

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

t 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 acattered 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 Hartstield 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 oold 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 calipera, blistered palms on shift levers, smashed each other's tenders, and cracked ribs in vicious crashes. They celebrated with champagne, beer and Gamerade.

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 Sieve Saleen, Saleen Autosports and Ford in GT, Ray Kong and Mike Rutherford, Dave Wolin Team Mitsubishi and Mitsubishi in SSA and Alistair Oag 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 marethons—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 bours 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 Paint 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 heefs 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 cor," 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 Bakerseing'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 Bakerseing.

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 Tiro-shod D.R. Motorsports team put forth a terrific effort all year, but were plagued by mechanical problems. Also, with two

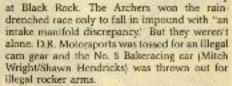
disqualifications—one a win and the other a second place—the team was lucky to finish fifth.

#### PORSCHE PROBLEMS

Porsche 944 Turbus were conspicuously absent from the SS winner's circle. On paper, they should have done much better. However, non-existent factory support, pour 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.

Bakerscing's season started off with an inherited win at Sears Point, Although the D.R. Molorsports Corvette (Bill Cooper, Mark Dismore, Doug Rippte and John Hogdall finished four seconds ahead of Bakerscing's Goodyear-shod Corvette (Bobby and Tommy Archerl, 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



The six hour race at Brainerd was a bad day

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 mudged the Archer brothers, running

without power steering, into fourth.
BOUNCED AT BRAINERD

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 Cohb 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. Lockily 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 fiason 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 (Knowless' 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 Japs from the end. Bakeracing took the win and the championships. —Laura Culley



A late secrifice at Sebring by Pernelli 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 CONTINUED ON PAGE 38



## View From The Back Of The Grid

Rick Titus called up with the deal: If I could get myself to Sears Point for a preseason 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 Royota Corolla FX16 in SSB, I did, I didn't, and there was.

Throk had spent the 1986 Escort sesson with a Toyota Celesa in SSB and the FX16 seemed to have the potential for greater things for 1987. With its high-revving 16-valse, Iwin-cam engine, four-wheel disc brakes and good chassis, we thought we could give the Hondss and Volkswagens a run for the prise money. Drivers would be Torok, Bobby Wolf and me. We were pruperly 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 companion 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 alow. The culprit seemed to be excess weight in a comparison to the competition.

At Brainerd Bobby and I took the FX16 while John and Thry 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 unsurted, 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 Westers gave the Supra a creditable run to the finish. I also stayed home for Atlanta, where the Supra blew up in practice and the team had a long ride home.

By Mid-Ohio the Supra was back together and we figured that with a little lack 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 travall, with Bobby heroically accoping 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 goar, 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 furward, and if that weren't enough, it had seized. It went 21 hours.

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

Like showroom stock racing has always been, you have to pick the right our at the right time, and both the FX16 and the Supra were just too heavy to be competitive. When you siso 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 Fuller.

Tom Nields 1987 WESTPRO S/2000 Champion

Randy McDaniel 2nd Place 1987 WESTPRO 5/2000

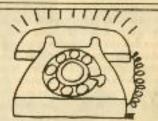
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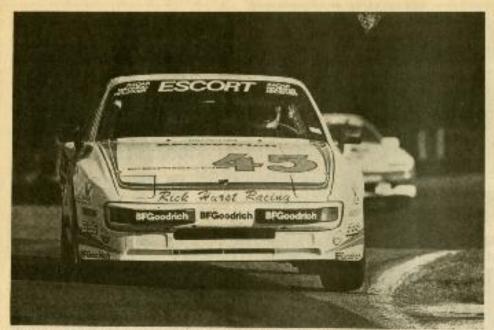
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Rick Hurst Racing fought the Saleen Mustangs to a tie in points, but the Fords won on the tie-breaker.

Legasse 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 Selcen.

"The No. 20 car (Caccres/Wilson) crashed and the No. 19 car (Salcen/Titus) lost the rear end," said team owner Salcen. "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, Rete Halance, Scott Pruett and 62 other people. With renewed spirit, Saleen Autosports swept. Mosport with a first (Saleen/Halanet/Pruett), third (Titus/Skeeter McKitterick/Dunny McKeever) and fourth (Caceres/Molly Elliott). Dunna 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 face team management."

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

The Porache 944s and the Mustangs were created very equal. At most tracks, there was less than a second difference in lap times. The Porache has more durable brakes and a much larger gas tank, which allows it to run about 45 minutes longer than the Rords 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 Poraches tended to get stuck in slower traffic. Although the Pursches showed considerable muscle, the numbers were stacked against them.

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



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



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

At Road Atlanta, Salcen and Titus grabbed the win in the No. 19. Salcen 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 psp. 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

Sent diskription

BPGoodrich 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 Preed/John Schneider] with Lisa Caceres 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 Mustong snatched the championships right out from under Porsche's nose.

Lisa Caceres. 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 Pursche 944 finished fifth in the team championship, three points behind the No. 9 Saleen Autosports Mustang. —Laura Culler

### 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. Bay 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-I swept the team, driver and manufacturers championships as clean as a whistle.

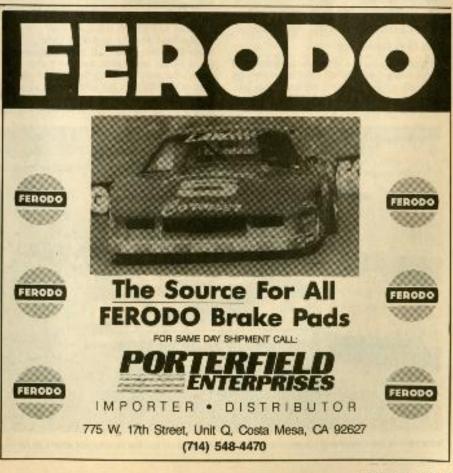
Even so, SSA was a lot closer than it looked. Pepe Pombo's Nissan 300ZX and the Steve Beizer Sports Audi Quattros threatened to usurp the throne with any Mitsubishi misstep.

Pumbris 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 Mitsubishis 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







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 Pombo scing 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



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

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 Poetland, John Buffurn and Robbie Linser took the wheel at Brainerd, but could only menage 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 Feitin, Hoppen, Buffum, Jon Woodner and Jeff Andretti all driving on the Steve Beizer team. Schring 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 Musport not because we did so well, but because everybody else fell apart. Musport was a disaster for everybody but us. From there on, it was all downhill." —Lawre 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 Ram Honda. With two brand new 16 valve Volkswagen Golf GTIs and Valvoline sponsorship, Phoenis Racing hit the ground running. The Volkswagens pulled off the championship—but only after the fat broad belied 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 Wolncatiuk (Team Honda) and Alistair Osg and Peter Schwartzott (Phoenix Racing). In the manufacturers hattle, 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 concomy. 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

30 minutes before refueling. Although marginally quicker than the Golf GTIs, the Nissan 2005X. Turbos only got less than one hour and 45 minutes between fuel stops.

\*Since more than a third of the Escort series was run in various levels of rain, wet driving ability was paramount.

"We're excellent mudders," said Pate, "Also, the Goodyears were the superior rain tires.

Plagued with niggling problems all season, TC. Kline Racing (Volkswagen Golf GTI) and Pearson Racing (Nasam 2006X Turbo) finished consistently in the points, taking fifth and sixth, respectively, in the team standings.

Oag and Peter Schwartzott started off with a win in the No. 39 Golf at the Sears Point seasonopener. Hot on their heels were Stewart, Wolocatiuk, Donna Sue Landon and Bruce Short in the No. 63 Honds. Purtland was a toss-up between Stewart and Wolocatiuk in the No. 63 Honda and Bill Pate and Kurt Mathewson in the No. 41 Phoenix Golf GTI. Team Honda won in the pits.

"They out-strategied us," said Pate, "We put in a full tank of fuel and they put in just enough to finish the race."

At Brainerd, Team Honds (Stewart/Wolocatiuk and Doug Peterson/Parker Johnstone) scored its second win with a one-two finish. With sheer determination and two bent race cars, Phoenix Racing took first and second at Mosport.

The Mosport master, Peter Schwartzott, crashed the No. 39 car into the fence in front of God and everybody on the pit straight," said Pate. "We spent 45 minutes repairing that car. Then Phil (Pate) natled the guardrail with the No. 41 car. We never really got it fixed, but we figured out how to make it work and ran the Golfs down to the firewall." Bill and Phil Pate, Jack Broomall and Schwartzott took the win in the No. 41 car with Oag, Broomsll, Mathewson and Jack Ryan following in second.

The final hour of Road Atlanta turned into a Cinderella story for Kline and Ben Burrell in the borrowed Phoenix Racing back-up Volkswagen GTT. One and Schwartzott had a dandy duel going with the Hondss until they blew a shock absorber in the closing hour. Shortly thereafter, Stewart and Wolocatiuk were black-flagged for a dangling ex-

4. Steve Beiner Sports No. 3 Audi ...... 

GI

16 Dave Ronsey

John Schneider

Allen Freed.

Bob Bergstrom ...

Logan Blackburn . . 10

haust and the Kline Volkswagen swept through. Ron Haase and Ron Lauzon (inished second in the No. 64 Honda.

Team Honda |Stewart/Lauzon/Scott Gaylord/ Wolocatiuk/Mark Mitchell) wun at Mid-Ohio with Phoenix Racing chasing in second and third (No. 39, Pate/Pate/Mathewson, and No. 41, Oug/ Schwartzott/Mark Behm).

We did absolutely everything we could do, but we just couldn't catch them," said Pate. "It was tantalizingly close."

To this point the season had been 'Onward Through the Fog' perseverance for both teams. At Sebring, it was sheer luck.

"The critical factor for us at Sebring was when Ong and Schwartzott picked up a lap under the yellow flsg," said Pate. In the final clinch, Phoenix got the breaks and Team Honda didn't. Oag and Schwartzott swept the board with the win and the team, drivers and manufacturers championships in the Phoenix Racing No. 39 Golf. Team Honda took second and fourth with the No. 41 Phoenix car sandwiched in third. Only a scant 26 points separated the top four cars. -Loura Culley

#### SERIES STATISTICS

### SCCA/ESCORT ENDURANCE CHAMPIONSHIP FINAL TEAM STANDINGS Bakenseing No. 4 Corrette . 140 Marriagn-Cook Matersports No. 97 Corvette 112 Morrason-Cook Moloroparts No. 94 Cornette Powell Moloropart No. 50 Corvette D.R. Mosoroparts No. 33 Cornette MPS Meantports No. 76 Corvette Randwory Bacing No. 18 Corvette d. Powell Motoreport No. 30 Corvette 9. Promocorsports No. 64 Corvette 10. Morrison-Cisak Monoraports No. 96 Corvette 11. Motumport International No. 80 Persone 12. Rick Hurst Racing No. 64 Presche ... 13. Revolution Racing No. 85 Corvette 14. Salamating No. 5 Convette 15. Oliver Raiding No. 00 Convette 16. Performance Rading No. 61 Porsche 17. Sportisch Metrosports No. 13 Corvette 18. III. Motorsports No. 74 Corvette 19. Macrison Tor 18. I.H. Metersports No. 74 Coverte 18. Merrison England Dev. No. 28 Coverte 20. Nectormance Facing No. 60 Possole 21. Sportech Motoropouts No. 12 Corvette 22. Oliver Barring No. 90 Corverte 23. Morrison Engineering No. 28 Corvette 24. Morrison Cook Motoroports No. 42 Corvette 25. Storopo Parico Tages No. 18 Corvette 25. Storopo Parico Tages No. 18 Corvette 25. Stevens Racing Team No. 15 Corvette 26. D.R. Motorsports No. 22 Corestie .... Saleer Autosport No. 15 Mineters Hick Hunn Racing No. 45 Persons J. Saleer Autosport No. 20 Minetarg Ennacy Motorepoits No. 8 Toyota Toyo Tire No. 26 Toyota Canada Racrig Inc. No. 95 Nasan American Instrument No. 66 Nissan American Instrument No. 23 Mustang American Instrument No. 77 Saleso Worlang 12. Addison Sunece Sass No. 3 Camaro 18. 13. Dilingsi Racing No. 13 Mustang 18. 14. Blen Racing No. 5 Foreche .. 15. Leighten Bacing No. 16 Carearo 16. Class: White Bacing No. 51 Porsibe 17. Class: White Bacing No. 57 Porsibe 18. Class: G Bacing No. 88 Porsibe 18. Class: G Bacing No. 10 Porsibe 19. Clas 20. Auto Advertisers No. 81 Persone 21. Shallry Motosports No. 17 Godge 22. Sievens Kacing Team No. 59 Mustang 23. Dave White Racing No. 65 Porsche 24. East Coast Roote Cars No. 59 Mustang 25. Martin Kading No. 95 Trans Am 28. Leighton Racing No. 66 Camaro

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23 Pearson Racing No. 45 24 Bookfood Race Torre N	Nissan 6
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23 Pennior Racing Nr. 40. 24 Rockford Race Torm N. 25 Moder Captine Nr. 29. 26 Salemo Racing Nr. 1 W. 27 Moder Captine Nr. 21. 28 Ton Lepter Racing No. 28 SCCAVESCORT ENDIG	Nissan 6 0.6 Henda 6 11 Volkswagen 6 11 Wolkswagen 9 Wokowagen 3 90 Peugent 1 RANCE CHAMPIONSHIP
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33 Pennio Bacing No. 46- 34 Ruckford Race Term N 35 Moder Capone No. 29- 36 Solemo Raceng No. 1 W 37 Moder Capone No. 21- 38 Ton Lepper Racing No. SOCAVESCORT ENDU SPORISCAR PINAL A STANDINGS	Nissan 6 0 6 Honda 6 21 Volkewagen 6 10 Misswagen 3 Wikowagen 3 89 Peugent 1 RANCE CHAMPRONSHIP
33 Pennon Bacing Nr. 46. 34 Rackford Bace Torm N. 35 Moder Capene Nr. 39. 35 Soleno Bacing Nr. 19. 36 Soleno Bacing Nr. 19. 37 Moder Capene Nr. 21. 38 Turi Lepper Kacing Nr. SOCCA/ESCORT FINAL N. STANDINGS 58 1. Corvelle	Nosan 6  o 6 Honda 6  o 6 Honda 6  olikswagen 6  olikswagen 3  wikowagen 2  39 Prugott 1  RANCE CHAMPIONSHIP  ÄANUEACTURERS  3. Nosan 63
33 Pennon Bacing Nr. 46. 34 Rackford Bace Torm N. 35 Moder Capene Nr. 39. 35 Soleno Bacing Nr. 19. 36 Soleno Bacing Nr. 19. 37 Moder Capene Nr. 21. 38 Turi Lepper Kacing Nr. SOCCA/ESCORT FINAL N. STANDINGS 58 1. Corvelle	Name   63   13   14   15   15   15   15   15   15   15
33 Pennon Bacing Nr. 46. 34 Rackford Race Torm N. 35 Mosfer Cupone Nr. 39. 35 Soleno Bacing Nr. 19. 36 Soleno Bacing Nr. 19. 37 Mosfer Cupone Nr. 21. 38 Tool Lepter Kacing Nr. 39 Tool Lepter Kacing Nr. 39 Tool Lepter Kacing Nr. 30 Tool Lepter Nr. 3	Nisan   6   6   6   6   6   6   6   6   6
33 Pennon Bacing Nr. 48. 34 Rackford Race Torm N. 35 Moder Capene Nr. 39. 35 Soleno Bacing Nr. 19. 36 Soleno Bacing Nr. 19. 37 Moder Capene Nr. 29. 38 Tuti Lepter Kacing Nr. 39 Tuti Lepter Kacing Nr. 39 Tuti Lepter Kacing Nr. 39 Tuti Lepter Kacing Nr. 30 Tuti Lepter Nr. 30 Tuti Lepter Kacing Nr. 30 Tuti Lepter N	Nisan   6   6   6   6   6   6   6   6   6
33 Pennion Racing No. 48. 34 Rechford Race Torm N. 35 Moder Cupone No. 29. 35 Soleno Racing No. 1 W. 37 Moder Cupone No. 21. 38 Tuo Lepper Racing No. 38 CCAVESCORT ENDU SPORTSCAR FINAL N. STANDINGS SS. 4. Corveile	Name   63   13   14   15   15   15   15   15   15   15
33 Pennon Racing No. 48. 34 Rockford Race Torm N. 35 Moder Capone No. 29. 35 Salemo Racing No. 1 W. 37 Moder Capone No. 21. 38 Tout Lepper Racing No. 38 Tout Lepper Racing No. 39 SOCA/ESCORT ENDU SPORTSCAR FINAL A STANDINGS 38 1. Corwelle 81 2. Periode 7 556GT 1. Rord. 60 1. Rord. 61	Nisan   6   6   6   6   6   6   6   6   6
33 Pennon Racing Nr. 48. 34 Reckford Race Torm Nr. 35 Mosfer Capene Nr. 39. 35 Soleno Racing Nr. 19. 36 Soleno Racing Nr. 19. 37 Mosfer Capene Nr. 29. 38 Tuni Lepper Racing Nr. 38 Tuni Lepper Racing Nr. 38 Tuni Lepper Racing Nr. 38 TENDLOSE SPORISCAR FINAL Nr. 37 STANDINGS 58 1. Corvelle 81 2. Pennahe 97 58GT 1. Rord. 69 2. Ranche 61 2. Rende 61 3. Revolu 61	Section
33 Pennon Racing Nr. 48. 34 Reckford Race Torm Nr. 35 Mosfer Capene Nr. 39. 35 Soleno Racing Nr. 19. 36 Soleno Racing Nr. 19. 37 Mosfer Capene Nr. 29. 38 Tuni Lepper Racing Nr. 38 Tuni Lepper Racing Nr. 38 Tuni Lepper Racing Nr. 38 TENDLOSE SPORISCAR FINAL Nr. 37 STANDINGS 58 1. Corvelle 81 2. Pennahe 97 58GT 1. Rord. 69 2. Ranche 61 2. Rende 61 3. Revolu 61	Second
33 Pennion Racing No. 48. 34 Reckford Race Torm N. 25 Moder Capene No. 29. 35 Salemo Racing No. 1 W. 37 Moder Capene No. 21. 38 Taul Lepper Racing No. 39 Taul Lepper Racing No. 30 Taul Lepper Racing No. 31 Pensibe	Second
33 Pennon Racing Nr. 48. 34 Reckford Race Torm Nr. 35 Mosfer Capene Nr. 39. 35 Soleno Racing Nr. 19. 36 Soleno Racing Nr. 19. 37 Mosfer Capene Nr. 29. 38 Tuni Lepper Racing Nr. 38 Tuni Lepper Racing Nr. 38 Tuni Lepper Racing Nr. 38 TENDLOSE SPORISCAR FINAL Nr. 37 STANDINGS 58 1. Corvelle 81 2. Pennahe 97 58GT 1. Rord. 69 2. Ranche 61 2. Rende 61 3. Revolu 61	Second   S
33 Pennion Racing No. 48. 34 Rethford Race Torm N. 35 Moder Capone No. 29. 35 Salemo Racing No. 1 W. 37 Moder Capone No. 29. 38 Taul Lepper Racing No. 38 Taul Lepper Racing No. 39 SOCAVESCORT ENDU SPORTSCAR FINAL N. STANDINGS 38 1. Corwelle 81 2. Penabe 9. 35 SGT 1. Rend 69. 2. Rende 61 3. Tayota 14 3. Nixan 8 3. Corwelle 4 3. Tayota 4 3. Corwelle 61 4. Nixan 8 5. Corwelle 61 5. Tayota 14 5. Corwelle 61 6. Tayota 14 6. 6.	Second   S
33 Penton Racing No. 48. 34 Rockford Race Torm N. 35 Moder Capone No. 29. 35 Salemo Racing No. 19. 37 Moder Capone No. 29. 38 Tout Lepper Racing No. 38 Tout Lepper Racing No. 39 SOCA/ESCORT ENDU SPORTSCAR FINAL IN STANDINGS 38 1. Corveille 81 2. Periothe 7 355GT 1. Rord 60 3. Toyota 14 4. Nitson 8 4. Cherrolet 4 SA 1. Missubishi 62	Second   S
33 Pennion Racing No. 48. 34 Rethford Race Torm N. 35 Moder Capone No. 29. 35 Salemo Racing No. 1 W. 37 Moder Capone No. 29. 38 Taul Lepper Racing No. 38 Taul Lepper Racing No. 39 SOCAVESCORT ENDU SPORTSCAR FINAL N. STANDINGS 38 1. Corwelle 81 2. Penabe 9. 35 SGT 1. Rend 69. 2. Rende 61 3. Tayota 14 3. Nixan 8 3. Corwelle 4 3. Tayota 4 3. Corwelle 61 4. Nixan 8 5. Corwelle 61 5. Tayota 14 5. Corwelle 61 6. Tayota 14 6. 6.	Second   S

#### SPORTSCAR FINAL DRIVERS CUP STANDINGS SSA L. Ray Kong Make Ratherfood Liflobby Archer Tommy Archer 66 2 John Heinricy 43 3. John Norris 45 Misch Wight .... Michael Hoppen 43 6. Don Knowles .... 40 6. Shown Hendricks ... 38 5. Depe Tombo 42 6. Gens Felion 37 Bob McConnell ... 28 Y. Larry Handricks. 5. Bobby Carradian ... 27 Stuart Hayner ... 27 10. Bill Cooper ... 25 8. John Buffem .... 25 20 9. Son Johnson . . . . 201 Scott Sharp .... 11. Jon Woodner . . Jeff Andretti . . Mark Diamore . . . . 25 LA Miles Engelage ... 25 13. Martinos Diepeciak 23 18 12. Charley Downes. Pete Curningham. 23 Scott Hendricks 15 Hurley Haywood 15 16. Bob Strange 1. 15 16. John Torok Bob Sweet David Hobbs ..... 18 13 18 Ferey Lockhart ... 17 19 R.K. Smith ... 14 Robin Buck ... 14 Tony Swan .... 10. Bob Wolfe .... 12

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	First	Secondo	Thirds	Polyn	
Goodyear	11	6	13	9	
General	6	9	6	16	
BPGoodrich	5	6	1	1	
Toyo	8	6	2	7	
Yokohama	3	3	43		

MIN	TRACK	LAPE	DESTANCE	WINNERS	AVERAGE SPEED	POLE	THE SPEED	LAP LEADERS
Car 29	Seats Ports	85	496766 (6 PAL)	55-Bekaranny No. 4	77860mgm	65-DJF, Motorgania No. 33	1050211/62.306mph	88-0.16 Mercraports No. 33, 182 (64.00), 177-165, Member- Cook No. 90, 63-64 58-116, 180-180, 170-176 Member-Cook No. 57 46-40, 117-163, 120-120, Catangoing No. 6, 79, 176-165, Catangoing
				ST-Sulgon Autosport No. 20	74.000 mp#	08-84x++ Aussport No. 25	1,50,16776 21844	No. 6, 100-100 GT—Middingsof (mirrodines) No. 54, 1-56, 60-71; Salest Autogent, No. 50, 27-44, 72-89, 104-179. Rich Hazel Rading No. 45, 45-51, sk-157.
				A - Dave Make No. 87	71.065mph	A - Dave Woln No. 06	2.01.48474.7841931	A-Dave War No. 87, 143, 66.83, 10-50, 134-63, Pombo Rec n. No. 14, 50-53, 101, 128; Dave Wall No. 66, 39-130, 129-133
				B — Process Racing No. 39	70554707	5 - Proprie Realing No. 24	2:04:049773 223hum	9 - Property Placing No. 35, 199, Autor Phoenic Recting No. 41, 5741; Team Hande No. 63, 62,73
April 1	Portland	170	30916 (6 812.)	SS-Vertice CaA Moloraports No. 89	at accerpty	SS-CR Verygan No 20	1223/3R8895/44 <sup>A</sup>	88 Reterrating No. 4, 144, 19-8), THE Meaningsons No. 22, 45-25 is not Mantech-Cook No. 53, 55-77, 199-171; Mantech-Cook No. No. 27-87
				GT-Saken Autoper, No. 19	27550mply	GE-Avenue squares	1:25:007/61/050+11	OT Sales Appapor No. 15, 1-162
				A - Dave Wollin Ho. 87	XXXX empt	No. GE A — Dave Weet No. 88	1:20:061/76.530(rph)	A. Salvo Relate No. 2 1-3 Porto Paring No. 14, 412, 60-90. 96-100; Care Wolm No. 8, 13-67 Nr. 120-150
				5 - four Hosta No. 60	72.770mpt	B — Tyerr Honda No. 62	100,48374.680100	B.—Phoesis Reckey No. 39, 13 Phoesis Racing No. 41, 453, GPGC, Team Hondo No. 85, 54-54, 91-552
10.0	Drainerd	100	\$16300 (5 hrs.)	55-Morrison-Cook No. 99	90,000тр#	55+5kkraing No. 4	55051187730mph	88-Powel Microporto No. 60: 74 D.P. Microporto No. 50: 7-10. 68-87, 103-104; Calcinoring No. 4, 174-5, 60-100, 115-152
3375				DT—Piles Hard Kit. 49	05.500mph	GT-American Number: No. 55	125829092233441	97 - American Instrument No. 68 (12) 157-143. Season Audosport No. 16, 26: 25-17, 122-123. How Have Record No. 45, 25-50. 102-181, 165-170.
				A - Ponto Passag No. 18	33,000mph	A - Dave Ween No. 07	E-07/371/94/380+ph	A. Roman Racing 1-0, 41-63 84-93, 127-161, Dave Wolfn Ho. 57, 110-10, 144-9, 100-126; Dave Wolfn Ho. 88, 63
				8 - Team Hande No. 60	àt acomph	S — Page or House No. 48	2:11:63/92/340mp#	8. Prince's Racing No. 20, 106 67 111 Team Hones No. 62, 67 61, 111-100; Team Honds No. 64, 42-66
Aug 0/9	Mosper Park	709	1890271 (24 fro	88 Relevating No. 4	78.790mph	88-Banacing No. 4	1 38 3968n 860 V pt	95—Salesracing No. 4, 17 53, 67-68, 160-78, 222-78, 223-78, 233-554, 252-759, Marrian Cross No. 56, 8-42, Cher Haung No. 56, 8-58, 55-59, Threed Making and No. 54, 55: C.R. Westmann,
								No. 74, 54; Powell Motorson N. No. 10, 49-60, 100-22; D.H., Motorsports No. 32, 84, 19327; EU, 163-648, 555-555
				GT-Subset Averaged No. 13	75.6 Herph	CT-right House ho 45	1540/356767.890mush	GT-Rick Hard No. 45 1.51, 51 He für; Seisen Aufonpari No. 19, 19:40-100, 100-103
				A - Dave Work No. 10 5 - Placest No. 10 No. 11	75.086mp# 69.774mp#	A-Daw Holm No. 57 S-Phoesis Racing No. 39	1.47011/82.78/we4-	a.—Dose Wolfs No. ET. 1-30° B.—Phomas Har of No. 36: 649; Passon Pacing No. 45, 45-47, Inches Horses No. 46 (65, Phosepho Racing No. 41, 554-551)
Sep S	Fload Alleria	233	611.460 (E NVs.)	55-Seminary No. 4	95.090mph	SS-Morray + Cook No. 50	12584504850401	69 - Names-Cook No. 92 1; C.H. Verresports his 22 2-11, 48.
		1		81 Salesh Australia No. 19	all decorpt	OT. H or Hunt No. 45	14119986000ph	164-107, 145-154 Datemating No. 4, 12-47, 46-105, 156-105, 155-207, GT—Ealert Autoropes, No. 14, 144, 48-75, 25-27, 155-104, 142-146, 164-1607, Notice and Linguistics of No. 165, 46, 26-103, 146-163, Salest Autogori No. 37, 156-161
				A — Stave Hairer Non R B — T.C. Klune No. 16	70.990mph 76.440mph	A — Naver Sector No. 2 5 — Hearton Racing No. 48	14256CBTN/CVph 1421386SCCCVph	A—Gave Depart No. 2, 1,199 B—Phombo Racing No. 41, 1, 9940 Meansport No. 47, 2-5; Phinto Racing No. 40, 6-11, 16, 17, 42, 45 44, 46-56; Phombo Racing No. 31, 15-12, 15-12, 15-17, 170, 170, 100 An No. 10, 43-44, 55-57 174-180
Sep 36-27	Mid-Oney	na	1,818.2 (24 hrs.)	55-Morson Coor No. 90	75.000 mph	58-Service of No. 4	1:46:28*884.47(wiph)	36 - Balancing No. 4 1-12, 193-194, 197-177, 207-206, 247-250, 277-271; E.R. Motosporto No. 33, 23-64, 197-124, Mortison-Code, no. 64, 45-75, 45-104, 176-206, 269-196, ani-316, 373-730; Rowell
				GT-Pack Harris No. co.	75.000mpt	CT-SIA Explorate No. 66	540.542/79.900mph	Mesospan No. 50, 75-66, 76-146 97 - SM Engineering No. 68, 167, Hulk Hunt No. 45, 19-75,
				A Sawa Bebar No. 3	TOSTONIE	A — Shave Galger No. 2	1-90489/827Dmph	79-750: Selver Autograft No. 9, 75-79 A—State Selver No. 2, 140, Dave Walls No. 57, 54-55. Selver
		100		8 - Year Honda No. 64	99.500mph	H — Pealson Facing No. 45	15488675393Ypt	73-141 Phoenie Marker) No. 11, 70-71 Team Honda No. 63, 143-4-482-407, 516-517, 523-593, 543-642, Team Honda No. 64, 472-481
Od 31	Storing	**	43896 (6 hb.)	55 Scarring Hs 4	70.160mp#	FS - New Non-Cook No. 90	Printels such	Morrager-Clock No. 37 & 600, 26-51. Rich Faunt No. 44, 7. Bakaraging No. 4, 23, 42-41. de+134, 117-166. Powell Microspot, N
				O'- Bakes Assuper No. 20	70.680mah	ST. Swisse Autosport his 15	25034976342mph	66 4955, 935116 GT-Seleen Autoport No. 16, 195, Macropar Irranal and No. 5
				A - Steve Separ No. 0 -	68.62mpt	A — Seeve Delzer No. 2	z sassami ademph	25-60; Saleer Automori No. 20, 86-79. ASane Betzer No. 2, 118, 24-67, Gr. G4-75; Save Sense No. 3, 20-20, 55-52, 80-51, 97-711; Punto Racing No. W. 60, 52-62, 62-6

