

The Morrison-Cook team led Corvette's domination of SSGT with three wins and seven other top three placings.

SILENT RUNNING

Everything You Ever Wanted to Know About The 1985 SCCA United States Endurance Cup Season—And More

BY BILL MITCHELL

The SCCA/Playboy United States Endurance Cup series formally introduced a popular "underground" form of road racing to a much larger audience in 1985—one which greeted it with wide acclaim. Professional Showroom Stock endurance racing was not only legitimized in 1985, it was dressed in a somewhat cumbersome mantle ("USEC"), wooed by a glittering sponsor (Playboy) and dragged unresisting into the harsh glare of the media spatlight.

Consider the difference a year makes. In 1984 at Mid-Ohio, SCCA VP Costa Dunias and USBC Series Administrator Bill King blessed a loose collection of SS endurus with "championship status" and a trophy. One year later at the same venue a high school marching band led the cars onto the grid, a fireworks display saluted those still running under the rockets' red glare, and an impressive field of 63 cars went on to complete over 85,700 nales of racins.

The armchair experts delegated last winter to predict the future of this fledgling racing series jumped on themes of the "star quality of drivers" and the "marque-on-marque" competition in the four separate classes.

But while there was a heady array of driving talent at each of the six races, and while the marque battles were usually as ferocious as had been forecast, the competition that really triggered the adrenal glands were the skirmishes between the teams. As the series were on, the cars proved to be so evenly matched that im-

peccable pitwork and proper pace could often overcome (and/or avoid the consequences of) 10/10ths motoring. More often than not the hares lost time in the pits redoing worn brakes or refueling empty gas tanks, or otherwise putching the holes in their "go-for-it" strategy.

Which is not to say victory fell to any tortoises! With so many thanderous Chevrolet Corvettes inhabiting the premier SSGT class and so many evenly matched cars elsewhere, victory in the Playboy/USEC demanded a good crew of drivers who could follow a properly prepared race plan — with the ability to improvise when necessary. Improvisation often meant a wild sprint to the finish, as at Road Atlanta where just six seconds separated winner and runner-up after 12 hours of racing! Endurance Showroom Stock racing, clearly a good deal from the moment of its conception, became a good deal more with pro-series legitimacy in 1985. There were teething problems to be sure (among them the timing and scoring woes which plagued the early races, the hard-working crews flat overwhelmed by the flood of entries) but they were not obstacle enough to slow the growth of the series.

In 1986 the Corvettes may find competition from the exotics—Ferrari, Lotus, BMW, Porsche 911 and 928, and Alpine are expected to be eligible. The SCCA USEC 1986 should be a wild affair...

For final 1985 SCCA/USEC Manufacturer's Standings and the Escort Champioreship final standings, see page 66 in the November, 1985, issue of SportsCar.

CORVETTE HONORS / SHOWROOM STOCK GT

No fewer than 87 cars appeared at Riverside for the six-hour March 30 Playboy/USBC inaugural, and they were met by enough tire technicians to staff a pair of Grands Prix. It didn't take long to handicap the cars in the premier SSGT class: Chevrolet Corvettes captured the first 14 qualifying spots. No doubt many of the Chevrolet drivers had their sights set on the \$50,000 Goodyear bonus check for overall victory in Leo Mehl's pocket, but six hours and 511 miles later upstart BFGoodrich had a 1-2-3 finish. Corvettes were the cars, but the star was the Morrison-Cook team which had quite evidently figured out the showroom stock endurance game. The trio of Mobil 1-sponsored M-C cars led none of the first 63 laps, but they led the last 92 to a 1-2-3 sweep, SportsCar* correspondent Don Knowles and Bobby Carradine beating teammates John Heinricy/Ibny Swan and the late Jim Cook/Ron Grable. Corvettes took the first eight spots, with Jon Milledge/ Walt Maas ninth in their Porsche 944. That pair would go on to win IMSA's rival Firestone Firehawk series. Most of the other SSGT teams on hand at Riverside went back to the drawing board.

Another six-hour sprint at Sears Point April 27. Four-time National Champion Bob Lobenberg captured the pole, but victory went to the Powell Motorsports Corvette of Canadian F2000 regular Peter Lockhart, reigning FF National Champion Jackson Yonge and journalist Rich Coppos. The Corvettes of Lobenberg/John Mills and Izzy/ Luis Sanchez were fast throughout, but both made late race pit stops which dropped them from contention. In the thick of things were the Morrison-Cook pair (the team lost its third car when Heinricy, development engineer on the Corvette, crash-tested his car before the racel and the Autocraft Corvette of Stu Hayner/Bill Cooper. But Riverside winners Knowles and Carradine had an ignition problem in the final 15 minutes and the Canadian-run Corvette team took a 20-second victory. Many team timers had the Canadians a lap down and were sur-



Winning the final pair of races from the pole, Baheracing's Corvette stale some of the late season thunder

prised when they waltzed off with Goodyear's \$50,000, but the results stood and entrant John Powell quickly reinvested the contingency money—he bought another Corvette!

The series moved cast to Road Atlanta May 24 and no fewer than 62 cars appeared for the first 12-hour Playboy/USEC race. The Morrison-Cook team returned to its winning ways and finished 1-2, but it wasn't easy: Team owner Jim Cook and Motor Trend Technical Editor Ron Grable claimed top honors, while Bobby Carradine returned

to the victory stand. The Knowles/Heinricy/
Swan sister car had led from the third hour
to the 11th, in spite of losing overdrive at
the halfway point. But with 46 minutes remaining, Knowles had to pit for 32 seconds
to have a dragging tailpipe removed. The
Virginia resident charged back, but the hard
pace meant an extra fuel stop with just 20
minutes remaining. Another charge carried
Knowles all the way up to within 6.1
seconds of the sister car—after 12 hours of
racing! The Sanchez brothers, joined by Ron
Cortez, were third, one lap down.

SEASON HIGHLIGHTS/SSGT

RIVERSIDE SIX HOURS 165 laps of 3.3-mile circuit, 511 miles for an average speed of 85.25mph-34 starters

E Contributi	16stm	Car	Thre	Drivers
Winner	Morrison-Cook	Corvette	BFG	Don Knowles/Bobby Carradine
Second	Marrison-Cook	Carvette	BFG	John Heinricy/Tony Swan
Third (-11)	Marrison-Cook	Corvette	BFG	Jim Cook/Ron Grable
Pole	Autocraft	Corvette	GDY	Stuart Hayner/Bill Cooper (2:05.83, 93.67mph)
SEARS POINT	SIX HOURS 172 laps	of 2.532-mile	circuit, 43	4 miles for an average speed of 72.33mph - 25 starters
Position	Team	Car	Tire	Drivers
Winner	Powell Motorsport	Corvette	GDY	Peter Lockhart/Jackson Yonge/Rich Coppos
Second [-11.]	Morrison-Cook	Corvette	BFG	Jim Cook/Ron Graide
Third (-2L)	Autocraft	Corvette	GDY	Stuart Hayner/Bill Cooper
Pole	March West	Corvette	GDY	Bob Lobenbert/John Mills (1:56.02, 78.29mph)
ROAD ATLAN	TA 12 HOURS 388 lag	pe of 2.52-mil	e circuit, 97	8 miles for an average speed of \$1.48mph - 20 starters
Position	Team	Car	Tire	Drivers
Winner	Morrison Cook	Corvette	BFG	Jim Cook/Ron Grable/Robby Carradine
Second	Morrison Cook	Corvette	BFG	D. Knowles/J. Heinricy/T. Morrison/T. Swan
Third (-th)	Tralle/Sanchez	Corvette	GDY	Issy Sanchen'Luis Santhes/Ron Corter
Pale	Morrison-Cook	Corvette	BFG	Knowles/Heinrico/Montson/Swen (191.47, 89.41mph)
ST. LOUIS 24	HOURS 759 laps of	2.2-mile circ	wit. 1670 n	niles for an average speed of 69.58mph-19 starters
Position	Team	Car	Tire	Drivers
Winner	Morrison-Cook	Corvette	BFG	Jim Cook/Ron Grable/Don Knowles
Second	RCG Racing	Corvette	GDY	Ron Nelson/Parker Johnstone/Mark Wolocatiuk
and the second	Control of the Contro	WELL TO SERVICE A STATE OF THE SERVICE AND ADDRESS OF THE SERVICE AND ADDRE		THE PROPERTY OF STREET PROPERTY AND THE PROPERTY OF THE PROPER

Winner	Morrison-Cook	Corvette	BFG	Jim Cook/Ron Grable/Don Knowles
Second .	RCG Racing	Corvette	GDY	Rom Nelson/Parker Johnstone/Mark Wolocarink
Third -17L)	Morrison-Cook	Corvette	BEG	B. Carradine/). Heinricy/T. Marrison/T. Swan
Pole	Bakeracing	Corvette	GDY	K. Bakar/R. McConnel/J. Dinkel (1:4452, 75.77mph)
LIME ROCK F	OUR HOURS 207 I	aps of 1.5 mile	circuit, 310	miles for an average speed of \$2.80mph-24 starters
Position	Team	Car	Tire	Drivers

Manual Control	ceanin	COL	11100	Drivers
Winner	Bakeracing	Corvette	GDY	Kim Baker/Steve Lewis
econd	Morrison-Cook	Corvette	BFG	Ron Grable/Don Knowles/Bob McConnell
hird (-4L)	Tralle/Sanchez	Corvette	GDY	Izzy Sanchez/Luis Sanchez
ble	Bakeracing	Corvette	GDY	Baker/Lewis [1-02.92, 85.82mph]
AID-OHIO 2	4 HOURS 741 laps	of 2.4-mile ctro	mit. 1778 -	riles for an autrous mend of 74 10mmh - 90 et

MID OHIO	24 HOURS 741 IND	s of 2.4-mile circ	mit, 1778 p	miles for an average speed of 74.10mph-20 starters
Position	Team	Car	Tire	Drivers
Winner	Robertscore	Consisting	CTO	W W-1

Winner Bakerseing Corvette GTY K. Baker/Bobby Archen/Tommy Archen/Paul Tosi
Second (-2L) Morrison-Cook Corvette BFG Ron Grable/Don Knowlev/Beb McConnuil
Third (-2L) RCG Racing Corvette GDY Parker Johnstone/Bill Cooper/Mark Wolocutiuk
Pole Bakerseing Corvette GDY Baker/Archer/Archer/Archer/Doi [1:47.00, 80.75mph]

USEC REVIEW

CONTINUED

Fifty-five cars traveled to St. Louis International for the first 24-hour race on July 6-7, which featured a fine SSGT duel between Morrison-Cook and the upstart RCG team. Overheating problems and accidents reduced the Corvette armada considerably, but the Morrison-Cook #1 car of Cook/Grable/Knowles battled the team of Ron Nelson, Parker Johnstone and Mark Wolocatiuk throughout the final 12 hours. They traded the lead as they alternated fuel stops, their crews working as efficiently as the drivers were running hard. Advantages in this form of racing don't last long and clearly other teams were catching up to the Morrison-Cook level of expertise. Nevertheless, the Morrison-Cook #1 car won what team owner Jim Cook later called: "Just the best race I've been involved with in 20 years." RCG finished second-on the same lap-while the other Morrison-Cook car was third, 17 laps down.

The long-awaited Porsche 944 Turbo formally debuted at St. Louis and the Bedford Porsche entry of Freddy Baker/Dave Finch/ B. Paul Dickinson finished fourth, 20 laps behind the lead duo but the first time a non-Corvette had finished in the top eight.

Sadly, St. Louis was to be Jim Cook's last race. The popular racing veteran died at Sears Point of natural causes during an IMSA race weekend. The legacy he brought to the USEC series will be remembered with the Jim Cook Memorial Award which, appropriately, was presented to Cook's partner Tommy Morrison after the final race. The Award honors USEC drivers and team managers who have made significant con-



Rick Hurst Racing was the highest finishing non-Corvette SSGT USEC team.

tributions to the success of the series.

The Lime Rock event on Aug. 31 was a four-hour sprint shortened to three hours, 45 minutes to avoid darkness and reigning SSGT National Champion Kim Baker set the pace; the seven weekends and 1000 laps of testing by the Bakeracing Corvette team paid off immediately. Baker started from the pole and built up a 25-second lead in the first hour. Baker then turned the car over to Steve Lewis, but their 21/2-minute stop put them a lap down. The Morrison-Cook team of Heinricy/Carradine tried a partial refucling to stay on the lead lap, but the course went green before they could make a second stop to finish. Thus when Carradine was forced a second stop under green, Lewis took the lead and cruised to a 30-second victory-claiming \$50,000 from Goodyear.

Bakeracing won its second consecutive race in the first runaway of the season, the Playboy/USEC finale at Mid-Ohio. Baker was joined in the 24-hour endure by the Archer Brothers, Tommy and Bobby (who moved into the Chevrolet camp after Renault's IMSA cut back, and Paul Tosi. The quartet divided up \$50,000 of Goodyear's money, having finished two laps ahead of the Morrison-Cook team of Grable/ Knowles/Heinricy and the RCG team of Johnstone/Cooper/Wolocatiuk. The Rick Hurst Porsche 944 Turbo team of Hurst, Dave Finch, BFG tire tester Bob Strange and Mike Brockman finished fifth and moved into an impressive fifth in the Escort standings.

Everyone Loves A Winner

It's pretty commonly agreed that the 1985 United States Enduro Championship, conducted by the SCCA and sponsored by those behind the lush pages of Playboy was a rousing success. Record fields. Tremendous turnouts. Enthusiastic manufacturer participation. Big. medium, and little sponsor deals. It was all about triple marvelous.

So, uh, why didn't I have a ride?

Hey look, there must have been a total of over 10,000 vehicle track hours 1 know for a near-test that almost exactly 7143 drivers took part and, by my last official count, that left only 39 licensed competition drivers in the USA that didn't have a ride. Four of those—Mario Andretti, Bobby Rahal, Don Garlits and Bubha Joe LoBontaine (drives modifieds somewhere in Ohio, I think)—were already under contract. So, me being one of the remaining 35 available, and Rick Mears with busted feet, why didn't I have a ride?

I ain't exactly chopped liver, after all. I once drove a car at Willow Springs and got within four or five seconds of some famous guy, forgot his name. Sure, many years ago I drove SOCA President Nick Craw's old IMSA BMW 2002 and darn near rolled it with him standing. there watching but how hard can it be to drive a showroom stocker? Turn on the headlights? Attend a drivers' meeting? Handle baggage claims at the St. Louis airport? Hey, I can do all that! Shucks, I've even got a genu-wine competition license, valid, everything even fooled a doctor enough to pass a physical. I've been to Le Mans (well, have you?). The famous Ann McHugh will verify I even showed up and drove at Nelson Ledges once just ask her. Talk about celebrity status and all those movie stars that were racing this summer? I once tested for a TV commercial to sell oil. I mean, Hollywood! (Well, at least Westwood.

I've been to Ron Grable's house, 'Tony Swan's Christmas party, Joe Rusz' New Year's Eve bash. All those journalists had rides, so why not me?

As far as I'm concerned, any racing series that has the manufacturers clewing for ways to get in has got to be a good thing. They were and the SCCA Playboy USEC was. Any series that prompts major sponsors and industry heavyweights to dole out cash, or the promise of cash prizes, in large amounts, voluntarily, has got lots going for it. The USEC has lots going for it! Any series that utilizes cars that

are exactly [pretty much] like what real people can buy and drive is a marvelous idea. Any series that allows so many, many drivers [I mean, there were lots of drivers] in so many cars, to race for so long, with such good odds for finishing, and even with reasonably fair chances of winning something, is only incredibly wonderful. No doubt about it, boys and girls, the USEC was incredibly wonderful, a marvelous idea whose time had definitely come, and it is probably the most terrific new idea to hit racing since Colin Chapman painted his GP Lotuses in sponsor's colors. [And in case you think otherwise, that was the most significant change in racing since racing began....]

So, the 1985 USEC was an admitted great deal. But, why didn't I have a ride?

Naturally, it seems to me the 1986 version will be even bigger and better. The classes are realigned slightly. The tire guys with the blimp are even with the tire guys without the blimp. It's all lookin' real good.

So, I figure it's about my turn for a ride. I hear Bubbs Joe LoFontaine lost his contract to some girl. So me 'n him are offering up our services as your next championship drivin' leam.

We want in! How about it?

-Don Fuller

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577-7420 (days)

Owners:

John Overton, Jr. F Martin

Frequed

Cer: 1984 Maxde RX7 GSL-SE

Car Number: 57

USEC Series: 6th overall (45 teams) in series

points Class A.

First Mazche

Competed in and finished every

race in series Will compete in 1986 series (car.

not confirmed

Orivers: John Overlon, Jr.

Martin Finegold Bill Spencer

Bob Bood

Crew Chief: Jul Allouise

Sponsore: National Mortgage Investors. Mazda North America

Toyo Tires

Ti Point Engineering Guy Bohm dt Mazora

Thank Yous: Christ Fullon

Draw Wheeler Richard Ories Laurie Schultz

Jon Martin Autotech - 2272 Hollister Torrace Genetale: CA 91206



Pawell Motorsports became the first train to pick up a \$50,000 contingency check from Goodyear by winning

USEC REVIEW

CONTINUED

Morrison Cook finished 1-2 in the overall and final SSGT standings while the RCG cars were third and fourth, and Hurst fifth. Chevrolet Corvettes finished at least 1-2-3 in all six races and dominated the SSGT manufacturers standings. Porsche was second, well ahead of Nissan, Ford and Pontiac.

Win On Sunday Sell On Monday

The 1985 USEC gave new life to an old racing slogan: "Win on Sunday, Sell on Monday." Not since the glory days of the early Trans-Am | when some aspects of the Mark Donohue Camaros and Parnelli Jones Mustangs were a lot closer to USEC than to current Trans-Am cars) has a series captured the attention of automotive manufacturers, tire companies and accessory suppliers. Here was a series where the actual products were tested on the race track. None of the Image Building of Indy or GTP, this was their bread and butter. The USEC was designed to ring their bells, and they didn't have to ask for whom the bell tolled; it tolled for them.

The competition between tire companies was perhaps the most intent, and with good reason. Most consumers recognize the difference between a racing tire and a street tire. and they know they aren't going to put treadless tires on their street car. But here was the ultimate tire test, and Goodycar faced something they don't at Indy: competition.

And it was well-organized competition. BFGoodrich signed up the Morrison-Cook Corvette team, and it proved an excellent investment. Goodyear chose not to support a single team, which might have quickly split the series in to "haves" and "have nots," and instead posted a \$50,000 contingency prize for anyone winning overall on their Eagle GTS tires. Fifty thousand dollars is more than you get for winning four Trans-Am races. The gauntlet was thrown and the challenge accepted. The war was on.

The first battle was at Riverside, and you couldn't change a tire without bumping into a tire man. There were the usual tire technicians augmented by engineers more accustomed to working on GTP cars. There were street tire engineers getting a rare taste of racing. There were marketing people (who sometimes have larger budgets than the racing departments) and advertising copy writers eager to capture the thrill of victory in a few lines of copy. And there was Leo Mehl, the director of Goodyear's Racing Division. The man more accustomed to traveling to Maranello to negotiate with Mr. Ferrari was at Riverside for a showroom stock race.

And it was fortunate he was, because being there was the best way, possibly the only way, to demonstrate the intensity of the competition and the effort necessary to win. Try to explain at a Tuesday staff meeting why the company which dominates CART, NASCAR and F1 could not get into the top three at a showroom stock race.

Here are the results of the ultimate perfor-

mance tire test:				
SSGT	First	Second	Third	Pole
BFGoodrich	3	5	2	1
Goodyear	2	1	4	5
SSA	First	Second	Third	Pole
Goodyear	4	5	3	.6
Bridgestone	2	D	2	0
Yokohomo	D	1	1	0
SSB	Fint	Second	Third	Pole
Goodyear	5	4	2	8
Michelin	1	1	0	0
Bridgotone	.0	1	1	2
BPGoodrich	0	0	3	2
SSC .	First	Second	Third	Pole
Yokohami	6	2	2	- 6
Goodyean	0	4	2	- 0
General	0	0	1	- 11
RPGoodrich	0	.0	T.	- 0
Combined	First	Second	Third	Pole
Goodyna	12	16	-11	14
mortama	- 6	3	1	- 8
BPGoodneh	3	5	8	1 0 0
Bridgeword	2	1	3	17
Michain	1	1	.0	0
Geirni	0	0	1	.0

CONTINUED

ARTFUL DODGERS / SHOWROOM STOCK A

Team Shelby broke on top of the Showroom Stock A class at Riverside and became the team to beat all season. Jack Broomall and Neil Hannemann had driven their Shelby Turbo to a comfortable one-lap victory over teammates Joe Varde and Caaba Csere, the Datsun Alley Nissan 300ZX of Frank Honsowetz, Chuck Kendall and Ted Dann finishing third, two laps behind the winners.

Broomall/Hannemann won again at Sears Point in their Dodge Shelby Turbo, the battle for second contested in this race by no fewer than three different manufacturers. The Wolin Racing Mitsubishi Starion driven by Dave Wolin, Ron Cortez and Mike Rutherford ultimately nipped the second Team Shelby car driven by Garth Ullom and Don Sherman. Mike Doyle and Larry Knapp finished fourth in a Mazda RX-7 GSL/SE after leading the class for more than half the race.

Mazda took the SSA honors at Road Atlanta, however, when the Falcon/Grissom RX-7 driven by Tom Mankin, Scott Grissom and Tom Start defeated the Team Shelby entry of Broomall/Ullom/John Collier by 14 seconds. The surprising early leader was the Reinertsen Motors Saab 900 Turbo piloted by Kjell Skavnes, Jon McKnight and Kirk Miller, but Sweden's hope broke its transfer case and retired after 305 laps. Nissan took third in this race with the 300ZX driven by SSA National-Champion-to-be Pepe Pombo, Ben Burrell and Shawn Hendricks. Four different cars from three different continents in contention-one rotary, one V-6 and two turbos.

The Datsun Alley Nissan 300ZX finally took class honors as Tom Kendall, Max Jones and Morris Clement defeated the Team Shelby Dodge of Don Sherman/Tim Evans/Charlie Henry at St. Louis. The two cars were only one lap apart after 24 hours of racing. The Dave Wolin Mitsubishi Starion was third in this race, finishing 13 laps behind the class winner. The huge cast of Starion drivers included Wolin, Cortez, Mike Rutherford, Peter Law, Tide Ebding and Clint deWitt.

The SSA cars had their only chance to escape the shadow of the SSGT cars at Lime Rock and the twin four-hour race format yielded an overall win to the Team Shelby Dodge driven by Evans/Sherman. Saab, meanwhile, captured second courtesy of the Reinertsen Motors' pair of Skavnes and Miller. The Datsun Alley team of Kendall/Jones took third in their Nissan 300/ZX, defeating the other pair of Team Shelby cars. Joe Varde had captured the SSA class but finished fourth with Neil Hannemann. Broomall and Ullom were fifth—and led in the SSA standings by just six points, which would prove to be enough.....



Team Shelby's Turbo Dodges were the ones to beat in SSA, claiming every pole and three of the six races.

Datsun Alley won the 24-Hour Mid-Ohio finale by three laps but lost the SSA war to the Team Shelby Dodge. 300ZX drivers Kendall/Jones/Dann took their second win of the year, but the Ullom/Broomall/Hannemann Dodge finished second and won the Escort point chase by 26 points. The second Team Shelby car, driven by Varde/Sherman/

SEASON HIGHLIGHTS/SSA

SSA

RIVERSIDE SIX HOURS 146 laps of 3.3-mile circuit, 482 miles for an average speed of 80.30mph-23 starters

- A-OSHEROM	DESCRIPTION OF THE PERSON OF T	CHE	Directs
Winner	Team Shelby	Dodge ShelbyF GDY	Jack Broomall/Neil Hannemann
Second (-11	L. Tesen Shelby	Dodge ShelbyF GDY	Joe Vardo/Csaha Csere
Third (-21.)	Datsun Alley	Nissan 300ZX BS	Frank Honsowetz/Chuck Kendall/Ted Dann
Pale	Tham Shelby	Dodge Shelbyl' GDY	Varde/Csere (2:16.09, 87.30mph)
SEARS POIL	NT SEX HOURS 161 I	aps of 2.532 mile circult, 40	6 miles for an average speed of 67.70mph-21 starters
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osition	Team	Cor Tire	Drivers
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liner	Team Shelby	Dodge Shelbyl' GDY	Jack Broomall/Neil Hanneman
cond [-IL]	Wolin Racing	Mitsub. Star.T YO	Dave Wolin/Ron Coctez/Mike Butherford
hird (-IL)	Team Shelby	Dodge Shelbyl' GDY	Garth Ullom/Don Sherman
ale	Team Shelby	Dodge Shelbyl' GDY	Ullom/Sherman (2:84.83, 72.76mph)

ROAD ATLANTA 12 HOURS 365 laps of 2.52-mile circuit, 920 miles for an average speed of 76.65 mph -- 23 starters

usition	Team	Car	Tire	Drivers
/inner	Falcon/Grissom	Mazda RX-7	GDY	S. Grissom/T. Mankin/T. Start/J. Estrada
become	Team Shelby	Dodge ShelbyT	GDY	Garth Ulkom/Neil Hannemann/Jack Broomall
hird (-112)	Fombo Racing	Nissan 300ZX		Pepe Pumbo/Shawn Hendricks/Ben Burrell
nle	Team Shelby	Dodge ShelbyT		Ullom/Hannemann/Broomall (1.47.47, 84.41mph)

ST LOUIS 24 HOURS 711 laps of 22-mile circuit. 1564 miles for an average speed of 65.17mph-20 starters

m Cur	Tire Driver	THE RESERVE OF THE PARTY OF THE
own Alliev Nissan 30	OZX BS Then K	endall/R. Max Jones/Morris Clement
n Shelby Dodge Sh	dbyT GDY Tim E	vans/Charlie Henry/Don Sherman
in Racing Mitsub. St	art YO D. Wol	lin/R. Cortez/M. Rutherford/T. Ebding/
	P. Law	Clint deWitt
a Chailles Photos Cla	-Bott CIW Formal	Henry/Sherman (1:50.55, 71.64mph)
	son Alley Nissan 30 in Shelby Dodge Sh in Racing Mitsub St	san Alley Nissan 200ZX BS Tem N m Shelby Dedge ShelbyT GDY Tim E in Racing Mitsub StarT YO D. Wul P. Law

LIME BOCK FOUR HOURS 186 laps of 1.5-mile circuit. 279 miles for an average speed of 74.40mph-19 starters

Position	Team	Car	Luc	Drivers
Winner	Team Shelby	Dodge SheftyT	CDY	Tim Evans/Don Sherman
Second	Reinertsen	Saub 900 Tur.	CDY	Kjell Skavnes/Kirk Miller
Third (-1L)	Datsun Alley	Nissan 300ZX	B5	Tom Kendall/R. Max Jones
Pule	Team Shelby	Dedge ShefbyT	CDY	Neil Hannemann/joe Varde (1:07.12, 80.45mph)
MID-OHIO 2	HOURS 693 laps of	2.4-mile circuit	, 1663 n	niles for an average speed of 69.30mph-21 starters
Position	Tisam	Car	Tire	Drivers
9.677	Determ Allen	Minter BOOTY	235	Them Konchall P May Langua Tol Dann

Position	Tisam	Car Tire	Drivers
Winner	Datson Alley	Nissan 300ZX BS	Tom Kendall/R. Max Jones/Ted Dann
Second (-11.)	Team Shelloy	Dodge ShelbyT GD	Garth Ullom/Jack Broomall/Neil Hannemann
Third (-131)	Team Shelby	Dodge ShelbyT GD	Joe Varde/Don Sherman/Csaba Csere
Pele	Team Shelby	Dodge Shelby'l GD'	Warde/Sherman/Csere [1:54.27, 75.61mph]

Csere, finished third and dropped to third in the points. Only 45 points separated the three cars in the final standings.

The Mitsubishi Starions of Dave Wolin Racing and Cafe Med Racing (ex-F1 and

CART driver Dcrck Daly partnering Peter Farrell) were in the hunt early at Mid-Ohio, but brake pads cost them dearly.

Impressively, three different manufacturers finished fourth through sixth on the same lap in SSA. The Mazda RX-7 of Dave Sikes, Steve Potter, King Smith and Jace Smith was fourth ahead of the RAM/ Schmacher Triumph TR8 and the Korman Autoworks BMW 325e.

Racing Improves The Image

"We had a pretty stodgy image that we needed to overcome," said Tim Sweetser of Peugeot Motors of America. "Our management decided that with the introduction of the 505 Turbo, we could go racing and show people that this car could perform."

The result of that decision was a major commitment to the Playboy/SCCA Showroom Stock endurance series in the form of the Briody Racing Team. The Peugeot program is a textbook example of how a sponsor can get great mileage out of a motorsports program without winning a championship or even very many races. In Peugeot's case, the Briody team posted exactly one class win in the Playboy series all year, and finished third in the SSB manufacturer's standings and fourth in the SSB team standing. Not exactly a stellar performance.

Yet Peugeot got what it wanted out of the series in 1985. The races were used to entertain dealers, sales people. VIPs, and management people from the home office. The Peugeot name became associated with performance by taking a class win in the first race of the sesson. Jim and Pat Briody got exposure for Peugeot at the tracks by seeing that track announcers received regular reports on how their team was doing. They went into town days in advance of the races to make television and radio appearances and give

newspaper interviews.

Pat convinced Janet Guthrie to come back to racing and almost immediately the Peugeot 506 Turbo was on the CBS Murning News and every television sports show in the country. ESPN prepared a short feature on the Briody Team and its car. The Briodys set up a regular dialogue between Peugeot and the other team sponsors-Bridgestone, Cam 2 gasoline, and Prudential-Bache. Out of these talks came several print ads and posters in which the sponsors were able to promote one another. Two Peugeot 505 Turbo SSB cars are now making the rounds of all of the major car shows and a five-minute promotional videotape shot at the Playboy races is used to lure customers to the new car displays.

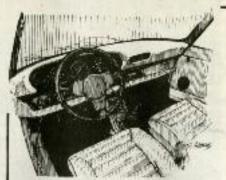
The racing program has proven very popular with dealers. After each event, a Newsflash, produced by the Peugeot public relations agency, was sent to all of the dealers. It had a short story and several photos of the team including shots of the dealers who came to the races. The race cars have been sent to dealers to increase showroom traffic, and there is a long waiting list of dealers who want

the cars for display.

One measure of how well a sponsor likes a program is whether or not they sign up for another season. Peugeot plans to have not only the Briody Team on the circuit again in 1986. but will be supporting several dealer teams with cars and parts so these dealers can run the 505 Turbo in National and regional races.

Says Sweetser, with some understatement, "We have been very happy with the Showroom Stock Endurance program."

-Tim Cline



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The Man With No Name Talks Tech

A s technical administrator for the Playboy USEC series, John Timanus has the overwhelming lask of trying to maintain law and order among a rough gang of professional Showroom Stock racers. He's a bired gun who travels like the legendary man with no name to every dusty cowtown on the USEC circuit, fighting an against the odds battle to make sure the guys with the white hats end up in the winner's circle.

Being the USEC technical administrator is a thankless and, quite frankly, impossible task. Timanus is hopelessly outnumbered by high-powered, on-the-edge competitors who are always looking for any weakness in the system that might allow them to get away with using that "300hp chip" the silicon good humor man alipped them. But Timanus seems to enjoy this pro-league battle of wits; he has not only survived being dropped in the shark tank, he is actually able to laugh as he talks about both the triumphs and defeats of his first year as pro Showroom Stock's lawman.

The first big challenge for any Showroom Stock enforcer is defining the term "stock." Unlike most classes, Showroom Stock has no one set of specifications. Every car is different, and due to running production upgrades "legal" parts can change throughout the year (the Corvette, for example, had four different approved engine electronics control chips last year). Just keeping track of the paperwork on all the changing specifications could keep an army of bureaucrats occupied until retirement time. Timanus said he was notified this responsibility would be his just two weeks before the first USBC race.

Another problem last year was a shortage of the tech shed manpower needed to inspect all the things that should have been inspected. The winning cars were always carefully acrutinized, but with the tech people sometimes outnumbered by competitors 10 to 1. Timanus admits only about 50 percent of the items he wanted checked on the top-finishing cars actually got looked at.

Despite these enforcement problems, Timanus does not believe there was mass cheating in the USBC series—especially among the winning teams, which were the most carefully examined. There was never a car disqualified for failing tech inspection and Timanus said, "As far as I know there were no protests on the legality of cars; only on driving and pit handling. No one has ever said to me they thought anyone was cheating—taking advantage of the rules, yes, but nothing that can be proven." The evidence appears to indicate the hard ball players in the USEC series went strictly by the book

Timanus promises even more thorough enforcement of the rules this year. He is already gathering specifications for the '86 cars and he hopes to have another tech man going with him to every race. The national staff will also work closer with the regions to ensure manpower needs are met.

As Timenus rode off into the sunset at the end of last year's USEC season, there may have been a few bad guys who escaped justice, but USEC's man with no name is certain the good guys won.

—Bill Sparks



Bob Criss and Charles Quest took their Nissan 2005X Turbo to SSB glory with four wins and two seconds.

USEC REVIEW

CONTINUED

NISSANDWICH / SHOWROOM STOCK B

Peugeot returned to the victory circle in North America for the first time in some 60 years with an SSB class victory at Riverside. James Briody joined Bob Nagel and rally star Jon Woodner to defeat the Criss Racing Nissan 200SX duo Bob Criss and Charles Guest, third place falling to another 200SX driven by Wade Hampton, Kent McCord and Spencer Low.

Criss Racing reversed the Riverside result at Sears Point, though, with a three-lap margin and a victory. The Briody Peugeot team, meanwhile, reversed its perspective when the car was rolled in practice. It took a spectacular amount of effort for the Briody team to salvage a car and then steal second place from the Mother Bakin's Soup Kitchen and Racing Company Audi Coupe GT. The latter team, with drivers Cheryl Bakin, Joseph Maloy and Michael Connolly, retired the series title for most inventive team name....

Rallyist Woodner remembered enough from his F5000 pavement racing days to put the Peugeot 505 on the SSB pole at Road Atlanta, first for the manufacturer in 60 years. But victory went to Paul Rossi's Dodge team using a normally-aspirated Dodge Shelby and drivers Clive Skilton, racing school instructor Terry Earwood, John Crawford and Larry Huff. Their victory came after a lot of work repairing the carnage visited upon their cars at Sears Point. The Sears-winning Criss Racing Nissan ran out of gas with just two laps remaining, while the similar 2005X of Mikron Racing (Mike Anson, Ron Johnson and Rob Walker) was third but nine laps down. The Peugeot had blown a clutch afer seven hours.

Criss Racing bounced back to dominate the first 24-hour race by claiming a five-lap victory over the Rossi Dodge team at St. Louis. Jim Lively and Bob Hopper joined the Criss Racing team while Dorsey Schroeder was added to the Dodge team. Mikron Racing was again third but was 18 laps down.

It was virtually the same story in SSB at Lime Rock in August, the third victory of the year for the Criss Racing Nissan 2005X turbo. Bob Griffith Joined regulars Bob Criss and Charles Guest to claim a share of the spoils. The Briody Peugeot wound up second driven by Jim Briody and Janet Guthrie, but by far the best battle of the race was for third: The second Peugeot of Bob Nagel/Jon Woodner battled the Paul Rossi Dodge teams of Huff/Skelton/Earwood/Tosi and the Mikron Racing Nissan 2005X turbo

MASK WE

AL SPORTSON



Paul Rossi Team Dodge claimed second in the SSB points chase.

of Anson/Johnson/Walker. Five seconds covered third, fourth and fifth at the finish with the Rossi Dodge [Nagel/Woodner] leading the Mikron Nissan, second Rossi Dodge (Barwood/Ibsi) and the Peugeot to the finish line.

Criss Racing claimed its fourth SSB class victory of the year and clinched the Escort series honors in the Mid-Ohio finale. They combined four wins with a pair of seconds, utterly dominating the points. The Harvey's Racing Team Nissan 200SX was second in the 24-hour race, finishing some five laps down with drivers Kent McCord, Robert Hays, Spencer Low and Wade Hampton. The Briody Peugeot 505 was third, another two laps back, with lanet Guthrie again joining Briody, Nagel and and Woodner.

Nissan easily took the SSB Manufacturers title over Dodge, Peugeot, Audi and Triumph—a diverse group! □

SEASON HIGHLIGHTS/SSB

SSB

RIVERSIDE SIX HOURS 142 laps of 3.3-mile circuit, 469 miles for an average speed of 78.10mph-7 starters

Drivers

Position	Team	Cur	Tire
Winner	Briody Racing	Peugeot 505T	MCL
Second	Criss Racing	Nissan 2005XI	
Third (-4L)	American Instru.	Nissan 2005X7	
Pole '	Criss Racing	Nissan 2005XT	

SEARS POINT SIX HOURS 157 laps of 2.532-mile circuit, 396 miles for an average speed of 66.02mph -10starters

Position Car Winner Criss Racing Nissan 2005XT GDY Second (-31.)-Briedy Bacing Peugeot 505T MCL Third 1-3L1 Mother Bakin Audi Cpe. GT BFG Paul Rossi Dodge Dodge Shelby GDY

Drivers Bob Criss/Charles Guest James Briody/Bob Nagel/Jon Woodner

James Briedy/Bob Nagel/Jon Woodner

Wade Hampton/Spencer Low/Kent McCord

Bob Criss/Charles Guest

Criss/Guest [2:22.25, 83.51mph]

Cheryl Bakin/Joseph Muloy/Michael Connolly L. Huff/T. Earwood/C. Skelton/J. Crawford/G. D. Levy (2:10.21, 59.76mph)

ROAD ATLANTA 12 HOURS 355 laps of 2.52-mile circuit, 895 miles for an average speed of 74.55mph-8 starters Position Team.

X102021000000	CONTRACTOR OF STREET	W-984	4 14 14	AJESVESS.
Winner	Paul Rossi Dodge	Dodge Shelby	GDY	L. HuffT. ErsebodC. Skelton J. Consfort G.D. Levy
	Criss Bacing	Nissan 2005XT	GDY	Bob Criss/Charles Guest/Jim Lively/Bob Harper
Third (-9L)	Mikron Racing	Nissan 2005XT	BFG	Mike Anson/Ron Johnson/Rob Walker
Pole	Briody Racing	Peugeot 505T		J. Briedy/B. Nagel/J. Woodner (1:52:23, 80:83mph)
ST LOUIS 24	HOURS 698 laps of	f 2.2-mile circuit	. 1536	miles for an average speed of 63.08mgh-7 starters
Position	Team	Car	Tire	Driver
Winner	Criss Racing .	Nissan 2008XT		Rob Cries/Charles Count/See Mark-Web Me-

Proj. Rossi Dodge Second (-51) Dodge Shelby GDY Third (-18L) Mikron Racing Nissam 200SXT BFG Mikron Bacing Nissen 2005XT BFG

LIME BOCK FOUR HOURS 1821a miles for an average speed of 72.80mph-11 starters

	contraction and the mile	on our accountable of the	Company of
osition	Team	Car	Tire
/Inner	Criss Racing	Nissan 2005XT	GDY
bacond	Briody Bacing	Peugrot 505T	
hird (-2L)	Paul Rossi Dodge	Dodge Shelby	GDY
ole	Paul Rossi Dodge	Dodge Shellry	
DD-OHIO 24	HOURS 675 lans of		

Position Team Car Criss Racing Winner Second (-5L) Harvey's Bacing

Briedy Racing

Mikron Racing

Nissan 2005XT GDY Nissan 2005XT GDY Peugeot 605T BS Nissan 2005XT BFG

riss/Charles Guest/lim Lively/Bob Hopper Clive Skelton/Larry Huff/Dursey Schrouder

Mike Anson/Ron Johnson/Rob Walter Anson/Johnson/Walker [1:52:190, 70:59mph]

Larry Huff/Clive Skelton T Barwood/P. Thai/T. Collins (1:08.76, 78.53mph) 1620 miles for an average spend of 67,50mph-10 starters

Bob Criss/Charles Guest/Bob Griffith

James Briody/Janet Guthrie

Bob Criss/Charles Goest/Bob Hoppen/Jim Lively K. McCord/B. Hays/Spencer Low/W. Hampton J. Briody/J. Guthrie/B. Nagel/J. Woodner M. Anson/L. Baptiste/R. Johnson/B. Ingram/R. Walker [1:58.44, 72.95mpld]

REVOLUTION WHEELS

Third (-7L)

Pole

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*1986 USEC discounts available.



CONTINUED

HONDA BALL / SHOWROOM STOCK C

The most dominant team in the entire Playboy/USEC series started off their winning ways at Riverside. The SSC class Quantum Engineering Honda CRX driven by Larry Cress, Bruce Short and Donna Sue Landon-with Ford GT40 veteran Carroll Smith in tactical command-scored a onelap win over the PT Racing Nissan 200SX driven by Peter B. Wert and John Morris. The Jones Racing Honda CRX driven by John Bonyouloir, Gordon Perkins and Don lones was third.

A month later, Sears Point, another venue but the same result. This time the Quantum Honda won by two laps, challenged for a while by a pair of Volkswagen Golf Cup cars. But both the Steve Clifford Racing Golf of Larry Moulton/Ron Christensen and the Schwartzott Racing Golf of Peter Schwartzott/Michael Hoppen had to pit for brake changes. The hilly Sears Point course proved tough on the Golfs which had been prepped to run short sprint races. Still, the Quantum Honda trailed the Golfs for 21/2 hours before taking the lead, the VWs finishing second and third. The Jones Racing Honda, which finished third at Riverside, was eliminated in a late race crash.

SSC honors in the 12-hour race at Road Atlanta went to the Quantum Engineering Honda (surprised?) with Chris Smith, son of Carroll, joining Cress, Short and Landon, Five laps back was the Phoenix Racing VW Golf of Bill and Phil Pate. The Toyota MR2 made its first appearance in the SSC top three, but it was another five laps behind the Golf, Peter Mahoney, Chuck Lea and Mark Hutchins behind the MR2 wheel.

A 24-hour race at St. Louis and Doug Peterson, future GT4 National Champion, joined the SSC-winning Quantum team. The Autosports Toyota MR2 moved up to claim second in St. Louis, but they were nine laps down at the finish. Tom Davey and John Ryan joined the Pates in the Phoenix Racing VW Golf to take third, but they were 30 laps behind the all-conquering Honda.

A sprint format at Lime Rock and the Quantum Honda driven by Chris Smith and Bruce Short finished fifth overall in the SSA/SSB/SSC race! They won SSC with a lap on the VW Golf of Al Salerno/Ed Healey and the Guard Rail Racing VW Golf of Ed Conner, Paul Hacker and John Torok, the first two SSC cars finishing ahead of the SSB winners! The strongest challenge to the Honda came from Steve Lewis' Geneva Team Toyota MR-2. But that challenged ended and the Barney Fife Memorial hijinks began| when Lewis rolled the Toyota, bringing out the pace car. (Lewis had shown better form in winning the standalone SSGTclass with Kim Baker! A representative of the state of Connecticut showed even less



The most dominant car in the series was Quantum's SSC Honda CRX with a win from pole at every race!

form in stopping the race by walking out in front of the pace car

The unbeatable and unbeaten Quantum Engineering Honda swept to a sixth consecutive SSC victory by three laps over the Phoenix Racing VW Golf at Mid-Ohio and that locked up the Escort point standings for the southern California team. Third place went to the CACI/King Honda of Bill Shaw,

Mark Paul, Matt Harlow, former National Champion Fred Fiala, and Mike Bartel.

Honda won the SSC Manufacturers championship ahead of Volkswagen, Toyota, Nissan and Mitsubishi. Honda won all six races but didn't dominate the points as thoroughly as Chevrolet in SSGT or Nissan in SSB; in fact, only SSA had a tighter battle for Manufacturer points.

SEASON HIGHLIGHTS/SSC

Pole

RIVERSIDE SIX HOURS 142 laps of 3.3-mile circuit, 469 miles for an average speed of 78.10mph -23 starters

Position	Team	Cur	Tire	Drivers
Winner	Quantum Eng.	Honda CRX	YO	Larry Cress/Brace Short/Donna Sue L.
Second -1L	PT Racing	Nissan 2005X	YO:	Peter Wert/John Morris/Mitch Wright
Third (-IL)	Jones Racing	Honda CRX	BFG	John Bonyouloir/Gordon Perkins/Don
Pole	Quantum Eng.	Honda CRX	YO	Cross/Short/Landon (2:21.78, 83.79mp)
SEARS POINT	SIX HOURS 160 Is	ps of 2.532 mile ci	rcuit, 40	04 miles for an average speed of 67.28mph-

andon (2:21.78, 83.79mph) verage speed of 67.28mph-16 starters

Brace Short/Donna Sue Landon

loir/Gordon Perkins/Don Jones

Position Tire Winner Quantum Eng. Honda CRX YO Second (-2L) Steve Clifford Rog. VW-Golf GDY Third (-21.) P. Schwartzott Reg. VW Golf GDY Honda CRX Quantum Eng. YO

Larry CreavBeuce Short/Chris Smith Larry Moulton/Ron Christensen. Peter Schwartzett/Michael Hoppen/Tim Fuller

Cress/Short/Smith (2:08.24, 70.83mph) ROAD ATLANTA 12 HOURS 358 laps of 2.52 mile circuit, 902 miles for an average spend of 75.18 mph-12 starters

Position Car Winner Quantum Eng. Honda CRX YO Second (-5L) Phoenix Rucing VW Golf GDY Third (-10%) Toyota MR2 Autosports One Quantum Eng. Pole Honds CRX ST. LOUIS 24 HOURS 694 laps of 2.2-mile circuit, 1527 m

L. Cress/B. Short/Donna S. Landon/C. Smith Bill Pate/Phil Pate Peter Mahoney/Chuck Lea/Mark Hutchins Cress/Short/Landon/Smith (1:51.82, 81.13mph)

Position. Team Cur Time Honda CRX Quantum Eng. Winner YO Second (-9L) Autosports One Toyota MR2 YO Third (-30L) Phoenix Racing VW Golf CDY

Quantum Eng.

L. Cress/B. Short/D.S. Landon/C. Smith/D. Peterson. Peter Mahoney/Chuck Lea/Mark Hutchins Bill Puts/Phil Pate/John Ryan/Tom Davey Cress/Short/Landon/Smith/Peterson (1:54.90. 90.79mph)

les for an average speed of 63.62mph 10 starters

LIME BOCK FOUR HOURS 184 laps of 1.5 mile circuit, 276 miles for an average speed of 73.60mph-16 starters

Position. Car Drivers Honda CRX Winner Chris Smith/Bruce Short Quantum Eng. YO Second 1-1L1 Mad Dog Racing VW. Golf. GDY Bd Healy/Al Salerno Guard Rail Racing Third (-2L) VW Golf GEN Ed Conner/Paul Hacker/John Torok Pole: Quantum Eng. Honda CRX YO Smith/Short [1:08.17, 79.21mph]

Honda CRX

MID-OHIO 24 HOURS 683 laps of 2.4-mile circuit, 1639 miles for an average speed of 68.30mph-12 starters Position Team Car Tire

Honda CRX L. Cress/B. Short/D.S. Landon/C. Smith/D. Peterson Winner Opantom Eng. WO Bill PanoPhil Pate/Jack Ryan/Peter Schwartzott Second [-31] Phoenix Racing VW Golf GDY Honda CRX B. Shaw/M. Paul/M. Harlow/F. Fisha/M. Bartel Third 1-41.1 CACI/King Honda YO Cross/Short/Landon/Peterson (1:57.19, 73.73mpb) Pole Quantum Eng. Honda CRX YO

ESCORT	USEC	CHAMPIONS	ACCESSORIES	
en.				

Classs	Car	Thre	Oil	Shocks	Sp. Plug	Lights
SSGT	Corvette	BPGoodrich	Mobil 1	Delco/Bistein	Champion	Marchal
SSA	Dodge Shelby Turbo	Goodyear	Mobil 1	Monroe	Champion	
SSB	Nissan 2008X Turbo	Goodyear	Velvoline	Koni	Champion	
SSC	Honda CRX	Yokohams	Mobil 1	Koni	NGK	

The USEC 500 Strength In Numbers

An impressive total of nearly 500 drivers entered USEC races in 1985. The following list was extrated from the official results, but in a few cases an entered driver may not have actually driven the car, either due to a breakdown prior to his driving stint, or due to a change of plans by the team. With that disclaimer out of the way, SportsCar® presents the 1985 Roster of USEC competitors.

SSGT Drivers	188
SSA Drivers	178
SSB Drivers	
SSC Drivers	
Total 4	94.

*For you number freaks, the total is substantially less than the sum of the parts because many drivers competed in more than one class. Indeed, several drove two cars in the same race.

			SUVERSURE	SEARS PURT	HOND ATLANTA	ST. LOUIS	LIMB ROCK	MID-OHDO
NAME	CAR	CLASS	2	4	ž	2	5	7
Abbare, Bichard	Manda RX-7 GSLSE	55A.						
Alabor, Terry Alabor, Total	Mirrobishi Starion	35A						
Adams, Herb	Mitrobishi Starion	SSA						
Akin, Bob	Chevrolet Convette Porsche 944	SSGT						
Akin, Bobby	Pomote 914	SSGT		-				
Alden, Ken	Aud: Coupe GT	525 B	1000		- 2			
Almaida, Dave	Pontiac Thang Am	SSA				70		
Anderson, Bob	Volkswagen Golf	58C						
Anderson, Jerry	Chestolet Corvette	58077					*	
Anderson, Ted	Furd Mustang GT	SSGT						
Andrews, S. Anson, Mike	Nissan 2006X Turbo Nissan 2006X Turbo	558						
Archir, Brithy	Chevrolat Corverte	858	•					•
Archer, Tommy	Chevrolat Corvette	85CT 85CT						
Archer, Steve	Dodge Shelby	SSB						800
Argebinger, Michael	RMW 325c	SSA						
Angebinger, Peter Anatonoff, Anatony	RMW 325c	SSA						
	Maxin RX 7 CSL 55	SSA						
Ashley, Rich	Nissan 2005X Turbo	553						
44.00	Foreche 944	SSGT						
AtwoE, Don	Mitsubishi Corda	SSC			*			
Beginy Tom	Paugeof 505 Turbo	SSB					-	
Beker, Freddy	Poracise God	5507						
Rates Was	Porache 944 Turbo	5507						
Baker, Kim Baker, Randolph	Chremiet Corvette	SSIFT	*					
Bakin Cheryl Ann	Postiac Trans Are Audi Coupe GT	SSA SSH		-				
Ballantyne Tom	Name 2002X	SSGT				•	*	•
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Rantels, Milite	Honda CRXei	SSC						
Sector: Bill	Dodge Shelby Turbo	SSA						
fates. Charles	Punitar Thans Am	SSA	*					
laucher, Jacques	Mapia 3067 GSL	SSA			*			
laungardner Jack John, Les	Itiumph TR7 Volkswagen Golf GTI	558 55C				*		
Jehm, Mark	Vulkewagen Golf GTI	55C					•	
lainer, Steve	Volkswagen Golf Gf1	85C					-	
Benelit, Al	Dodge Shelby Tuebn	35A					-	
	Mitsubishi Cordia	880						
ingamen, Gery	Ford Mustang	88A						
knks, Daniel	Ford Mustang	SSA						
Sack Jerry	Pursche 944	SSGT						
Computet, Bandy	Ford Mustang GT	SSGT						
Sochm, Jun Johnen, Walk	Volkswagen Rubbet	SSC						
Sonvouleir John	Chevrole: Coevette Honde, CRXai	SSCT	200		40	*		
ostic, Stave	Volkswagen Golf	58C		-	*			•
road Paul	Chevrolet Corvette	SSOT	33					
rengle, David	Ford Mustag	55A			SAL	0		
rennan, Tom	Porsche 944 Turbo	5507						
rent Michael	Toyota MB-2	SSC						
hiody, James	Peuport 506 Turbo	SSB			*			
rockman Mike	Porache 944	SSGT						
modeline T	Porache 944 Turko	SSGT						
rookine. J. roomail, Jack	Nissan 1002X	85A						
row, Ail	Dodge Shelby Turbo Chevrolet Camero Z-28	SSA		0.8	*		•	
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MAME	EAR	CLASS	-		2	- 5		2	-
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Cassara, Tony	Ford Mustang SVD	3507	100	100					
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Cappos, Rich	Chavrolet Corvette	SSGT					O.		
Chestair, R.	Chavrolet Camaro 2-28 Honda CRXsi	55C							
Christensen, Ron	Forsche 944	SSGT							
Clark, Buddy	Volkswagen Golf Mitsubishi Mirage Tarbo	555C 555E				12		eR.	
Chek, J.	Datsun 280ZX	SSA						•	
Ciencal, Morris	Nicsan 300ZX	SSGT							
Cochranz, Kim	Volkswagen Golf GTI Food Thunderbird Turbo	58X: 58A							
	Manda RX-7	58A				15			000
Coghill III, Jeorph	Porsche 944 Turba	SSGT							00
Coleon, Yven	Miterbish Starion	55A					16		100
Colleg Thury	Mitwahiehi Mirage Turbo	85B							
Collect John	Toyota MR-2 Dridge Shelby Turbo	35C 35A						•	
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Connelly, John	Volkswagen Golf GTT	88C						•	*0
Connolly, John Connolly, Michael	Chavrolet Camaro TROC Z Audi Coupe GT	SSB							
Cook, ilm	Chevrolet Corvette	SSGT							
Cook, Michael	Trumph TR7 Trumph TR8	SSB							
Cooper, IIII	Chevrolet Corvette	SSGT					13		*0
Cordoba, Raol Cortes, Ross	Marala RX-7 GSL-SE	SSA							
Citation Control	Cheyniat Corvette Mitaubidu Mirage Turbo	SSOT SSB				•			
ALCOHOL:	Mitaubishi Starton	55A							• 3
Crewford, 3. Creaci, Joseph	Dodge Shelby Alia Romes CTV-8	SSB SSA							
Creat, Larry	Honda CRAsi	55C	*				4		
Criss, Boh Crites, Richard	Nissen 2008X Turbo	SSB							
Cross Jr., Farts	Marda RX-7 CSL-SB Chevrolet Corvette	SSA SSGT				•			
Cross, C.	Volkswagen Gulf G11	SSC							•
Cserc, Csaha Cunningham, Peter	Dodge Shellry Turbo Toyou Supm	SSA	*		:				
Dahlin, Daye	Fint X1/9	SSC							_
	Toyota MR-2	55C	- 7	7.3	47				
Daly, Berek Dallenbach, Paul	Mitsubishi Stanton Volkswagen Golf	55A							100
Dallenbech Jr., W.	Volkswagen Gulf	SSE							
Dangel, Jeff	Volkswagen Cull	350							
Dann, Ted Danser Rich	Nissan 200ZX Flat X1/9	85A 85C		2					
	Toyota MB-3	SSC		-	00.70				
Daugherty, D. Davey, Tun	Nissan 2005X Turbo Volkswagen Golf GTI	888				19			•
Davis, Jei	Volkswagen Golf	SSC SSC							
Deep, Jack	Chevrolet Camero Z-26	SSCT							
Delvich, Stephen Delvecchio, Frank	Chevralet Camaro 2-28 Dodge Sheiby Turbo	SSGT SSA							
THE RESERVE OF THE PARTY OF THE	Maola BX-7 GSL-SII	554							
Dentici Jim Desendori Don	Honde CRXe Nissen 2005X Torbo	58C							
deWitt, Clint	Mitsebide Starton	55B 55A.					ľ		
Diaz, Carlos	Dodge Shelby Turbo	85A							
Duz. Peco Dickinson, E. Paul	Dodge Shelby Terbo Forsche 944	SSA SSGT							
	Porsche 944 Turbo	SSOT							•06
Dishi, Bobby	Dodge Shelby Turbo	99A							100
Disperink Martinus Dinkel, John	Toyota Supra Chevrolet Corvette	SSA SSGT	:	:	:	:	ľ		
Diramore, Mack	Charakt Coreste	SOUT						R	
Dohson, Dominic	Poesche 944 Turbe	SSGT				25			90
Donin, Drug	Chevrolet Camara 2-24	58A							8
Downes, Charles	Manda RX-7 GSL-8E	55A						1	0
Doyle, Mike	Mitsebishi Cordia Menda RX-7 GSL-SE	55C 55A					•		
Dayle Minny	Triumph TR8	85A						V.	
Dubris, David Duncan, 13	Marcin RX 7 GSL SE	SSA cen				•		3	
Dunano, Straet	Nissan 2005X Turbo . Forsche 944	SSB							
Dunn, Ken	Volkswagen Golf Pontiac Thate Am	SSC SSGT							
		-		1	17.5		-		-
Barwood, Terry Bbding, Tide	Dodge Shelby Mitsubishi Station	SSB SSA		*	*		*		1
Boott, Ben.	Poracise 944	58GT						55	
Ingelage, Michael	Chevrolet Corvette	SSCI							
lingler, S.	Fond Mustang GT Saab 900 Turbo	55A	-						
Erlandson, Ed	Mascla RX-7 GSL	SSA				334		20	+
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AME	CAR	CLASS	2	iğ.	ž	2	3	N	NAME	CAR	CLASS	2	3	ä	ZZ.	7
Istrada Tossela	Masda RX 7 GSL SB	85A 85A							Hugginhoitz, Bars	Mitrobishi Starlon	35A					
strada, Joseph tsinger, Tom	Mesda RX/7 GSL SE Triumph TB7	SSB			:				Hughes, Torn Horst, Erck	Mirechishi Starion Possche 944	55A 55077					
vars. Morris	Dodge Shelby Tarbo	884							HUS. NEK	Presche 944 Turbo	SSET	- 1		- 20		
vans. Tim	Dodge Shelby Turbo	SSA		-		*	*	*	Hurchins, Mark	Toyota M36-2	55C					
irrell, Peter	Mitsubishi Starion	SSA							Ingram, B.	Nasan 2005X Turbo	358					
ezekse, D. J. eldom, Keith	Portiche 944 Turbo Chevrolet Camaro Z-28	SSOT					*		Ireland, Innes	Porsche 944	33177					
ern, Counte	Chevrolet Camaro 2-28	SSA SSA								Presche 944 Turbo	35677					
rati. Bob	Dodge Shelby	SSB							Incloses, Rich	Chevniet Corvette	SSCT					
als, Fred	Honda CRXei	59C							Jacobs, Ed	Nasan 2005X Turbe	35B					
nch, Dave	Toyota Supra Foreche 944 Turbo	SSA				:			Jacobs, Gary	Bernult Alliance	SSC					
neh, John	Mazzia RX-7 GSL-SH	584				-			Jemen, C. Johnson, Rick	Alfa Romeo GTV-6 Ford Thunderbird Turbo	85A 85A					
	Mileshight Station	58A							Johnson, Rich	Dodge Shelby	85B					
oegeki, Martin nger R.	Mazda RX-7 GSL-Sti Nissan 1000X	SSSA SSSA			*				Johnson, Ron	Nissen 2005X Turbo	SSB					
aragan, Terry	Ford Mustang GT	SSGT			10				Johnson, Tim Johnston, Richard	Masda RX 7 GSL-SE Chevrolet Corvette	SSA SSGT					
ote, David	Volkswagen God	58C							Johnstone, Parker	Chevrolet Corvette	SSGT	28				
ebes Robinson, E.	Poracha 944	SSCT			*			14		Mitsubishi Mirage Turbo	SSR					
sazolino, Al sed, Alan L	Nissan 2008X Turbo Mitsubishi Surion	SSB							Jones, Andy Jones, Illon	Posche 944 Chevrolet Corvette	SSGT				90	
echoff, John	Dodge Shellry Turbs	584			+				Juney man	Honda CIUXd	SSC					
essa. Dave	Ford Mustang GT	SSOT		10					Jones, R. Miss	Nissen 3002X Turbo	529GT					٦
iler, Tim	Volkswagen Golf	SSC		*					Sandand But	Nimen 300ZX Chevroret Corverse	5507	:	*			
Affiney, Tom	Chevrolet Carraco IROC Z	SSGT							Jungbloed, Bill Juckett, Tom	Mitsobishi Starios	55A					
embili, Rick	Nissan 300ZX Porsche 944 Turbo	SSA							A CONTRACTOR OF THE PARTY OF TH		12.13.71	-	-		-	-
ughrey. Jim iy, Jeffrey	Toyota MB-2	SSC							Kohn, Robert Rangas, Walno	Chevrolet Canaro 5/28 Chevrolet Canaro IBOC 5	SSGT SSGT					
ylord, Scott	Chevrolet Corvette	SSGT							Rantrod, Dick	Chevrolet Corvette	SSGT					
	Honda CRXsi	SSC			23	*			Helly, John	Triumph TR8	55A					
rkey, G. Ed	Honda Frehide Volkswagen Golf GTI	5885 5860			•				Rendall Bart	Nieses 300ZX	SSGT	20		*		
rneri Dennis	Dodge Shellry Turbo	555A							Kendall Chuck Kendall Tom	Niesyn 3000X Niesyn 3000X	SSA	100	6			
bson Richard	Chevralet Corvette	58671							King, Bill	Minubishi Credia	55C					
li, B. ceson, John	Mitsubiani Starton Datsun 2802X	58A 58A				•			King, D.	Valkswagen Golf GTI	55C	4.7				
údstein Sun	Honda CRXx	55X2			20				Kirby Bob Kizer, Cut	Presche 944 Volkewagen Golf GTI	55L77 35L7	•				
odyear, Scott	Chevrolet Corvette	SSGT							Klime, feeld	Cheemist Carrard	85077					
oughery Jim orbiak, Charles	Porsche 944 Turbo Masda BX-7 GSL-5E	58GT 55A				•	25		Knapp, Larry	Chevrolet Corvette	55GT		WY			
oble Bon	Chevrolet Corvetie	SSCT							Knowlex Don	Marcia RO-7 GSL-SE Chevrolet Corvette	SSA SSGT	-	*	-		-
rollem, D.	Alfa Romeo GTV-6	SSA	*						NAME	CUR	CLASS					
reatt R. reber, B. J.	Toyota Supra	58A			*			*	North Bill	SH SEARN						_
egg Deborah	Volkswagen Rubbit Porsche 944 Turbo	55C 55GT							Koch, Bill Kong, Ray	Nissan 3007X Honda CRXsi	SSA SSC			-		
rittlith, Bob	Nissan 2005X Turbo	558							Annaly 1002	Honda Prelutie	5535					
riesors, Scott uest, Charles	Manda RX-7 GSL-SE Nissan 2005X Turbo	SSA SSB		33	*	-		33	4 (22)	Volkmagen Golf GTI	SSC					
ritrie, Janet	Pengeot 505 Turbo	SSB							Serman, Bay Krysler, Read	HMW 325e Valkewagen Golf GH	58A 58C					
icker, Karl	Chevrolet Corvette	SSGT							Lambnor, Bill	Dodge Shelly Turbo	SSA					
icker, Paul	Chevrolet Corvette	SSGT							Landon, Denna Suc	Honds CKXs	SSC			*		
eckman, Gene	Volkswagen Golf (77) Volkswagen Golf (77)	55C 55C					•		Law, Peter	Missional Station	55A	*	*	*		
driock, L	Nissan Sentra	890							Los, Chuck Losthers, M.	Toyota ME-2 Voltawagen Golf G11	55C 55C			-		
impoin, James	Volkwagen Golf G771	33C							Lot. Bub	Mitsubiani Marage Turko	558					
mpton, Kirk mpton, Wada	Saab 900 Hirho	55A							Lee, Chuck	Toyon MR-2	SSC					*
mpone, waste mormann, Neil	Nissan 2005X Turbo Dodge Shelby Turbo	SSB SSA		:				:	Lee Tan Levitt, Barry	Mitsubishi Mirage Turbo Dodge Shelby Turbo	55B 55A				*	*
inlyman, Mark	Nissan S00ZX	85A							Levy. Burt	Тоуоза барта	55A					
neu, N.	Honda CB36i	SSC							Lexy. G	Dodge Shelby	55B					
rlowe, Mast.	Honda CRXsi Mitsebish: Mirage Turbo	SSC							Lewis, Steve	Chevroles Corvene Toyota MR-8	SSGT SSC					:
oter, H.	Volkswagen Golf GTI	SSC							Lively, Jim	Niesm 2005X Turbo	SSB					1
rvell. Dick	Resault Alliance	89C							Loberberg, Bob	Chevrolet Curvette	55677					
flaway, M. tynet, Strant	Mitsubishi Storion Chevrolet Corvette	SSA SSGT			:	:		:	Lockhart, Perec	Chevrolet Corvette	SSEET			*		*
ys, Robert	Nistan 2005X Turba	55B	100						Loreszetti, Roberto Love, Spencer	Volkswagen Golf Nissan 2005X Turbo	SSE:					1
saley, Ed	Volkswagen Golf GTT	SSC					+		Loyning, Arris	Chevrolet Corvene	SSLEE					
hert, Robert	Chevrolet Camaro IROC-Z	SSGT					+		Logo de Armas, Ali	Alfa Romeo GTV-6	35A	20	10			
inrath Jr., Ludwig inricy, John	Chevrolet Corvette Chevrolet Corvette	SSSCIT							Lustin Jerry	Cheymiet Corverse	85GT					
nderson, floh	Toyota Corolla 6775	58C				19			MacPherson, Jeff	Chevrolet Corvette	529G-T					
Allaha Baran	Toyota MR-2	529C							Mass. Walt	Forsche 944	SWIT					
ndricks, Larry	Poreche 944 Turbo	SSSA SSSCIT			•				Mahler, John	Chevrolet Carnero Z-28 Chevrolet Corvette	SSGT					
sdricks, South	Dates 1912X	58A						Ш		Nissan 300ZX	SSA					
adricks, Shawn	Nissan 2002X	526A							Mahoney, Peter	Tiryota MR-2	SSC					
in Proton iry Charlie	Porache 944 Turbo Dodge Sheltry Turbo	SSA				1			Maloy, Joseph Mankin, Tom	Auch Coupe GT Marcin RX 7 OSL SE	SSB SSA			:	*	
I. Kent.	Poroche 944	SECT				1		200	Mansfield, Rick	Dodge Shelby Turbo	584	13.0	+15			
le R	Maria KX-7	SSA							Mansu, P.	Chevrolet Camaro Z-28	5807					
ne. Alan	Marcia RX-7 GSL-58	SSA			350				Marble, Roger	Chesmolet Camaco Z-28.	58A	*		1,5	151	
ikle, Jerry Imes, Carl	Mitsubiahi Starion Chevrolet Camano 2-28	SSA							Marina, Jose Martin, A.	Manta RK-7 GSL-88 Toyota MR-2	SSA					
nativity, Prink	Nissan 300ZX	SSA				•	-		Mars. Tore	Nissan 3002X Turbo	SSGT					
plens, G.	Alfa Romeo GTV-6	SSA							Mason, Larry	Nissan 2006X	SSC					
open, Michael	Volkranges Gulf CVI	58C		*					Mathewson, Gary	Parache 944 Parache 944 Turbo	SSGT					
oper, Sub	Volkswages Golf GTI Nissan 2006X Turbo	582 588						:	Mathewson, Kurt	Pursene 944 Turbo Pursene 944	SSGT				-	
inting, Crass	Toyeta MR-2	58C			+	W.		199		Pursche 944 Turbo	SSGT	T.	All	176		
thing, wheel									Matkovicin, Bob	Dodge Shallry	558					
me, Wayne iff, Larry	Postine Trans Am Dedge Shelby	SSGT SSB	*	39	1111	0.5	90	92	Mate Manny	Marala 8X7 GSL	SSA		535			

NAME	CAR	CLASS	IGISHRADI	SEARS PURE	WILLY GIVEN	SE LOCES	TOME BOCK	мпечно	NAME	CAR	CLASS	anthons	SEARS FOIR	BOAD ATLA	ST LOKES	
May Denay	Mexis RX-7 GSL-SE Ford Mustang GT	SSA SSOR							Polis, Gilbert	Benault Alliance	SSC					
Mayourd Win	Henda Citto	SSCT							Fowell, Mike	Chevrolet Camoro IROC Z	SSGT					
McBain, Bon	Toyota Corolla GTS	89C							Provo Genti	Ford Mustarg SVO Volknwagen Golf	SSC1 SSC					
McCall, Robin	Volkswagen Golf	SSC							Fuent, Marc	Porsche 944 Turbo	SSCT					-
McCall Jr., Bus McConnell, Bob	Chevrolet Camam Z-28	SSOT							Pusion Michael	Chevrolet Corvette	SSGT		š.,			
McCord, Kent	Chavgolet Corvette Numer 2005X Turbo	SSGT		*						Pursone 9d4	SSGT					
McGray, Mike	Honda CRXsi	SSC				50	5		Bahn, Chinck	Mercedes Bens 190	358				7	
McKnight, Jon	Saub 900	SSC							Bandroph, Dave	Cheemier Camaro Z 28	85A.		000			
Manufel To a	Soul: 900 Turbe	55,5			+				Baamen E.	Tryvia ME-2	85C					
McWilliams, Dod. Meyer, Dick	Dodge Shelby Nissan 280ZX	SSB SSA							Bund Kobert	Marcia IIX-7 GSL-SE	854				•	
Michaux, E.	Chevrolet Camaro 2-28	5558							Reisman, Paul Resemit, Frank	Chermiet Camaro IROC & Flat X16	850T	100				
Milledge, Jun	Porsche 944	SSGT				60	200		Rica Jone	Dodge Shelby Turbo	85A	-				
Millen Rod	Maxia IIX-7 GSL-SE	85/							Rippid Drug	Chevrolet Corvette	SSOT				110	
Milen Steve	Chevrolet Corvette	SSGT		*	*				Roberts, irm	Toyota MR-Z	SSC					
Miller, Kirk Mills, John	Saab 900 Turbo Chevrolet Corvette	SSA SSGT			*	*	•	*	Roberts, Michael	Chevrolet Camaro Z-28	SSA	*				
Mistein, Jeff	Porsche 944	SSGT							Rotes, Al Role: Terry	Yolkowagan Golf	88C 89C					
Minagorni M.	Chevrolet Camaro IROC-Z	SSGT							Rose David	Chevrolet Camaro Z 28	884					
Mitchell, Lee	Nissan 2002X	35A							Rose, Dick	Volkswingen Golf GTT	SSC					
Minick, Matt	Chavrolet Corvette	SSGT						*	Rosenblum, David	Milesbirki Cordia	SSC					
Moore, Stan Morrie, D.	March 100-7 GSL-Sit	555A	1					*	Rode Kathy	Poracha 944 Turbo	SSGT				+	
darrie, John	Alfa Borneo GTV4 Detron 2005X	525A 529C	-						Rest, Joe Reth, Dong	Chavrolet Chrystia Nissan 3002X	SSGT			13		
Harrison, Thermy	Chavrolet Coevette	SSECT							Rutherfood, Dave	Mitsubishi Starion	55A			10	1	
Harton, John	Nissan 300gX Turbo	SWGT							Ratherford, Mike	Mitsubishi Staries	SSA					
dnes, String	Persona 944	SECT		•					Ryan, Jack	Volkswagen Gelf GTf	SSC					
doubles James	Porache 944 Turbo	58871				•	*		Bywn, John	Volkswagen Golf GTI	550					
doublen, Larry	Porsche 944 Velkswagen Golf	5807T 580C							Salerno, Al	Vallanvager: Golf GH	550					
Auchibeonner, Horst	Porschie 944 Turbo	589GT	95	1					Sarbom, Byma	Food Mustage GF	5507T					199
	Triamph TR4	558							Sanches, Izzy	Chevrolet Corvette	55677					
turch, Jerry	Nissan 280ZX	55A								Masia EXT GSL-SE	55A					
turphy Enter:	Ford Mustang	55A	*						Sanchez, Luis	Chevrolet Corvette	55171					
Ayers, Gary	Mitsubishi Mauge Turbo	558			•			•	Scallet, Decek	Marda RX 7 GSL-5E	55A					
lackel, Wolfgang	Chevrolet Camuro Z-28	85GT					500	100	Schmidt, II.	Ford Mustang Chevrolet Camaro Z-28	55A 55477	36				
lagel, Bob	Peogeot 505 Turbo	358							Schrider Len	Saab 900 Turbo	55A					
laon, A.	Chevrolet Cansaro IROC-Z	SSCT								Saab 900	35C					*
iches, Jerry	Porache 944	SECT							Schroeder, Darsey	Dodge Shelby	858					
lehon, Rorald	Phryche 944 Turbo Chevrolet Corvette	SSOT			201	•	•	•	Schwartont, Teter	Volkswagen Golf	88C					
chon Thom	Chevrolet Camero Z-28	SSA	-		-				Schultz, Tom	Volkswagen Golf G73 Mitsubishi Cordia	85C 85C				-	
likel, Bolo	Porsche 944 Turbo	SSOT							Schutz, Doug	Mercedes Bens 190	SSB				10	
lores, John	Chevrolet Camaro IRDC Z	SSOT							Schurnscher, Tex	'Momph TRS	83A					
forton, Buddy	Chavrolet Camaro IROC/Z	SSGT							Scott, Denk	Honda Prelude	SSB					
Jovak, Rusy Jowaki S.	Dodge Shelby Turbo Bryota Supra	SSA			*				Solby, Tim	Ponche 944 Turbo	SSCT					
Suse, George	Porache 944 Turbo	SSA			*				Sharp, Linda Sharp, Bon	Missun Sentra Mitsubishi Starion	SSC				84	
77530000		2001	-	_	-		_		Sharp, Tim	Toyota MR-2	SSA SSC					
Ng Alistan	Volkawagen Grif	SSC							Shaw, 1811	House CRXG	SSC					
Mio, Jorge Soran, Greggory	Chavrolet Carrago IROC-Z Volkawagen Grif	SSOT			*				Shafton, Dayat	Audi Coupe GT	SSB					
brr. Bob	Mitsubiahi Mirage Turbo	SSC SSB							Charles Charl	Mazda RX-7 GSL-58	55.4		*	35		1800
7Steen, John	Porsche 944	SSGT	- 3						Sherman, Don Shielda, David	Dodge Shelby Turbo Chestolet Camero	SSA. SSGT		*			100
	Porsche 944 Turbo	550T						*	Married France	Ford Mustang SVO	SSGT					
lvecion Jr., Joha	Marda RX 7 GSL-5E	55A		*			*	*	Short, Brace	Honda CRXs:	SSC		*			
abet, Augle	Honda CRXsi	SSET						75.0	Sikes, Dave	Chevrolet Corvette	SSGT					
ark, Larry	Mondo RX-7 GSL-SE	55A	360						PIL PIR	Maola RX7 GSL-68	55A				*	
arker, Sheves	Mitsubishi Stariou	35A							Silvennan, Bill Skavnes, Kjell	Marda RXV GSL-SE Saab 900 Turbo	55A 55A			-	•	*
erlos, Larry	Chevrolet Corvette	8507							Skiller, C.	Dodge Shelby	350	-	٠			
arine, Milke	Ford Mustang	55A							Smith, Christopher	Honda CRXsi	SSE	-333	•			
errorie, Larry ets, Hill	Dodge Shelby Turbo Volkswagen Golf	SSA SSC				•			Smith Jaco	Chevrolet Camaro Z-24	35177					
500000000000000000000000000000000000000	Volkswagen Golf GTI	35C	19.0	3	194					Ford Mustang SVO	35077					
ate, Phil	Volkswagen Goff	350				2	12/7	1	Smith King	Manda RX 7 GSL-SE Chevrolet Comaro	SSA					
	Volkswagen Golf GTI	SSC				•			Contract Contract	Ford Mustang SVO	SSUT'					
itterson, Pat od, Mark	Massis RX-7 GSL-SE	SSA SSC	200						150,000,000,000	Maxis RX-7 GSL-SE	SSA			200		
ation, Puts	Honda CRXsl Triumph TB7	886	100					-	Smith, R. K.	Chevrolet Corvette	BSUT					
	Triumph THS	SSA			191				Smith, Vern	Cheviolet Corvette	SSGT					
syne, Ken	Minushishi Cootia	35C							Smith Zan Snodgras Bob	Mitschichi Storion Ibrache 944 Tarbo	SSA SSA				13	580
ayson, Ken	Alfa Romeo GTV-6	35A	5115				•		Sockman, Roger	Mitsubishi Cordia	SSCT SSC				8	A. C.
naram, Patrick	Missay 2005X	85C 85C	1	:					Spencer, Bill	Maxie RX-7 GSL-SE	SSA					*
ickham, Robert irkira, Gurdon	Nieses 2005X Chevrolet Corvette	8507		•					Stander, Steve	Mazda RX-7	854					
and sections	Honds CRXsl	85C							Start, T.	Maata RX-7 GSL SE	SSA	241				
	Volkswagen Golf GTI	SSC.	1		100	-	197		Stevens, Sandy	Plat XI/9	890					
dersen. Jan	Ford Mustang GT	SSCT							Stewart Kim Stewart, Lance	Volkewagen Golf Nissan 3002X	S9C S9GT	-				
densen, Dong	Handa CRXd	SSC							Stone, B.	Poreche 944	SSGT					
densons, Jerry	Dodge Shelby	SSB						•	Sorre, Bernse	Porache 944	SSGT					
ntrick John hinny Re:	Mascla RX-7 GSL-SE Porache 944 Turbo	SSA						6	Strange, Baleert	Persone 944	SECT					
hipps, Hubert	Chevrolet Corvette	SSCT								Pursche 944 Turbo	SSGT					* 1
rkle, j.	Volkswagen Golf GTT	SSC		1					Stropus, Judy	Wilknesseen Golf	529C			49		1
lgrim, Andrew	Sensuit Allisnos	SSC							Sullivan, Michael	Need Thunderbard Vario Meeds 800-7 GSL-5E	SSA	400	10	•		1
ALCOHOLD STORY	Ford Thundarbird Turbs	SSA							Surier, Bernie	Valewagen Rabbit	SSA SSC	- 0				
A 100 A	Porsche 944 Turbo	SSOT						*	Swin Tany	Chevrolet Cervette	SSCT			-		423
Bock, Randali	Maschi RX-7 GSL-Sa	SSA	*			1			Swancori, Bruce	Voltawagen Golf	SSC			20	18	1000
ombo Pepe	Nissen 3002X Cheveolet Corvetts	SSA							-		10000					-
	CONTRACTOR CONTRACTOR		1						Tree Weeren	Chevroiet Carraro Z-38	854					
orterfield, Andy otter, Steve	Chrysolet Corvette	SSGT							Terrell Richard	Chevrolet Corvette	8507	-				

USEC NUMBERS

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NAME	CAR	CLASS	*	R	×	*	3	×
Timbrook, Wiley	Mitsubishi Storion	SSA						
Titus, Rick	Chevrolet Corvette	SSGT						
	Maada RX-7 GSL-SE	SSA						
Tohn Thomas	Chevrolet Cantaro IROC Z	55077						
Torois, John	Volkswagen Golf GTI	SSC			*			
Tomes, Manny	Food Mustang	55A :						
Tosi, Paul	Chereniet Corvene	SSETT						
BOOK STATE OF THE PARTY OF THE	Dodge Shelby	SSB						
Trendini, Armando	Alfa Zomes GTV-6	55A.						
Trueman, C.	Volkewagen Golf GTI	38C						
Trueman, Jim	Porscha 944 Turbo	55677						
Turner, Dick	Audi Crupe GT	55B						
Turner, Dave	Chrymlet Camaro X-28	55GT						
Parpin, Carles	Vallarvagen Golf	SSC						
Ullom, Garth	Dodge Shelby Turbo	\$5A			٠			
Van de Car Jon	Fiat XI/0	SSC						
Van Kralingen, Milee	Chevrulet Corvette	55QT	*					
Van Tress, Victor	Vallermages Golf	SSC						
Varde Joe	Dodge Shelby Turbo	SSA				+		
Vendrinski, T	Honda CRXss	SSC				+		
Vermeer, Dong	Vallawages Golf GTI	SSC				110		
Wide, Jim	Vellawagen Golf GTI	SSC						
Walker, Greg	Nissas Sentro	SSC		*				
Walker, Rob	Nissan 2005X Turbo	558	. *			*		
Ward, Buddy	Mitsubishi Coedia	SSC .						
Watson, Bill	Missobishi Sturios	SSA						
Weaver, Mike	Mitsubishi Sturion	SSA						
Weber Leopold	Nissan 300ZX	SSGT						
Weber Mark	Thumph TR7	SSB				*		*
Welch, Mark	Chevrolet Camaro 2-28	SSGT						
West, Secen	Dateur, 2005X	SSC						
Wheeler, Dong	Manda RX-7 GSL-SE	SSA						
Wheeler, Tim	Volkinvages Rubbit	SSC						
Williams, Ken	Presche 964	55077						
	Persche 944 Turbe	55K7T						
Wilson, Dennis	Nissan Sentra	55KC						
Wilson, Steve	Cheyrolet Camano	58877						
And the state of	TO CARLO DE SERVICIO DE LA CONTRACTOR DE	200						

NAME	CAR	CLASS	FILLER	SEAR	ROW	21.16	TOMOS	MID
Wright, Mitch	Cheymiet Corvette	SSGT						
	Manda RX-7	35A:		*				
	Datour 2006X	SSC.	1.5					
	Fred Thumberhird Turbo	35A						
Wolecatisk, Mark	Chermist Corvette	35G7						
Woodner, Jon	Pengoot SHS Turbo	55B						
Woodworth Gall	Nissen 280XX	554			613		PP	- 11
Yes, Ken	Marcha BX-7 GSL-8E	55A					w	
Yongir, Jackson	Chevrolet Corvette	SSGT						

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For a Great Year!

The SportsCar / USEC Drivers' Cup

The United States Endurance Cup is awarded to teams based upon the performance of their cars in the USEC series. Drivers are not recognized in the USBC Escort points system. Indeed, a car could win the USEC championship with different drivers at each race.

SportsCar feels the drivers should be recognized as well. Accordingly, Sports-Car has established the Drivers' Cup. Points are awarded on the Grand Prix scale of 9-6-4-3-2-1 and each driver of a car receives full points regardless of time in the car. However, drivers who drove more than one car in a class in a race receive points from only one car. Thus while Parker Johnstone drove both the fifth and sixth place SSGT Corvettes at Road Atlanta, he gets only two points for the fifth place finish.

Ron Grable wins the SSGT Drivers' Cup with two wins and two seconds in Morrison-Cook Corvettes, Teammate Don Knowles also had two wins and two seconds but Grable's third at Sears Point carries the day over Knowles' sixth.

Neil Hanneman edges Team Shelby teammate Jack Broomall by virtue of a fourth at Lime Rock. Broomall was fifth in the shortest race of the series and lost the SSA title by a single point.

Bob Criss and Charles Guest share the SSB honors with four wins and two seconds in their Nissan 2005X.

Bruce Short scored the maximum 54 points with six SSC wins in the Quanturn Engineering Honda CRX. Teammate Larry Cress joined Short for five wins but a sixth at Lime Rock gave the title to Short.

USEC	USEC Driver's Championship		KNYKKIIK	SEARS FORM	ANTA OVOR	ST. 10UIS	HAS BOCK	Min Dead	
Pos.	Driver	Car	2	200	9	3	- 15	3	TOTAL
SSGT			18	#	8	Z	3	2	B
1	Bon Grable	Corvette		6	9	9	1		-
2	Don Knowles	Corvette	9	1	6	9	1	6	35
3	B. Carradine	Corvette	9	1	9	4	6	0	29
4	flm Cook	Corvette	4	6	9	9			25
5 6 7 8	Kim Baker	Corvette	333	3	3	- 51	0	9	23
6	John Heinricy	Corvette	6		6	4	6	701	22
7	Tony Swan	Corvette	6		6	4	953		16
8	Bill Cooper	Corvette	1	4	2	9.00	2	4	13
9	Parker Johnstone	Corvette		P. 17-2	2	6	70.70	4	12
	Peter Lockhart	Corvette		9	Barrie .	1186		3	12
	Jackson Yonge	Corvette		9				3	12
	Rich Ceppos	Curvette		9				3	12
SSA									
1	Neil Hannemann	Dedge	9	0					
2	fack Broomall	Dedge:	9	9	6	3	3 2	6	36
3	Chuck Kendall	Nissan	4	-	0	3	4	9	35
4	Don Sherman	Dodge	1000	4	-	9	9	4	26
	Max Jones	Nissan		1	3 3 3	9	4	9	26
- 6	Garth Ulliom	Dodge		4	6	9	2	6	21
7	Tim Ryans	Dodge			1000	6	9		15
8	Ted Dann	Nissan	4	10			-	9	14
9	Cache Caere	Dodge	6	103.6	3			4	13
	Joe Verde	Dodge	6		100		3	4	13
SSB									
1	Bob Criss	Nissan	6	9	6	9	9	9	100
	Charles Guest	Nissan	6	9	6	9	9	9	48
3	James Briody	Peugeot	9	6		1	6	4	26
4	lim Lively	Nissan	-		6	9		9	24
5	Larry Hulf	Dodge	2	1	9	-5	4		22
	Clive Stilliton	Dodge	2	1	9	6	4		22
7	Bob Nagel	Peugeot	9	6		1	1	4	21
8	Jon Woodner	Peugeot	9	6			i	4	20)
9	Bob Griffith	Nissan					9	9	18
10	Wade Hampton	Nissan	4	3	1	3		6	17
	Kent McCord	Nissan	4	3	1	3		6	17
SSC									
1	Bruce Short	Hands	9	9	9	9	9	9	54
	Larry Cress	Honds	9	9	9	9	1	9	46
3	Christopher Smith	Honda	100	9	9	9	9	9	45
2 3 4 5	Donna Sast Landon	Honda	9		9	9	1	9	37
.5	Bill Pute	Volkswagen	2	2	6	4	-	6	20
	Phil Pate	Valkswagen	2	2	6.	4		6	20
7	Doug Peterson	Honda	2.5	1500		9		9	18
	Peter Mahanay	Toyota		3	4	6	2	3	18
	Chuck Les	Thyona		3	4	6	2	3	18
10	Mark Hutchins	Toyota		70	4	6	100	3	13
		- U 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1.00	100		-	1.00

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