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got the start we wanted," said Sam later. "We talked to some midget guys and we made a pretty moderate-to-medium adjustment to the car after qualifying. But we went a hair too far. The first 15 laps under racing conditions, it just stepped out midway through the corner. But when Steve went by me, it was clear his car was unbeatable."

Carefully tip-toeing through the traffic, Knapp headed the field until seven laps from the end. May, Schmidt, Bianchi and Bright ebbed and flowed behind him like an accordion, depending upon each traffic jam. On the 20th lap, Bianchi slid past Schmidt with his eye on May. But Bianchi can't seem to buy a break in this series as he then spun himself out of contention, leaving Bright in fourth, followed by Alex Barron (DSTP/Victory Circle/Van Diemen Ford), Larry Connor (CM Properties/Elite Engines/Van Diemen Ford) and Scott Bradley (DSTP/Black Mountain Springwater/Van Diemen Ford) in a tight battle for fifth.

Meanwhile, rookie Andrew Bordin's horrible day turned dramatically around. Starting 25th in the 26-car starting field, Bordin methodically and decisively elbowed his way into the action to finish sixth behind Connor.

The victory drama played out in the final laps. Schmidt fell back first, balked by a lapped car that severed him from the draft. "Allen and I were pretty equal once I got about 15 laps on the car," said Schmidt, who made up three points to Bright in the championship chase by finishing one spot ahead. "It was going to be a very interesting last five laps until I got cut off into Three."

Then there were two. Driving a tad too cautiously through traffic, Knapp lifted and May slipped ahead. Three laps later, Knapp recaptured the lead.

"I made a couple of mistakes in traffic," said May, who moved up to fourth in the point standings while tying Schmidt for first in the USAC Oval Crown. "But that last time, I just got one of those breaks that I really didn't know what to do with. I chose to get on the brakes and I think that was the wrong move in a racing situation."

Connor's fifth was both a season and career best, while DSTP teammates Bradley and Barron finished seventh and eighth, putting both in the top-10 points roster.—*Laura Culley*

• **QUALIFYING: Pos. Driver (chassis-engine/all Yokohama tires). Time over 0.75-mile oval** (Note: First 20 qualifiers determined by single-car qualifying, order of remaining six determined by finishing position in Last Chance Race.) 1. Steve Knapp ('96 Van Diemen Ford), 0:22.080; 2. Bruno Bianchi ('94 Van Diemen Ford), 0:22.358; 3. Sam Schmidt ('96 Van Diemen Ford), 0:22.369; 4. Jason Bright ('96 Van Diemen Ford), 0:22.468; 5. Allen May ('96 Van Diemen Ford), 0:22.583; 6. Richard Eanes ('96 Van Diemen Ford); 0:22.666; 7. Alex Barron ('96 Van Diemen Ford), 0:22.699; 8. Scott Bradley ('96 Van Diemen Ford), 0:22.719; 9. Larry Connor ('96 Van Diemen Ford), 0:22.899; 10. Zak Morioka (Van Diemen Ford), 0:22.901; 11. Ric Rushton ('95 Van Diemen Ford), 0:22.950; 12. Mark Noske ('96 Van Diemen Ford), 0:22.953; 13. Jeffrey Smith (Citation Ford), 0:22.970; 14. Joaquin Desoto ('96 Van Diemen Ford), 0:22.973; 15. Peter MacLeod ('96 Van Diemen Ford), 0:22.974; 16. Robbie McGehee ('96 Van Diemen Ford), 0:22.978; 17. J. Michael Johnson ('96 Van Diemen Ford), 0:22.988; 18. Cory Witherill ('96 Van Diemen Ford), 0:23.073; 19. Matthew Sielsky ('96 Van Diemen Ford), 0:23.222; 20. Larry Vatri (Swift DB-6 Ford); 0:23.471; 21. Jeff Horne ('96 Van Diemen Ford), 0:23.475; 22. Tim Minor ('96 Van Diemen Ford), 0:23.678; 23. Sam Hornish ('96 Van Diemen Ford), 0:23.501; 24. Joey Scarallo ('96 Van Diemen Ford), 0:25.299; 25. Andrew Bordin ('95 Van Diemen Ford), 0:24.301; 26. John Renda ('96 Van Diemen Ford); 0:24.403; 27. Nick Holt ('96 Van Diemen Ford), no time; 28. Ollie Besinger ('96 Van Diemen Ford) no time; 29. Tom Schwietz ('95 Van Diemen Ford), no time.

• **RESULTS (50 Laps for 37.5 Miles):** 1. Knapp, 50 laps; 2. May; 3. Schmidt; 4. Bright; 5. Connor; 6. Bordin; 7. Bradley; 8. Barron; 9. Noske; 10. Desoto; 11. MacLeod; 12. Morioka; 13. Witherill, 49 laps; 14. Smith; 15. Horne; 16. Rushton; 17. McGehee; 18. Vatri; 19. Hornish; 20. Minor, 48 laps; 21. Johnson; 22. Sielsky; 23. Renda; 24. Bianchi, 47 laps; 25. Eanes, 36 laps (mechanical); 26. Scarallo, 35 laps (mechanical). **DNS:** Holt, Besinger, Schwietz. **Time of Race:** 24m12.750sec; **Margin of Victory:** 0.88sec; **Average Lap Speed:** 92.927mph; **Lap Leaders:** Schmidt, 1-10; Knapp, 11-43; May, 44-46; Knapp, 47-50.

• **OVERALL POINT STANDINGS (top 10 after 7 of 12 rounds):** 1. Bright, 173; 2. Schmidt, 158; 3. Bordin, 129; 4. May, 116; 5. Knapp, 114; 6. Bianchi, 105; 7. MacLeod, 66; 8. Barron, 57; 9. Noske, 55; 10. Bradley, 45. **USAC OVAL CROWN POINT STANDINGS (after 4 of 6 Rounds):** 1. (tie) Schmidt, May, 99; 2. Bright, 85; 3. Knapp, 69; 4. Bordin, 63.

■ American City Racing League: Round 3

San Diego Sweep

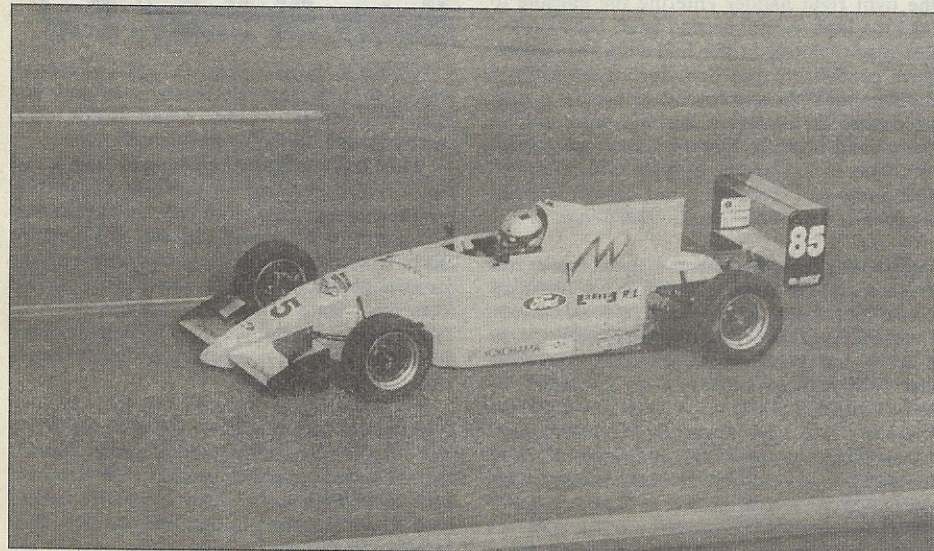
• **BAKERSFIELD, CALIF., May 25** It was a red, white and blue sweep for Team San Diego on Memorial Day weekend as Bob Schader, Marc Zurlinden and Margie Smith-Haas took their Valvoline-liveried machines to the top three places in the American City Racing League's third event of '96 at the Mesa Marin oval in Bakersfield. San Diego's strong performance puts them well atop the City Team championship as the series heads to the road courses, while another victory extends Bob Schader's domination of the driver point standings. John Ostlund of Team Fresno took Sports 2000 honors, followed home by Joe and Leo Gioski of Team Woodland (Washington), second and third in the Sports 2000 class.

In the tightest contest of the race, Margie Smith-Haas was hotly pursued for 60 laps by Leo Sismani, who scored his best-ever ACRL finish with a fourth. Smith-Haas and Sismani frequently sandwiched backmarkers in an effort to get an advantage. Rick Lee (Team Reno) and Chris Ronson (Team Las Vegas) continued their string of solid finishes with fifth and sixth places in the 75-lapper. Brad Krause of Team Santa Barbara posted a seventh upon his return from a one-race layoff, moving Santa Barbara up to second in the City Team championship. Team San Jose slips to fourth in the city standings, as a result of Jeff Glenn's crash and the non-appearance of 1993 series champion Lee Lucas.

Evident during qualifying were the improvements that ACRL teams made to their oval track setups since the last event at Mesa Marin. Schader posted a 18.990sec in his Petro-Cal/Finish Line Race School/PPG Lola, securing a new official qualifying record for Super Sports 2000 cars, while rookie Marc Zurlinden of San Diego (Pro-Pack Systems/Finish Line Race School/PPG Swift DB-2) posted a 19.210-second lap around the 1/2-mile track. Jeff Glenn of Team San Jose (Bank of the West/KJWL/Thornton Sheetmetal/Swift-Parry) took third spot on the grid with 19.464, benefiting from the engineering help of Eric Purcell. Fourth fastest was Leo Sismani of Team Las Vegas (California Scene/Swift) with 19.548, followed by Smith-Haas (Finish Line Race School/PPG/Valvoline/Bosch/Swift-Falcon).

As Schader led the field of 13 to the green, Zurlinden got a quick jump into the first turn, only to be re-passed on the exit. Glenn of San Jose fell in behind the lead San Diego pair, followed by the side-by-side duel of Sismani of Las Vegas, Smith-Haas of San Diego and Brad Krause (Kinko's Lola) of Santa Barbara. Smith-Haas nipped by Sismani at the exit of Turn Four on lap one, as Schader established a several-second lead over Zurlinden and Glenn. Further back, Rick Lee (Reno-Sparks Convention and Visitors Authority/Ski Centurion/Lola) and Ronson (Tom Rust Racing/Evergreen Glass/Swift) circulated just ahead of Sports 2000 division leader John Ostlund.

Schader continued to run away from the field as the race wore on, running times faster than his record qualifying speed and overtaking the back of the field before lap 10. Zurlinden, still in second place, used traffic to close in on Schader at various times, but couldn't make



Steve Knapp qualified first and was the class of the field in Richmond, and moved to fifth in the points.

any significant inroads on the leader.

Among the best battles on the track was the duel between \$2000 drivers Ostlund and Giroski, who spent much of the race running nose to tail, mixing it up with Santa Barbara's Krause. Glenn had a solid run going in third place overall until lap 34, when he got loose and tagged the outside wall exiting Turn Four, sending him spinning into the inside wall near the start/finish line. Schader, who called his car nothing less than "magic," had the field covered on the restart after Glenn's incident, and led the field home for the remainder of the contest.

While Schader and his immaculate Jim Lachenmaier-prepared Lola appear to have a stranglehold on the championship, he and Team San Diego refuse to rest on their laurels. "This early in the season, things don't mean that much," commented the veteran. "We're just keeping our heads down and keeping on working. My crew chief, Jim, is really making this a labor of love—he puts in the effort and time and really makes it work." —Bill Freed

• **RESULTS: (75 laps, 37.5 miles) Driver/City Team 1.** Bob Schader/San Diego, 75 laps; 2. Marc Zurlinden/San Diego; 3. Margie Smith-Haas/San Diego; 4. Leo Sismani/Las Vegas, 74 laps; 5. Rick Lee/Reno; 6. Chris Ronson/Las Vegas; 7. Brad Krause/Santa Barbara, 73 laps; 8. John Ostlund/Fresno, 72 laps (Sports 2000 winner); 9. Joe Giroski/Woodland; 10. Leo Giroski/Woodland, 69 laps; 11. Tom Bungay/Santa Barbara, 68 laps; 12. Len Renick/Anaheim, 45 laps (mechanical); 13. Jeff Glenn/San Jose, 34 laps (accident).

• **DRIVER POINT STANDINGS (top 10 after 3 of 8 rounds):** 1. Bob Schader/San Diego, 202; 2. Lee Lucas/San Jose, 177; 3. Jeff Glenn/San Jose, 168; 4. Rick Lee/Reno, 168; 5. Margie Smith-Haas/San Diego, 164; 6. Marc Zurlinden/San Diego, 163; 7. Leo Sismani/Las Vegas, 160; 8. Brad Krause/Santa Barbara, 157; 9. Chris Ronson/Las Vegas, 143; 10. Joe Giroski/Woodland, 137.

• **CITY CHAMPIONSHIP POINTS (top 5 after 3 of 8 rounds):** 1. San Diego, 531; 2. Santa Barbara, 449; 3. Las Vegas, 444; 4. San Jose, 403; 5. Woodland, WA, 396.

■ American City Racing League: Round 4

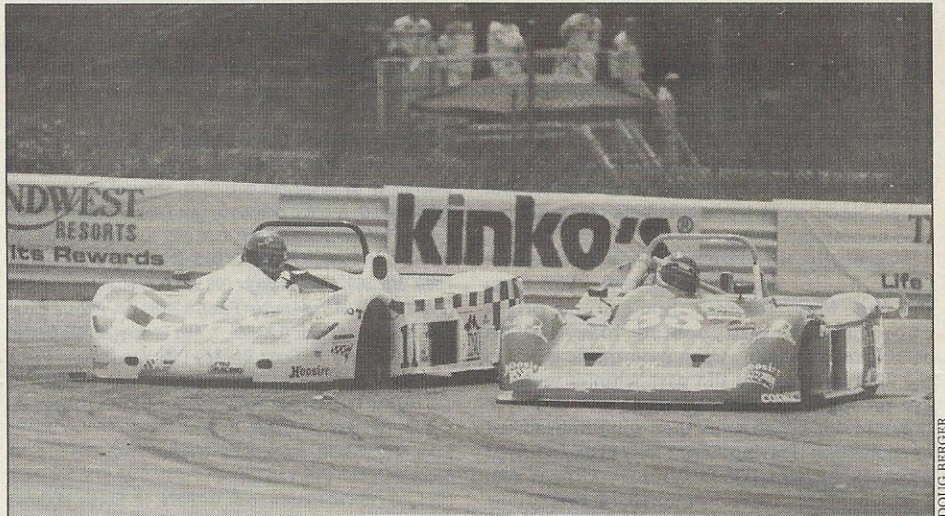
Movin' On Up

• **PORTLAND, ORE., June 16** It was a trying weekend for several ACRL veterans and a first-time professional win for sophomore standout Jeff Glenn during the Kinko's-sponsored event at the 36th annual Rose Cup weekend at Portland International Raceway.

Glenn's triumph in the fourth race of the year moved the Team San Jose driver within 27 points of Bob Schader in the chase for the 1996 Driver's Championship. With his parents sharing in the victory lane celebration, the 23-year-old Pleasanton, Calif., driver looked forward to the next two ACRL events, also at Portland, over the Fourth of July weekend. "It's a neat moment. I've worked really hard for this. Things have been working out well, and this track seems to be pretty nice to me."

Starting the race alongside polesitter Schader of Team San Diego, Glenn throttled his Bank of the West/KJWL/Topshelf/Marketing One Inc./Swift DB5/Ford-Cosworth to an 8.5sec win over Team Reno's Rick Lee.

Finishing third was Leo Sismani of Team Las Vegas, a career best ACRL finish for him. Larry Vollum of Team Portland and rookie Marc Zurlinden of Team San Diego rounded



Jeff Glenn (33) moves inside runner-up Rick Lee to take the lead at Portland in ACRL action.

out the top five. Team Woodland's Joe Giroski finished an impressive seventh overall, while grabbing first-place honors in the Sports 2000 division. He now leads this category by a slim 18-point margin over his father, Leo.

Saturday's Daeco Top Five Qualifying saw IMSA veteran Schader rocket his Petro Cal/PPG/Valvoline/Turner/Lola T89/90 to a new Super Sports 2000 track record, using the Festival Chicane. A quick lap of 1:16.213 eclipsed fellow ACRL veteran Lee Lucas' two-year-old mark of 1:16.977.

At the start of Sunday's race, the two front rows quickly established a four-car breakaway, with Schader taking the point and Glenn, Rick Lee and Peter Zarcades tucked in right behind. Past Former ACRL champion Lee Lucas, who had only managed a 10th-place starting position due to handling problems, fell victim to a punt from behind in the chicane on the first lap. A broken rear suspension arm from the encounter forced his early retirement.

Schader's engine began losing oil pressure on the second lap, but he managed to hold off Glenn through the end of lap 10. Glenn then executed a perfect late-braking maneuver on the tight right hander entering the chicane to take the lead. A split second later, Schader and Lee made contact in the following left-hander. Both recovered, but Schader's car suffered damage and he was forced to pit for a new nose-piece. In the melee, Zarcades moved up to the second position. Unfortunately, his pursuit of Glenn ended on the 16th lap with a broken fuel pump and there were not enough laps left for Rick Lee to catch Glenn.—Bob Kehoe

• **QUALIFYING: Pos. Driver (chassis/engine/all Hoosier tires) Time over 1.925-mile course.** 1. Bob Schader (Lola T89-90/Ford-Cosworth) 1:16.213; 2. Jeff Glenn (Swift DB-5/Ford-Cosworth) 1:16.617; 3. Peter Zarcades (Swift DB-5/Ford-Cosworth) 1:16.736; 4. Rick Lee (Lola T89-90/Ford-Cosworth) 1:17.110; 5. Larry Vollum (Swift DB-5/Ford-Cosworth) 1:17.793; 6. Leo Sismani (Swift DB-5/Ford-Cosworth) 1:17.457; 7. Tom Kreger (Lola 88-90/Ford-Cosworth) 1:17.780; 8. Brad Krause (Lola T89-90/Ford-Cosworth) 1:17.814; 9. Chris Ronson (Swift DB-5/Ford-Cosworth) 1:18.555; 10. Lee Lucas (Swift DB-5/Ford-Cosworth) 1:18.868; 11. Marc Zurlinden (Swift DB-2/Ford-Cosworth) 1:18.868; 12. Buddy Dold (Lola T-87/Ford-Cosworth) 1:19.123; 13. Joe Giroski (Tiga SC89/Ford) 1:19.673; 14. Bill Bachofner (Swift DB-2/Ford) 1:20.209; 15. Ian Wood (Swift DB-2/Ford) 1:20.583; 16. John Ostlund (Swift DB-

2/Ford) 1:20.640; 17. Brad Arnston (Tiga 84YA/Ford) 1:20.908; 18. Bill King (Swift DB-2/Ford-Cosworth) 1:21.504; 19. Tom Bungay (Swift DB2/Ford) 1:25.338; 20. John Brewer (Swift DB-2/Ford); 21. Leo Giroski (Tiga SC89/Ford); 22. Tim Liefke (Swift DB-2/Ford) no time; 23. John Bachofner (Swift DB-2/Ford) no time.

• **RESULTS: 22 laps, 42.35 miles** 1. Glenn, 22 laps; 2. Lee; 3. Sismani; 4. Vollum; 5. Zurlinden; 6. Kreger; 7. J. Giroski; 8. Wood, 21 laps; 9. Ostlund; 10. King; 11. Ronson; 12. J. Bachofner; 13. L. Giroski; 14. Bungay; 15. Brewer; 16. Arntson; 17. Liefke, 20 laps; 18. Schader; 19. Krause, 18 laps; 20. Zarcades, 15 laps (mechanical); 21. Dold, 6 laps (contact); 22. Lucas, 1 lap (contact); 23. B. Bachofner (DNS).

• **DRIVER POINT STANDINGS (top 10 after 4 of 8 races):** 1. Schader, 295; 2. Glenn, 268; 3. Lee, 261; 4. Sismani, 248; 5. Zurlinden, 243; 6. Lucas, 213; 7. Ronson, 204; 8. Krause, 199; 9. Smith-Haas, 164; 10. Zarcades, 154. **S2000 Class: (top 5):** 1. J. Giroski, 210; 2. L. Giroski, 192; 3. Ostlund, 192; 4. Bungay, 174; 5. Wood, 137.

• **CITY CHAMPIONSHIP POINTS (top 5 after 4 of 8 rounds):** 1. San Diego, 681; 2. Las Vegas, 593; 3. Santa Barbara, 549; 4. San Jose, 549; 5. Woodland, 524.

■ Shelby Pro Series: Round 3

Happy Birthday, Dad

• **TOPEKA, KAN., June 9** Paul Dallenbach was again dominant this Shelby weekend, just as he was for the opening round at Phoenix—and once again bitten by mechanical failure.

After leading from the pole and setting fast lap, a rear hub failed on the 18th lap and he watched young Chris Horn take the first Shelby series win of his career. It was as sweet for Horn, who started fifth, as it was disappointing for Dallenbach. The senior engineering student from Iowa State was able to present his crew chief father with the win as a birthday present after four years of competing in the Pro series with little to show for it.

Until Dallenbach dropped out, there seemed little doubt about first place, as all of the action was for the rest of the podium spots. Bennett Dorrance had gridded second, but dropped back to seventh in the early going. He battled back to reclaim the position, only to have Tim Magrath finally get by him on the next to last lap. Magrath deservedly took the Hard Charger