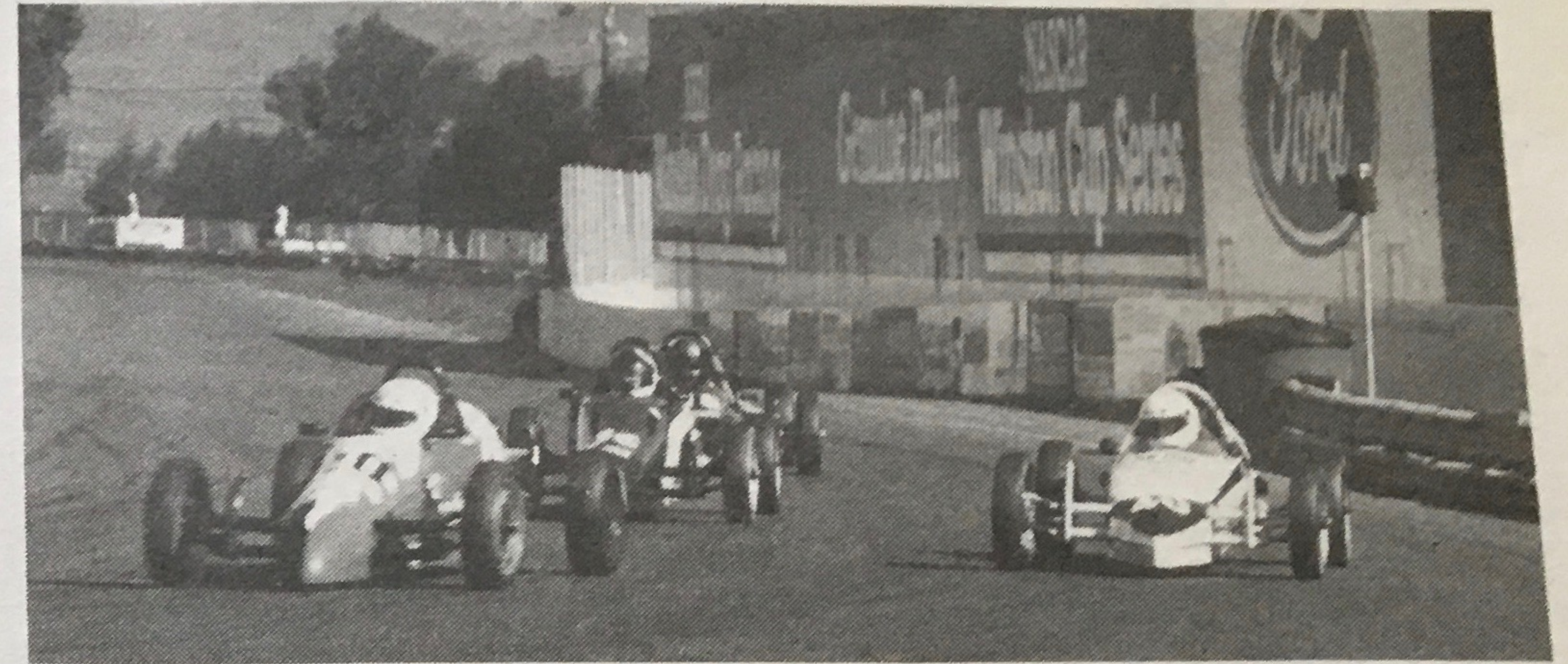


Doug Hargrove, Modesto, Red Devil (1), came off the second qualifying spot to run away with the Formula 440 win. Hargrove is seen heading into Sears Point's Turn 11. —John Kelly photo



Formula Vee winner Mark Zurlinden, Carmel Valley, Lynx B (40), at right, eventually passed novice Jonathan Fogarty, Davis, Mysterian (20). —John Kelly photo

More: Shames, Golden Poppy

er line-up, San Francisco Region continues to deliver a strong collection of Datsun 240Zs to contest ITS. ITS always delivers outstanding racing.

Revak brought the field to the green flag but it was Villalba who led the first lap. Amazingly, Revak was bumped out of first place and was now in sixth.

After the race, Revak told *The Wheel* he had been tapped by Rice on the Bimmer's left-rear corner going into Turn 1. "It wasn't intentional; it was just a racing incident," Revak said.

Rice took the lead on lap two. He and Villalba were side-by-side as they came by start/finish.

Immediately behind the lead pair was Ray; Art Muncheryan, San Francisco, Datsun 240Z; Ken Mollenauer, Santa Clara, Datsun 240Z; Revak; Mike Bridges, Oakland, Datsun 240Z; Brian Ohlemeir, San Ramon, Datsun 240Z; Bruce Peterson, Pleasant Hill, Datsun 240Z; and ITB leader Mike Courtney, Mill Valley, BMW 2002.

Courtney was holding sway in ITB and led that class from start to finish.

By lap four, Revak was up to fourth. At the half way point, Revak got around Ray to move into third, where he finished. Ray was fourth and the rest of the top 10 saw Muncheryan, Mollenauer, Bridges, Peterson, Ohlemeir, and Marshall Donig, San Rafael, Datsun 240Z.

Holding back ITB leader Courtney was novice Brandon Kraus, Castro Valley, Porsche 944, sitting in 11th.

Courtney stayed in front of Angelo Zucchi, Napa, Alfa Romeo, GTV; and Tom Wickersham, San Ramon, BMW 2002. The trio ran the whole race in that order until the checkered flag.

Unfortunately a car left the road late in the race and the pace car scored its second overall win of the day. So far it's Pace cars—2 and Racers—1.

After the race and the weigh-in ceremony, the BMW 325is models of Revak and 13th place Greg Cabo, Newport Beach, were found to be underweight. A similar finding was made after the sea-

son opener on Revak's car and he is appealing the steward's decision. As the matter is on appeal, Revak was allowed to race. At issue is whether the SCCA weight spec for the car is correct. Thus the final decision on whether Revak was third today has yet to be decided.

Pete Boeck thoroughly demoralizes formulas, sports racers

Race 2 for FA, FC, ASR, SCR, S2, SS2
By George Carazo

Boeck enters, Boeck races, Boeck wins.

All right. With that out of the way, suffice it to say that Pete Boeck, Santa Rosa, Redwood Development RT4, motored to yet another uncontested first place finish. While Boeck had qualified a scant .392 of a second faster than the second place ASR of Mike McHugh, Belmont, B.A.D.

Co. Anson SA4, Boeck accepted the checkered flag over 32 seconds ahead of McHugh!

The race got off to a relatively clean and quick start but the tempo slowed temporarily on the second lap after an incident involving several cars in the Turn 4 area left the track littered with debris and oil. The pace car completed a couple of circuits while the always efficient crews tidied up a very sloppy track.

Once racing resumed, the top three cars fell quickly back into line. Despite some early pressure from the CSR of Marc Hoover, McHugh finished in a comfortably secure second place. Mark Pringle, Burlingame, was the provisional third place winner but he was later disqualified when his car was discovered to be underweight. After Pringle's disqualification, third overall and first in FC went to Scott Bradley, Menlo Park, Bradley Racing/Dinan Van Diemen.

In addition to his fine finish, Bradley had a very hot couple of early laps racing for position against Bob Siska, San Francisco, N.T.E. Ralt. Until his RT5 succumbed to a faulty engine, Siska himself had grappled with Pringle.

Dwight A. Matheson, Monte Sereno, Margraf

Racing Swift, finished fourth overall and second in class in FC.

In a rather exciting last lap resolution to the race for fifth overall and first in S2, Jeff Glenn,

WHEN YOU WANT THE BEST

PERFORMANCE • QUALITY • PRICE
CONTACT US FOR DISCOUNT MAIL ORDER PARTS.
WE PAY FREIGHT ON ALL ORDERS.
SERVICING:
FORD 1600 FORD 2000 TRIUMPH

ALSO:
ENGINE PREPARATION AND SERVICE FOR VINTAGE CLUB OR NATIONAL RACING

VALVES
WE OFFER COMPETITIVE STAINLESS STEEL AND TITANIUM VALVES AND VALVE TRAIN COMPONENTS FOR IMPORT AND DOMESTIC APPLICATIONS

STERLING

ENGINES

(209) 267-5081

MC

VIS

Arthur M. Muncheryan, DDS

"The Racer's Dentist"

BY APPOINTMENT
Telephone (415) 665-1500

377 West Portal Avenue, Suite 3
San Francisco, California 94127

Date 04-10-1994
SHAMES CONSTRUCTION GOLDEN POPPY REGIONAL
SEARS POINT INTERNATIONAL RACEWAY Track Length 2.523 Miles

Victory Margin 1.053
Race Length 32.799 Miles, Time of 30:39.126, Average MPH 64.202 FV 440

Table with columns: POS, CLASS, DRIVER, HOMETOWN, SPONSOR, REG., MAKE, #LAPS, TIME. Lists race results for Group 1.

TIME POSTED 10:30 CHIEF OF TIMING & SCORING BILL & PATTY DWYER
R&D Engineering Timing and Scoring System

* NOT RUNNING AT FINISH
Fastest lap by DOUG HARGROVE #1 time: 1:52.417 on lap 5 @ 80.80 MPH
Number of starters : 24 Number of finishers : 20
LAP LEADER(S)
CAR# LAP to LAP
71 1 - 1
1 2 - 13
LEAD CHANGES 1 BETWEEN 2 CARS

CLASS WINNERS
FV # 40 Race Average 64.119 MPH | 440 # 1 Race Average 64.202 MPH

Date 04-10-1994
SHAMES CONSTRUCTION GOLDEN POPPY REGIONAL
SEARS POINT INTERNATIONAL RACEWAY Track Length 2.523 Miles

Victory Margin 55.566
Race Length 32.799 Miles, Time of 27:51.296, Average MPH 70.650 ITB ITS

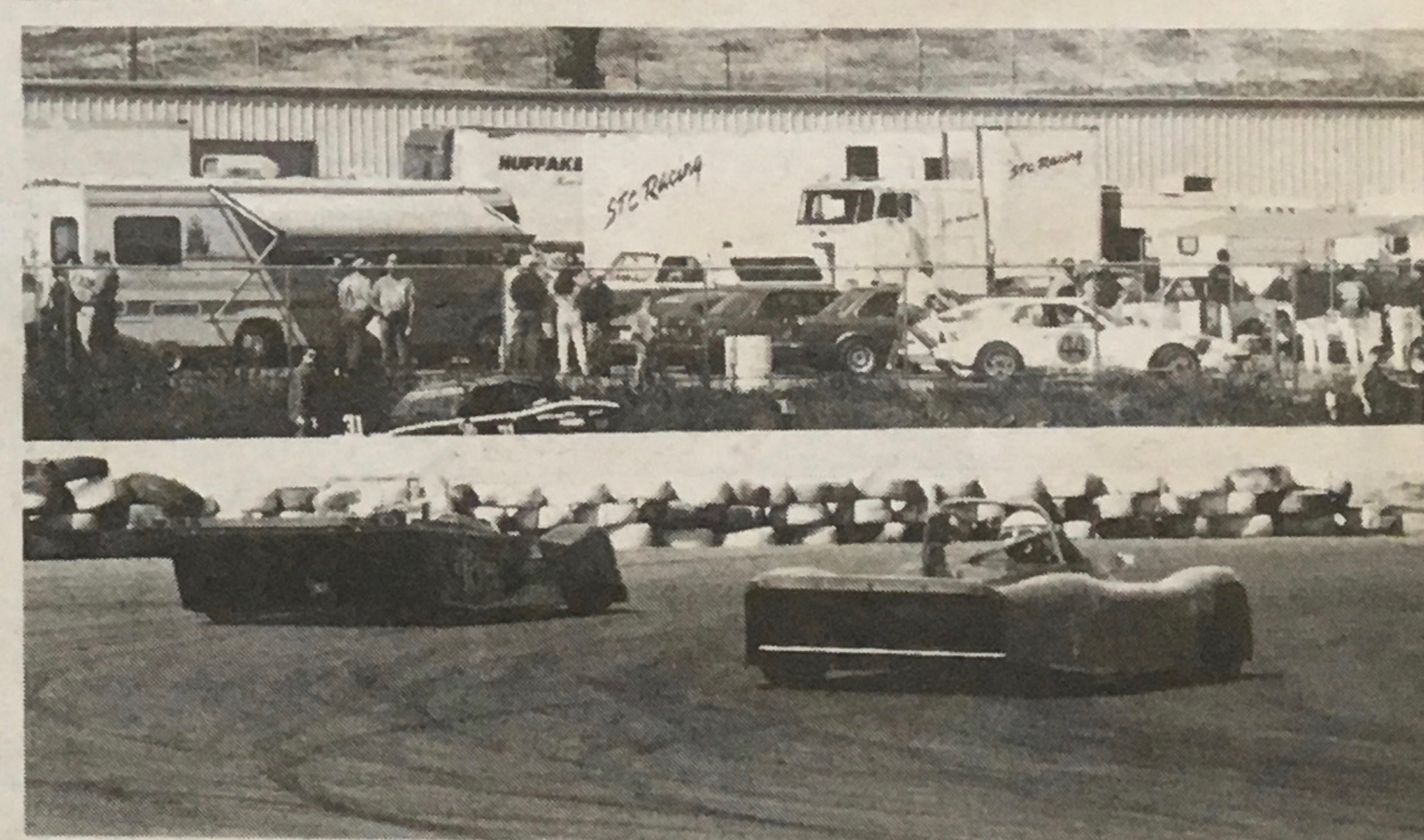
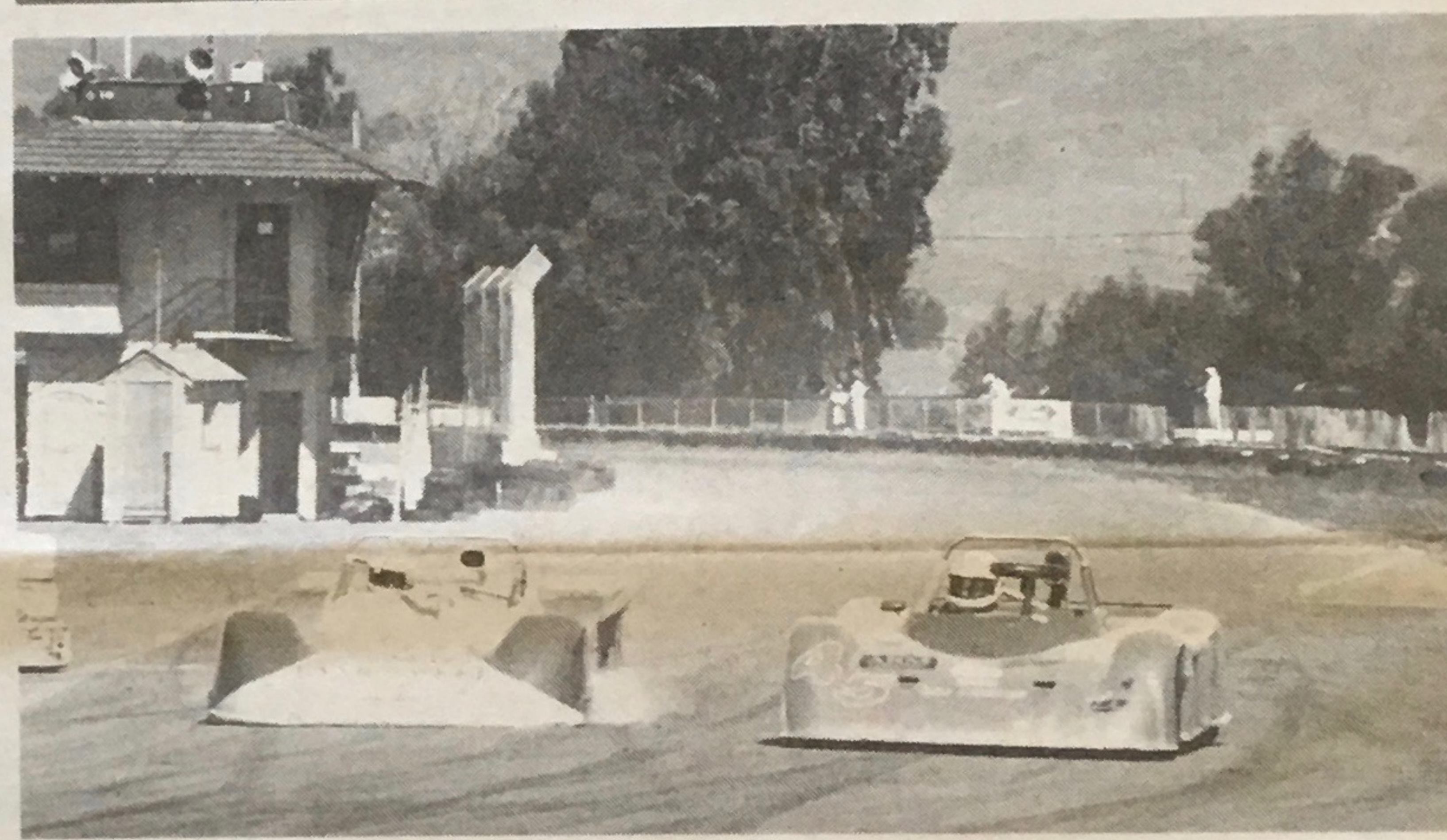
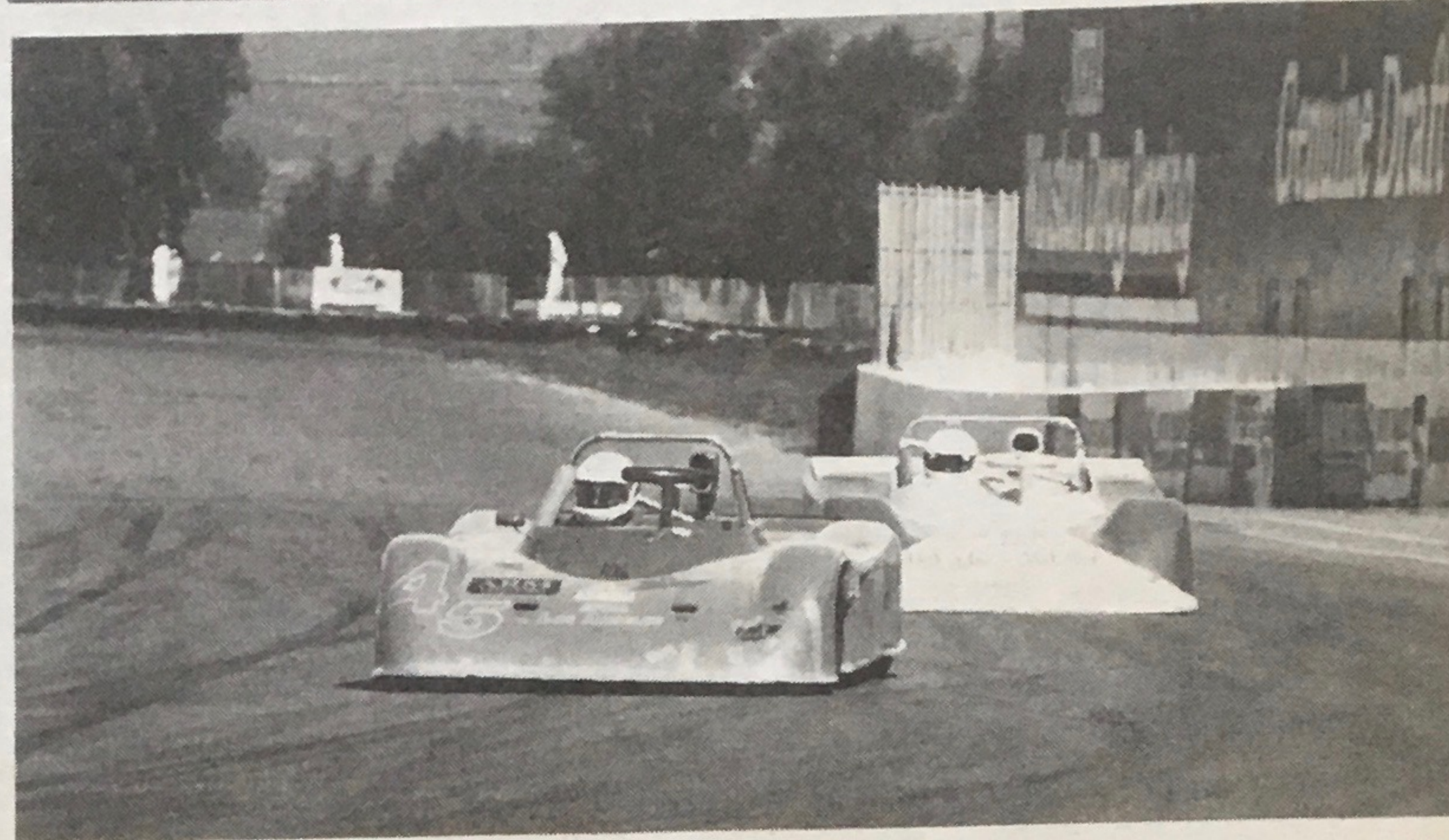
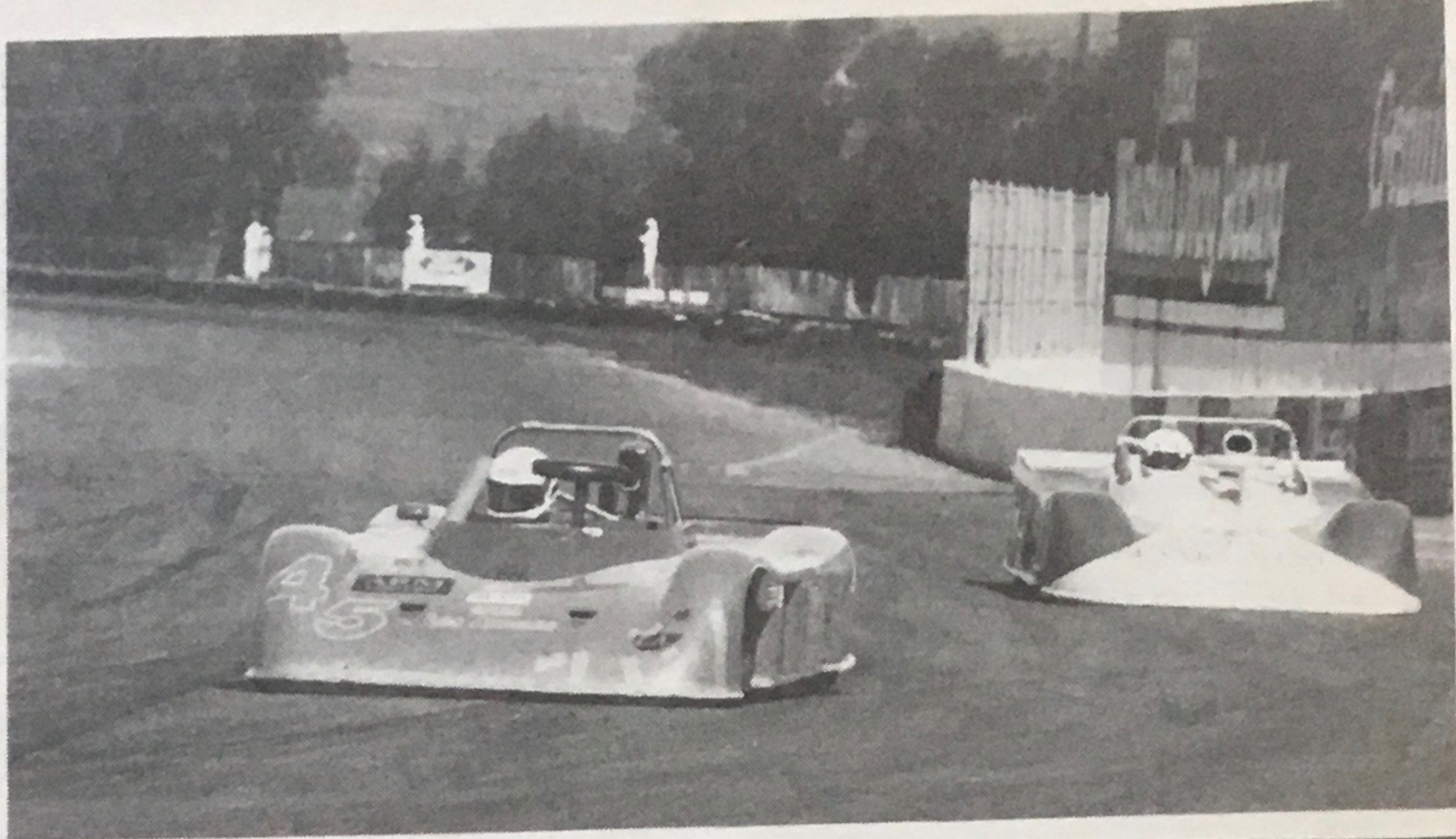
Table with columns: POS, CLASS, DRIVER, HOMETOWN, SPONSOR, REG., MAKE, #LAPS, TIME. Lists race results for Group 9.

TIME POSTED 11:20 AM CHIEF OF TIMING & SCORING BILL & PATTY DWYER
R&D Engineering Timing and Scoring System

* NOT RUNNING AT FINISH
& CAR NOS. 1 & 7 UNDERWEIGHT-POSITION & RESULTS PROVISIONAL PENDING APPEAL BY#7
Fastest lap by VIC RICE # 44 time: 1:53.595 on lap 4 @ 79.95 MPH
Number of starters : 40 Number of finishers : 39
LAP LEADER(S)
CAR# LAP to LAP
91 1 - 1
44 2 - 13
LEAD CHANGES 1 BETWEEN 2 CARS

CLASS WINNERS
ITS # 44 Race Average 70.650 MPH | ITS # 44 Race Average 70.650 MPH

ITS RESULTS ARE PROVISIONAL -- ITB RESULTS ARE OFFICIAL



For the entire race, it was Simon DeLouie, Studio City, Swift DB2 (45), closely pursued by Jeff Glenn, Pleasanton, Tiga (18). The top two photos show Glenn pondering—on different laps—a mode of passing. In the third photo Glenn saw an opening and took the lead, going a bit wide on the exit. DeLouie attempted to use his tighter exit line to regain the lead but the race belonged to Glenn with DeLouie second. — Jim Martin photo

More: Shames, Golden Poppy

Pleasanton, Tiga, and Simon T. DeLouie, Studio City, Richard Heer Racing Swift, battled it out until the very last corner of the last lap. DeLouie had managed to stay a hair's breadth ahead of Glenn until the last lap of the race when Glenn tried an "all or nothing" inside pass on DeLouie in Turn 11. There was a blaze of tire smoke and the screeching of tires and Glenn emerged ahead of DeLouie as they came into the pit straight.

Seventh overall and third in S2 went to Keith Betchley, Folsom, RB Fabrication Swift. Betchley finished a nose ahead of San Francisco's Jeff Wong, Continuing Saga Racing Swift, who for 16 laps had not allowed more than a couple of centimeters to separate his car from Betchley's.

First in class went to Marc Hoover, Cameron Park, European Performance Eagle/Mazda. Hoover had run impressively during the early stages of the race and had been pressing McHugh for second before mechanical problems forced him out of the competition on the ninth lap.

In SS2, Dennis Custard, Sacramento, Concept Fabrication Tiga, and Darryl Cheung, Castro Valley, Engine Specialties Tiga, were locked in a race for second in class that also involved the FA of Bill Orrange, Redwood City. Custard led the group followed by Orrange and then Cheung until the eighth lap when Orrange got around Custard and broke up the trio. Two laps later Cheung got around Custard for the lead in class. Custard kept up a good fight until he began to lose power late in the race.

Cheung then took off after the SS2 of Dan Payne, Petaluma, A&T Automotive Lola. Unfortunately, Cheung indulged himself in a bit of over-exuberance and found himself out of the race when he spun coming out of Turn 7. Payne finished first in SS2 and Orrange went on to finish 10th overall.

Commendations are in order for two drivers who made excellent runs from the very back of the pack. Joe Reitmeir, Los Altos, Reitmeir's Werkstatt, Inc. Ralt, started last on the grid and had moved to 12th overall by the end of the second lap. He looked to be on a spectacular run until mechanical problems caused him to slow.

John Montano, Berkeley, Fratelli Montano/Apex Models ME4, had to pit on the very first lap

TRICK racing gasoline
112 Octane TRICK
119 Octane 'TURBO'
104 Octane Unleaded

STAY OUT FRONT WITH THE LEADER
Available in three specialized blends to satisfy the demands of your high performance engine. All three are refined using only the finest domestic crudes and patented fuel components, resulting in gasolines whose consistency and quality are second to none.

Please call (800) 444-1449 for technical inquiries, customer service and the distributor nearest you.

TRICK Enterprises, 1189 Morena Blvd., San Diego, CA 92110