

ESCORT ENDURANCE

ROUND TWO

PORTLAND

WINNERS: DON KNOWLES AND JOHN HEINRICY

Walking In Sunshine: The Goodyear-shod Morrison-Cook Camaros made it two-for-two in this year's Escort Endurance Championship by taking first and second in the series' second round that ran as part of the annual Rose Cup festivities at Portland International Raceway. Don Knowles and John Heinrichy claimed the overall and GT class wins over teammates Stu Hayner and Bob McConnell, these two cars the only ones to finish on the lead lap.

"Right now the sun is shining on us," noted Knowles. "The objective of the series is to have a Camaro, a Mustang and a Porsche come out of the last turn right together. We're real close to that now, we ran nose-to-tail the whole first part of the race."

No Stopping Them Now: The expected challenge from the Saleen Mustangs went well until all three, almost on cue, began to develop brake problems—boiling their fluid. Top finisher among the yellow and black General Tire-backed Mustangs, therefore, was the Desire Wilson/Lisa Caceres entry in third, a lap down, while the other two cars held on for fifth and sixth.

Qualifying Surprise: The weekend started out a little soggy, but by Saturday, race day, everything was in full bloom. Ron Nelson put the American Instruments Nissan 300ZX on the pole, a surprise to some people, considering the Morrison-Cook cars had dominated the weekend's practice.

About the race, Nelson noted: "Hopefully we can pull off a good one this time, we've been working at it a long time." Pit stops turned out to be the Nissan's downfall, however. After leading the opening 65 laps, the team took almost a minute longer for their first stop than Morrison-Cook, and ultimately finished fourth overall.

Overeater Anonymous: Saleen Mustang driver Rick Titus is said to be planning a new book, "Dumb Things Not To Do In A Race Car." The defending series champion was overcome by apparent heat exhaustion after his first stint in the car he shared with Calvin Fish. Later, after recovering some of his composure, Titus quipped that "eating a full lasagna dinner right before a race is not a \$12 move! Accidentally turning on the heater on pre-grid doesn't help a lot either." Especially when the temperature is hovering around 80 degrees!

Cannibal And The Tie-Rod Hunters: The Timex Speedtrak "Timeliest Move of the Race" award was presented to the AWE Racing Team of Brad McAllister and Steve Pfeifer, whose A-class Mazda RX-7 was sidelined with a broken tie-rod after McAllister had a run-in with the PMA Racing Alfa Romeo. An innocently bystander spectator was convinced that the team needed to cannibalize—"only for a little while"—his RX-7, and that they would return the tie-rod as soon as the race was over!

Winners in 'A' were Pepe Pombo and Scott Sharp, their second straight win in the General

CONTINUED ON PAGE 52

PRO RACING UPDATE

Tire Nissan 300ZX despite getting a run for their money from Pat Pearson and Rick Shelby in another 300ZX. "The other Nissan had the potential to beat us," Sharp admitted. "They had straight-line speed on us, and if they hadn't had a problem, they'd have been right up there with us."

Real Killer Bees: "B" cars comprised almost half the entry, and, as usual, the competition was fierce. Lance Stewart and P.D. Cunningham drove the wheels off the Team GRR Honda CRX Si to earn the class victory, and finish ahead of Pombo and Sharp's "A"-winner. Cunningham will probably be teased for the rest of the year, however, about the "Attack of the Killer Bee," as he was getting refueled. With about 10 seconds worth of fuel left to go into the car, "There was this huge hornet running around on the inside of the windshield, and I said 'Hey! Get this bee outta here,' and they crushed it and I went blasting out of the pits." —Dee Duncan

RESULTS

Escort Endurance Championship/Round 2 June 11/Portland Int'l Raceway, Ore. (1.915-mile course) Qualifying

Pos./Class Pos. Drivers (Car) Time

1/GT1 Jim Hall Jr., Ron Nelson, Greg Moore (Nissan 300ZX) 1:24.358; 2/GT2 Bob McConnell, Stuart Hayner (Chevy Camaro) 1:24.777; 3/GT3 John Heinrichy, Don Knowles (Chevy Camaro) 1:25.217; 4/GT4 Steve Saleen, Pete Halsmer (Saleen Mustang) 1:25.821; 5/GT5 Desire Wilson, Lisa Caceres (Saleen Mustang) 1:26.151; 6/GT6 Rick Titus, Calvin Fish (Saleen Mustang) 1:26.480; 7/GT7 Charles Spira, Jon Milledge (Porsche 944S) 1:26.975; 8/GT8 Chris Kaufmann, Danny Edwards (Ford Mustang) 1:28.019; 9/GT9 TC Kline, R.J. Bottlieb (Chevy Camaro) 1:28.073; 10/GT10 Dave Brezza, Mel Egen, Randy Blomquist (Saleen Mustang) 1:29.950; 11/A1 Pepe Pombo, Scott Sharp (Nissan 300ZX) 1:33.656; 12/A2 Pat Pearson, Rick Shelby (Nissan 300ZX) 1:30.820; 13/B1 Lance Stewart, Ed Conner, Mark Mitchell, Peter Cunningham, John Terek (Honda CRX) 1:30.930; 14/B2 W. Pate, P. Pate, Herm Johnson, Peter Schwartzoff, Alistair Oag (VW GTI) 1:31.370; 15/A3 Richard Guider, Angel Figueras, Al Lake (Alfa Romeo) 1:31.810; 16/A4 John Overton, Jeff Alkassian (Dodge Shelby) 1:31.974; 17/A5 Brad McAllister, Steve Pfeifer (Mazda RX-7) 1:31.974; 18/B3 Liam Duarte, Fabio Grosso (VW GTI) 1:32.249; 19/B4 Ed Conner, Lance Stewart, Mark Mitchell, John Terek (Honda CRX) 1:32.249; 20/A6 Ken McGraw, Clint deWitt (BMW 325is) 1:32.799; 21/B5 Rich Lee, Jackson Yonge (Honda CRX Si) 1:32.854; 22/A7 Tom Pabst, Andy Evans (BMW 325is) 1:32.963; 23/A8 Rich McWinley, Angel Figueras, Al Leake Jr. (Mitsubishi Starion) 1:32.964; 24/A9 Jerry Lustig, Mac DeMere (Acura Legend) 1:33.019; 25/B6 W. Pate, P. Pate, Alistair Oag, Peter Schwartzoff, Herm Johnson (VW GTI) 1:33.128; 26/B7 Jim Jordan, Rich Criss (Mazda 323GT) 1:33.183; 27/GT11 Frank McKinnon, Joe Hermanns (Ford Mustang) 1:33.183; 28/GT12 John Schneider, Jim Ray (Nissan 300ZX) 1:33.269; 29/A10 Ted Anderson, John Fernandez, John Overton (Dodge Shelby) 1:33.293; 30/B8 Kevin Berke, Mike Cyphert (VW GTI) 1:33.248; 31/B9 Albert Lepper, Patricia Elodig (Peugeot 505) 1:33.622; 32/B10 Pratt Cole, Ron Christensen, Victor Van Tress (Peugeot 505) 1:33.623; 33/B11 Frank Del Vecchio, David Fenn (Honda CRX Si) 1:33.733; 34/B12 Richard Schmidt, Leo Botteri (Honda CRX Si) 1:34.227; 35/B13 Peter Stallybrass, Bill Yearwood (Honda CRX Si) 1:34.447; 36/B14 Mike Varney, Paul Morgan (Honda CRX) 1:35.491; 37/B15 Douglas Brenner, Bob Kirby (Honda CRX) 1:36.040; 38/B16 Dave Edgar, Dave Nichols (Peugeot 505) 1:36.480; 39/B17 Frank Leary, David Dodds (Nissan Pulsar) 1:36.755; 40/A11 Tom Lepper, Brian Schmidt, Jim Whitaker (Mitsubishi Mirage) 1:37.359; 41/B18 Kellie Ryan, John Dimmer (Scott Conway) 1:39.007.

Race/161 laps, 308.315 miles

Whitaker, 144; 28/A8 McGraw, deWitt, 143; 29/B11 Jorda Criter, 30/B12 Brenner, Kirby, 141; 31/B13 Edgar, Nichols, 32/B Lee, Yonge; 33/B15 Cole, Christensen, Van Tress, 133; 34/B Ryan, Dimmer, Conway, Schmidt, 132; 35/A9 McAllister, Pfeif Basel, 120; 36/GT11 Kline, Gottlieb, 124; 37/NRA Overton Alkassian, 111; 38/B17 Leary, Dodds, 105; 39/NR-GT Spii Milledge, 94; 40/NRA McWinley, Figueras, 57; 41/NR-B Sjerf Cyphert, 14.

Time of Race: 4 hours

Winner's Average Speed: 76.616mph

Margin of Victory:

Fastest Race Lap:

Lap Leaders: Hall Jr., Nelson, Moore 1-56; McConnell, Hayn 57-88, 104, 109-113, 117-118; Heinrichy, Knowl 89-103, 105-108, 114-116, 119-161.

Escort Endurance Championship Team Point Standings—After 2 of 8 rounds

GT

1. Morrison-Cook Motorsports No. 98 Camaro
2. Morrison-Cook Motorsports No. 97 Camaro
3. Saleen Autosport No. 20 Mustang
4. Saleen Autosport No. 19 Mustang
5. Saleen Autosport No. 21 Mustang

A

1. General Tire No. 14 Nissan
2. TC Kline Racing No. 16 BMW
3. Autosport No. 26 Acura
4. Team Mazda No. 01
5. GTO Racing No. 36 Mitsubishi
6. K.C. Racing No. 34 BMW

B

1. Team GRR No. 42 Honda
2. Phoenix Racing No. 41 VW
3. Team GRR No. 43 Honda
4. Monroe Shocks/Team Brazil No. 40 VW
5. Wizard Racing No. 68 Honda



Corvette Challenge barnburner was fitting 'H'

CORVETTE CHALLENGE