

IMSA GT Cars in



photo by Llew Kinst

#6 Robert Newman Jr., 1974 Porsche 935K1.



photo by Douglas Bain

#16 Scott Heider, 1987 Roush Mustang Cobra.

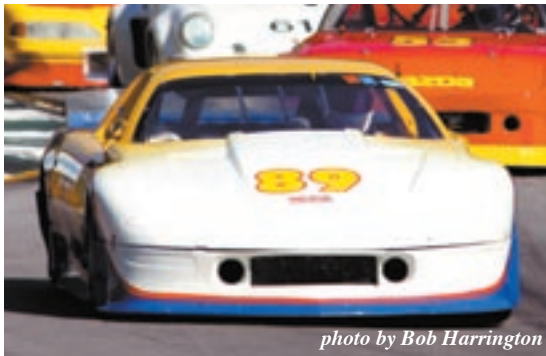


photo by Bob Harrington

#89 1993 Camaro.

IMSA GT

In 1968, John Bishop, lately Competition Director of the SCCA, founded IMSA, (International MotorSports Association).

Bill France, the head of NASCAR and the company that had built Daytona's famed banked racetrack, came in as an early partner and John, together with his wife Peggy, began organizing road races for formula and GT cars in 1969. Very quickly, they found that the GT cars attracted the largest grids (and paying customers!) and a theme was born.

By 1971, R.J. Reynolds, the tobacco company, had come on board with sponsorship money and IMSA began the GT series of races at Virginia Int. Raceway, Alabama Motor Speedway, Charlotte, Bridgehampton and Daytona saw pitched battles taking place between Dave Heinz and Or Costanzo in Big Block Corvettes plus Peter Gregg and Hurley Haywood in Porsche 914-6s, from which Hurley Haywood emerged as the first IMSA



photo courtesy of Rick Carey

#4 Oldsmobile 1995 Cutlass IMSA GTS.



photo by Josh Hires

#9 Jeff O'Callaghan, 1974 Porsche 914/6.



photo by Larry Van Scoy

#241 1974 Porsche 911 RSR.



photo by Larry Van Scoy

#64 Robert Blain, 2004 Corvette CSR.

n Vintage Racing



photo by Michael Sanata

#14 Arthur Porter, BMW CSL.



photo by Bob Harrington

#411 Chris Hartwig, 1993 Mustang.

T Racing -by John Starkey

Camel GT Champion. 1972 saw the ubiquitous Porsche 911 enter the fray and from then on, that basic car, either as a 911 or turbocharged 934 or 935 pretty much owned the IMSA Championship in the 1970s and early 1980s.

Along the way, there were some strong challenges from such as the afore-mentioned Corvettes, Camaros, BMW and Dekon Chevy Monzas came along winning some races. Al Holbert's Monza winning him the Championship in 1976 and 1977 but otherwise it was the decade of Porsche and Peter Gregg; He won no less than six IMSA GT Championships in those ten years. John Bishop did all he could to attract American manufacturers during this period but try as they might, (and Dekon Monza notwithstanding), it seemed impossible to stop the march of Porsche's steamroller with their classic RSR, 934 and 935. IMSA GT racing has continued in various forms and with various sponsors to this day.



photo by Ken Johnson

#89 Steven Frankel, 1997 Porsche 993 RSR.



photo by Mike Barter

#12 Roberto Albarran, Porsche 911.



photo by Bob Harrington

#191 Carlos de Quesada, 1987 GTR IMSA Porsche 944



photo by Bob Harrington

#02 Steve Cohen, 1974 Dekon Monza.



photo by Larry Van Scoy

#82 1989 Mazda RX-7; #201 1972 BMW CSL.