AMERICAN CITY RACING LEAGUE

Splashy fall colors in Seattle provide a backdrop for Team San Diego's Margie Smith-Haas setting a fast lap.

photo: George Dwinell Photography

Like a swarm of bees, a pack of angry Super Sport 2000's plunge into Willow Springs International's daunting turn one on the start.

1993 ACRL Champion Lee Lucas of Team San Jose at speed.

In 1988 City-Team auto racing burst on the West Coast sports scene. In this kind of racing, both fans and media can identify with their city's team in a rivalry with other cities .... San Francisco has the *49ers*, Los Angeles has the *Dodgers*, and Portland has the *Trailblazers* but no one had ever seen City-Team auto racing. This exciting new sport was introduced by the **AMERICAN CITY RACING LEAGUE**, the new kid on the block.

The Cars

GEARBOX: The Hewland and Staffs gearboxes are light-weight racing models which provide nearly instantaneous shifting from gear to gear without using the clutch.

ENGINE: The Ford/Cosworth YAC is a double overhead cam, 16 valve engine with 185 HP, 157 ft. lbs. of torque, and a redline of 7200 RPM. This engine was specifically designed for this car.

SIDEPODS: Body sections on each side of the driver house the radiators, oil coolers and protect the driver in case of side impact.

SKIN: The sleek outer surface is made up of lightweight fiberglass which provides the downforce and low drag needed to hold the car to the track.

35.4"
Max.

37"
Max.

33"
Max
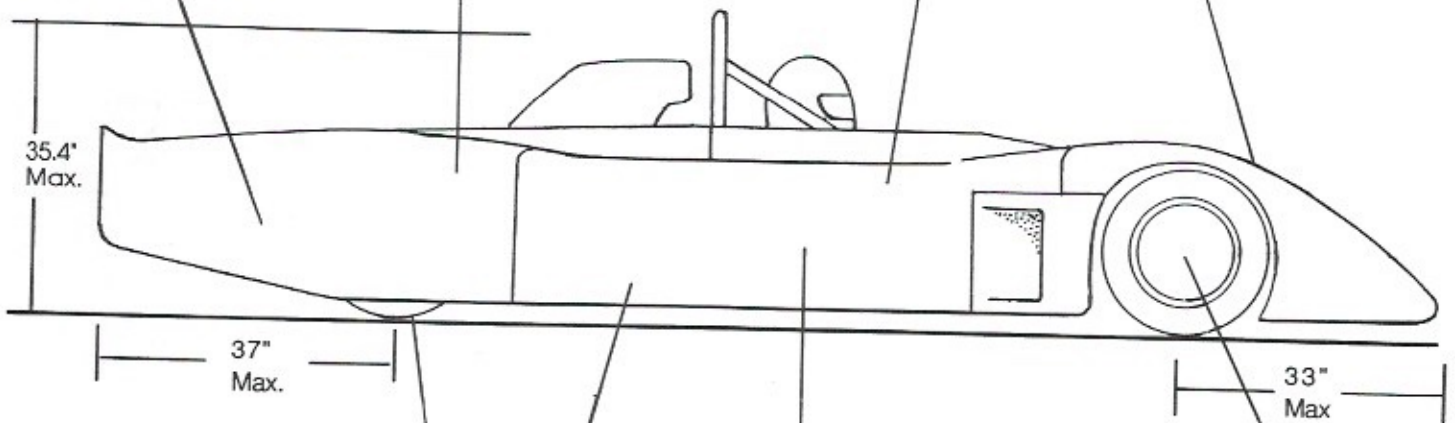
TIRES: Hoosier is the specified tire, available in the form of slick (for dry tracks) and treaded (for rainy conditions). The ACRL cars race rain or shine, and occasionally at night under the lights.

COCKPIT EQUIPMENT: Many cars feature on board data gathering computers which report vehicle and driver performance to the crews. Typical driver controls include adjustable front and/or rear anti-sway bars and brake bias. On board fire suppression systems are standard.

TUB: The basic structure of the Super Sports 2000™ is made of epoxy bonded aluminum "box" sections which provide extreme stiffness, lightness and strength. In fact, the minimum weight for the entire engine, chassis and driver is 1280 lbs.

SUSPENSION: Super Sports 2000™'s use the very latest suspension technology, including push rods, rocker arms and double adjustable racing shocks.
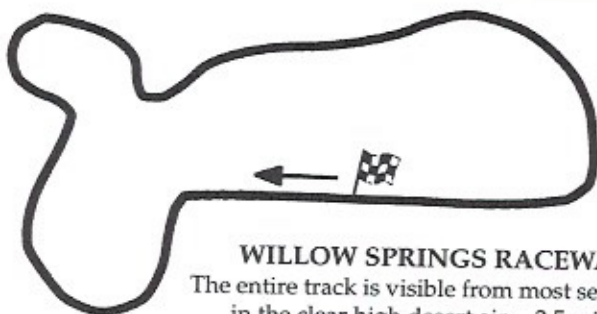
The Tracks

LAGUNA SECA RACEWAY

A scenic hillside course on the historic Monterey Peninsula, this track is surrounded by tourist attractions.   2.2 miles
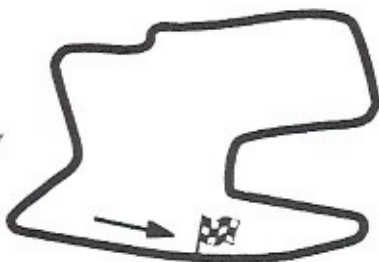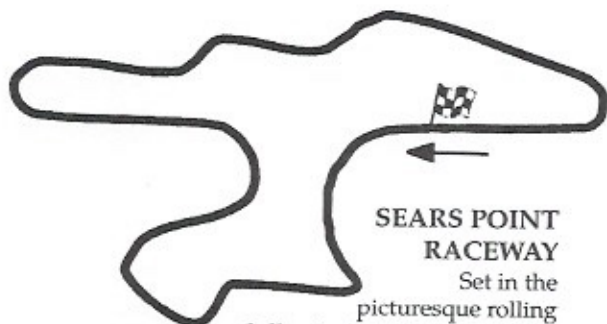
WILLOW SPRINGS RACEWAY

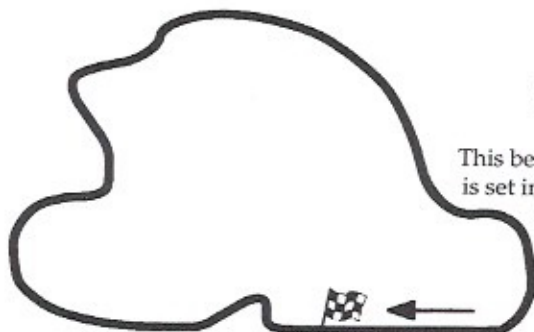The entire track is visible from most seats in the clear high desert air.   2.5 miles

SEARS POINT RACEWAY

Set in the picturesque rolling hills of wine country, this is a wonderful weekend get away.   2.5 miles

PORTLAND INTERNATIONAL RACEWAY

This beautiful 1.9 mile course is set in a city park, complete with golf course, trees and water.

PHOENIX INTERNATIONAL RACEWAY

A historied Indy Car circuit lined by giant Saguaro cacti, this track is a hotbed of race enthusiasts.   1.6 miles
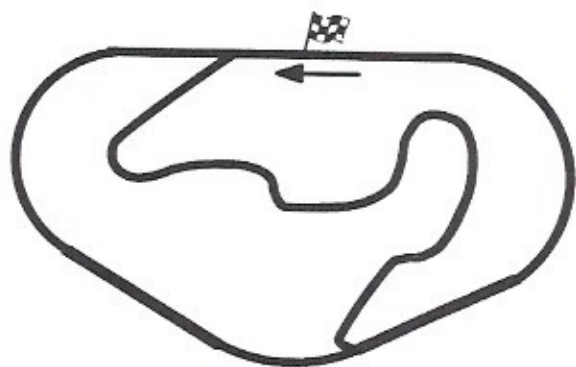
SEATTLE INTERNATIONAL RACEWAY

A gorgeous forest of tall pines surrounds this Northern Pacific speedrome.   2.25 miles
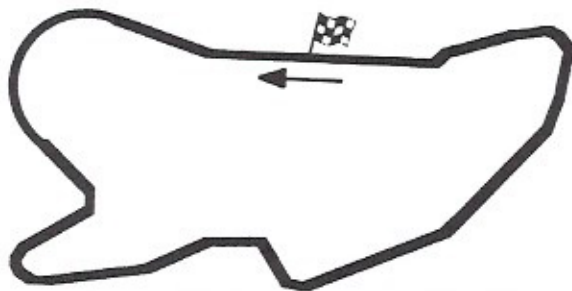
VANCOUVER INDY GRAND PRIX

Set in downtown Vancouver, this track hums with excitement and glamour on Indy Car weekend. Old Vancouver, the mountains, and quaint Victoria Island are all close.   1.6 miles

THE DRIVERS

- The ACRL is a professional road racing series which combines hot new drivers with veteran champions. A look at some of our drivers shows the level of competition.

Olympic skiing Champions, Steve and Phil Mahre brought Reno the **'90 ACRL Championship** and Phil captured the **'91 GT-1 National Championship**. **Indy Car** driver Jim Vasser, **IMSA** racer R.K. Smith, and **Trans-Am** winner Bob Lobenberg have all been ACRL racers. **Richie Hearn, third in the '93 ACRL Series** went on to win 3 races in the **Formula Atlantic Series** and narrowly missed winning the **Championship in '94**. ACRL driver Steve Cameron won the **'91 & '92 Daytona 24 Hours** in GTP Lights and finished second in the **'92 Formula Atlantic Championship**. Bob Dorricott Jr. represents the ACRL in the **Indy Lights** Series. Bob Schader drove on the **IMSA Championship** winning **World Sports Car** team. The pool of talent is deep.

Present drivers include:

- Jeff Clegg: An outstanding Canadian driver whose competitive drives took him to third in the '93 ACRL Championship. (Vancouver)

- Gary Green: **ACRL Co-Rising Star** for 1994, Gary has shown a new turn of speed near the end of the '94 season. (San Diego)

- Lee Lucas: In 1993 Lee won five of eight races to become the **'93 ACRL Champion** and later, the **'93 SCCA S-2 National Champion**. He won 4 ACRL races in 1994 and captured one pole. (San Jose)

- Margie Smith-Haas: Twice an endurance driver at **Le Mans**, and **Monza**, she was a top two finisher in 6 of 8 '94 races. She was second in '93 and won the **ACRL Driver's Championship** in '94, becoming the first woman ever to win a professional road racing Championship in North America. (San Diego)

- Larry Vollum. **ACRL Rookie of the Year** for '94, Larry has qualified high and nearly always runs near the front. (Portland)

- Peter Zarcades: Winning 3 ACRL races in 1994, Peter took three poles in Qualifying. (Los Angeles)
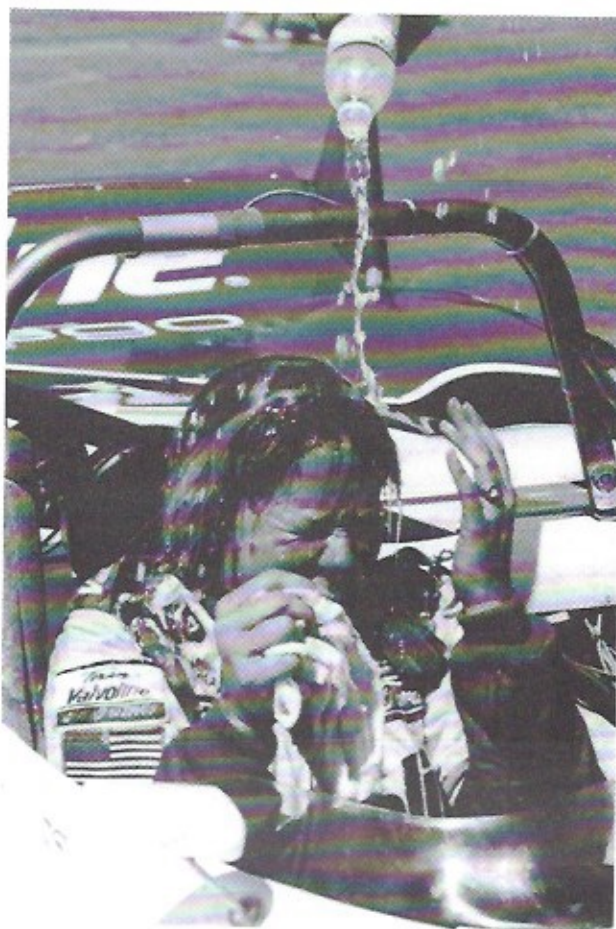
CURRENT ACRL SPONSORS:

- COSWORTH ENGINEERING
- BOSCH
- MEGUIARS

- HOOSIER RACING TIRE CORP.
- DAECO FUELS

- Starting in 1991, the ACRL teamed up with Ford, the official engine sponsor of American City Racing League. In 1992 Cosworth introduced the Cosworth YAC twin-cam 16 valve engine S;ports 2000 racing. The ACRL has become the showcase for the latest Cosworth fuel-efficient yet powerful high-tech engines.

1995 Contingency Sponsors include:

- Daeco Fuels
- Innovon Motorsports
- S. Jennings Racing Engine
- Meguiars
- Redline Oil

- Hasselgren Racing
- International E Z Up
- Landmark Motorsports
- Neo Oil
- Tilton Engineering

- Hertfelder Chassis
- Ivey Engines
- Loynings Engine Service
- RaceLog Data Computers

The above is a partial listing of early Sponsors who have joined the ACRL Contingency Program for 1995. Additional contracts are being finalized on a continual basis.

1995 ACRL SPONSORSHIP OPPORTUNITIES

We believe that our league image and promotional program provide unusual opportunities for our 1995 sponsors as a cost effective means of promoting their products and services. The ACRL is a marketing vehicle as well as a racing league. Some of the considerations are:

1. Motorsport is an outstanding marketing venue:
    - The motorsports spectator presents highly favorable income, ownership, education and buying profiles.
    - Motorsports consistently provide the largest single-event viewership of any sport. It has among the highest attended sports events in the country.
    - Virtually every adult in the country drives a car and most can relate to the competitive environment faced by the race driver. No other sport has this advantage.

2. The ACRL is an excellent marketing vehicle:
    - The city-team concept is a source of public pride and positive response to your products.
    - Our drivers are skilled communicators who know that only 50% of their job is on the track, the rest is the marketing job.
    - The League maintains an extensive public relations and media coverage program with press releases and continuous TV liaison.

3. Motorsport sponsorship can help you achieve your marketing goals by:
    - Promoting direct name recognition of your company through media coverage and at track-viewership.
    - Exciting clients and customers with entertainment using track hospitality suites and Team involvement.
    - Creation of word-of-mouth advertising through fans and spectators who follow motorsports.
    - Motivation of employees thru involvement in League and Team activities as well as apparel programs.
    - Use of the League's racing and the driver images in corporation enhancing advertising.

We think you'll agree that the ACRL provides more excitement and exposure for your marketing dollar than any other major sports program.

MEDIA SUCCESS

• In ACRL's inaugural race at Firebird Raceways in Phoenix, Arizona in April of 1988, all three television channels aired race coverage, and interviews with drivers. This kind of media excitment seems to follow the league wherever it races. ACRL racing has captured TV and print media attention out of all proportion to it's costs to the racer and sponsor.

THE PROMOTIONAL PROGRAM

• The ACRL has an on-going press release and public relations program to establish a high profile with news-papers and television stations. This program is handled by the ACRL Media Coordinator, augmented by our Video Production Staff.

• Pre-race press releases are sent to all West Coast team cities and race event area papers and TV stations, announcing the race, it's drivers and the sponsors. Special attention is given to team rivalries, league position, and recent developments.

• Immediately after the race, results are Faxed to selected TV, Radio stations and Newspapers. MCI wire services are also used.

• After the race, press releases & pictures are sent to the complete media list describing the race, results and other items of interest.

THE MEDIA COVERAGE

• ACRL drivers have a proven track record in attracting media attention. In 1994, the ACRL has appeared in 30 articles in motorsports journals ranging from On Track, Autoweek, Sportscar to Racer. There were approximately 75 newspaper articles ranging from the LA Times to the Vancouver BC Sun. Radio coverage included interviews in numerous West Coast cities. ACRL drivers appeared in TV interviews all the way from BCTV in Canada to Channels 8, 10, and 39 in San Diego. National TV coverage included spots on "Raceday" (TNN) and "Speedweek" (ESPN). The League has built some momentum, with driver appearances on ESPN, Prime Ticket, NBC and ABC. Several talk shows have included them as guests as well as guest co-hosts.

DRIVER ADVANTAGES

- The ACRL is run for the racer by people who are racers. It is a user-friendly organization which is responsive to you, the "customer". Virtually all funds collected go into purse, expenses or are plowed back to make the Series grow in stature. The first consideration in the decision making process is how any change will impact the racer and the show.

- The City-Team concept presents drivers with significant advantages when seeking sponsorship. When local businessmen are approached to support a sports group representing their city in competition with other cities, they can see the benefits for their businesses within the community. They are more positive than if approached by an individual seeking money to pursue what may be perceived as his own "frivolous" hobby.

- By pooling shops, spares, transportation, and testing resources, teams can achieve lower per car operating costs than individual racers can achieve.

- Seeking sponsorship takes time. Time to make the contacts, follow up and make presentations. Pooling sponsorship efforts with two team mates, allows more effort to be applied to the task with much better chances for success. Exposure on multiple cars is an advantage for sponsors.

- At the track, teams normally work together, sharing paddock space, spares and advice on track set-ups and general track knowledge. Everyone benefits if all the team drivers are fast, so it is common for veteran drivers to share hard-earned information, making this series ideal for new drivers.

- The media coverage of ACRL racing can increase your sponsors' support. Many drivers have found that with very little effort, their local "stick-and-ball" media reporters can be interested in our NFL-like racing program. To help your efforts, the ACRL PR staff will send race reports regularly to the local newspapers and TV stations you specify.

THE CHAMPIONSHIPS

1988   YEAR END STANDINGS

1.	San Francisco	1,803	6.	Fresno	991
2.	San Diego	1,746	7.	Portland	842
3.	Oakland	1,484	8.	Sacramento	650
4.	Reno	1,468	9.	Phoenix	600
5.	San Jose	1,171	10.	Long Beach	562

1989   YEAR END STANDINGS

1.	Las Vegas	1,772	7.	Los Angeles	1156
2.	Reno	1,660	8.	San Francisco	1080
3.	San Jose	1,589	9.	Long Beach	540
4.	Fresno	1,532	10.	Denver	517
5.	San Diego	1,307	11.	Portland	362
6.	Sacramento	1,304			

1990   YEAR END STANDINGS

1.	Reno	1992	6.	Los Angeles	774
2.	Las Vegas	1694	7.	Sacramento	630
3.	San Jose	1693	8.	Portland	209
4.	San Diego	1386	9.	Long Beach	131
5.	San Francisco	835			

THE CHAMPIONSHIPS *(Continued)*

1991

YEAR END STANDINGS

1.	San Jose	1,625		6.	Los Angeles	573
2.	San Francisco	1,549		7.	Las Vegas	201
3.	Long Beach	1,184		8.	Portland	186
4.	San Diego	991		9.	Simi Valley	52
5.	Fresno	983				

1992 San Diego won the Phoenix opener and extended their lead at Portland I, but Long Beach surged into the lead at Portland II. Team Seattle took the lead at Seattle, only to lose the lead to San Jose at Vancouver. San Jose surged at Willow Springs to win the Championship.

YEAR END STANDINGS

1.	San Jose	1,181		6.	Las Vegas	863
2.	Long Beach	1,128		7.	Spokane	625
3.	Vancouver	1,045		8.	Portland	514
4.	San Diego	994		9.	Victoria	163
5.	Seattle	928		10.	Burnaby	103

1993 With Hearn flawless at Phoenix and Willow, Team Spokane leaped into the lead. Lucas was dominant at Laguna Seca, pulling San Jose with him. At Portland, Lucas (and San Jose) won after a titanic struggle with Hearn. Hearn lead early at Sears Point I, only to break with Lucas winning there, Seattle and Vancouver. At the Sears Point Finale, Zarcades won as Lucas crashed. But Long Beach won too late as San Jose coasted to the title.

YEAR END STANDINGS

1.	San Jose	1,363		6.	Las Vegas	332
2.	Spokane	1,274		7.	Victoria	201
3.	San Diego	1,174		8.	Burnaby	189
4.	Vancouver	1,123		9.	Portland	128
5.	Long Beach	962		10.	Anaheim	70

1994 Fickling catapaulted Spokane into the lead with a 3rd at Willow and a 1st at Phoenix. Laguna saw a win for Zarcades and Team San Diego. Zarcades won again at Seattle with Team Portland capturing their first win. San Diego won and took over the team lead at Portland with a 2nd and 3rd while Lucas won again. Lucas took the three way Thunderhill battle with Smith-Haas and Vollum as San Diego repeated with a 3rd and 4th. Zarcades lead while San Diego stretched it out at Vancouver. Lucas won Phoenix while San Diego held on for the Championship.

YEAR END STANDINGS (Top 10)

1.	San Diego	1,313		6.	Anaheim	494
2.	Los Angeles	1,222		7.	Vancouver	393
3.	San Jose	1,217		8.	Woodland	350
4.	Spokane	1,213		9.	Burnaby	256
5.	Portland	1,213		10.	Reno	215

THE MANAGEMENT

• The ACRL was started by Wayne Sartori in 1988. In 1990, a group of five businessmen (Rick Lee, Bob Lesnett, Bob Dorricott, Sr., Paul Haas, and Jim Paul) bought into the ACRL, bringing with them a fresh infusion of enthusiasm and management skills. The American City Racing League, Inc. is sanctioned by the *Pro Division of the Sports Car Club of America* and managed by a board of directors led by Chairman Jim Paul.

The ACRL has three key aims: 1) To provide a high-visibility, promotable racing series which yields maximum media impact for the sponsors, promoters and racers. 2) To supply the closest and safest possible competition on track in order to provide the best driver testing ground in a professional, user-friendly racing environment. 3) create the maximum spectator excitement through the use of the City-Team concept.

ACRL STAFF AND OFFICIALS DIRECTORY

Dick Templeton	Chief Steward	(510) 635-9369
Wayne Mitchell	Tech Steward	(619) 753-3127
Monica Zorn	Timing & Scoring	(209) 526-4907
Dick Sisich	Announcer	(415) 549-7050
Mary Mitchell	Administrator	(619) 753-3127
	Media Coordinator	
Sue Clegg	Board of Directors	(604) 946-0101
Rick Lee	Board of Directors	(702) 831-2448
Paul Haas	President	(619) 586-1881
Jim Paul	Chairman of Board	(310) 824-5555
	Sponsorship	
B. Dorricott, Sr.	Track Liaison, Contingency	(408) 734-3145
	Board of Directors	
M. Smith-Haas	Lodging/Banquet	(619)755-8439
Kathy Reisinger	Registrar	(415) 681-3110

American City Racing League Headquarters: 1864 Lake Dr., Cardiff, CA 92007 / (619) 753-3127

THE CITY-TEAM

• City-Team racing introduces two new concepts into professional auto racing: the inter-city rivalry, and team racing. The rivalries are similar to those developed in professional football leagues. With identically painted cars, the spectator can identify and cheer for his favorite city. Journalists, both print and television, relate to the team concept and consistently report on ACRL's events.

In the team concept, every team driver is important; a pass by one driver from 12th to 11th can move his team from 2nd to 1st place by increasing the team points total. This insures exciting, meaningful racing throughout the field, not just at the front. It also stimulates team members to work together to maximize team speed. Just as in football, a well organized team of good drivers can defeat a team of individualist stars.

"The team concept insures exciting racing throughout the field, not just at the front."

THE CITIES

• SPOKANE
• PHOENIX
• SAN DIEGO
• SAN JOSE
• RENO
• PORTLAND
• SANTA BARBARA
• SAN FRANCISCO
• LOS ANGELES
• VANCOUVER

Note: More teams may be added before the beginning of the 1995 season.
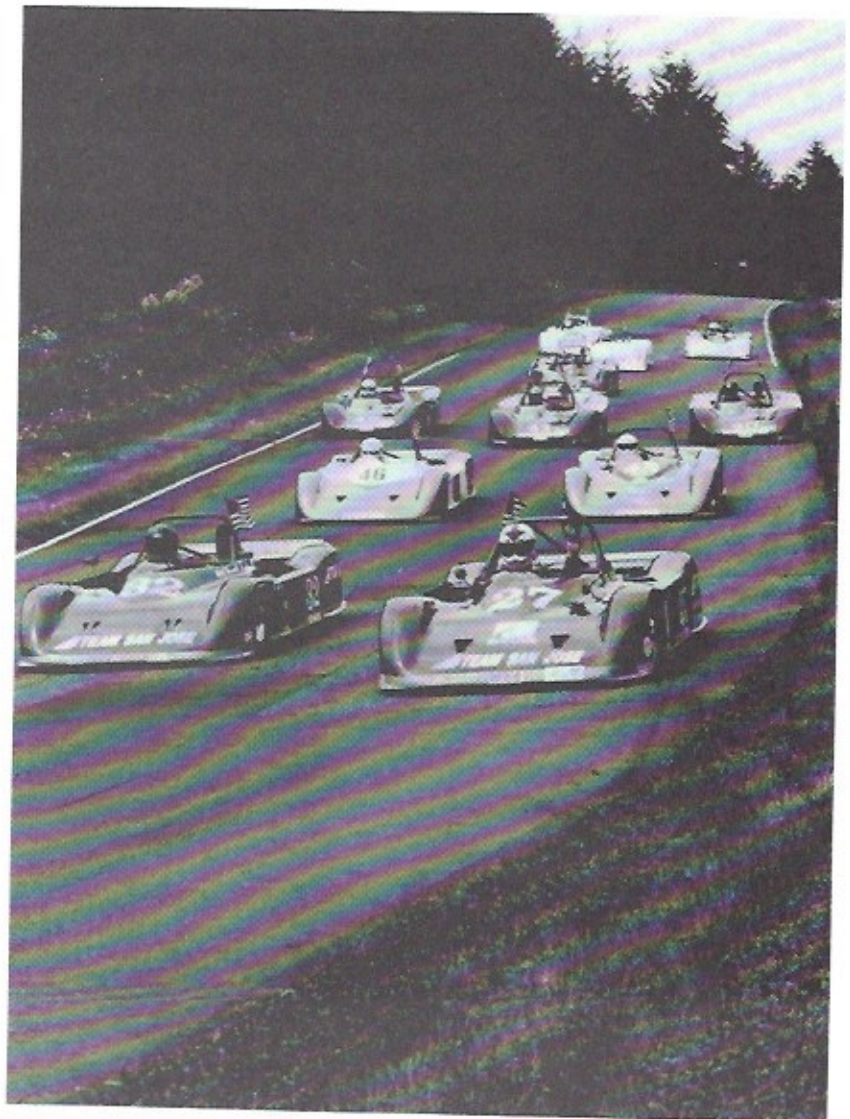
TEAM INFORMATION (Continued)

GRAPHICS

- A key to spectator and media excitement about the ACRL has been the identical graphics on team cars. Colors and color schemes are open with ACRL reserving final approval to insure team uniformity and avoid confusing similarity between teams. Upon request, the League will place first time entrants with a compatible established team. Special arrangements on graphics can be made for an entrant's first race. A new team may request any four sequential unused car numbers.

POINTS SCHEDULE

1st	100	11th	61	21st	38	31st	20	41st	10
2nd	93	12th	58	22nd	36	32nd	19	42nd	9
3rd	88	13th	55	23rd	34	33rd	18	43rd	8
4th	84	14th	52	24th	32	34th	17	44th	7
5th	80	15th	50	25th	30	35th	16	45th	6
6th	76	16th	48	26th	28	36th	15	46th	5
7th	73	17th	46	27th	26	37th	14	47th	4
8th	70	18th	44	28th	24	38th	13	48th	3
9th	67	19th	42	29th	22	39th	12	49th	2
10th	64	20th	40	30th	21	40th	11	50th	1

(Two bonus points are awarded for pole position)

RACING RULES

- Racing in the ACRL proceeds under the same rules as other SCCA Pro events with the following exceptions: 1) There is a preliminary Top Five Qualifying which fixes the top five grid positions and has it's own prize money. 2) Just before the race there is a Parade lap which features all the teams driving three abreast according to the order of each team's fastest qualifier. After the Parade Lap, the cars stop on the grid and realign to their final qualifying positions for the pace lap. 3) During the race, a single contact black flag rule is used. For any contact resulting in one car leaving the track momentarily, becoming disabled, or substantially damaged, the Chief Steward will black flag one or more of the cars within five minutes of the report. This rule has greatly reduced damage and has welcomed by virtually every driver.

LICENSE FEES

- The Licensee is guaranteed exclusive rights to his geographic area upon renewal, so that as a team owner acquires sponsorship and goodwill, he can build from year to year. A sports patron who wants to own a team may buy the License. The annual license fees are $1000 for Cosworth cars and $600 for Sports 2000s. License fees for one-off races cost the Cosworth driver $300/race ($1200 maximum) and new S-2 entrants only $200/race ($600 maximum).

ENTRY FEES

- The entry fees are $475/race for Super Sports 2000's and $300/race for Sports 2000's.

With precise placement, a Team Spokane driver nearly mows the grass with his sleek aerodynamic SS-2000 missile.

*photo: Doug Berger
PhotoSport Northwest*

The ACRL's Top Five Qualifying provides the drama of watching drivers try to pump out their best performance in a ten minute all or nothing session, with a chance to lock in the first five starting grid positions.

(L to R: Bill Fickling, Peter Zarcades, Margie Smith-Haas, Larry Vollum, Craig T. Nelson)

Two Team Vancouver cars thread their way thru the concrete maze in front of the Vancouver Molson Indy Grand Prix crowd.