

(mechanical); 37/10. S (12) Mark Knepper/SSZ Stradale/GY, 13 laps; 38/11. S (7) Bob Bondurant/Saleen Mustang/GY, 8 laps (accident); 39/12. S (1) Jeff Nowicki/Corvette/BFG, 7 laps (overheating); 40/13. S (9) Steve Saleen/Saleen Mustang/GY, 6 laps (fire); 41/17. SP (50) Glenn Boros/Olds Achieva/GY (mechanical); 42/14. S (2) Victor Sifton/Camaro/GY, 4 laps (mechanical); 43/17. SP (32) David Rosenblum/Saturn/GY (mechanical); 44/12. T (18) Keith Mitchell/Mustang Cobra/GY, 3 laps (mechanical); 45/18. SP 51) Brad Sofronas/Olds Calais/BFG (engine); 46/15. S (10) Paul Brown/Mustang/GY, 1 lap (mechanical); 47/19. T (24) Paul Armstrong/Eagle Talon/GY (crash); 48/19. SP (53) Alain Chebeir/BMW 325i/ GY, 0 laps, DNS; 49/15. S (17) Wade Mueller/SSZ Stradale/GY, DNS; 50/20. SP (52) Prestin Read/Olds Calais/GY, DNS; 51/20. T (31) Gene Culbreth/Mustang Cobra/GY, DNS; 52/16. S (16) Pierre Bareil/Mustang/N.A., DNS. **DISQ:** Ron Emmick/Olds Achieva/GY. **Time Of Race:** 47m47.822sec; **Length of Race:** 80 miles; **Margin of Victory:** Sports class 32.52sec; Touring class 11.88sec; Super Production class 4.483sec; **Fastest Race Lap:** Murry: 2:19.244 (103.41mph) **RECORD;** Course Record set in Touring Class by Lewis 2:27.820 (97.415mph). **Lap Leaders:** Heinrich 1-1, Murry 2-20.

## American City Racing League: Round 4

### Zarcades Beats Heat

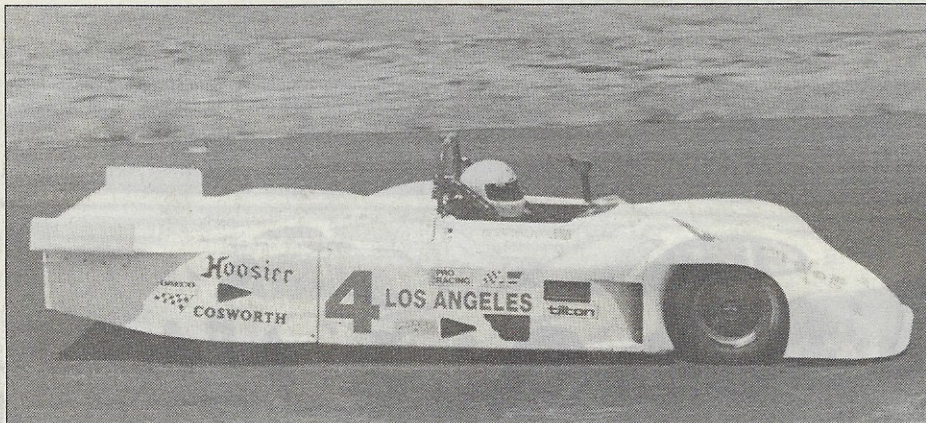
• **ROSAMOND, CALIF., June 25** Temperatures were well over the 100-degree mark with little breeze to cool things down at Willow Springs Raceway, but San Diego resident Peter Zarcades' Wynn's Oil/Swift DB-5 conquered both and took the victory after 20 action-filled laps.

Polesitter Lee Lucas took the lead at the green flag in his Saturn/Audiovox/Swift DB-5, followed by Zarcades, Rick Ferguson and Phil Mahre. Unfortunately, at Turn One on the second lap, two of the Sports 2000 class competitors tangled—Leslie Clark's Clark Racing/Swift DB-2 and Ian Wood's similar mount sponsored by IWE Rear Ends Only. This brought out the first of the two full-course yellows. Clark's day was done, and although Wood limped to the pits, he also retired due to a broken wheel and bodywork damage.

On the restart, Zarcades got out front with Lucas and Mahre's Marker Ski Bindings/Lange Ski Boots-sponsored Lola in hot pursuit. This trio pulled away and put a lot of daylight between the next group of Super Sports 2000 cars led by Leo Sismani's California Scene/Valvoline/Swift and the similar machines of Jeff Glenn (Bank of the West) and Rick Ferguson (Diversified Metalworks).

Greg Loebel, an ex-North American Pro Series driver using an Oldsmobile power plant, came from Florida to compete with ACRL this weekend and qualified fifth. He spun out of fifth place on lap five at Turn Five exit. Perhaps five is not his lucky number! He rejoined in last place and started his charge through the field, getting some help on lap 11 when the second full-course yellow closed up the pack. The caution was caused when Glenn's mount lost an oil line, making his Swift look more like a blow torch than a race car. Jeff then spun in the slippery stuff and came to rest on the track at the top of the hill at Turn Four. A luckless Sismani, who was Team San Diego's only remaining participant after Ian Wood's demise, was right behind Glenn when the line let go, spun in the same oil and got high centered at Turn Three, losing a lap getting free.

On the restart Zarcades (Team Los Angeles) retained the lead, followed closely by Lucas



D.E. BAER

Peter Zarcades' lead survived two full-course yellows and temperatures over 100 degrees at Willow Springs.

(Team San Jose), Team Reno's Mahre and Loebel (Team St. Petersburg) who had a great restart and was back to his original position before his spin. This foursome soon pulled out a lead on the rest of the field.

After setting fastest lap and a new track record on lap 17, Zarcades took the checkered flag 1.311sec ahead of Lucas. Mahre put four wheels off at the exit of Turn Five two laps from the end, but held off Loebel for third. The ever-consistent Ferguson finished fifth ahead of Jim Paul. Tirinnanzi was seventh overall and first in Sports 2000 ahead of Guenther (Team Los Angeles), while Chris Ronson and Sismani rounded out the top 10. —Mary Mitchell

• **QUALIFYING: Pos. Driver (chassis/engine tuner/all Hoosier tires). Time over 2.5-mile road circuit.** 1. Lee Lucas (Swift DB-5/Rust) 1:20.396; 2. Peter Zarcades (Swift DB-5/Jennings) 1:20.573; 3. Phil Mahre (Lola 89/90/Jennings) 1:20.913; 4. Rick Ferguson (Swift DB-5/Jennings) 1:21.284; 5. Greg Loebel (Miller/Quicksilver) 1:21.576; 6. Leo Sismani (Falcon/Jennings), 1:22.236; 7. Jeff Glenn (Swift DB-5/Rust) 1:22.585; 8. Jim Paul (n.a.) 1:23.410; 9. Chris Ronson (Swift DB-5/Rust) 1:24.312; 10. Ted Guenther (Swift DB-2/Jennings) 1:25.507; 11. Fiorenzo Tirinnanzi (Swift DB-2/n.a.) 1:25.809; 12. Leslie Clark (Swift DB-2/n.a.) 1:26.304; Ian Wood (Swift DB-2/Ivey) 1:27.579.

• **RESULTS: 20 laps, 50 miles.** 1. Peter Zarcades, 20 laps, 31m31.292sec (Team Los Angeles); 2. Lee Lucas (San Jose); 3. Phil Mahre. (Reno); 4. Greg Loebel (St. Petersburg, FL); 5. Rick Ferguson (Anaheim); 6. Jim Paul (Los Angeles); 7. Fiorenzo Tirinnanzi, 1st-S2 (Santa Barbara); 8. Ted Guenther (Los Angeles); 9. Chris Ronson 19 laps, (San Jose); 10. Leo Sismani 19 laps, (San Diego). **DNF:** Jeff Glenn (San Jose) 1 lap; Ian Wood (San Diego) 2 laps; Leslie Clark (Santa Barbara) 1 lap. **Average Speed:** 95.173 mph; **Margin of Victory:** 1.311 sec; **Fastest Race Lap:** P. Zarcades, 1:20.385; **Lap Leaders:** Lucas 1-4; Zarcades 5-20.

## American City Racing League: Round 5

### San Diego Sweep

• **PORTLAND, ORE., July 2** Team San Diego was victorious in all categories at Portland. The Super Sports 2000 division was taken by Bob Schader (Petro-Cal/Valvoline/Lola) in his second ACRL outing this year, while Sports 2000 was won by Ian Wood (IWE Rear Ends/Swift). And for the second year in a row at this venue, the Team Cup also went to defending champion San Diego.

Daeco Top Five Qualifying late Saturday afternoon was warm and sunny. Not so on

Sunday for the rest of the field, as the morning dawned cool and wet, forcing Chief Steward Dick Templeton to declare a "wet session" requiring rain tires. This produced major differences in qualifying times between the Daeco Top Five—with Phil Mahre grabbing his third pole of the season—and the rest of the competitors.

ACRL rookie Jeff Glenn did well to score sixth on the grid in the rain. He experienced a scare during practice when the throttle stuck wide open approaching Turn One at the end of the long front straight. No harm, no foul except to sort the car out before qualifying.

The weather was warm and dry again by race time. At the green flag, Lee Lucas jumped out to a great start in his Saturn/Audiovox/Swift pulling out to a comfortable lead. Schader's Valvoline/Petro-Cal/Lola was in second ahead of Glenn's Bank of the West/KJWL Radio/Swift and Mahre in the Marker Ski Bindings/Lange Ski Boots/Lola.

Glenn was missing on lap six, going off at Turn One. Stuck throttle? Nope, this time he found he had no brakes! He went straight on, hitting the tire barrier in front of a concrete wall. The car suffered front suspension and body damage, but Glenn complained only of a sore nose. Portland's Larry Vollum in the Motorsports Engineering/Swift inherited fourth spot after Glenn's exit. Team Reno's Rick Lee retired his Ski Centurion/Van Diemen on lap eight with terminal engine problems.

By lap nine, Team San Diego's Leo Sismani had worked his way up to eighth from 12th on grid, but he then brought out a full-course yellow when an electrical problem halted his Valvoline/California Scene/Falcon H94 next to the wall on the front straight.

Sports 2000 Division driver Joe Gioski returned to the fray in his Master Transmission/Tiga after spending three laps in the pit only to retire in the chicane. The Oldsmobile-powered Miller of Greg Loebel, Rick Ferguson's Diversified Metalworks/Swift, Chris Ronson's Tom Rust Racing/Swift and Gary Green's Valvoline/Innovon/Swift were in a nose-to-tail battle for sixth through ninth behind Peter Zarcades' Wynn's Oil/Swift. Susan Clegg retired her heavily smoking Ferenco/Lola to the pits on lap 15 with engine problems. Defending ACRL Champion Margie Smith-Haas improved upon her 16th-place qualifying time, running in 10th behind Steve Mahre's Ferenco/Lola while holding off Jim Paul's Auto

Convenience Centers/Swift. Margie was running with a cracked block and help from a can of "Bar's-Leak."

Up front, Schader took the lead from Lucas with a demon inside pass at Turn Nine at the end of lap 15. On the same lap, Team Anaheim's Ferguson spun from seventh overall to 12th, helped by a little tap from behind. He continued ahead of Brad Krause (Kinko's/Lola) who had a problem with ductwork hanging down at the back of the car; but he was not black-flagged, as the Lola was far enough ahead of Ian Wood not to be a problem.

On the next lap, Phil Mahre copied Schader's move, relegating Lucas to third ahead of Vollum and Zarcades. For the next three laps, Mahre tried everything to get past Schader, setting fastest lap on the last of the 20-lap race—he went quicker than his pole time—but to no avail. Meanwhile, the Sports 2000 victor, Ian Wood, had kept out of trouble to finish 14th overall ahead of Leo Gioski's Master Transmission/S2000 Tiga.

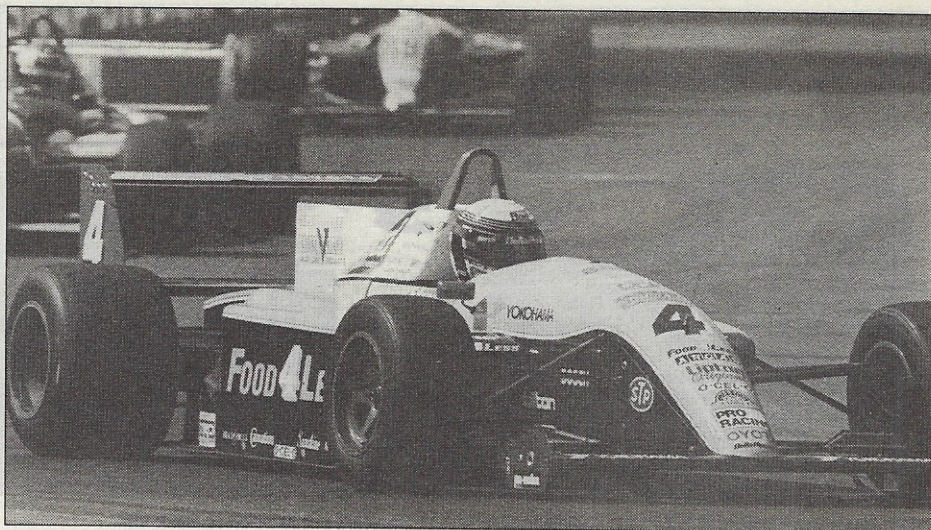
Schader's first-place finish jumped him from last of 30 drivers to 19th in the point standings. Phil Mahre retains his top spot, and Team Los Angeles' Peter Zarcades remains in second, but he is now just one point ahead of Team San Jose's Lee Lucas. The Sports 2000 points leader is still Ted Guenther, even though he did not compete in Portland. In the Team standings, San Jose continues to lead Los Angeles and San Diego.—Mary Mitchell

• **QUALIFYING: Pos. Driver (chassis/engine tuner/all Hoosier tires). Time over 1.92-mile course.** 1. Phil Mahre (Lola 89/90/Jennings) 1:08.873; 2. Bob Schader (Lola/Loyning) 1:09.063; 3. Larry Vollum (Swift/Loyning) 1:09.538; 4. Lee Lucas (Swift DB5/Rust) 1:09.580; 5. Peter Zarcades (Swift DB5/Jennings), 1:09.707; 6. Jeff Glenn (Swift DB5/Rust) 1:20.980; 7. Rick Ferguson (Swift DB5/Jennings) 1:21.271; 8. Greg Loebel (Miller/Quicksilver) 1:21.455; 9. Brad Krause (Lola/Hasselgren) 1:21.817; 10. Steve Mahre (Lola/Ivey) 1:22.110; 11. Gary Green (Swift/Loyning) 1:22.823; 12. Leo Sismani (Falcon/Jennings) 1:23.220; 13. Joe Gioski (Tiga/Somers) 1:24.015; 14. Susan Clegg (Lola/Ivey) 1:24.144; 15. Jim Paul (Swift/Jennings) 1:24.463; 16. Margie Smith-Haas (Falcon/Loyning) 1:24.586; 17. Chris Ronson (Swift DB5/Rust) 1:25.141; 18. Rick Lee (Van Diemen/Jennings) no time; 19. Leo Gioski (Tiga/Somers) no time; 20. Ian Wood (Swift DB2/Ivey) no time.

• **RESULTS: 20 laps, 38.4 miles.** 1. Schader, 20 laps, 26:01.946 (Team San Diego); 2. P. Mahre (Reno); 3. Lucas (San Jose); 4. Zarcades (Los Angeles); 5. Vollum (Portland); 6. Loebel (St. Petersburg); 7. Ronson (San Jose); 8. Green (San Diego); 9. S. Mahre (Vancouver); 10. Smith-Haas (San Diego); 11. Paul (Los Angeles); 12. Ferguson (Anaheim); 13. Krause (Santa Barbara); 14. Wood (San Diego); 15. Gioski (Woodland); 16. Clegg (Vancouver). **DNF:** Sismani (San Diego), 8 laps (electrical); Gioski (Woodland), 8 laps (mechanical); Lee (Reno), 7 laps (engine); Glenn (San Jose), 5 laps (brakes). **Time of Race:** 26m:01.946sec; **Average Speed:** 88.505mph; **Margin of Victory:** 0.438sec; **Fastest Race Lap:** P. Mahre, 1:08.747; **Lap Leaders:** Lucas 1-15, Schader 16-20.

• **DRIVER POINT STANDINGS (top 10 after 5 of 8 rounds. Best four of five finishes):** 1. Phil Mahre, 387; 2. Peter Zarcades, 372; 3. Lee Lucas, 371; 4. Jeff Glenn, 305; 5. Rick Ferguson, 300; 6. Chris Ronson, 292; 7. Ted Guenther, S2, 259; 8. Leo Sismani, 240; 9. Jim Paul, 201; 10. Brad Krause, 192.

• **TEAM STANDINGS:** 1. San Jose, 846; 2. Los Angeles, 774; 3. San Diego, 675; 4. Reno, 528; 5. Santa Barbara, 457; 6. Anaheim, 367; 7. Woodland, 352; 8. Vancouver, 265; 9. St. Petersburg, 160; 9. Portland, 160; 11. Columbus, 76; 12. Boston, 61; 12. N. Vancouver, 61.



Richie Hearn had as perfect a race as they come, gaining the maximum points and his first win of the season.

■ Player's Ltd./Toyota Atlantic Championship: Round 7

## Win Or Nothing

• **TORONTO, ONTARIO, CANADA, July 15** Richie Hearn's season started off in typical Richie Hearn style—auspiciously—when he put his Della Penna Motorsports/Food-4-Less/Ralt RT-41 on the pole for the second round in Long Beach. But for the first half of the season, that was it—the only highlight.

Hearn's severe case of no-win-itis was most unusual for the young Californian. After scoring three different Rookie of the Year awards in the past two years, 1995 was to be the year he rose up and took his first professional auto racing championship.

Following a frustrating second-place finish at Montreal, Hearn's team owner John Della Penna peered into the distance over the Olympic rowing course and declared, "That's it. We're just going to have to throw this program out the window. We have to get wins for Richie so we'll do even more testing and forget all the strategy. From here on out it is win or nothing."

Della Penna's prescription turned the tide

dramatically at Toronto's Exhibition Place where the heat, humidity and Hearn's transcendent performance wilted the rest of the field. Maxing out in the points column (pole, win, most laps led), Hearn kept his destiny in his own hands.

"The whole weekend was perfect. This is what we needed and we needed it this weekend," grinned the victorious Hearn, looking over at runner-up (and reigning champion) David Empringham. "I haven't seen the points yet, but I'm not worried. Last year we came into this race with a 20-point lead over David, just like he had coming in this weekend. Last year he hadn't won a race yet, just like I hadn't, just like me this year. Last year he won here, just like I did today. Last year he edged me out for the championship at Laguna. Maybe this year it's my turn!"

If Empringham's smile faded, even a trace, as Hearn recounted the historical parallel, he hid it well. With 17 points still in hand, the quiet-spoken Canadian was as gracious as ever.

"You must accept what you get on a given weekend," said the champion. "Richie and his team did a tremendous job and simply outclassed us this weekend. I gave it everything I had on one of the restarts but it was obvious I couldn't beat Richie today."

While Hearn's team found their tonic in Toronto, and Empringham made do, Patrick Carpentier's Lynx Racing effort suffered a weekend that may have made a case of the plague sound palatable. After suffering several weeks of test sessions wiped out by Mother Nature or other occurrences beyond their control, Carpentier simply was never on his customary pace. And just as it seemed he'd made the best of a bad situation, salvaging a third-place finish, he was felled by a freak champagne-bottle accident on the podium!

With the thermometer hovering near the 100-degree mark and the humidity not much lower, Empringham topped the charts on his hometown course in the first practice session. But by the time qualifying rolled around, it was all Hearn, claiming the provisional pole by setting the fast lap early and never relinquishing his advantage. Empringham, with a slight problem in the high-speed turns, followed with Carpentier third despite a



Patrick Carpentier had a race weekend to forget, despite his third-place podium finish.

KENNETH ANDERSEN

KENNETH ANDERSEN