



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 spotlight.

Consider the difference a year makes. In 1984 at Mid-Ohio, SCCA VP Costa Dornias and USEC Series Administrator Bill King blessed a loose collection of SS enduros 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 miles of racing.

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 wore 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 patching the holes in their "go-for-it" strategy.

Which is not to say victory fell to any tortoises! With so many thunderous 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 Championship 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/USEC inaugural, and they were met by enough tire technicians to staff a pair of Grands Prix. It didn't take long to hand-cap 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 51.1 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 Heinrich/Tony 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 Ceppos. 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 Heinrich, development engineer on the Corvette, crash-tested his car before the race) 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, Bakeracing's Corvette stole 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 east 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/Heinrich/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

SSGT

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

Position	Team	Car	Tire	Drivers
Winner	Morrison-Cook	Corvette	BFG	Don Knowles/Bobby Carradine
Second	Morrison-Cook	Corvette	BFG	John Heinrich/Tony Swan
Third (-1L)	Morrison-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, 434 miles for an average speed of 73.33mph—25 starters

Position	Team	Car	Tire	Drivers
Winner	Powell Motorsport	Corvette	GDY	Peter Lockhart/Jackson Yonge/Rich Ceppos
Second (-1L)	Morrison-Cook	Corvette	BFG	Jim Cook/Ron Grable
Third (-2L)	Autocraft	Corvette	GDY	Stuart Hayner/Bill Cooper
Pole	March West	Corvette	GDY	Bob Lobenberg/John Mills (1:56.02, 78.29mph)

ROAD ATLANTA 12 HOURS 368 laps of 2.52-mile circuit, 978 miles for an average speed of 81.48mph—20 starters

Position	Team	Car	Tire	Drivers
Winner	Morrison-Cook	Corvette	BFG	Jim Cook/Ron Grable/Bobby Carradine
Second	Morrison-Cook	Corvette	BFG	D. Knowles/J. Heinrich/T. Morrison/T. Swan
Third (-1L)	Tralle/Sanchez	Corvette	GDY	Izzy Sanchez/Luis Sanchez/Ron Cortez
Pole	Morrison-Cook	Corvette	BFG	Knowles/Heinrich/Morrison/Swan (1:41.47, 89.41mph)

ST. LOUIS 24 HOURS 759 laps of 2.2-mile circuit, 1670 miles for an average speed of 69.98mph—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
Third (-17L)	Morrison-Cook	Corvette	BFG	B. Carradine/J. Heinrich/T. Morrison/T. Swan
Pole	Bakeracing	Corvette	GDY	K. Baker/R. McConnell/Dinkel (1:44.52, 75.77mph)

LIME ROCK FOUR HOURS 207 laps of 1.5-mile circuit, 310 miles for an average speed of 82.80mph—24 starters

Position	Team	Car	Tire	Drivers
Winner	Bakeracing	Corvette	GDY	Kim Baker/Steve Lewis
Second	Morrison-Cook	Corvette	BFG	Ron Grable/Don Knowles/Bob McConnell
Third (-4L)	Tralle/Sanchez	Corvette	GDY	Izzy Sanchez/Luis Sanchez
Pole	Bakeracing	Corvette	GDY	Baker/Lewis (1:02.92, 85.82mph)

MID-OHIO 24 HOURS 741 laps of 2.4-mile circuit, 1778 miles for an average speed of 74.10mph—20 starters

Position	Team	Car	Tire	Drivers
Winner	Bakeracing	Corvette	GDY	K. Baker/Bobby Archer/Tommy Archer/Paul Tsai
Second (-2L)	Morrison-Cook	Corvette	BFG	Ron Grable/Don Knowles/Bob McConnell
Third (-2L)	RCG Racing	Corvette	GDY	Parker Johnstone/Bill Cooper/Mark Wolocatiuk
Pole	Bakeracing	Corvette	GDY	Baker/Archer/Archer/Tsai (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/E. 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 2½-minute stop put them a lap down. The Morrison-Cook team of Heinrich/Carradine tried a partial refueling 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 endurance 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/Heinrich 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. I know for a near-fact 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 Bubba Joe LoFontaine (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 SCCA President Nick Crow'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 Ruz's 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 clawing 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 Bubba Joe LoFontaine lost his contract to some girl. So me 'n him are offering up our services as your next championship drivin' team.

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Team Name: Jon Martin Autotech (534)
577-7420 (day)

Owners: John Overton, Jr. / Martin Finegold

Car: 1984 Mazda RX-7 GSE-SE

Car Number: 57

USEC Series: 6th overall (45 teams) in series points—Class A.
Fast Mazda
Competed in and finished every race in series.
Will compete in 1986 series (car not confirmed)

Drivers: John Overton, Jr.
Martin Finegold
Bill Spencer
Bob Reed

Crew Chief: Jeff Alkasser

Sponsors: National Mortgage Investors
Mazda North America
Toyo Tires
Tri Point Engineering
Guy Schmidt Mazda

Thank You: Chris Fulton
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Glenock, CA 91205



Powell Motorsports became the first team to pick up a \$50,000 contingency check from Goodyear by winning Sears Point.

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 intense, 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 Goodyear 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 accus-

tomized 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 performance tire test:

SSGT	First	Second	Third	Pole
BFGoodrich	2	5	2	1
Goodyear	3	1	4	5

SSA	First	Second	Third	Pole
Goodyear	4	5	3	6
Bridgestone	2	0	2	0
Yokohama	0	1	1	0

SSB	First	Second	Third	Pole
Goodyear	5	4	2	3
Michelin	1	1	0	0
Bridgestone	0	1	1	1
BFGoodrich	0	0	3	2

SSC	First	Second	Third	Pole
Yokohama	6	2	2	6
Goodyear	0	4	2	0
General	0	0	1	0
BFGoodrich	0	0	1	0

Combined	First	Second	Third	Pole
Goodyear	12	16	11	14
Yokohama	6	3	3	6
BFGoodrich	3	5	5	3
Bridgestone	2	1	3	1
Michelin	1	1	0	0
General	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 Csaba 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 Ebbing 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 300ZX, 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

Position	Team	Car	Tire	Drivers
Winner	Team Shelby	Dodge Shelby/T	GDY	Jack Broomall/Neil Hannemann
Second (-1L)	Team Shelby	Dodge Shelby/T	GDY	Joe Varde/Csaba Csere
Third (-2L)	Datsun Alley	Nissan 300ZX	BS	Frank Honsowetz/Chuck Kendall/Ted Dann
Pole	Team Shelby	Dodge Shelby/T	GDY	Varde/Csere (2:15.09, 87.30mph)

SEARS POINT SIX HOURS 161 laps of 2.532-mile circuit, 406 miles for an average speed of 67.70mph—21 starters

Position	Team	Car	Tire	Drivers
Winner	Team Shelby	Dodge Shelby/T	GDY	Jack Broomall/Neil Hannemann
Second (-1L)	Wolin Racing	Mitsub. Star/T	YO	Dave Wolin/Ron Cortez/Mike Rutherford
Third (-1L)	Team Shelby	Dodge Shelby/T	GDY	Garth Ullom/Don Sherman
Pole	Team Shelby	Dodge Shelby/T	GDY	Ullom/Sherman (2:04.83, 72.76mph)

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

Position	Team	Car	Tire	Drivers
Winner	Falcon/Grissom	Mazda RX-7	GDY	S. Grissom/T. Mankin/T. Start/J. Estrada
Second	Team Shelby	Dodge Shelby/T	GDY	Garth Ullom/Neil Hannemann/Jack Broomall
Third (-1L)	Pombo Racing	Nissan 300ZX	GDY	Pepe Pombo/Shawn Hendricks/Ben Burrell
Pole	Team Shelby	Dodge Shelby/T	GDY	Ullom/Hannemann/Broomall (1:47.47, 84.41mph)

ST LOUIS 24 HOURS 711 laps of 2.2-mile circuit, 1564 miles for an average speed of 65.17mph—20 starters

Position	Team	Car	Tire	Drivers
Winner	Datsun Alley	Nissan 300ZX	BS	Tom Kendall/R. Max Jones/Morris Clement
Second (-1L)	Team Shelby	Dodge Shelby/T	GDY	Tim Evans/Charlie Henry/Don Sherman
Third (-13L)	Wolin Racing	Mitsub. Star/T	YO	D. Wolin/R. Cortez/M. Rutherford/T. Ebbing/P. Law/Clint deWitt
Pole	Team Shelby	Dodge Shelby/T	GDY	Evans/Henry/Sherman (1:50.56, 71.64mph)

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

Position	Team	Car	Tire	Drivers
Winner	Team Shelby	Dodge Shelby/T	GDY	Tim Evans/Don Sherman
Second	Reinertsen	Saab 900 Tur.	GDY	Kjell Skavnes/Kirk Miller
Third (-1L)	Datsun Alley	Nissan 300ZX	BS	Tom Kendall/R. Max Jones
Pole	Team Shelby	Dodge Shelby/T	GDY	Neil Hannemann/Joe Varde (1:07.32, 80.45mph)

MID-OHIO 24 HOURS 693 laps of 2.4-mile circuit, 1663 miles for an average speed of 69.30mph—21 starters

Position	Team	Car	Tire	Drivers
Winner	Datsun Alley	Nissan 300ZX	BS	Tom Kendall/R. Max Jones/Ted Dann
Second (-1L)	Team Shelby	Dodge Shelby/T	GDY	Garth Ullom/Jack Broomall/Neil Hannemann
Third (-13L)	Team Shelby	Dodge Shelby/T	GDY	Joe Varde/Don Sherman/Csaba Csere
Pole	Team Shelby	Dodge Shelby/T	GDY	Varde/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 Derek 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 season. 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 505 Turbo was on the CBS Morning 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

As technical administrator for the Playboy USEC series, John Timanus has the overwhelming task of trying to maintain law and order among a rough gang of professional Showroom Stock racers. He's a hired 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 slipped 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 USEC 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 scrutinized, 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 USEC 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 Timanus 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 Guest took their Nissan 200SX 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 200SX of Mikron Racing (Mike Anson, Ron Johnson and Rob Walker) was third but nine laps down. The Peugeot had blown a clutch after 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 200SX 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 200SX turbo



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/Tosi) 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 Janet Guthrie again joining Briody, Nagel 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

Position	Team	Car	Tire	Drivers
Winner	Briody Racing	Peugeot 505T MCL		James Briody/Bob Nagel/Jon Woodner
Second	Criss Racing	Nissan 200SXT GDY		Bob Criss/Charles Guest
Third (-4L)	American Instru.	Nissan 200SXT GDY		Wade Hampton/Spencer Low/Kent McCord
Pole	Criss Racing	Nissan 200SXT GDY		Criss/Guest (2:22.25, 83.51mph)

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

Position	Team	Car	Tire	Drivers
Winner	Criss Racing	Nissan 200SXT GDY		Bob Criss/Charles Guest
Second (-3L)	Briody Racing	Peugeot 505T MCL		James Briody/Bob Nagel/Jon Woodner
Third (-3L)	Mother Bakin	Audi Cpe. GT BFG		Cheryl Bakin/Joseph Mulroy/Michael Connolly
Pole	Paul Rossi Dodge	Dodge Shelby GDY		L. Huff/T. Barwood/C. Skelton/J. Crawford/G. D. Levy (3:10.21, 69.76mph)

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

Position	Team	Car	Tire	Drivers
Winner	Paul Rossi Dodge	Dodge Shelby GDY		L. Huff/T. Barwood/C. Skelton/J. Crawford/G.D. Levy
Second (-2L)	Criss Racing	Nissan 200SXT GDY		Bob Criss/Charles Guest/Jim Lively/Bob Harper
Third (-9L)	Mikron Racing	Nissan 200SXT BFG		Mike Anson/Bon Johnson/Rob Walker
Pole	Briody Racing	Peugeot 505T BS		J. Briody/B. Nagel/J. Woodner (1:52.23, 80.83mph)

ST. LOUIS 24 HOURS 698 laps of 2.2-mile circuit, 1536 miles for an average speed of 63.98mph—7 starters

Position	Team	Car	Tire	Driver
Winner	Criss Racing	Nissan 200SXT GDY		Bob Criss/Charles Guest/Jim Lively/Bob Hopper
Second (-5L)	Paul Rossi Dodge	Dodge Shelby GDY		Clive Skelton/Larry Huff/Dorsey Schroeder
Third (-18L)	Mikron Racing	Nissan 200SXT BFG		Mike Anson/Bon Johnson/Rob Walker
Pole	Mikron Racing	Nissan 200SXT BFG		Anson/Johnson/Walker (1:52.190, 70.50mph)

LIME ROCK FOUR HOURS 182 laps of 1.5-mile circuit, 273 miles for an average speed of 72.80mph—11 starters

Position	Team	Car	Tire	Drivers
Winner	Criss Racing	Nissan 200SXT GDY		Bob Criss/Charles Guest/Bob Griffith
Second	Briody Racing	Peugeot 505T BS		James Briody/Janet Guthrie
Third (-2L)	Paul Rossi Dodge	Dodge Shelby GDY		Larry Huff/Clive Skelton
Pole	Paul Rossi Dodge	Dodge Shelby GDY		T. Barwood/P. Tosi/T. Collins (1:08.75, 78.53mph)

MID-OHIO 24 HOURS 675 laps of 2.4 mile circuit, 1620 miles for an average speed of 67.50mph—10 starters

Position	Team	Car	Tire	Drivers
Winner	Criss Racing	Nissan 200SXT GDY		Bob Criss/Charles Guest/Bob Hopper/Jim Lively
Second (-5L)	Harvey's Racing	Nissan 200SXT GDY		K. McCord/B. Hays/Spencer Low/W. Hampton
Third (-7L)	Briody Racing	Peugeot 505T BS		J. Briody/J. Guthrie/B. Nagel/J. Woodner
Pole	Mikron Racing	Nissan 200SXT BFG		M. Anson/L. Baptiste/R. Johnson/B. Ingram/R. Walker (1:58.44, 72.95mph)

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USEC REVIEW

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 one-lap win over the PT Racing Nissan 200SX driven by Peter B. Wert and John Morris. The Jones Racing Honda CRX driven by John Bonvouloir, Gordon Perkins and Don Jones 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 2½ 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 Trook, 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 SSGT-class 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

SSC

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

Position	Team	Car	Tire	Drivers
Winner	Quantum Eng.	Honda CRX	YO	Larry Cress/Bruce Short/Donna Sue Landon
Second (-1L)	PT Racing	Nissan 200SX	YO	Peter Wert/John Morris/Mitch Wright
Third (-1L)	Jones Racing	Honda CRX	BFG	John Bonvouloir/Gordon Perkins/Don Jones
Pole	Quantum Eng.	Honda CRX	YO	Cress/Short/Landon (2:21.78, 83.79mph)

SEARS POINT SIX HOURS 160 laps of 2.532-mile circuit, 404 miles for an average speed of 67.28mph—16 starters

Position	Team	Car	Tire	Drivers
Winner	Quantum Eng.	Honda CRX	YO	Larry Cress/Bruce Short/Chris Smith
Second (-2L)	Steve Clifford Reg.	VW Golf	GDY	Larry Moulton/Ron Christensen
Third (-2L)	P. Schwartzott Reg.	VW Golf	GDY	Peter Schwartzott/Michael Hoppen/Tim Fuller
Pole	Quantum Eng.	Honda CRX	YO	Cress/Short/Smith (2:08.24, 70.83mph)

ROAD ATLANTA 12 HOURS 358 laps of 2.62-mile circuit, 902 miles for an average speed of 75.18mph—12 starters

Position	Team	Car	Tire	Drivers
Winner	Quantum Eng.	Honda CRX	YO	L. Cress/B. Short/Donna S. Landon/C. Smith
Second (-5L)	Phoenix Racing	VW Golf	GDY	Bill Pate/Phil Pate
Third (-10L)	Autosports One	Toyota MR2	YO	Peter Mahoney/Chuck Lea/Mark Hutchins
Pole	Quantum Eng.	Honda CRX	YO	Cress/Short/Landon/Smith (1:51.82, 81.13mph)

ST. LOUIS 24 HOURS 694 laps of 2.2-mile circuit, 1527 miles for an average speed of 63.62mph—10 starters

Position	Team	Car	Tire	Drivers
Winner	Quantum Eng.	Honda CRX	YO	L. Cress/B. Short/D.S. Landon/C. Smith/D. Peterson
Second (-9L)	Autosports One	Toyota MR2	YO	Peter Mahoney/Chuck Lea/Mark Hutchins
Third (-30L)	Phoenix Racing	VW Golf	GDY	Bill Pate/Phil Pate/John Ryan/Tom Davey
Pole	Quantum Eng.	Honda CRX	YO	Cress/Short/Landon/Smith/Peterson (1:54.90, 90.79mph)

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

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

MID-OHIO 24 HOURS 583 laps of 2.4-mile circuit, 1389 miles for an average speed of 68.30mph—12 starters

Position	Team	Car	Tire	Drivers
Winner	Quantum Eng.	Honda CRX	YO	L. Cress/B. Short/D.S. Landon/C. Smith/D. Peterson
Second (-3L)	Phoenix Racing	VW Golf	GDY	Bill Pate/Phil Pate/Jack Ryan/Peter Schwartzott
Third (-4L)	CACI/King Honda	Honda CRX	YO	B. Shaw/M. Paul/M. Harlow/F. Fiala/M. Bartel
Pole	Quantum Eng.	Honda CRX	YO	Cress/Short/Landon/Peterson (1:57.15, 73.73mph)

ESCORT USEC CHAMPION'S ACCESSORIES

Class	Car	Tire	Oil	Shocks	Spl. Plug	Lights
SSGT	Corvette	BFGoodrich	Mobil 1	Delco/Bstein	Champion	Circle
SSA	Dodge Shelby Turbo	Goodyear	Mobil 1	Monroe	Champion	Marchal
SSB	Nissan 200SX Turbo	Goodyear	Wedge	Icon	Champion	Hella
SSC	Honda CRX	Yokohama	Mobil 1	Icon	NGK	PLAA

The USEC 500 Strength In Numbers

An impressive total of nearly 500 drivers entered USEC races in 1985. The following list was extracted 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	66
SSC Drivers	139
Total	494*

*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.

NAME	CAR	CLASS	RIVERSIDE	SEAS POINT	ROAD ATLANTA	ST. LOUIS	LEWIS ROCK	MID-OHIO
Abner, Richard	Mazda RX-7 GSESE	SSA	*	*	*	*	*	
Abbot, Terry	Mitsubishi Starion	SSA	*	*	*	*	*	
Abbot, Tom	Mitsubishi Starion	SSA	*	*	*	*	*	
Adams, Herb	Chevrolet Corvette	SSGT	*	*	*	*	*	
Akin, Bob	Porsche 944	SSGT	*	*	*	*	*	
Akin, Bobby	Porsche 944	SSGT	*	*	*	*	*	
Alsen, Ken	Audi Coupe GT	SSB	*	*	*	*	*	
Almeida, Dave	Pontiac Trans Am	SSA	*	*	*	*	*	
Anderson, Bob	Volkswagen Golf	SSC	*	*	*	*	*	
Anderson, Jerry	Chevrolet Corvette	SSGT	*	*	*	*	*	
Anderson, Ted	Ford Mustang GT	SSGT	*	*	*	*	*	
Andrews, R.	Nissan 200SX Turbo	SSB	*	*	*	*	*	
Anson, Mike	Nissan 200SX Turbo	SSB	*	*	*	*	*	
Archer, Bobby	Chevrolet Corvette	SSGT	*	*	*	*	*	
Archer, Tammy	Chevrolet Corvette	SSGT	*	*	*	*	*	
Archer, Steve	Dodge Shelby	SSB	*	*	*	*	*	
Argetinger, Michael	BMW 325e	SSA	*	*	*	*	*	
Argetinger, Peter	BMW 325e	SSA	*	*	*	*	*	
Aruffano, Anthony	Mazda RX-7 GSESE	SSB	*	*	*	*	*	
Ashley, Rich	Nissan 200SX Turbo	SSB	*	*	*	*	*	
Atwell, Don	Mitsubishi Cordia	SSC	*	*	*	*	*	
Begley, Tom	Pugeot 505 Turbo	SSB	*	*	*	*	*	
Behar, Freddy	Porsche 944	SSGT	*	*	*	*	*	
Behar, Rich	Porsche 944 Turbo	SSGT	*	*	*	*	*	
Baker, Ken	Chevrolet Corvette	SSGT	*	*	*	*	*	
Baker, Randolph	Pontiac Trans Am	SSA	*	*	*	*	*	
Babin, Cheryl Ann	Audi Coupe GT	SSB	*	*	*	*	*	
Baldwin, Tom	Nissan 200SX	SSGT	*	*	*	*	*	
Barnes, Rod	Toyota MR-2	SSC	*	*	*	*	*	
Bartlett, L.	Nissan 200SX Turbo	SSB	*	*	*	*	*	
Bartody, Dan	Fiat X19	SSC	*	*	*	*	*	
Bartels, Mike	Honda CRX	SSC	*	*	*	*	*	
Bartow, Bill	Dodge Shelby Turbo	SSA	*	*	*	*	*	
Bates, Charles	Pontiac Trans Am	SSA	*	*	*	*	*	
Baucher, Jacques	Mazda RX-7 GSE	SSA	*	*	*	*	*	
Baumgardner, Jack	Triumph TR7	SSB	*	*	*	*	*	
Behm, Lee	Volkswagen Golf GTI	SSC	*	*	*	*	*	
Behm, Mark	Volkswagen Golf GTI	SSC	*	*	*	*	*	
Behm, Steve	Volkswagen Golf GTI	SSC	*	*	*	*	*	
Berelli, Al	Dodge Shelby Turbo	SSA	*	*	*	*	*	
Bingham, Gary	Mitsubishi Cordia	SSC	*	*	*	*	*	
Binko, Daniel	Ford Mustang	SSA	*	*	*	*	*	
Black, Jerry	Porsche 944	SSGT	*	*	*	*	*	
Komquist, Randy	Ford Mustang GT	SSGT	*	*	*	*	*	
Boehm, Jim	Volkswagen Rabbit	SSC	*	*	*	*	*	
Bokun, Walt	Chevrolet Corvette	SSGT	*	*	*	*	*	
Bonvouloir, John	Honda CRX	SSC	*	*	*	*	*	
Bostic, Steve	Volkswagen Golf	SSC	*	*	*	*	*	
Brand, Paul	Chevrolet Corvette	SSGT	*	*	*	*	*	
Brengle, David	Ford Mustang	SSA	*	*	*	*	*	
Brennan, Tom	Porsche 944 Turbo	SSGT	*	*	*	*	*	
Brent, Michael	Toyota MR-2	SSC	*	*	*	*	*	
Bridy, James	Pugeot 505 Turbo	SSB	*	*	*	*	*	
Brockman, Mike	Porsche 944	SSGT	*	*	*	*	*	
Brockman, Mike	Porsche 944 Turbo	SSGT	*	*	*	*	*	
Brookline, J.	Nissan 200SX	SSA	*	*	*	*	*	
Brownell, Jack	Dodge Shelby Turbo	SSA	*	*	*	*	*	
Brown, Al	Chevrolet Camaro Z-28	SSA	*	*	*	*	*	
Burleigh, William	Nissan 200SX	SSA	*	*	*	*	*	

NAME	CAR	CLASS	RIVERSIDE	SEAS POINT	ROAD ATLANTA	ST. LOUIS	LEWIS ROCK	MID-OHIO
Burney, Geoff	Mitsubishi Starion	SSA	*	*	*	*	*	
Burnell, Ben	Nissan 200SX	SSA	*	*	*	*	*	
Burler, Jim	Mazda RX-7 GSE-SE	SSA	*	*	*	*	*	
Carbonell, A.	Chevrolet Camaro IROC Z	SSGT	*	*	*	*	*	
Caroline, Bobby	Chevrolet Corvette	SSGT	*	*	*	*	*	
Carroll, Joe	Chevrolet Camaro IROC-Z	SSGT	*	*	*	*	*	
Cassata, Tony	Ford Mustang SVT	SSGT	*	*	*	*	*	
Cassata, Tony	Nissan Sentra	SSC	*	*	*	*	*	
Cassata, Tony	Saab 900	SSC	*	*	*	*	*	
Cappes, Rich	Chevrolet Corvette	SSGT	*	*	*	*	*	
Chaotain, R.	Chevrolet Camaro Z-28	SSGT	*	*	*	*	*	
Christensen, Ron	Honda CRX	SSC	*	*	*	*	*	
Christensen, Ron	Porsche 944	SSGT	*	*	*	*	*	
Christensen, Ron	Volkswagen Golf	SSC	*	*	*	*	*	
Clark, Buddy	Mitsubishi Mirage Turbo	SSB	*	*	*	*	*	
Clark, J.	Datsun 280ZX	SSA	*	*	*	*	*	
Claudet, Morris	Nissan 200SX	SSGT	*	*	*	*	*	
Clayton, Harold	Volkswagen Golf GTI	SSC	*	*	*	*	*	
Cochran, Kim	Ford Thunderbird Turbo	SSA	*	*	*	*	*	
Cochran, Kim	Mazda RX-7	SSA	*	*	*	*	*	
Coghil III, Joseph	Porsche 944	SSGT	*	*	*	*	*	
Coghil III, Joseph	Porsche 944 Turbo	SSGT	*	*	*	*	*	
Colson, Yves	Mitsubishi Starion	SSA	*	*	*	*	*	
Colley, Terry	Mitsubishi Mirage Turbo	SSB	*	*	*	*	*	
Coleman, Steve	Toyota MR-2	SSC	*	*	*	*	*	
Collins, John	Dodge Shelby Turbo	SSA	*	*	*	*	*	
Collins, Terry	Dodge Shelby	SSB	*	*	*	*	*	
Conner, Ed	Volkswagen Golf GTI	SSC	*	*	*	*	*	
Connelly, John	Chevrolet Camaro IROC-Z	SSGT	*	*	*	*	*	
Connelly, Michael	Audi Coupe GT	SSB	*	*	*	*	*	
Cook, Jim	Chevrolet Corvette	SSGT	*	*	*	*	*	
Cook, Michael	Triumph TR7	SSB	*	*	*	*	*	
Cook, Michael	Triumph TR8	SSA	*	*	*	*	*	
Cooper, Bill	Chevrolet Corvette	SSGT	*	*	*	*	*	
Corbin, Paul	Mazda RX-7 GSE-SE	SSA	*	*	*	*	*	
Coster, Ron	Chevrolet Corvette	SSGT	*	*	*	*	*	
Coster, Ron	Mitsubishi Mirage Turbo	SSB	*	*	*	*	*	
Coster, Ron	Mitsubishi Starion	SSA	*	*	*	*	*	
Crawford, J.	Dodge Shelby	SSB	*	*	*	*	*	
Craze, Joseph	Alfa Romeo GTV6	SSA	*	*	*	*	*	
Cross, Larry	Honda CRX	SSC	*	*	*	*	*	
Cris, Bob	Nissan 200SX Turbo	SSB	*	*	*	*	*	
Cris, Richard	Mazda RX-7 GSE-SE	SSA	*	*	*	*	*	
Cross Jr., Paris	Chevrolet Corvette	SSGT	*	*	*	*	*	
Cross, C.	Volkswagen Golf GTI	SSC	*	*	*	*	*	
Cure, Otha	Dodge Shelby Turbo	SSA	*	*	*	*	*	
Cunningham, Peter	Toyota Supra	SSA	*	*	*	*	*	
Dahlin, Dave	Fiat X19	SSC	*	*	*	*	*	
Dahlin, Dave	Toyota MR-2	SSC	*	*	*	*	*	
Daly, Dennis	Mitsubishi Starion	SSA	*	*	*	*	*	
Dalman, Paul	Volkswagen Golf	SSC	*	*	*	*	*	
Dalman, Jr., W.	Volkswagen Golf	SSC	*	*	*	*	*	
Danzel, Jeff	Volkswagen Golf	SSC	*	*	*	*	*	
Dann, Ted	Nissan 200SX	SSA	*	*	*	*	*	
Danner, Rich	Fiat X19	SSC	*	*	*	*	*	
Danner, Rich	Toyota MR-2	SSC	*	*	*	*	*	
Dougherty, D.	Nissan 200SX Turbo	SSB	*	*	*	*	*	
Dovey, Tom	Volkswagen Golf GTI	SSC	*	*	*	*	*	
Davis, Jet	Volkswagen Golf	SSC	*	*	*	*	*	
Deep, Jack	Chevrolet Camaro Z-28	SSGT	*	*	*	*	*	
Deitch, Stephen	Chevrolet Camaro Z-28	SSGT	*	*	*	*	*	
DeWich, Frank	Dodge Shelby Turbo	SSA	*	*	*	*	*	
DeWich, Frank	Mazda RX-7 GSE-SE	SSA	*	*	*	*	*	
DeWich, Frank	Honda CRX	SSC	*	*	*	*	*	
DeWich, Jim	Nissan 200SX Turbo	SSB	*	*	*	*	*	
DeWich, Tom	Mitsubishi Starion	SSA	*	*	*	*	*	
DeWich, Clint	Dodge Shelby Turbo	SSA	*	*	*	*	*	
Diaz, Carlos	Dodge Shelby Turbo	SSA	*	*	*	*	*	
Dickinson, E. Paul	Porsche 944	SSGT	*	*	*	*	*	
Dickinson, E. Paul	Porsche 944 Turbo	SSGT	*	*	*	*	*	
Dickinson, E. Paul	Dodge Shelby Turbo	SSA	*	*	*	*	*	
Dickinson, E. Paul	Toyota Supra	SSA	*	*	*	*	*	
Dinkel, John	Chevrolet Corvette	SSGT	*	*	*	*	*	
Dinmore, Mark	Chevrolet Corvette	SSGT	*	*	*	*	*	
Dobson, Danielle	Porsche 944	SSGT	*	*	*	*	*	
Dobson, Danielle	Porsche 944 Turbo	SSGT	*	*	*	*	*	
Dolan, Doug	Chevrolet Camaro Z-28	SSA	*	*	*	*	*	
Downs, Charles	Mazda RX-7 GSE-SE	SSA	*	*	*	*	*	
Downs, Charles	Mitsubishi Cordia	SSC	*	*	*	*	*	
Dryle, Mike	Mazda RX-7 GSE-SE	SSA	*	*	*	*	*	
Dryle, Murray	Triumph TR8	SSA	*	*	*	*	*	
Dubin, David	Mazda RX-7 GSE-SE	SSA	*	*	*	*	*	
Duncan, D.	Nissan 200SX Turbo	SSB	*	*	*	*	*	
Duncan, Stuart	Porsche 944	SSGT	*	*	*	*	*	
Duncan, Stuart	Volkswagen Golf	SSC	*	*	*	*	*	
Dunn, Ken	Pontiac Trans Am	SSGT	*	*	*	*	*	
Earwood, Terry	Dodge Shelby	SSB	*	*	*	*	*	
Ebding, Eric	Mitsubishi Starion	SSA	*	*	*	*	*	
Edoff, Rex	Porsche 944	SSGT	*	*	*	*	*	
Egelage, Michael	Chevrolet Corvette	SSGT	*	*	*	*	*	
Egelage, Michael	Ford Mustang GT	SSGT	*	*	*	*	*	
Egler, S.	Saab 900 Turbo	SSA	*	*	*	*	*	
Edwards, Ed	Mazda RX-7 GSE	SSA	*	*	*	*	*	

USEC NUMBERS

CONTINUED

NAME	CAR	CLASS						NAME	CAR	CLASS					
			RIVERSIDE	SEAS POINT	ROAD ATLANTA	ST. LOUIS	LIME ROCK				MID-OHIO	RIVERSIDE	SEAS POINT	ROAD ATLANTA	ST. LOUIS
Timbrook, Wiley	Mitsubishi Starion	SSA	*	*	*	*	*								
Titus, Rick	Chevrolet Corvette	SSGT													
	Mazda RX-7 GSL-SE	SSA	*												
Tolan, Thomas	Chevrolet Camaro IROC-Z	SSGT													
Torok, John	Volkswagen Golf GTI	SSC													
Torres, Manny	Ford Mustang	SSA													
Tod, Paul	Chevrolet Corvette	SSGT													
	Dodge Shelby	SSB													
Trentini, Armando	Alfa Romeo GTV-6	SSA	*												
Trueman, C.	Volkswagen Golf GTI	SSC													
Trueman, Jim	Porsche 944 Turbo	SSGT													
Turner, Dick	Audi Coupe GT	SSB				*	*								
Turner, Dave	Chevrolet Camaro Z-28	SSGT	*												
Turner, Carlos	Volkswagen Golf	SSC	*												
Ullman, Garth	Dodge Shelby Turbo	SSA		*	*	*	*								
Van de Car, Jan	Fiat X1/9	SSC	*												
Van Kralingen, Mike	Chevrolet Corvette	SSGT	*												
Van Tros, Victor	Volkswagen Golf	SSC	*												
Vand, Joe	Dodge Shelby Turbo	SSA			*	*	*								
Vandrioki, T.	Honda CRX	SSC													
Vernon, Doug	Volkswagen Golf GTI	SSC													
Wade, Jim	Volkswagen Golf GTI	SSC													
Walker, Greg	Nissan Sentra	SSC	*	*	*	*	*								
Walker, Rob	Nissan 300SX Turbo	SSB	*	*	*	*	*								
Ward, Buddy	Mitsubishi Cordia	SSC	*	*	*	*	*								
Watson, Bill	Mitsubishi Starion	SSA	*	*	*	*	*								
Weaver, Mike	Mitsubishi Starion	SSA	*	*	*	*	*								
Weber, Leopold	Nissan 300ZX	SSGT													
Weber, Mark	Triumph TR7	SSB													
Welch, Mark	Chevrolet Camaro Z-28	SSGT	*	*	*	*	*								
Wert, Peter	Datsun 300ZX	SSC													
Wheeler, Doug	Mazda RX-7 GSL-SE	SSA													
Wheeler, Tim	Volkswagen Rabbit	SSC													
Williams, Ken	Porsche 944	SSGT	*	*	*	*	*								
	Porsche 944 Turbo	SSGT	*	*	*	*	*								
Wilson, Dennis	Nissan Sentra	SSC													
Wilson, Steve	Chevrolet Camaro	SSGT	*	*	*	*	*								
Wolfe, Dave	Mitsubishi Starion	SSA	*	*	*	*	*								
Wood, Jeff	Chevrolet Corvette	SSGT				*	*								
Wright, Mitch	Chevrolet Corvette	SSGT					*								
	Mazda RX-7	SSA		*											
	Datsun 300ZX	SSC	*	*	*	*	*								
	Ford Thunderbird Turbo	SSA			*	*	*								
Wulcinski, Mark	Chevrolet Corvette	SSGT			*	*	*								
Woodner, Jim	Peugeot 505 Turbo	SSB	*	*	*	*	*								
Woodworth, Gail	Nissan 280ZX	SSA	*	*	*	*	*								
Yeo, Ken	Mazda RX-7 GSL-SE	SSA	*	*	*	*	*								
Yonge, Jackson	Chevrolet Corvette	SSGT	*	*	*	*	*								

Class Grouped by Donna Chamberlain



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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 USEC 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, SportsCar 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 200SX.

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

USEC Driver's Championship

Pos.	Driver	Car	SEARS POINT	SEARS POINT	ROAD ATLANTA	ST. LOUIS	LIME ROCK	MID OHIO	TOTAL
SSGT									
1	Ron Grable	Corvette	6	6	9	9	1	6	35
2	Don Knowles	Corvette	9	1	6	9	1	6	32
3	B. Carradine	Corvette	9	1	9	4	6		29
4	Jim Cook	Corvette	4	6	9	9			28
5	Kim Baker	Corvette		2	9		9	9	23
6	John Heinisley	Corvette	6		6	4	6		22
7	Tony Swan	Corvette	6		6	4			16
8	Bill Cooper	Corvette	1	4	2		2	4	13
9	Parker Johnstone	Corvette			2	6		4	12
	Peter Lockhart	Corvette		9				3	12
	Jackson Yonge	Corvette		9				3	12
	Rich Ceppos	Corvette		9				3	12
SSA									
1	Neil Hannemann	Dodge	9	9	6	3	3	6	36
2	Jack Broomall	Dodge	9	9	6	3	2	6	35
3	Chuck Kendall	Nissan	4	1	3	9	4	9	30
4	Don Sherman	Dodge		4	3	6	9	4	26
	Max Jones	Nissan		1	3	9	4	9	26
5	Garth Ullem	Dodge		4	6	3	2	6	21
7	Tim Evans	Dodge				6	9		15
8	Ted Damm	Nissan	4	1				9	14
9	Cathy Casse	Dodge	6		3			4	13
	Joe Verde	Dodge	6				3	4	13
SSB									
1	Bob Criss	Nissan	6	9	6	9	9	9	48
	Charles Guest	Nissan	6	9	6	9	9	9	48
3	James Briody	Peugeot	9	6		1	6	4	26
4	Jim Lively	Nissan			6	9		9	24
5	Larry Huff	Dodge	2	1	9	5	4		22
	Clive Skilton	Dodge	2	1	9	5	4		22
7	Bob Nagel	Peugeot	9	6		1	1	4	21
8	Jon Woodner	Peugeot	9	6			1	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	Honda	9	9	9	9	9	9	54
2	Larry Cross	Honda	9	9	9	9	1	9	46
3	Christopher Smith	Honda	9	9	9	9	9	9	45
4	Doona Sue Landon	Honda	9		9	9	1	9	37
5	Bill Pate	Volkswagen	2	2	6	4		6	20
	Phil Pate	Volkswagen	2	2	6	4		6	20
7	Doug Peterson	Honda					9	9	18
	Peter Mahoney	Toyota		3	4	6	2	3	18
	Chuck Lee	Toyota		3	4	6	2	3	18
10	Mark Hutchins	Toyota			4	6		3	13

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