



PRO RACING '87: ESCORT ENDURANCE CHAMPIONSHIP

76 HOURS

From April In California To October In Florida, Escort Drivers Battled Downpours, Hungry Tire Walls And Each Other

It began on a bright, cloudless April morning in northern California and ended during October's waning minutes in the rainy central Florida darkness. The 1987 SCCA Escort Endurance Championship went from ocean to ocean, from Oregon to Ontario to Ohio, from Minnesota's Land O'Lakes to Georgia's Lake Lanier. The season spanned a total of 76 racing hours, scattered over seven weekends and six months.

The 76 hours of racing added up to just over one mile shy of 6,000 miles. But that's just the tip of the time—and money—iceberg. Teams with real chances at winning championships probably tested nearly as many miles as they raced, with some test programs starting as early as January. Also, it wouldn't be hard for the average team's tow truck driver to rack up more than two weeks pounding the interstates. Meanwhile, the race drivers earned tens of thousands of valuable frequent flyer miles, visited Atlanta's Hartsfield and Chicago's O'Hare several times, and paid \$2,000 or more in air fares. And then there were the countless hours spent on cold garage floors preparing beforehand and repairing afterward.

The drivers and crews battled torrential downpours, searing heat, hungry tire walls, probing tech inspectors and each other. They burned fingers on hot brake calipers, blistered palms on shift levers, smashed each other's fenders, and cracked ribs in vicious crashes. They celebrated with champagne, beer and Gatorade.

When it was over, driver, team and manufacturer champions were crowned in each of four classes—Tommy and Bobby Archer, Bakeracing and Chevrolet in SS; Rick Titus and Steve Saleen, Saleen Autosports and Ford in GT; Ray Kong and Mike Rutherford, Dave Wolin Team Mitsubishi and Mitsubishi in SSA and Alistair Oug and Peter Schwartzott, Phoenix Racing and Volkswagen in SSB. Goodyear won the tire wars in SS and SSB, while General took GT and Toyo won A.

However, there were a lot more winners. Any team still running at the finish of any of the races—especially the 24-hour marathons—was a winner, as was any team (or truck driver) that made all seven races. The mechanic who got the brake pads changed or the crumpled fender straightened before the gas tank was filled; the

Quick pit stops, fresh brakes and convenient yellow flags were keys to Bakeracing's domination.

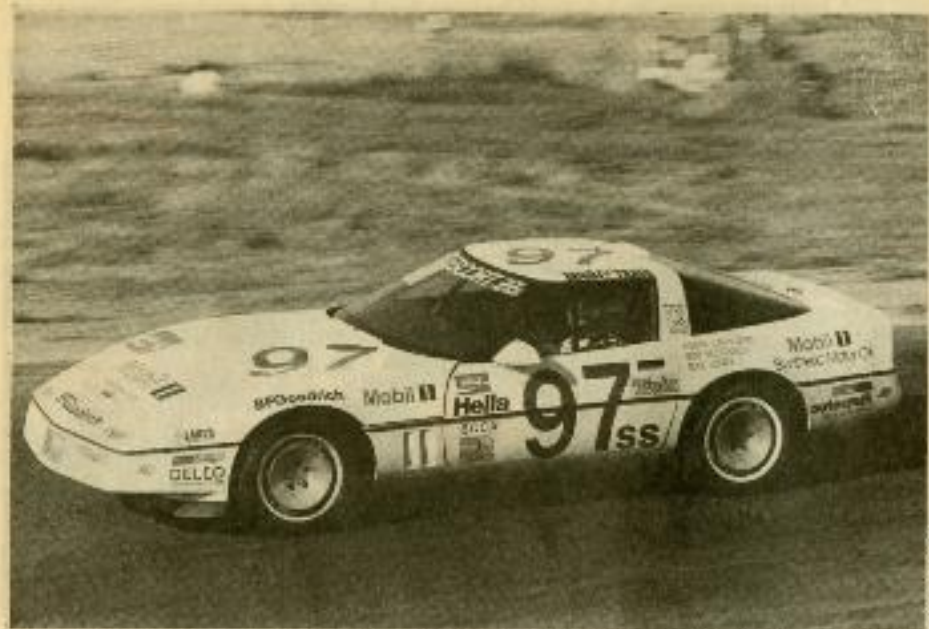
driver who brought the car back in one piece and still on the lead lap and the scorer who didn't miss a car after 24 straight hours were just some of the other winners.

So, here's to the winners—and to those who had a great time chasing them! —Mac DeMere

SS

In the Super Sport class, the championship went to Bakeracing—again. The No. 4 Bakeracing Corvette dominated the series from Sears Point in April to Sebring in November. The season wasn't always picture-perfect and the team didn't win every race, but Bakeracing grabbed the points lead at the start and held it throughout the seven-race series. Sounds easy, doesn't it? Don't believe it for a second. The championship was won in bits and pieces, on the track, in the pits and in the garage.





Morrison-Cook's No. 97 Corvette nipped at Bakeracing's heels all year, but was still runner-up.

76 HOURS

CONTINUED

"Our strategy was to make quicker pit stops and to always make sure there were fresh brakes on the car," said team owner Kim Baker. It also didn't hurt that the racing God smiled on Bakeracing's rain tire/dry tire decisions and supplied convenient yellow flags when necessary.

The No. 97 and No. 99 Morrison-Cook Corvettes nipped at Bakeracing's heels all year long, but were never able to take over the points lead. Both BFGoodrich-shod cars ran a good, consistent season, but finished second and third, 28 and 29 points, respectively, behind Bakeracing.

Powell Motorsport's No. 50 Corvette (Peter Lockhart/Mike Engelage/Robin Buck/R.K. Smith) took fourth with impressive second- and third-place finishes at Sebring and Mosport, respectively. The General Tire-shod D.R. Motorsports team put forth a terrific effort all year, but were plagued by mechanical problems. Also, with two

disqualifications—one a win and the other a second place—the team was lucky to finish fifth.

PORSCHE PROBLEMS

Porsche 944 Turbos were conspicuously absent from the SS winner's circle. On paper, they should have done much better. However, non-existent factory support, poor fuel economy and slow refueling proved to be insurmountable obstacles. When all was said and done, Porsche only scored a measly seven points in the manufacturers championship compared to the Corvette's 81.

Bakeracing's season started off with an inherited win at Sears Point. Although the D.R. Motorsports Corvette (Bill Cooper, Mark Dismore, Doug Rippe and John Hogs) finished four seconds ahead of Bakeracing's Goodyear-shod Corvette (Bobby and Tommy Archer), it was disqualified for a modified fuel filler.

Portland, the shortest race of the year, was a no-holds-barred, full-speed-ahead sprint to the checkered. In one of the closest races of the year, Don Knowles and Bobby Carradine took the

No. 99 Morrison-Cook Corvette to a slim 19-second win over the D.R. Motorsports Corvette of Cooper and Dismore. In a late-race charge, Bob McConnell and Max Jones in the No. 97 Morrison-Cook car nudged the Archer brothers, running without power steering, into fourth.

BOUNCED AT BRAINERD

The six-hour race at Brainerd was a bad day at Black Rock. The Archers won the rain-drenched race only to fall in impound with "an intake manifold discrepancy." But they weren't alone. D.R. Motorsports was tossed for an illegal cam gear and the No. 5 Bakeracing car (Mitch Wright/Shawn Hendricks) was thrown out for illegal rocker arms.

When it was all over, Morrison-Cook, with John Heinricy, Stuart Hayner and Knowles driving, was awarded its second win of the season. Bob Strange and Price Cobb scored fourth in the Rick Hurst Racing Porsche 944 Turbo, Porsche's best finish of the year.

Both Bakeracing Corvettes suffered major frame damage in the closing laps of the Brainerd race, so the team arrived at the Mosport 24-hour race with only one car. Nevertheless, the Archers, Hendricks and Wright dominated the race and sailed through the tech shed, but not without drama.

NO REST FOR BAKER

"Every time I close my eyes at night, things start happening," said Baker. "With a three-lap lead, Tommy Archer slid off the track and broke, bent or knocked off most of the left front suspension. Luckily there was a yellow flag at the time." The crew replaced a part, sent the car out to catch the pace car, replaced another and so it went. Throughout the fiasco, Bakeracing kept the lead.

Once again, it was the Tommy and Bobby Show at Road Atlanta. Baker's instructions: just stay in the lead and play it cool. Tommy Archer tore off a valve stem and the resulting flat tire rescheduled and lengthened the third pit stop, but it didn't interfere with their win.

"Mid-Ohio should have been a cakewalk," said Baker, "but we blew the race big time with two big crashes." Once again, Baker tried to catch a catnap. Bobby Archer trashed the left side around 1 a.m. and, soon after that was fixed, Tommy scraped off the right side.

The No. 99 Morrison-Cook Corvette (Knowles/McConnell/Carradine/Strange) and the MPS Motorsports Corvette (Martin Dieperink/P.D. Cunningham/Shawn Hendricks/David Hobbs) finished first and second, but, at first, were disqualified for illegal steering racks. Bakeracing inherited the win, but the disqualifications were overturned two weeks later, putting Bakeracing back in third.

The championship was finally settled at Sebring. It was mathematically possible for Bakeracing to lose, but highly unlikely.

"Going into Sebring, Morrison-Cook had to win and we had to finish worse than 11th," said Baker. "We were the first car in for rain tires and that enabled us to start picking up almost 10 seconds a lap." Although Peter Lockhart and Mike Engelage drove their best race of the season in the Powell Motorsports Corvette, the car ran out of fuel five laps from the end. Bakeracing took the win and the championships. —Laura Cullley



A late sacrifice at Sebring by Parnelli Jones let the No. 19 Saleen Mustang claim the SSGT title.

SSGT

Saleen Autosports won the SSGT team, drivers and manufacturers championships in the final race of the season at Sebring—but by only the

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MIKE WILLIAMS

View From The Back Of The Grid

Rick Titus called up with the deal: If I could get myself to Sears Point for a pre-season test session, and if I didn't trip over certain parts of my own anatomy, there might be a ride with John Torok's Team GRR in a new Toyota Corolla FX16 in SSB. I did, I didn't, and there was.

Trunk had spent the 1986 Escort season with a Toyota Celica in SSB and the FX16 seemed to have the potential for greater things for 1987. With its high-revving 16-valve, twin-cam engine, four-wheel disc brakes and good chassis, we thought we could give the Hondas and Volkswagens a run for the prize money. Drivers would be Trunk, Bobby Wolf and me. We were properly supported, with major sponsor General Tire joined by Monroe shock absorbers, Montgomery Ward, TRW and Sherwin Williams automotive paints. As part of the General Tire effort our little FX16 was painted just like Titus' thundering Saleen Mustang.

Unfortunately, that was about as close as the comparison got. Too many teething problems led to brake problems and too much time in the pits at Sears, and a finish out of the points. Things ran well at Portland and we finished sixth in class, but the car was just too slow. The culprit seemed to be excess weight in comparison to the competition.

At Brainerd Bobby and I took the FX16 while John and Tony Swan introduced the team's new Toyota Supra for SSA. With Brainerd's long straight the FX16 was, sadly, the slowest car on the race track. Even completely unsorted, the Supra quickly showed up as more competitive in SSA than the Corolla would ever be in SSB, and so John switched his attention to the bigger car.

I stayed home for Mosport as John, Bobby, Tony and Mike Weiss gave the Supra a creditable run to the finish. I also stayed home for Atlanta, where the Supras blew up in prac-

tice and the team had a long ride home.

By Mid-Ohio the Supra was back together and we figured that with a little luck we could make the top four or five. Tony had business commitments so it was up to John, Bobby and me. It was a long night of travail, with Bobby heroically keeping the car on the pavement after a massive brake failure at the end of the straight and the small crew heroically keeping it going. I did about four hours in the morning, though, and even with marginal brakes, no fourth gear, a deteriorating clutch and gradually rising temperatures, when I turned it over to John at 10:30 I thought we were going to make it. I went to take a shower and get ready to go back in, and when I got back they told me it had finally quit running and was parked out on the course. The bad clutch had taken the engine's thrust bearing, all the connecting rods were bent from the crankshaft moving forward, and if that weren't enough, it had seized. It went 21 hours.

John and Bobby took the FX16 to Sebring for the finale. It was still slow but ran faithfully to the end, just like it always had.

Like showroom stock racing has always been, you have to pick the right car at the right time, and both the FX16 and the Supra were just too heavy to be competitive. When you also realize that John was faced with two development programs over the summer you can understand why things got stretched a little thin. But Torok is bitten hard; he wants to do whatever is necessary to run up front and he's already working hard on plans for next year. And I guarantee you, he works hard. You won't get any secrets from here, but if it all comes together as he had told me, next season very well might see Team GRR taking a view from the front of the grid instead of from the back.

No one deserves it more than John.

—Don Miller

Tom Niels

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Randy McDaniel

2nd Place 1987 WESTPRO S/2000

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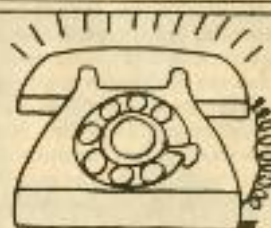
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Rick Hurst Racing fought the Saleen Mustangs to a tie in points, but the Fords won on the tie-breaker.

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smallest margin imaginable. Throughout the year, SSGT was a near dead-even battle between Porsche 944s entered by Rick Hurst Racing and Motorsports International and the Saleen Autosports/General Tire Mustangs.

The Porsche 944s and the Mustangs were created very equal. At most tracks, there was less than a second difference in lap times. The Porsche has more durable brakes and a much larger gas tank, which allows it to run about 45 minutes longer than the Fords between pit stops. However, in many instances, yellow flags eliminated most of that advantage. The Saleen Mustangs were blessed with enough horsepower and torque to squirt past traffic on the straights. The Porsches tended to get stuck in slower traffic. Although the Porsches showed considerable muscle, the numbers were stacked against them.

The Saleen Mustangs split the first two wins. Liss Caceres and Desire Wilson took Sears Point in the No. 20 car, after the Motorsports International team (of Paul Brand, Bob Bogan, Scott



Wolfin's Mitsubishi's spent a lot of time in the pits gulping gas, but they were so fast it didn't matter.



Using his Nissan's superior fuel economy, Pombo racked up second- and third-place finishes.

Lagasse and Don Parr) led much of the race. Steve Saleen and Rick Titus won at Portland in the No. 19. Kees Nierop and John O'Steen took the Hurst Porsche to the Brainerd win, which nudged them into the series points lead.

STEP UP THE PACE

Brainerd was the worst race of the season for Saleen.

"The No. 20 car [Caceres/Wilson] crashed and the No. 19 car [Saleen/Titus] lost the rear end," said team owner Saleen. "We were black-flagged and had to sit out the last half hour, which dropped us from second to fifth. That's when I decided to step up the pace a little."

The Saleen team showed up at Mosport with three cars, Pete Halsmer, Scott Pruett and 62 other people. With renewed spirit, Saleen Autosports swept Mosport with a first (Saleen/Halsmer/Pruett), third (Titus/Skeeter McKitterick/Danny McKeever) and fourth [Caceres/Molly Elliott/Donna Sue Gaylord]. Nierop, Mike Brockman and John Morton squeezed into second in the Rick Hurst Porsche.

"The victory at Mosport was one of the turning points for us," said Saleen. "We came back from our worst finish of the year and put together a three-car effort. That's when we learned about race team management."

At Road Atlanta, Saleen and Titus grabbed the win in the No. 19. Saleen also jumped in the No. 20 car of Caceres and Wilson and passed the Motorsports International Porsche on the last lap to take second. Halsmer and Danny May brought the No. 9 car in fourth.

GENERATION GAP

Bridging the generation gap, veterans George Follmer and Parnelli Jones joined Rick Titus at Mid Ohio. Jerry Titus (Rick's dad) won the 1967 Trans-Am championship in a yellow Mustang. Now, 20 years later, Rick was closing in on the Escort championship, also in a yellow Mustang. But the pendulum and the win fell back to the Rick Hurst Porsche [Nierop/O'Steen/Price Cobb].

"The Porsche needed to win that race and they did everything in their power to make that happen," said Saleen. The Mustangs followed in second [Caceres/Wilson/McKitterick], third [Titus/Follmer/Jones] and fifth [Saleen/Halsmer/May].

Going into the last roundup at Sebring, the

BFGoodrich Rick Hurst Racing Porsche 944 had a narrow five-point lead over the No. 19 Saleen Autosports Mustang. The No. 20 car was 20 points back, still mathematically in contention.

In its best run of the year, the Motorsports International Porsche 944 grabbed the lead [Paul Brand/Alan Freed/John Schneider] with Lisa Caoceres and Desire Wilson in hot pursuit. After 36 laps, the fickle finger of fate flicked the Hurst Porsche to the sidelines, leaving the team unable to defend its honor. This meant all the No. 19 Mustang had to do to claim the championship was finish fifth or better. But during the fifth hour, a broken rear end dropped the No. 19 Saleen car from a comfortable third all the way back to sixth, the position held by Parnelli Jones in another Saleen Mustang. Without a radio, the challenge was to switch positions between Jones and the No. 19 Mustang.

At literally the last second, Jones pulled into the pits and Titus slipped into fifth. The team championship points between Saleen Autosports and Rick Hurst Racing were tied at 139 each. But with three wins to Hurst's two, the No. 19 General Tire/Saleen Mustang snatched the championships right out from under Porsche's nose.

Lisa Caoceres, Desire Wilson and Scott Pruett won Sebring and finished third in the team championship, only six points back. The No. 9 Saleen Mustang didn't start the season until Mosport, but still took fourth. Not bad at all.

Major mechanical failures kept the Motorsports International Porsche out of the winner's circle until Road Atlanta and Sebring. (The team actually thought it had won at Sebring, but the final results had it in second, one lap behind the No. 20.) With all its troubles, the Porsche 944 finished fifth in the team championship, three points behind the No. 9 Saleen Autosports Mustang. —Laura Culley

SSA

As the official "old guard," Dave Wolin's Team Mitsubishi was cast as the heir apparent to the 1987 SSA crown. The team didn't disappoint anybody. Ray Kong and Mike Rutherford dominated the class all year. With wins at Sears Point, Portland and Mosport and seconds at Brainerd, Road Atlanta and Mid-Ohio, the Toyo Tire No. 87 Team Wolin Mitsubishi Starion ESR-1 swept the team, driver and manufacturers championships as clean as a whistle.

Even so, SSA was a lot closer than it looked. Pepe Pombo's Nissan 300ZX and the Steve Beizer Sports Audi Quattro threatened to usurp the throne with any Mitsubishi misstep.

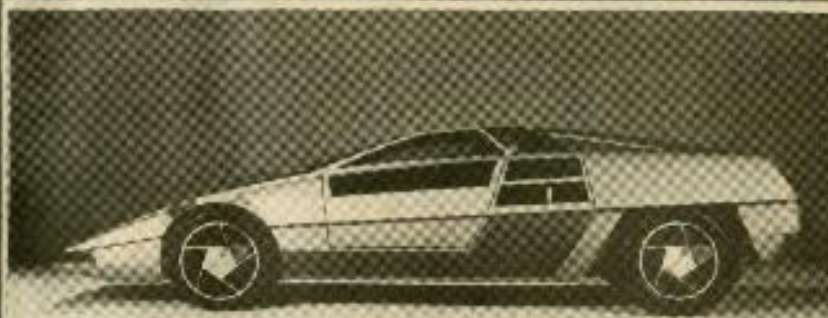
Pombo's General Tire Nissan generally suffered a two-second deficit in lap times. But compared to the Nissan, the Mitsubishi would suck the gas credit card right out of Wolin's wallet. Pombo could race a full 40 minutes longer on a tank of fuel. The Mitsubishi would build up a nice, comfortable lead, only to lose it in the pits.

Pombo and Larry Hendricks used that fuel economy to take a second at Portland. At Brainerd, Pombo and Scott Hendricks ended Mitsubishi's victory roll by a narrow nine-second margin over Kong and Rutherford. Ron Johnson and Scott Sharp joined Pombo and Hendricks for a second at Mosport and a third at Mid-Ohio. Ironically, Pombo and Hendricks lost to the Audis at Sebring because of a last minute fuel stop.

However, while Pombo and Co. were racking up seconds and thirds, Kong and Rutherford were



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Phoenix Racing's Volkswagen GTI 16V took SSB with its just-right power-to-mileage ratio.

76 HOURS

CONTINUED

salting away firsts and seconds. The Pumbo using Nissan finished second in the team standings.

END OF THE LINE

Mosport was the end of the line for Mitsubishi one-two finishes. John Norris and Charles Downes were holding down second in the team championship quite nicely after a second at Sears Point and a third at Brainerd. Then, Downes crashed heavily

at Mosport, breaking the car and a few of his ribs. Norris continued, sharing driving duties with Kong and Rutherford, and collected enough points in the rest of the season to finish third in both the team and drivers championship.

Then there were the Audi 5000 Turbo Quattros. From the start, Wolin felt the Goodyear-shod Audis would be a factor, but the threat didn't materialize until late in the season. If Audis had been able to turn on the heat earlier, we might be talking about another set of champions.

"The Audis were as quick as we were and had

about the same fuel economy," said Wolin. However, they had a variety of odd difficulties. Michael Hoppen and Gene Felton took thirds at both Sears Point and Portland. John Buffum and Robbie Unser took the wheel at Brainerd, but could only manage a fourth. After skipping Mosport, the Audis took advantage of a newly allowed suspension upgrade and came back with a vengeance at Road Atlanta.

"Our strong point has never been Road Atlanta and I was prepared to give it to Pepe," said Wolin. "Then it rained. Hurley Haywood in the rain in a four-wheel-drive Quattro is pretty much unbeatable combination." Hoppen and Haywood (Steve Beizer Sports) took the Road Atlanta win.

AUDI STRIKES AGAIN

The Audis struck again at Mid-Ohio with Felton, Hoppen, Buffum, Jon Woodner and Jeff Andretti all driving on the Steve Beizer team. Sebring also belonged to the Quattros. Felton and Doc Bundy took the win and Hoppen and Haywood followed to complete the one-two punch.

The secret to this year's SSA battle is clear. For six out of seven races, Ray Kong and Mike Rutherford finished either first or second. The Team Wolin cars were ready to go at Sears Point and never let go of the reins until Sebring when the result was no longer in doubt.

"Even with the best preparation, we still have disasters, which just shows you that preparation isn't all there is to it," said Wolin. "Our win at Sears and at Portland gave us a pretty good points lead. Yellows come along when we needed fuel and Pumbo had to pit under the green. We won at Mosport not because we did so well, but because everybody else fell apart. Mosport was a disaster for everybody but us. From there on, it was all downhill!" —Lance Culley

SSB

To say that the 1987 SSB Escort Endurance Championship was close is an understatement. There was more room in a can of sardines. And, according to Bill Pate, co-owner of the championship-winning Phoenix Racing team, the determining factors in the championship were "perseverance and a little bit of luck."

Phoenix Racing returned to the Escort Endurance series with a vengeance in 1987, fully prepared to take on the 1986 SSB Champion Team Honda. With two brand new 16-valve Volkswagen Golf GTIs and Valvoline sponsorship, Phoenix Racing hit the ground running. The Volkswagens pulled off the championship—but only after the fat broad belted out the last chorus.

Team Honda certainly didn't roll over and play dead. Going into the last race at Sebring, the No. 39 Phoenix entry and the No. 64 Team Honda CRX Si were deadlocked for the team championship at 118 points each. In the SportsCar Drivers Cup standings, only two points separated Lance Stewart and Mark Wolcottuk (Team Honda) and Alistair Oag and Peter Schwartzot (Phoenix Racing). In the manufacturers battle, Volkswagen led Honda by eight points.

"It was an absolutely dead-even season," said Pate. "The Hondas had advantages and we had advantages. Ours turned out greater at Sebring." The major differences between the two cars were horsepower, weight and fuel economy. The Volkswagen Golf GTIs had more horses and more weight. Therefore, a load of fuel lasted only two hours and 35 minutes, while the lighter Honda CRX Sis raced as long as three hours and



Team Honda did everything possible to beat the Volkswagens, but the breaks just didn't go its way.

Escort Endurance Championship

DATE	TRACK	LAPS	DISTANCE	WINNERS	AVERAGE SPEED	POLE	TIME/SPEED	LAP LEADERS
Apr 24	Seas Point	85	486.766 (6 hrs.)	SS—Bakering No. 4	74.602mph	SS—D.P. Motorsport No. 33	1:50:31/62.306mph	SS—D.R. Motorsport No. 33, 1-82, 164-173, 177-183, Morrison-Cook No. 98, 63-64, 83-118, 185-195, 198-199, Morrison-Cook No. 97, 66-67, 117-119, 120-122, Bakering No. 6, 194, 197-199, Bakering No. 4, 100-102
				GT—Salem Autospot No. 20	74.008mph	GT—Salem Autospot No. 20	1:59:36/76.214mph	GT—Motorsport International No. 24, 1-55, 62-71, Salem Autospot No. 20, 27-44, 72-88, 104-114, Rick Hunt Racing No. 45, 48-61, 84-107
				A—Dave Wain No. 87	71.025mph	A—Dave Wain No. 86	2:01:48/74.784mph	A—Dave Wain No. 87, 1-43, 64-86, 90-100, 124-129, Pomba Racing No. 14, 20-23, 931, 932, Dave Wain No. 86, 88, 89-103, 129-133
				B—Phoenix Racing No. 28	70.224mph	B—Phoenix Racing No. 28	2:04:49/72.272mph	B—Phoenix Racing No. 28, 1-86, 91-94, Phoenix Racing No. 41, 5-10, Team Honda No. 65, 67-71
Jun 8	Portland	170	924.66 (6 hrs.)	SS—Morrison-Cook Motorsports No. 98	81.300mph	SS—D.P. Motorsport No. 33	1:22:32/85.802mph	SS—Bakering No. 4, 1-44, 75-83, D.P. Motorsport No. 33, 45-55, 63-76, Morrison-Cook No. 98, 99-117, 119-121, Morrison-Cook No. 98, 99-101
				GT—Salem Autospot No. 19	77.550mph	GT—American Instrument No. 66	1:25:00/81.050mph	GT—Salem Autospot No. 19, 1-82
				A—Dave Wain No. 87	73.348mph	A—Dave Wain No. 84	1:25:36/76.830mph	A—Dave Wain No. 87, 1-3, Pomba Racing No. 14, 4-10, 66-90, 96-100, Dave Wain No. 87, 11-67, 81, 120-123
				B—Team Honda No. 62	72.770mph	B—Team Honda No. 62	1:32:48/76.444mph	B—Phoenix Racing No. 28, 1-3, Phoenix Racing No. 41, 4-53, 67-80, Team Honda No. 65, 64-68, 91-102
Jul 18	Orland	100	546.300 (6 hrs.)	SS—Morrison-Cook No. 98	90.000mph	SS—Bakering No. 4	1:50:51/87.700mph	SS—Powell Motorsport No. 60, 7-8, D.P. Motorsport No. 33, 7-10, 66-67, 124-124, Bakering No. 4, 71-65, 66-100, 115-122
				GT—Rick Hunt No. 45	65.500mph	GT—American Instrument No. 66	1:58:39/83.233mph	GT—American Instrument No. 66, 1-10, 127-145, Salem Autospot No. 19, 26, 29-111, 122-123, Rick Hunt Racing No. 45, 29-50, 102-103, 116-117
				A—Pomba Racing No. 14	63.200mph	A—Dave Wain No. 87	2:07:37/84.350mph	A—Pomba Racing 1-9, 41-62, 84-93, 117-144, Dave Wain No. 87, 10-60, 64-69, 100-120, Dave Wain No. 86, 83
				B—Team Honda No. 60	61.300mph	B—Phoenix Racing No. 48	2:11:53/82.340mph	B—Phoenix Racing No. 28, 1-86, 87-113, Team Honda No. 62, 67-81, 111-140, Team Honda No. 64, 62-66
Aug 20	Mosport Park	169	1,000.271 (24 hrs.)	SS—Bakering No. 4	78.730mph	SS—Bakering No. 4	1:38:26/81.660mph	SS—Bakering No. 4, 1-7, 53, 62-64, 160-170, 202-210, 229-300, 154-154, 222-229, Morrison-Cook No. 98, 3-48, Oliver Racing No. 46, 49-51, 25-53, Powell Motorsport No. 51, 52, D.P. Motorsport No. 24, 24, Powell Motorsport No. 60, 26-30, 100-102, D.P. Motorsport No. 33, 34, 193-210, 103-104, 222-222
				GT—Salem Autospot No. 18	75.64mph	GT—Rick Hunt No. 45	1:40:36/82.890mph	GT—Rick Hunt No. 45, 1-10, 101, 118-120, Salem Autospot No. 19, 10-60, 100, 102-103
				A—Dave Wain No. 87	75.025mph	A—Dave Wain No. 87	1:45:55/80.760mph	A—Dave Wain No. 87, 1-107
				B—Phoenix Racing No. 41	68.774mph	B—Phoenix Racing No. 29	1:47:31/82.730mph	B—Phoenix Racing No. 29, 1-44, Phoenix Racing No. 48, 48-47, Team Honda No. 60, 48-60, Phoenix Racing No. 41, 54-61
Sep 5	Road Atlanta	238	671.462 (6 hrs.)	SS—Bakering No. 4	85.290mph	SS—Morrison-Cook No. 98	1:33:45/84.660mph	SS—Morrison-Cook No. 98, 1; D.P. Motorsport No. 33, 2-11, 45, 146-150, 145-154, Bakering No. 4, 12-47, 48-66, 108-145, 155-202
				GT—Salem Autospot No. 20	81.950mph	GT—Rick Hunt No. 45	1:41:19/86.640mph	GT—Salem Autospot No. 20, 1-10, 44-75, 95-107, 125-134, 142-145, 164-190, Motorsport International No. 33, 46, 23-100, 145-153, Salem Autospot No. 20, 109-111
				A—Steve Deber No. 2	70.250mph	A—Steve Deber No. 2	1:43:58/81.010mph	A—Steve Deber No. 2, 1-186
				B—T.C. Kline No. 90	70.440mph	B—Phoenix Racing No. 48	1:43:38/81.010mph	B—Phoenix Racing No. 41, 1, 66-67, Motorsport No. 47, 2-5, Phoenix Racing No. 40, 6-11, 14, 17, 47, 48-49, 49-50, Phoenix Racing No. 38, 38, 15-15, 15-15, 16-17, 17-17, 1-10, Kline No. 90, 43-44, 55-57, 114-160
Sep 26-27	Mid-Ohio	164	1,614.2 (24 hrs.)	SS—Morrison-Cook No. 98	75.000mph	SS—Bakering No. 4	1:42:28/84.470mph	SS—Bakering No. 4, 1-13, 133-134, 141-177, 207-208, 247-250, 261-271, D.P. Motorsport No. 33, 23-64, 100-124, Morrison-Cook No. 98, 65-72, 67-101, 176-208, 209-214, 217-218, 220-230, Powell Motorsport No. 51, 70-86, 100-140
				GT—Rick Hunt No. 45	73.300mph	GT—SA Engineering No. 66	1:46:54/82.930mph	GT—SA Engineering No. 66, 1-10, Rick Hunt No. 45, 23-75, 76-720, Salem Autospot No. 9, 70-73
				A—Steve Deber No. 2	70.900mph	A—Steve Deber No. 2	1:50:46/80.200mph	A—Steve Deber No. 2, 1-60, Dave Wain No. 87, 54-55, Steve Deber No. 3, 58-72
				B—Team Honda No. 64	69.630mph	B—Phoenix Racing No. 48	1:54:08/78.020mph	B—Phoenix Racing No. 48, 1-40, Phoenix Racing No. 39, 40-66, 72-141, Phoenix Racing No. 41, 20-71, Team Honda No. 63, 143-170, 482-487, 516-517, 523-588, 647-648, Team Honda No. 64, 474-481, 483-512, 516-522, 583-682, 600-684
Oct 31	Sebring	148	438.96 (6 hrs.)	SS—Bakering No. 4	73.160mph	SS—Morrison-Cook No. 98	2:47:46/82.400mph	SS—D.P. Motorsport No. 33, 1; Morrison-Cook No. 98, 2-5, 96-98, Morrison-Cook No. 97, 8, 8-35, 34-35, Rick Hunt No. 44, 7, Bakering No. 4, 23, 42-47, 49-124, 117-160, Powell Motorsport No. 51, 49-55, 125-115
				GT—Salem Autospot No. 20	70.680mph	GT—Salem Autospot No. 19	2:50:49/81.400mph	GT—Salem Autospot No. 19, 1-10, Motorsport International No. 24, 25-60, Salem Autospot No. 20, 64-71
				A—Steve Deber No. 2	68.600mph	A—Steve Deber No. 2	2:56:57/81.400mph	A—Steve Deber No. 2, 1-101, 24-67, 67, 64-70, Steve Deber No. 3, 20-23, 55-57, 60-61, 67-111, Pomba Racing No. 14, 60, 52-53, 62-66
				B—Phoenix Racing No. 28	67.590mph	B—Phoenix Racing No. 29	3:02:56/80.370mph	B—Phoenix Racing No. 29, 1-4, 29-41, 53, 62-100, Paul Hedder No. 1, 6-35, 40-52, 54-57

