAL RACEWAY** Riverside, Calif.

- 1985 Morrison-Cook (GT)  
Team Shelby (A)  
Briody Racing (B)  
Quantum Engineering (C)

## **ROAD AMERICA**

- Elkhart Lake, Wis.
- 1988 Morrison-Cook (GT)  
Pombo Racing (A)  
Phoenix Racing (B)

## **ROAD ATLANTA**

- Chestnut Mountain, Ga.
- 1985 Morrison-Cook (GT)  
Falcon/Grissom (A)  
Paul Rossi Dodge (B)  
Quantum Engineering (C)
- 1986 Bakeracing (SS)  
Carlson Racing (GT)  
Team Shelby (A)  
Quantum Engineering (B)
- 1987 Bakeracing (SS)  
Steve Beizer Sports (A)  
Saleen Autosport (GT)  
T.C. Kline Racing (B)
- 1988 Morrison-Cook (GT)  
Pombo Racing (A)  
Team GRR (B)

## **SEARS POINT INTERNATIONAL RACEWAY**

- Sonoma, Calif.
- 1985 Powell Motorsports (GT)  
Team Shelby (A)  
Criss Racing (B)  
Quantum Engineering (C)
- 1986 Rippie Anderson (SS)  
Delta G Racing (GT)  
Team Mitsubishi (A)  
Quantum Engineering (B)
- 1987 Bakeracing (SS)  
Saleen Autosport (GT)  
Team Mitsubishi (A)  
Phoenix Racing (B)
- 1988 Morrison-Cook (GT)  
Pombo Racing (A)  
Team GRR (B)

## **SEBRING**

- Sebring, Fla.
- 1987 Bakeracing (SS)  
Saleen Autosport (GT)  
Steve Beizer Sports (A)  
Phoenix Racing (B)
- 1988 Morrison-Cook (GT)  
Pombo Racing (A)  
Team Brazil (B)

## **ST. LOUIS INTERNATIONAL RACEWAY**

- Fairmont Park, Ill.
- 1985 Morrison-Cook (GT)  
Datsun Alley (A)  
Criss Racing (B)  
Quantum Engineering (C)