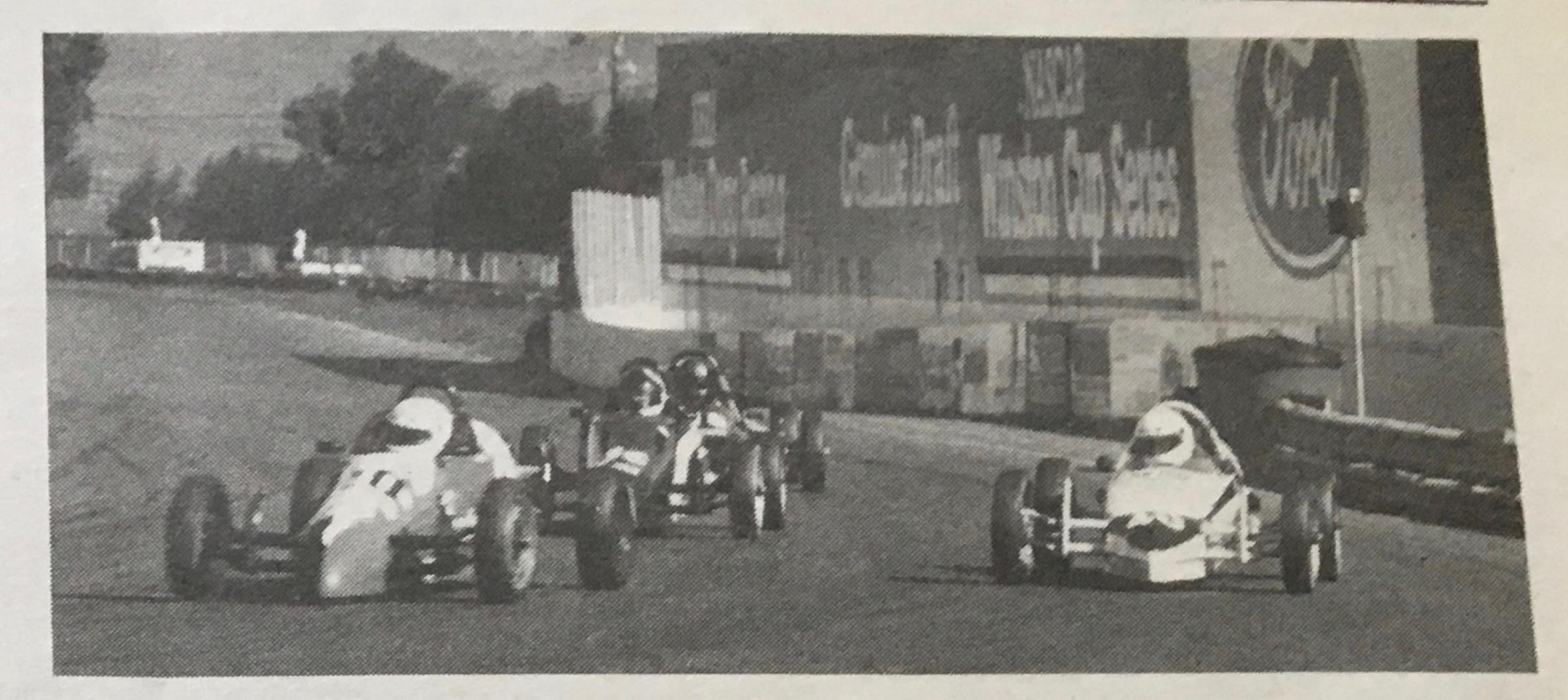


Doug Hargrove, Modesto, Red Devil (1), came off the second qualifying spot to run away with the Formula 440 win. Hargrove is seen heading into Sears Point's Turn 11. —John Kelly photo



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,

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SPORTS CAR CLUB OF AMERICA SAN FRANCISCO REGION REVISED OFFICIAL RACE RESULTS

Sanction # 94-RS-32P/33P

GROUP 1 Date 04-10-1994 SHAMES CONSTRUCTION GOLDEN POPPY REGIONAL Track Length 2.523 Miles SEARS POINT INTERNATIONAL RACEWAY FV 440 Victory Margin 1.053 Race Length 32.799 Miles, Time of 30:39.126, Average MPH 64.202

我就是这种的现在分词,我就是我们就是我们就是我们的,我们就是我们的,我们就是我们的,我们也没有我们的,我们也没有我们的,我们也没有我们的,我们就会会会对什么,我们也没有我们的,我们也没有我们的,我们就会会会会会会会会会 DRIVER, HOMETOWN R&D TIMING SYS 22 SF RED DEV 13 1:52.417 T&J RACING 20 SF KBS MK5 13 1:54.235 440 1 DOUGLAS HARGROVE, MODESTO KVM RACING 18 SF KBS MK5 13 1:53.271 TONY ESPERANCA, MURPHYS SHEEDY CRANE CO 16 SF RED DEV 13 1:52.693 MARK WININGER, BENICIA PAKLINE PKG'G MACHIN 22 SF LYNX B 13 1:55.583 N-JIM JOHNSON, SAN FRANCISCO SIESTA RACING 20 SF MYSTERI 13 1:55.128 MARC ZURLINDEN, CARMEL VALLEY THOMAS FOGARTY WINERY 18 SF MYSTERI 13 1:55.971 PATRICK MORAN, PALO ALTO N-JONATHAN FOGARTY, DAVIS 16 SF LYNX B 13 1:57.218 N-PAUL NORMANDIN, SAN JOSE CALDWEL 13 1:58.859 FV 5 N-RICH KEENAN, PALO ALTO 12 SF CALDWEL 13 1:57.647 JON MULBERG, CAMPBELL AWARD SIGNS - LIVERMORE 11 SF DAN MIESKALSKI, LIVERMORE 13 2:03.010 I.B.E.W. LOCAL-617 10 SF FV 8 WILLIAM DEAN, BELMONT 9 SF SSE-NAT 13 2:05.171 FV 9 DENNIS GOTELLI, CORDELIA 8 SF CRUSADE 13 2:05.524 FV 10 DAVID J ROSSI, CROCKETT CARACAL 13 1:58.631 FV 11 DAVID SCHRADY, MONTEREY CAVALLINO COLLISION REP 6 SF ZINK FV 12 RUDY TORRES, REDWOOD CITY PARTS HOUSE-STOCKTON/L 3 SF CRUSADE 12 2:17.356 FV 13 N-PAMELA RUGGLES, STOCKTON 10 2:04.016 ROD'S RACE GRAPHICS 3 SF MYKER FV 14 N-GEORGE WELLNER, SACRAMENTO 8 1:58.871 3 SF LYNX B FV 15 TIM BARTON, CAMPBELL 8 2:06.704 LIQUID LAB, INC 3 SF PATTON 16 N-LUC NOEL, SALINAS 5 1:59.796 SF VIPER JEAN MEURIS, BERKELEY 4 2:03.610 LYNX B DAVID ULLSTROM, MILPITAS SF CARACAL 1 2:40.541 CYCLE WEST PETALUMA AMERICO CABRAL, ROHNERT PARK SF RED DEV 0 NO TIME USA PERCEN JOE ROZELLE, MODESTO SF KBS MK7 DON'S WORKSHOP DONALD M CLAR, PLEASANT HILL SF RED DEV REMEDY CORP/OZNOG MTRS ERIC CHRISTENSEN, SAN JOSE SF HYENA DASH 2000 BRADLEY KERTH, SEASIDE SF SLEEK SCOTT SHELLEY, SAN FRANCISCO RON CHUCK ENGINEERING SF MYSTERI SPARROWHAWK RACING RAY SUKEKANE, PALO ALTO SF CARACAL COYOTE CREEK RANCH KIMBAL STANLEY, SAN JOSE SF RELUCTA MIKE De LAPP, SAN JOSE

CHIEF OF TIMING & SCORING BILL & PATTY DWYER TIME POSTED 10:30

R&D Engineering Timing and Scoring System

* NOT RUNNING AT FINISH Fastest lap by DOUG HARGROVE #1 time: 1:52.417 on lap 5 8 80.80 MPH LAP LEADER(S) Number of starters: 24 Number of finishers: 20 LAP to LAP CAR#

2 - 13 1 BETWEEN 2 CARS LEAD CHANGES

|----- CLASS WINNERS ----- | |----- CLASS WINNERS -----| FV # 40 Race Average 64.119 MPH | | 1440 # 1 Race Average 64.202 MPH |

SPORTS CAR CLUB OF AMERICA SAN FRANCISCO REGION PROVISIONAL RACE RESULTS GROUP 9 Date 04-10-1994 SHAMES CONSTRUCTION GOLDEN POPPY REGIONAL

Sanction # 94-RS-32P/33P

1 - 1

Track Length 2.523 Miles SEARS POINT INTERNATIONAL RACEWAY Victory Margin 55.566 ITB ITS Race Length 32.799 Miles, Time of 27:51.296, Average MPH 70.650 REG. MAKE #LAPS TIME SPONSOR DRIVER, HOMETOWN CLASS -POS

13 1:53.595 STACY SUSPENSION SYSTEMS 22 SF 944 ITS 1 VIC RICE, SAN RAFAEL 13 1:54.345 ITS 2 CESAR VILLALBA, PALO ALTO STACY SUSPENSION/REBELLO 20 SF 240Z 13 1:54.199 DIAMITE/A&E PERF. 18 SF 325is &ITS 3 RUDY REVAK, LOS GATOS 13 1:54.136 ADVANTAGE TECHNICAL SVC 16 SF 240Z ITS 4 DAVID RAY, DANVILLE 13 1:55.305 JEFF JIO FIRESTONE 14 SF 240Z 5 24 ITS 5 KEN MOLLENAUER, SANTA CLARA 13 1:54.782 THE RACER'S DENTIST 12SF 240Z ITS 6 ART MUNCHERYAN, SAN FRANCISCO 13 1:56.102 Z DOCTOR/REBELLO/S3 11SF 240Z MIKE BRIDGES, OAKLAND 13 1:56.916 CALIFORNIA CLASSICS 10 SF 240Z BRUCE PETERSON, PLEASANT HILL 13 1:56.606 9 SF 240Z ITS 9 BRIAN OHLEMEIER, SAN RAMON 8 SF 240Z 13 1:57.153 ITS 10 MARSHALL DONIG, SAN RAFAEL 13 1:57.732 -7 SF 944 ITS 11 N-BRANDON KRAUS, CASTRO VALLEY YENICK MTRSP/ROGER 13 1:59.776 KIRBERG RACING GROUP 22 SF 2002 ITB 1 MIKE COURTNEY, MILL VALLEY 13 1:58.492 6 CC 325is &ITS 12 N-GREG CABO, NEWPORT BEACH 13 2:01.232 GRAN TOURING AUTOBODY/AIM 20 SF GTV ITB 2 ANGELO ZUCCHI, NAPA 13 2:01.125 COMPETITION AUTOWERKS 18 SF 2002 ITB 3 TOM WICKERSHAM, SAN RAMON AL'S AUTOBODY 16 SF VW GTI 13 2:02.974 ITB 4 ALBERT BETESFANDIAR, SAN JOSE 13 2:02.215 STACY SUSPENSION SYSTEMS 14 SF VOLVO ITB 5 BOB CARTER, DANVILLE VONNIE INC 12 SF SCIROCC 13 2:02.656 ITB 6 N-DAVID BROWN, SAN JOSE ITB 7 PAUL FREDERICK, SANTA ROSA PJ'S FOREIGN AUTOMOTIVE 11 SF 142E 13 2:01.829 13 2:03.113 A&E PERFORMANCE 10 SF 2002 ITB 8 MICHAEL LUEDDEKE, SAN JOSE 13 2:03.037 NORTHBAY BAVARIAN-SANTA R 9 SF 2002 ITB 9 ROB FERRERO, MENDOCINO 13 2:03.337 WOLFSPORT 8 SF RABBIT ITB 10 KEANE GRIVICH, PLEASANT HILL 13 2:05.041 KB ENT/Z DR/DANDOS PERF 3 SF 240Z ITS 13 ROBERT BOSWORTH, NAPA 13 2:03.449 S-CAR-GO 7 SF VW GTI ITB 11 N-JEREMY BERNAU, SACRAMENTO ITS 14 DAVID BALINGIT, SANTA CLARA CASSARA BROS/DATA TECH 3 SF 280Z 13 2:02.156 WOLFE SPORT 6 SF RABBIT 13 2:00.910 ITB 12 FRED NELSON, FAIRFAX 12 2:05.982 3 WN GTV ITB 13 JAY ILIOHAN, SILVER CREEK, NY CONVERSION TECHNIQUES 3 SF 2002 12 2:06.698 ITB 14 MIKE MILLS, CONCORD 12 2:07.228 ABC MUSTANG REPAIR 3 SF PINTO ITB 15 MIKE STREETS, SAN LEANDRO COMPETITION AUTOWERKS 3 SF 2002 12 2:08.161 ITB 16 JIM WICKERSHAM, ALAMO 12 2:10.274 SNAP-ON TOM PARDINI 3 SF 2002 ITB 17 N-GREG GALLAGHER, SAN JOSE GRAN TOURING AUTOBODY 3 SF GTV 12 2:09.491 ITB 18 JIM MIGLIAVACCA, NAPA ALL DIESEL ELECTRIC 3 SF CAPRI 12 2:10.763 ITB 19 N-GUS GRAU, JACKSON HOT LAP IN-CAR TIMERS 3 SF DTSN610 12 2:10.983 ITB 20 N-J.GLENN GRAY, SAN JOSE SCHATZ & KRUM IND. BMW 3 SF 2002 12 2:10.732 ITB 21 N-MICHAEL RYAN, FAIROAKS ALL PARTS AUTO 3 SF RABBIT 12 2:15.224 ITB 22 ANDY BANTA, SAN JOSE ARM SYSTEMS 3 SF MANTA 12 2:01.857 ITB 23 ROY MANALASTAS, WINDSOR *ITB 24 DAVID L ANDERSON, LOS ALTOS HILLS PENNKRAFT RACING 3 SF PINTO 11 2:05.555 3 SF 240Z 10 2:00.946 ITS 15 CAROLE SISKA, APTOS

SF 2002 HANS KOPECKY/DIAMITE CONNIE E REMKUS, SAN CARLOS CHIEF OF TIMING & SCORING BILL & PATTY DWYER TIME POSTED 11:20 AM 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

AUTOMOTIVE MAGIC

EXHAUST OUTLETS-COLMA

Number of starters: 40 Number of finishers: 39 LAP LEADER(S) LAP to LAP CAR# 2 - 13 LEAD CHANGES BETWEEN 2 CARS

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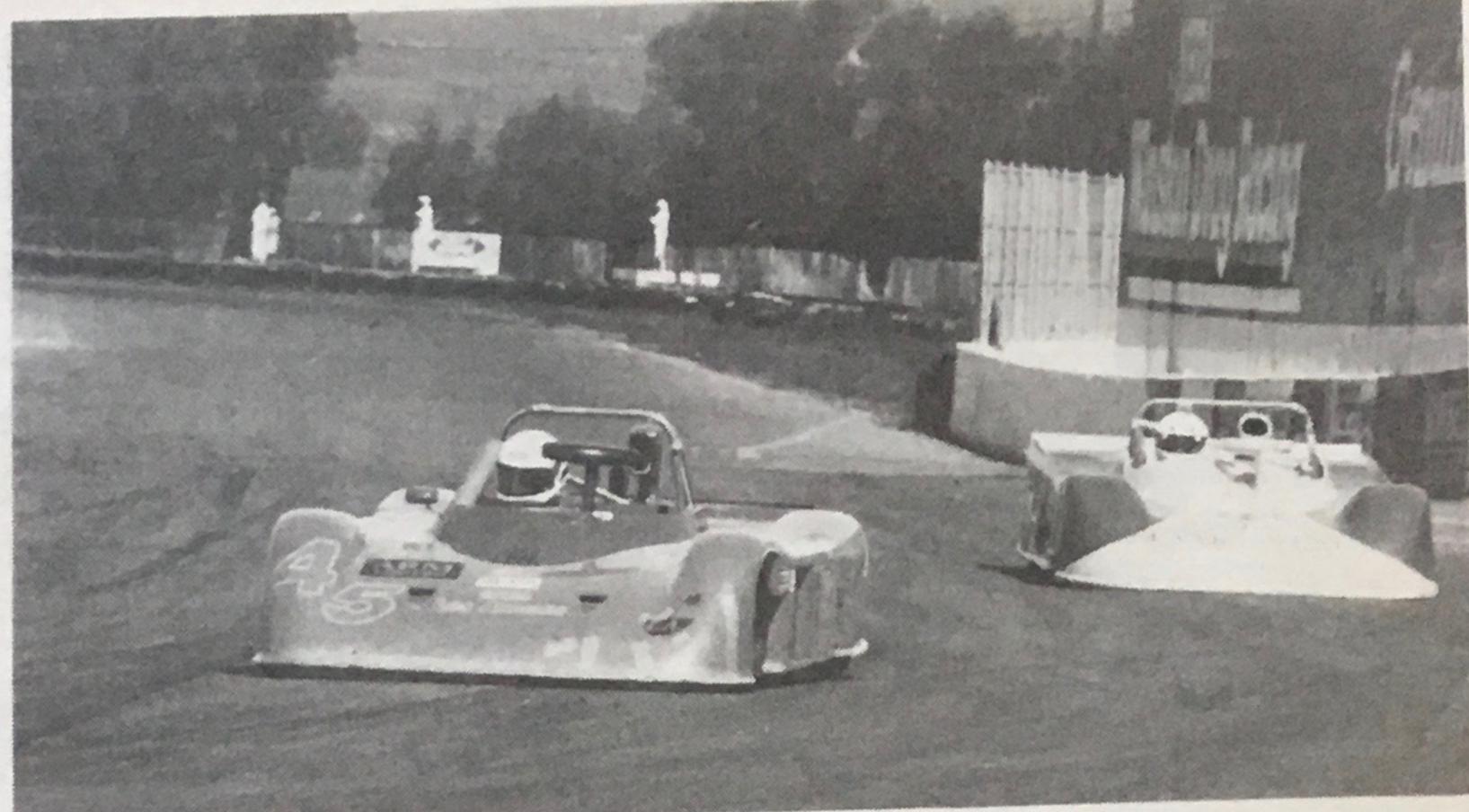
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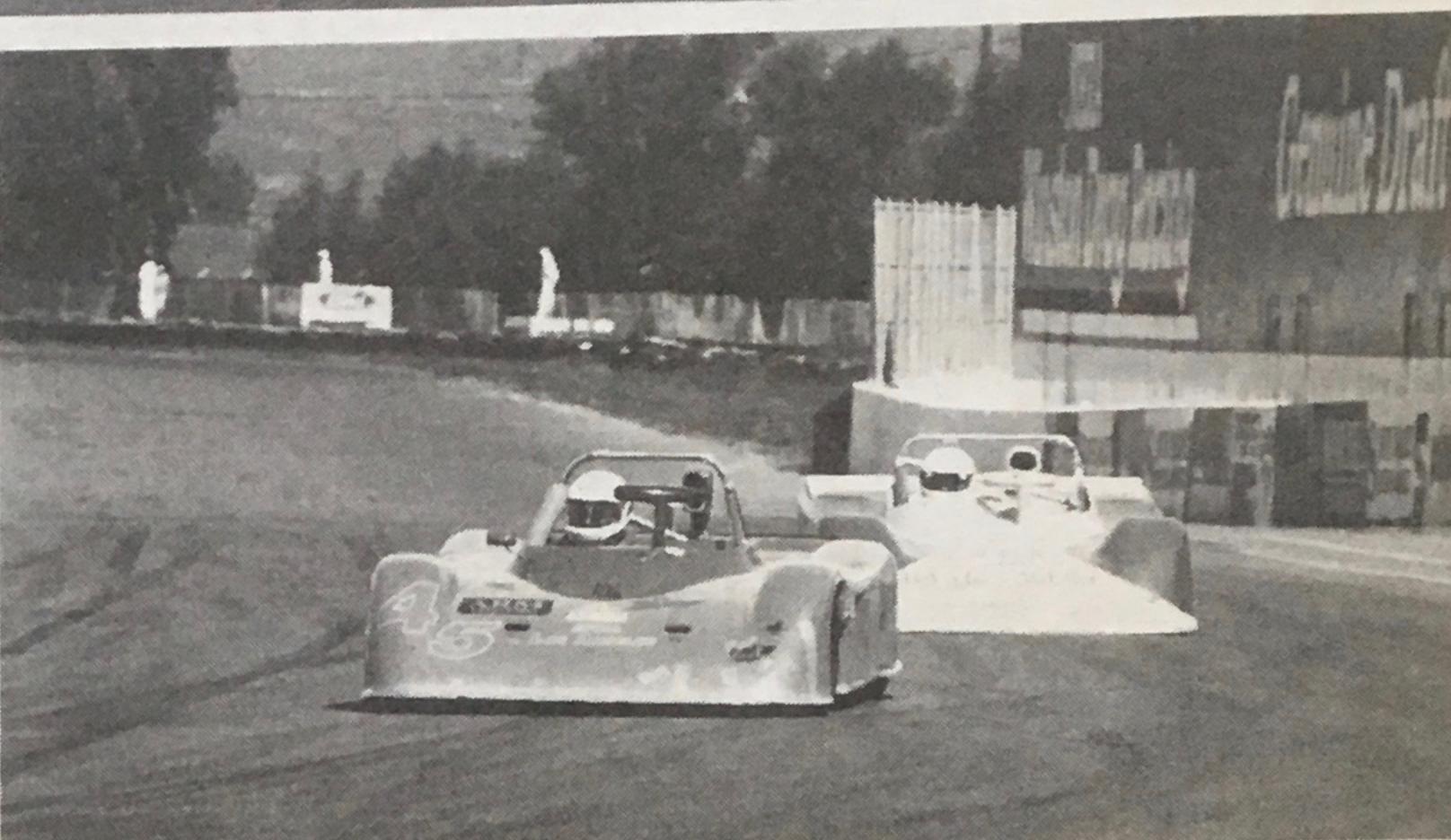
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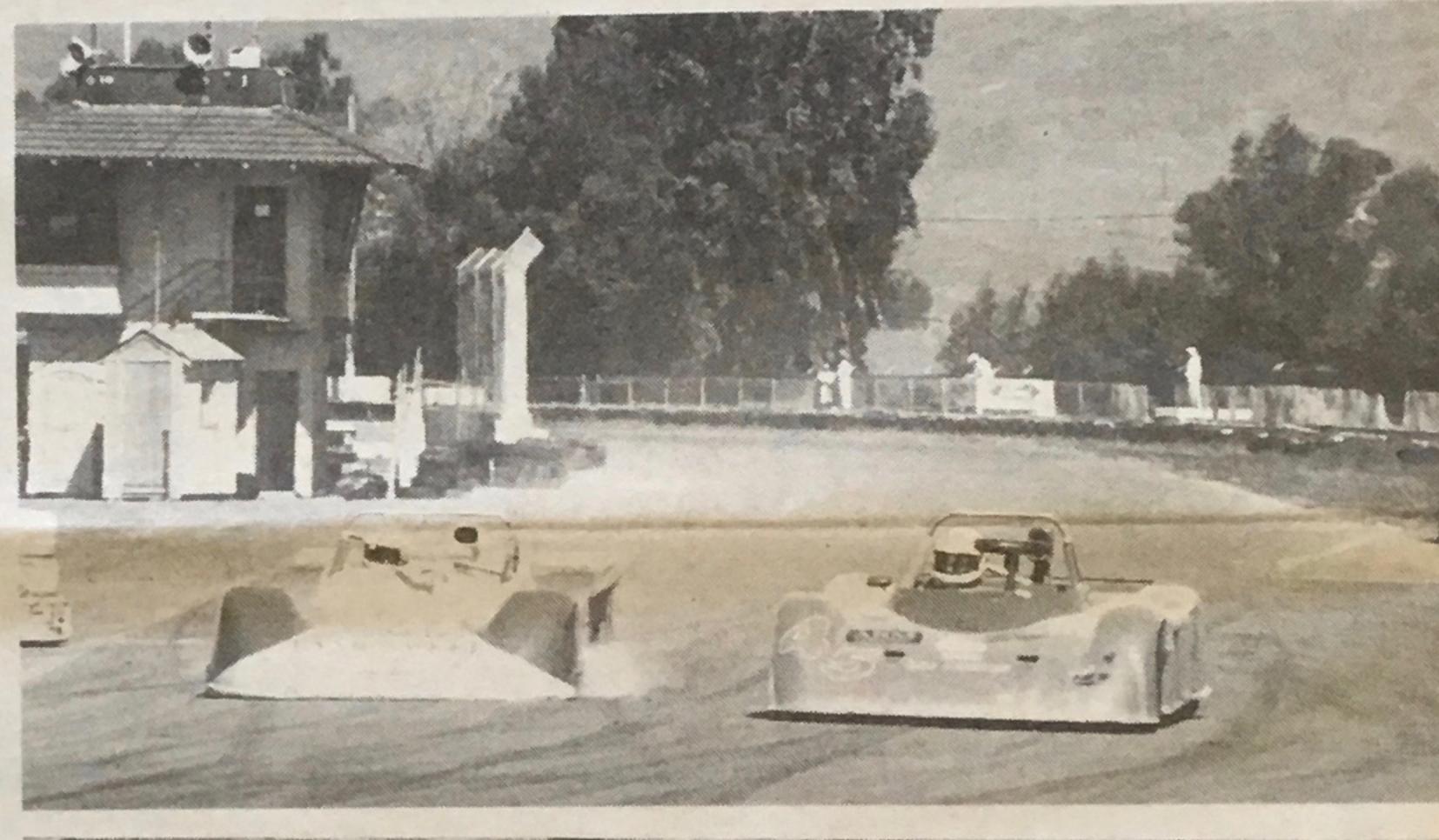
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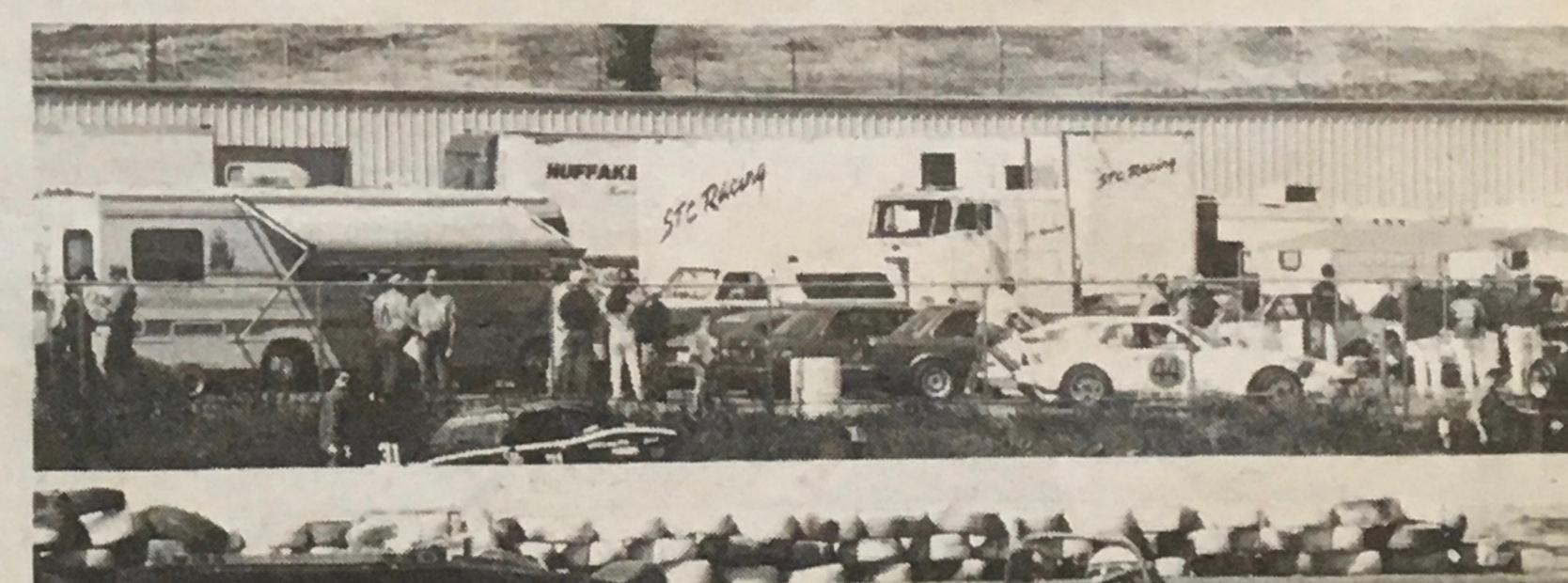
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For the entire race, it was Simon DeLouie, Studio City, Swift DB2 (45), closely pursued by Jeff Glenn, Pleasanton, Tiga (18). The top two photos show Glenn pondering—on different laps—a mode of passing. In the third photo Glenn saw an opening and took 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 overexuberance 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