

TRICKS & TREATS

*The Sebring Escort Race Had More Tricks Than A Dozen Witches
And Enough Treats For The Greediest Goblin*

BY WILLIAM C. MITCHELL AND SUSAN RAFFAELE

Halloween is the traditional time for trick or treat, and the Oct. 31 Sebring Fall Festival SCCA Escort Endurance race had more tricks than a dozen witches could brew and enough treats to satisfy the greediest goblin. It was a night full of surprises, surprises that grew stranger as the clock approached the witching hour that would end the six-hour race, the Escort season, and a remarkable chapter in the history of the Chevrolet Corvette.

Trick: Parnelli Jones has been winning championships in Ford Mustangs for 20 years, and he played a crucial role in winning yet another one at Sebring. But never before in Jones' great career has he helped win a title by *parking* his car.

Treat: Jerry Titus won the Sebring Trans-Am in a yellow Ford Mustang 20 years ago. This Halloween night, Rick Titus, son of the '67 Trans-Am champion, also won a championship in a yellow Ford Mustang with the assistance of his father's former teammates, Jones and George Rollmer.

Trick: The Powell Motorsports team brought an impressive new telemetry system to Sebring. The system allowed it to monitor and record all the functions of the Corvette's engine control computer in the pits. The Powell crew was able to count fuel pulses and carefully study fuel consumption. The Corvette was nearly dry when it crossed the finish line just after the six-hour mark... however the checkered flag had not waved because the first place Bakerac-

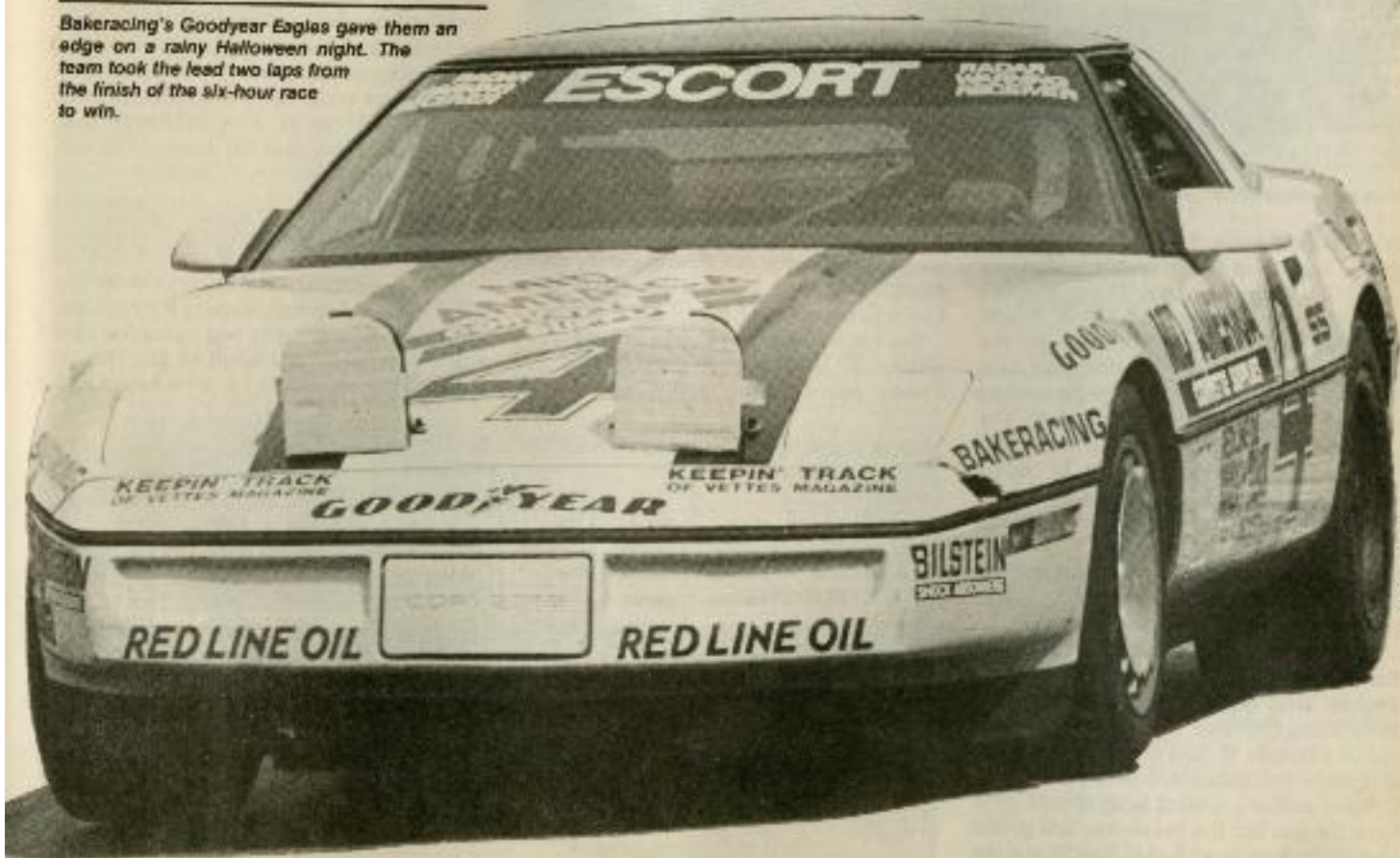
ing Corvette had crossed the line three seconds before the six-hour limit. That meant one more lap for the Powell Motorsports Corvette; a lap it didn't have enough fuel to complete.

Treat: Chevrolet Corvettes have won every SCCA Showroom Stock endurance race ever held. Next year, the Corvette will likely move into a new \$1,000,000 spec car series and leave the Escort Endurance Championship behind.

SS

The tried and true Bakeracing team made history at Sebring by winning the last Escort race that will ever be won by a Corvette.

Bakeracing's Goodyear Eagles gave them an edge on a rainy Halloween night. The team took the lead two laps from the finish of the six-hour race to win.



DAN LIND

TRICKS & TREATS

CONTINUED

The formal announcement wasn't made until the victory banquet, but everyone had heard the rumors that the SS class would be eliminated for next year and the Corvette moved into its own spec car series. It was bittersweet news for the big teams with tire contracts, because the new series will quite likely require a spec tire.

It was those very teams—Bakeracing (Goodyear), Morrison-Cook (BFG), D.R. Motorsports (General) and Powell Motorsports (Goodyear)—that dominated the Sebring six-hour. Don Knowles started



With help from Pruett, Caceres and Wilson scored another SSGT win for Saleen.



Powell's computerized plan to run with only two stops almost paid off.

from the pole in the Morrison-Cook car he shared with John Heinrich. Mark Dismore and Bill Cooper were in Doug Rippie's General Tire Corvette, and Mitch Wright and the Archer Brothers were in the Bakeracing car. But as the afternoon mist turned to evening rain, the Goodyear-shod cars moved to the front of the pack. The slick tires... whoops, I mean the street-legal high-performance tires shaved to racing depth, are fairly equal. But when conditions turn wet, the Goodyear Eagles take the Corvettes home the quick way. The Goodyear intermediates were even quicker than the competition's wet tires in conditions that called for full wet tires.

The race came down to a battle between Bakeracing and Powell Motorsports. Tommy Archer was cruising in second in the Bakeracing Corvette, confident the Powell car would have to stop for a splash-and-go fuel stop—but it didn't. Archer finally took the lead halfway around what should have been the last lap. But his charge had gotten him to the start/finish line at 5:59:57 and the

starter did not wave the flag. That final lap was too much for the Powell car: it sputtered to a stop leaving the Bakeracing Corvette the only car to complete 118 laps.

The No. 97 Morrison-Cook Corvette completed 117 laps to finish third behind the Powell car. Dismore and Cooper were

fourth in the General Tire/D.R. Motorsports Corvette despite an off-course excursion. Cooper left the pits after a routine pit stop with new brake pads. He tested the brakes and they worked, but when he needed them they weren't there and he was launched through the air into a fence. Cooper limped back to the pits to change a flat right rear tire before re-entering the race.

The Oliver Racing Corvette of Paul Dallenbach, John Fuchs and Scott Gaylord finished fifth. It was Oliver's best Escort finish and made Sebring a one-through-five Corvette sweep.

Bob Strange gave the Rick Hurst Porsche 944 Turbo a final shot at glory. He took the car into the lead twice, but never led an official lap. The first time Strange took the lead, Don Knowles repassed him on the same lap. Strange took the lead again by outraking Knowles in Turn 13, only to have the center pull out of a wheel in Turn 14. The Strange/John O'Steen 944 Turbo retired after 71 laps while the No. 80 Motorsports International car of Ken Williams, Bob Bogan, Don Parr and Pat Pasley was out after 68 laps. —William C. Mitchell

SSGT

The Saleen Autosport Mustangs swept the SSGT class at Sebring, winning the race and clinching driver, team and manufacturer titles. The team title went to the No. 19 Saleen Mustang driven by Steve Saleen and

SOCAL/ESCORT ENDURANCE CHAMPIONSHIP TIRE SCOREBOARD

Sebring, Oct. 31, 1987

	SS	SSGT	SSA	SSB
First	Goodyear	General	Goodyear	Goodyear
Second	General	Goodyear	Goodyear	Toys
Third	BFGoodrich	Yokohama	General	Goodyear
Tire	BFGoodrich	General	Goodyear	Goodyear

FINAL YEAR TO DATE

	First	Second	Third	Poles
Goodyear	11	5	13	5
General	6	9	6	6
BFGoodrich	5	3	3	3
Toys	3	5	2	7
Yokohama	1	3	4	3

SHOCK ABSORBER SCOREBOARD

Sebring, Oct. 31, 1987

	SS	SSGT	SSA	SSB
First	Bilstein	Moore	Koni	Sachs
Second	Bilstein	Koni	Koni	Bilstein
Third	Bilstein	Bilstein	Moore	Sachs
Tire	Bilstein	Moore	Koni	Sachs

FINAL YEAR TO DATE

	First	Second	Third	Poles
Bilstein	7	7	9	10
Toys	5	7	4	8
Koni	6	5	5	4
Moore	6	5	5	3
Sachs	3	3	5	3
TOTAL	0	1	0	0

Rick Titus, but the key to victory was getting Parnelli Jones off the track.

With half an hour to go, the No. 19 car was sixth, one position behind the finish they needed to take the championship from the No. 45 Rick Hurst Porsche 944 [which was parked after 36 laps following an off-course excursion that damaged the underside of the car]. The No. 19 car was five laps out of fifth following a rear end replacement. But the fifth-place car was the No. 9

Saleen Mustang driven by George Fullmer and Parnelli Jones. If that car was parked, the No. 19 Mustang would move into fifth.

The radios were not working so the crew began to signal Jones to pit. But the Saleen team has found one problem with Parnelli Jones. They can't get him out of the car. The problem first surfaced at Mid-Ohio in the lonely hours before dawn. Jones was just getting into the swing of things when the crew had to explain that there were rules

limiting how many hours a driver could spend in the car. At Sebring, assorted pit boards and frantic waving failed to get Jones into the pit. With every lap the situation was getting more crucial. Finally, the crew convinced the starter to black flag Jones and then the crew waved him to a halt before the start/finish line (the Saleen pits were beyond the line). The result was that the No. 19 car finished fifth with 107 laps and the

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SCCA/ESCORT ENDURANCE CHAMPIONSHIP FINAL TEAM STANDINGS

Rank	Team	Points
1	Bobbering No. 4 Corvette	140
2	Morrison/Clark No. 97 Corvette	132
3	Morrison/Clark No. 30 Corvette	131
4	Power Motorsport No. 91 Corvette	86
5	D.B. Motorsport No. 32 Corvette	82
6	MP5 Motorsport No. 79 Corvette	80

Rank	Team	Points
1	Saleen Autosport No. 19 Mustang	139
2	Rick Hurst No. 45 Porsche	130
3	Saleen Autosport No. 20 Mustang	131
4	Saleen Autosport No. 3 Mustang	79
5	Motorsport International No. 06 Porsche	75
6	Ramsay Motorsport No. 8 Toyota	68

Rank	Team	Points
1	Dave White No. 67 Mitsubishi	155
2	Perdue Racing No. 14 Nissan	131
3	Dave White No. 60 Mitsubishi	97
4	Steve Bauer Sports No. 2 Audi	91
5	Steve Bauer Sports No. 3 Audi	86
6	Team GRS No. 42 Toyota	86

Rank	Team	Points
1	Phoenix Racing No. 29 Volkswagen	135
2	Team Honda No. 64	130
3	Phoenix Racing No. 41 Volkswagen	122
4	Team Honda No. 61	112
5	T.C. Riney Racing No. 10 Volkswagen	85
6	Phoenix Racing No. 46 Nissan	80

SCCA/ESCORT ENDURANCE CHAMPIONSHIP SPORTSCAR FINAL MANUFACTURERS STANDINGS

Rank	Manufacturer	Points
1	Corvette	41
2	Porsche	7
3	Audi	47
4	Nissan	43
5	Toyota	13
6	Mitsubishi	7
7	BMW	6
8	Dodge	2
9	Nissan	8
10	Chevrolet	4
11	Volkswagen	67
12	Honda	55
13	Nissan	16
14	Audi	6
15	Alfa Romeo	4
16	Toyota	1

SCCA/ESCORT ENDURANCE CHAMPIONSHIP SPORTSCAR FINAL DRIVERS CUP STANDINGS

Rank	Driver	Points
1	Bobby Archer	26
2	Torrey Archer	26
3	John Hainey	47
4	Mike Wright	41
5	Don Knowles	40
6	Steven Hendricks	38
7	Bob McConnell	25
8	Scott Hayden	27
9	Bill Cooper	25
10	Mark Hamann	27
11	Ray King	62
12	Mike Rutherford	62
13	John Norris	45
14	Michael Hopper	43
15	Pepe Rosbo	43
16	Greg Edlin	37
17	Larry Hendricks	27
18	John Bullum	25
19	Bob Johnson	20
20	Scott Sharp	20
21	Alistair Og	54
22	Peter Schwarzenz	54
23	Lance Stewart	50
24	Mark Winterton	49
25	William Pave	48
26	Phil Pave	38
27	Russ Matheson	32
28	Bob Strange	25
29	Bob Linton	25
30	TC Riney	24
31	Scott Grayson	18

RESULTS

SCCA Escort Endurance Championship/Round 7 Oct. 31/Sebring [3.72-mile course] 118 laps, 438.96 miles for 6 hours

PL	CL	POS	CAR NO.	DRIVERS	CAR	LAPS	QUAL. POS. (CL/QUAL)	QUAL. TIME
1	59/1	4	8	Archer/B. Archer/M. Wright	Chevy Corvette	118	4(58/4)	2:42.759
2	59/2	90	M. Hagopian/P. Lockhart/R. Bazz	Chevy Corvette	117	8(58/8)	2:44.372	
3	59/3	97	J. Hainey/D. Knowles	Chevy Corvette	117	3(58/3)	2:47.990	
4	59/4	23	S. Livingston/M. Dittmore	Chevy Corvette	117	2(58/2)	2:51.881	
5	59/5	00	S. Grayson/P. Hendricks/L. Paves	Chevy Corvette	116	5(58/5)	2:51.584	
6	1/01	20	L. Carrow/D. Wilson/E. Pratt	Saleen Mustang	114	14(1/14)	2:51.832	
7	GT/2	18	P. Brandt/A. Prandi/J. Schneider	Porsche 944	113	18(1/13)	2:51.788	
8	GT/3	24	Bob Allen/Bobby Akin	Porsche 944	111	26(1/11)	2:53.689	
9	A/1	3	G. Fallon/D. Hardy	Audi Quattro	111	25(A/2)	2:54.070	
10	A/2	2	M. Hopper/H. Hayswood	Audi Quattro	111	22(A/1)	2:55.657	
11	SS/6	28	T. Higgins/T. Keenan/M. Jones	Chevy Corvette	110	9(55/9)	2:45.561	
12	B/1	39	A. Gagli/Schwartzoff	VW GTI	109	32(B/1)	3:03.358	
13	SS/7	18	G. Michas/D. Rose	Chevy Corvette	108	10(55/10)	2:45.781	
14	GT/4	17	D. White/A. Pilla	Porsche 944	108	27(1/17)	2:59.548	
15	B/2	0	S. Jackson/T. Miles	VW GTI 16V	106	37(B/2)	3:06.664	
16	SS/8	42	R. Robinson/T. Morrison	Chevy Corvette	106	12(55/12)	2:48.692	
17	B/3	45	B. Zeeb/P. Paves/A. Gagli	VW GTI	107	35(B/3)	3:05.446	
18	B/4	64	L. Stewart/J. Green/M. Wincantuk/N. Bancour	Honda CRX Si	107	33(B/7)	3:07.038	
19	SS/9	99	E. Haynes/D. Knowles	Chevy Corvette	107	1(55/1)	2:41.488	
20	GT/5	19	S. Saleen/D. Halmer/R. Titus	Saleen Mustang	107	16(1/19)	2:50.943	
21	GT/6	3	G. Fullmer/P. Jones	Saleen Mustang	105	20(1/15)	2:57.427	
22	B/5	07	R. Henderson/T. Mann/R. Jackson	VW GTI 16V	105	41(B/5)	3:07.315	
23	B/6	85	L. Stewart/J. Green	Honda CRX Si	105	40(B/6)	3:07.149	
24	A/3	14	P. Parbott/Hendricks/L. Hendricks	Nissan 300ZX	105	21(A/3)	3:03.193	
25	B/7	28	D. Smith/D. Wincantuk/L. Bancour	Honda CRX Si	106	43(B/10)	3:08.193	
26	A/4	32	B. Lee/J. Lindig/K. Peyton	Acura Legend	104	14(A/5)	3:07.693	
27	B/8	43	B. Wolf/J. Trank	Toyota FX16	104	49(B/14)	3:11.543	
28	B/9	48	P. Hamann/R. Dickey	Nissan 300ZX T	104	28(B/9)	3:06.709	
29	B/10	29	F. Pilla/C. Riney	VW GTI	104	44(B/11)	3:08.687	
30	B/11	68	E. Stewart/J. Wiley/R. Scheiff	Honda CRX Si	99	45(B/12)	3:08.796	
31	GT/7	81	K. Robinson/T. Robinson/N. Northern	Porsche 944	99	29(1/12)	3:07.052	
32	B/12	16	DL Kline/T. Paves/E. Schwartzoff	VW GTI 16V	88	36(B/4)	3:05.214	
33	B/13	5	A. Saleen/A. Gagli/S. Dwan	VW GTI 16V	86	34(B/2)	3:04.017	
34	B/14	21	R. Carter/A. Simon	VW GTI	85	48(B/13)	3:09.785	
35	GT/8	06	D. Ammen/S. Rutherford	Porsche 944	75	24(1/13)	3:09.952	
36	A/5	87	B. King/M. Rutherford/J. Norris	Mitsubishi	75	33(A/6)	3:09.852	
37	B/15	89	T. Lippert/T. Thomas/R. McGinley	Pugeot 505	77	48(B/15)	3:11.433	
38	GT/9	50	B. Sael/HPC. Schwabe	Ford Mustang	74	23(1/7)	3:07.990	
39	SS/10	44	J. O'Steen/B. Strange	Porsche 944 T	71	6(55/6)	2:42.967	
40	SS/11	80	B. Hogan/K. Williams/D. Pave/P. Paves	Porsche 944 T	68	14(52/14)	no time	
41	B/16	93	W. Ingram/R. McClure	Honda CRX Si	45	50(B/17)	3:16.652	
42	GT/10	45	S. Stumpf/Corb	Porsche 944S	36	17(1/10)	2:51.254	
43	GT/11	08	S. Hoyt/L. Reese	Chevy Camaro	23	34(1/18)	2:57.978	
44	SS/12	84	E.B. Lawson/J. Jaeger	Chevy Corvette	25	11(55/11)	3:04.989	
45	SS/13	96	M. Daperna/P.D. Cunningham/S. Hendrick	Chevy Corvette	18	7(55/7)	2:44.188	
46	GT/12	3	D. Ramsey/L. Mueller	Toyota Supra T	15	21(1/15)	2:55.284	
47	B/17	69	R. Barco/P. Eisinger/R. McGinley	Pugeot 505	2	7(1/14)	3:16.706	
DNS	SS	1	R. Ayres/S. Lewis/K. Baker	Chevy Corvette	-	13(55/13)	no time	
DNS	SS	85	D. Nicholas/R. Thompson	Chevy Corvette	-	15(55/15)	no time	
DNS	GT	95	D. Day/A. Becca/N. Judasowitz	Nissan 300ZX T	-	30(1/13)	no time	
DNS	B	22	M. Behm/L. Behm/L. Campos	VW Golf	-	47(B/14)	3:09.840	

Lap leaders (By Class)

SS—No. 33 1, No. 29 2-5, 56-68; No. 27 6, 8-22, 24-41; No. 44 7; No. 4 23, 48-47, 99-104, 117-118; No. 62 48-55, 105-116.
GT—No. 19 1-24; No. 18 25-33; No. 20 84-114.
A—No. 2 1-31, 34-57, 61, 84-75; No. 3 52-53, 55-59, 80-81, 97-111; No. 14 60, 62-63, 82-86.
B—No. 39 1-7, 36-41, 83, 85-100; No. 0 6-35, 42-82, 94-95.

Disqualification Reversed

Before the Sebring race, Morrison-Cook and MPS Motorsports, which were disqualified from the top two positions at the Mid-Ohio Escort race, were reinstated by the SCCA Pro Racing Court of Appeals. Both Corvettes were originally disqualified for illegal steering racks. However, the appeals court ruled that the racks were "perfectly legal" for the Escort Endurance series.

Dave Wolin's team clinched every available SSA Escort Endurance title at Mid-Ohio. The manufacturers crown went to Mitsubishi, the team championship to the No. 87 Starion, and the drivers title to Ray Kong and Mike Rutherford. Still, Wolin was looking to Sebring for a winning end to a winning season.

But this hope was dashed just one hour into the race when the fuel line broke on the No. 87 Mitsubishi and the car was forced into the pits with flames licking the engine compartment. No. 87 rejoined the fray with some new hoses and electrical parts, only to be slowed later with inter-cooler trouble. Kong and Rutherford had to settle for fifth spot in SSA. —Susan Raffaele

SSB

The wet conditions at Sebring made a lot of drivers and crews very apprehensive. Peter Schwartzott and Alistair Oag, however, declared the rain was the best thing that could have happened for the Phoenix Racing team. The Goodyear-shod Phoenix Volkswagen GTIs performed well in the wet, taking first and third in SSB. In fact, the team didn't even switch to rain tires until the last hour and a half of the race.

Although Schwartzott found the course reflectors very disorienting in the dark, he did find his way to the checkered for the SSB win. Phoenix captured the SSB team championship with its win after coming to Sebring tied with Team Honda in the standings. Schwartzott and Oag claimed the drivers title.

The Hacker Brothers Racing Team also put its two Volkswagen GTIs in the top five. The Hackers tried an experiment with a new brake pad compound that turned out to be a failure. The No. 0 and No. 07 pilots—Paul Hacker, Bob Henderson, Rick Jackson and Tom Marx—found themselves pumping their brakes in every turn, and with Sebring's 17 turns they got their fair share of leg exercise. Despite the problems, the team finished third and fifth.

The only spoiler in the Volkswagen SSB romp was Team Honda, which finished fourth and sixth. The valiant effort by drivers Lance Stewart, John Green, Mark Wolocatiuk and Norris Bancourt was not enough to take the manufacturers title out of Volkswagen's firm grip. —Susan Raffaele



MARK WEBER

Despite lighting systems that faded like the stock market, Audi scored a one-two finish.

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No. 9 car sixth with 106. Had Jones crossed the finish line, the SSGT championship would have gone to Rick Hurst's Porsche team.

The fifth place gave the No. 19 car 139 points, equal to the No. 45 Porsche. But the Mustang won three races to two for the Porsche and that was the tie-breaker.

Third and fourth in SSGT went to the Dave White Racing Porsche 944s of Bob and Bobby Akin, Dave White and Art Pilla.

—William C. Mitchell

SSA

SSA at Sebring was a lot like the 1930s radio show "Lights Out," at least for the winning Beizer Audis. While driving the winning No. 3 Audi, Doc Bundy bumped into someone (or something) on the dark, soggy course and knocked out the right front light. Inexplicably, the light bar went out later. Teammate Gene Felton was left to find his way around for the final two and

a half hour with only the left headlight that was also fading fast. In victory circle, Felton claimed he was out there just having fun! An obviously pleased Bundy ruefully acknowledged this was his first visit to any victory circle this year.

The second-finishing No. 2 Audi 5000 Quattro, driven by Michael Hoppen and Hurley Haywood, suffered even worse in the darkness. With Hoppen at the wheel in the closing hours, the Audi began having charging system problems. Finally, on the last turn of the last lap it was lights out. But Hoppen groped to the finish line in second.

Pepe Pombo came to Sebring fresh from the Valvoline Runoffs, where he had taken the SSA National Championship in his Nissan 300ZX. With just over a half hour to go, Pombo, who was co-driving with Larry and Scott Hendricks, had the lead and a dry gas tank. A final pit stop with only 35 minutes left on the clock allowed the Audis to get by.

The Autosport South Acura Legend, driven by Rich Lee, Jerry Lustig and Ken Payson, finished a respectable fourth without benefit of third gear.



TRACY/SCC/STARR

Phoenix Racing led Volkswagen's onslaught at Sebring.