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SpecRacer • Sales • Rentals • Arrive & Drive

$1,200 Driver School SpecRacer Rental*

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2017 CALENDAR

2017 SFR ROAD RACING SCHEDULE

Any changes will be shown on www.sfrscca.org

 Особенно интересными для нас являются следующие мероприятия:

**FEBRUARY**
- **DRIVERS SCHOOL**
  - February 24-25 | Thunderhill

**MARCH**
- **REGIONAL 1&2**
  - March 11-12 | Thunderhill

**APRIL**
- **MAJOR**
  - April 1-2 | Thunderhill

**MAY**
- **REGIONAL 3&4**
  - May 1-2 | Mazda Raceway Laguna Seca

**JUNE**
- **TEST DAY & REGIONAL 5 & 6**
  - June 1-4 | Mazda Raceway Laguna Seca

- **REGIONAL 7 & 8 SPEC MIATA FESTIVAL**
  - June 30-July 2 | Sonoma Raceway

**JULY**
- **REGIONAL 9 & 10**
  - July 26-30 | Mazda Raceway Laguna Seca

**AUGUST**
- **PRE-REUNION PRO SUPPORT**
  - August 12-13 | Mazda Raceway Laguna Seca

- **REGIONAL 13 & 14 SEASON FINALE**
  - October 27-29 | Thunderhill

**SEPTEMBER**
- **REGIONAL 11 & 12**
  - September 8-11 | Mazda Raceway Laguna Seca

**OCTOBER**
- **PIRELLI WORLD CHALLENGE PRO SUPPORT**
  - October 13-15 | Mazda Raceway Laguna Seca

**NOTICE TO MEMBERSHIP**

SLO MO S T E O P I E C T

BY MEGAN ANDERSON

Back in the 1990’s, the Solo Steering Committee started a site fund for the purpose of obtaining a permanent autocross site in the Bay Area. Dubbed ‘the region that knows how’, San Francisco Region was no stranger to pioneering new roads for the future of solo racing.

To this day, we are the only region with a large fund to secure our future. Solo has saved $5 of every entry fee in an escrow account that may only be used for the purchase or long term lease of a long term autocross facility. However, as years have passed, the Bay Area population and development have continued to grow at an astounding rate. The price of real estate is astronomical, and Solo had feared that the dream of a permanent site would never become a reality. Until now.

For many years, the Sacramento Chapter has held events at the San Joaquin County Fairgrounds in Stockton, but SFR Solo has opted out due to a small course area (about 5 acres). However, there is a great deal of unused, gravelled parking surrounding the current autocross pad. In early 2015, SFR board member, Blake Tatum contacted the fairgrounds to see if they would be interested in partnering with SFR SCCA to improve their parking lot and they were elated. So began the last year and a half of planning.

The current Solo site situation: In the mid 2000s, we were fortunate to have four autocross sites within a reasonable distance of the Bay Area. Currently, we only have two. Candlestick Park was very bumpy and unsuitable for modified cars, making it difficult to garner the attendance needed to pay the high rental fees. We stopped running there a few years before the stadium was torn down. We also had Golden Gate Fields; conveniently located but badly decayed. Eventually, the lot was too far gone to be of use. This left us with the Oakland Coliseum and Marina Municipal Airport. When the Coliseum found itself under new management, we were no longer able to book events there. This hurt our club, as Oakland consistently had the best attendance, allowing us to financially make up for low attendance events at other sites. Marina Airport continues to be our primary site, but is currently on a year to year permit with the FAA who is wary of Motorsport use of the airport. We have no guarantee that Marina will continue to be available in future years.

The best thing for Solo in years was the reintroduction of Crow’s Landing in Patterson. We have been able to hold National Tour and Pro Solo events, attracting entrants from up and down the west coast. However, Crow’s Landing is extremely costly to run at and the county is not interested in offering us a long term lease.

The SFR Autocross Park at San Joaquin Fairgrounds offers a unique opportunity for San Francisco Region and SCCA National to come together for a common goal: a guaranteed site for autocross in northern California for the next 40 years. As seen in Figure A, the current autocross site is roughly 5 acres. In Figure B, you can see how much larger the SFR Autocross Park will be. We will have 15 acres of dedicated autocross surface, offering us limitless course design options. In addition, we will have a dedicated grid and paddock area, also shown. We will put a 6-foot chain link fence around the site for safety and security.

To complete this site, we propose to spend the Solo Site Fund and will also be obtaining a $400,000 loan from SCCA National. In lieu of interest, the Fairgrounds will provide SCCA National with three rent free weekends per year, for the life of the lease - 40 years. The fairgrounds will also assist...
San Francisco Region of the Sports Car Club of America has been around for almost sixty years. With its roots formed in the forest of Seventeen Mile drive and it’s following cemented at places like Cotati, Golden Gate Park, and Stockton Fields, we have earned the moniker of “the region that knows how.” We earned that moniker because many innovative firsts have come out of this region.

Improved Touring did not exist until Clint deWitt decided there needed to be a bridge between showroom stock and the production classes. Being able to race the same car in another class was not unheard of until the San Francisco Region offered dual entries.

The Runoffs existed for years but a large portion of the SCCA community was underserved with the Runoffs and it’s limited classes and mostly east coast base. As a result the Pacific Coast Road Racing Championships (PCCRC) was invented and things like tow money, media coverage, and contingencies were offered to racers that were ignored by the National Office.

Obviously we were the first region ever to build and own our own racetrack. When the idea of building a racetrack was waning, we assured the people in charge the writing on the wall. Things like getting race dates were already getting hard to come by. At that time auto racing and in particular NASCAR was experiencing an unprecedented growth. The fear was that our two tracks would be so consumed with professional events that there would be no dates available to us. The decision to charge a surcharge on every entry fee allowed the region to build a state of the art racing facility that is the envy of the entire racing community.

I am proud to say that our region is on the cusp of another historic precedent. Everyone knows the gateway into the club is through the SOLO program (aka autocross). But I do not know if everyone knows that the SOLO community has been tussling itself a $5 surcharge on entry since the mid-eighties. They have accumulated a substantial pool of money however the pool is not deep enough to dive into the ever-increasing real estate market that is the Bay Area.

Because of the costs associated with the Bay Area the idea of purchasing a site seemed to be fading into the sunset. Many a possibility was explored. Google maps were scoured. Hot tips were followed up. Long-term deals with exist- ing partners were discussed. But every time a wrench was thrown into the deal that negated the idea. Just when it seemed all hope was lost an obvious solution was discovered sitting right under our nose.

The parameters the solo community wanted in its new site to fit under were as follows:

1. Within an hour’s drive of the Bay Area
2. Large enough to allow for great variance in course design
3. Tolerant of the racing community
4. Affordable

A lot of the current or recent sites fit some of these criteria. The best most recent site the Solo community ran at was the Oakland Coliseum. When San Francisco Solo held events at Oak- land the turnout was good, the courses were large enough and they were able to pay the bills. However holding Solo events is not the Oakland Coliseum’s primary business. In fact it is more of a nuisance to them then a profit center. The people in charge at the Coliseum have not been returning our phone calls.

Most of the current Solo events are at the Ma- rina Airport, which is located off of Reservation Road near Montevue. This site does a very good job of fulfilling the needs of the Solo commu- nity and the SOLO people plan to use it as long as they are welcome. Two big sticking points is this site is not for sale and it is managed by the FAA.

Although the Marina Site currently works for the SOLO community, the idea of securing their future as with Thunderhill cannot be overlooked. So the location that was sitting right under our nose is the San Joaquin County Fairgrounds in Stockton. I say that because the Sacramento Chapter of SOLO currently uses it. The reason it was never considered is because of its current use, it is too small to allow for much variance in course design.

The other parameters it meets without a problem.

1. Hours drive from the bay area
2. No sound restrictions
3. Affordable

San Joaquin County Fairgrounds paved parking area is only five acres, however the unpaved parking area is six acres. The plan is to spend the site funds money and some additional money borrowed from SCCA National to pave the remaining sections of the parking lot. Once this project is completed the San Joaquin County Fairgrounds will have over 15 acres of usable Autocross surface. In addition the fairgrounds will be offering up an adjacent area that will allow for padding of competitors’ cars so that the Autocross surface is not encumbered.

All of the details of the plan are outlined by Megan Anderson’s notice to membership article that is printed in this month’s WHEEL. Lots of thought and lots of hard negotiations have gotten the project to this point.

The San Joaquin County Fairgrounds solution provides us with a pre-paid 40-year lease. The San Francisco Solo group gets first right on 14 dates per year. The SCCA National Office gets six dates per year. From that point on the other clubs are free to rent the site from the San Joaquin County Fairgrounds. The Sacramento Solo group will be able to rent the site, the Porsche Club, the BMW Club, and American Autocross will be able to rent the site. All of those clubs benefit from the increase in size.

One of the reason’s this plan works is the way the San Joaquin County Fairgrounds has positioned itself: Most fairgrounds were built with the idea of hosting the County fair and they used the popularity of horse racing to make the event profitable. Unfortunately horse racing has seen a massive decline in people willing to run the fair circuit. With horse racing gone fairgrounds across the state have looked for ways to re-invent themselves.

The San Joaquin County Fair is lucky to have a CEO named Kelly Olde. He is the Dick Mudd of fairgrounds. Kelly is in charge of making the fairgrounds a profitable facility which he has done for the past several years. His plan is just to substitute one type of racing for another. Instead of horse racing, he is selling horsepower. The San Joaquin County Fairgrounds is already the site of a go-kart track. They have a 1/8th mile dirt oval for mini-sprints. They have taken the horsercaracing complex and made a 3/8's mile dirt oval that hosts the Northern California visit of the World of Outlaws. In short they have become a motor racing facility. Kelly says the value motor racing has and is offering to will make his site the hub for all things motorsports in the Central Valley.

It is because of our history with the National Office that they are willing to loan us $400,000 interest free. It is because of the hard work by Megan An- derson, the Solo Steering committee, and Clint deWitt that we have arrived at this point. Most importantly; it is because we are “the region that knows how” that our future will be secured.

Steve Jaroch
WORKER OF THE WEEKEND

During the Season Finale Double Regional #13 & #14 at Thunderhill Raceway Park Race Administration chose Steve Jaroch as Worker of the Weekend. Steve has more than earned this award, not just this weekend, but all year-round. Steve is more than willing to offer a hand to anyone who asks. Steve is an at announcer, writer, and all around great guy.

Ed Raitlon
DRIVER OF THE WEEKEND

It was up to Worker Transportation to pick the Driver of the Weekend at the Season Finale at Thunderhill Raceway Park on October 21-22. They chose Ed Raitlon, #10, Spec Racer Ford, Gen2. After only completing six laps in Race #1 on Saturday afternoon, suffering from mechanical issues, he came back strong in Race #2 Sunday morning, taking the class win by passing four cars adding the way.
In 1954 Mercedes Benz introduced the 300SL Gullwing Coupe which would become one of their most iconic cars. The 300SL was an engineering marvel for the time with features like a tube frame chassis, independent suspension, dry sump lubrication, fuel injection and a 3.0 Liter straight-six cylinder engine capable of achieving a top speed of over 150 mph making it the fastest production sports car of its day.

Once cars began to arrive at dealers in the U.S. they were snapped up not only by discriminating Mercedes enthusiasts but by amateur race drivers looking for a car that would give them the competitive edge. Several Californians plunked their money down at Mercedes dealers to buy one of these wonderful cars including Lance Reventlow, Tony Settember, Rudy Cleye, Terry Hall, Stan Sugarman, John Edgar and Peter Culkin.

As the cars began appearing on race grids, they also began to take home trophies. Reventlow and Terry Hall sat on the front row in the 1955 race at Salinas with Hall taking the victory. Tony Settember and Rudy Cleye raced at Pebble Beach in 1956 with Settember winning the Cypress Cup ahead of Dr. Dick Thompson in a Corvette.

In Northern California, Bill Shugis raced a 300SL at Cotati in 1957, Bob Winkelmann raced Natalie Brown’s 300SL in May 1958 at Cotati and in June at Laguna Seca, then along came a new name - Peter Culkin.

When the SLS was delivered to Culkin in 1960, he started testing the car on public roads near his home in Cotati. At the beginning of the 1961 season, the engine was replaced with a Buick V-8 to achieve a top speed of over 150 mph to compete with the competition. Culkin found success winning multiple races in his class along with some overall victories. He accumulated enough points to be the SFR champion in his class both years. Since Culkin sold the car minus the engine and returned to oval track and the engine lived on in championship winning super modified and sprint cars. Culkin was looking for a suitable car for the 1963 season but that all came to a halt when his wife was killed in a car accident. Culkin abandoned all plans to continue driving race cars and retired from racing.

In 1961 plus was the overall winner in the Portland Rose Cup and at Westwood in Vancouver (B.C.). After one more race in the SL at the Rose Cup in Portland in early 1962, Culkin retired the car having purchased a Southern California special, the ex-Porter Mercedes Corvette. An enterprising Holywood (CA) body shop owner and hot rodder by the name of Chuck Porter bought a wrecked 300SLS with the idea of turning it into a race car. Several months were spent completely restoring the cars mechanicals which were covered with a new, roadster style aluminum body. He called the car the 300SLS with the second S standing for "scrap". Porter raced the car from 1955 through 1959 achieving numerous class wins and top ten finishes. Under his ownership, the car was updated first with a supercharger, then a Buick V-8 and finally a Chevrolet Corvette V-8 engine to keep pace with the competition.

Into the early 1960’s Porter’s SLS was driven by a variety of drivers including Johnny Parsons, George Amick (at Vaca Valley), Billy Krause, Johnny Manz and Ken Miles. At the end of the 1961 season, he sold the SLS to Peter Culkin. Living in the small town of Cloverdale (CA), Culkin stored the SLS and his SL at is home and would regularly test both cars on the surrounding public roads. Whenever he would start up the SLS, the noise was so loud, neighbors would go outdoors to watch the show as Culkin zipped through town. Of course the noise also alerted local law enforcement who would escort the car back to its home.

1962 was the last racing season for the SLS since the car’s chassis wasn’t capable of handling all the Corvette engine power. As a result reliability suffered and there were too many DNFs so at the end of the season, Culkin sold the car minus the engine and returned to oval track and the engine lived on in championship winning super modified and sprint cars. Culkin was looking for a suitable car for the 1963 season but that all came to a halt when

Cover 1962 Cotati Program

Road Races at Minden where he finished outside the top ten followed by Palm Springs where he finished first in class and third overall in his race group.

Culkin had good success through the 1959 season but really took off in 1960 and 1961 winning multiple races in his class along with some overall victories. He accumulated enough points to be the SFR champion in his class both years. Since Culkin raced up and down the west coast, he also scored a “double championship” winning the Cal Club C Production Champion in 1961 plus was the overall winner in the Portland Rose Cup and at Westwood in Vancouver (B.C.).

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So what happened to the 300SLS Culkin had so successfully raced? It remained in his hands for several years until it was eventually sold to a private collector along with much of his memorabilia.

Peter Culkin’s 300SL passes another car at Vaca Valley 1960

Peter Culkin Riverside 59

Culkin with 300SL trophy haul, 1961

Cover 1962 Cotati Program

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However, like many other well known race cars of that period they live on in historic racing and the Porter 300SLS now resides in Europe where it is regularly raced.

My thanks to Peter Culkin’s son William, Roy Spencer and the Revs Institute for Automotive Research for photos and information for this article.
IN MEMORY OF BRYAN NEMY

BRYAN NEMY EULOGY
BY ROY BOYNTON, FRIEND AND FELLOW RACER WITH BRYAN.

It is with great sadness and a heavy heart that we share the news of the passing of Bryan Nemy. The SFR SCCA has lost another wonderful autocross father. He was doing something he loved, out riding his bicycle on Thursday, October 13 when he collapsed. By the time emergency services arrived he had already passed.

I heard Bryan before we met. I’d entered my Porsche at a SFR SCCA event and as I prepared to run, I heard Bryan’s voice over the loud speaker system announcing times. It was apparent he was the man in charge that morning as the sound of engines prepared for their first run. He was organized, passionate about racing and devoted to the success of SFR. His love of the sport was energizing and we became fast friends.

Bryan had a number of passions but what I most enjoyed about Bryan was his love of community, whether it be his family or his racing community, his partner of ten years, his biking adventures, sailing, and working on his race car.

We quickly became buds, and traveled to auto cross all up and down the west coast. To Nationals, Topka, Kansas and Lincoln Nebraska in which Bryan was my co-driver (and the story of the battery.) In which Bryan was my co-driver (and the story of the battery.) in which Bryan was my co-driver (and the story of the battery.)

Over the past few days, I’ve had the pleasure of sharing stories about Bryan with his racing friends. Here are a few comments I thought I’d like to share today.

“Bryan is loved and appreciated @ SFR Headquarters.” Sherry Grantz

“He will be missed by everyone’s lives be touched with his contagious happy nature.” Sandie Brown, Nationals General Manager.

“Always the first to arrive and the last to leave. There aren’t any Bryan Nemy stories the way there are Larry Park stories. No tales of daring do… But he was the hardest working, quietly competent guy who made things happen for the betterment of the sport!” Charlie Davis

“A most friendly, generous and easy going guy. Loved racing his VW R32. It was unbeatable in the rain!”

Bryan, we will miss you!

LESLIE FRANCARDO - Bryan was our long-time friend, back to the years of the KCS Club in 1983. An autocross father to our kids and a proud attendee at our daughter’s wedding. He had a laugh and a smile that we will never forget. His love for all things cars and in particular SFR SCCA autocross will never be forgotten. Please raise a glass of red wine to him as you remember all the love and work he put into his favorite sport. It was his life, it was his passion. We love you Bryan. You will never be forgotten!” Lisa Noble - I’m saddened by this news. It was an honor to work with Bryan during his time on the SFR. A first class guy all the way. Rest in peace.

GARY CORRIGRA - Saw Bryan last weekend at the Pirelli World Challenge event. He was the usual smiling, cheerful person I met while sharing a Miata at the 2012 SFR Drivers School. RIP.

Helen Geverto - Thank you for your beautiful thoughts about my cousin. His smile was contagious along with that special squawky voice.... When we were children we would meet at our grandfather’s and take a bag lunch to the Fruitvale Theater for Flash Gordon or Gene Autry. He is missed by many!

Jerry Mouton - Bryan was really one of the leaders of SCCA Autocross. And he led always laughing with kind and gentle persuasion. It is really sad to hear of his passing. I’ll miss him a lot.

Jojo Corrales-Kean - We met Bryan in 2012 when the D Stock car broke and my husband needed a ride. Bryan offered his R32, showing his generosity and support of other competitors. He was a great contributor to SCCA Autocross and will be missed.

More thoughts about Bryan

Leslie Francarida - Bryan was our long-time friend, back to the years of the KCS Club in 1983. An autocross father to our kids and a proud attendee at our daughter’s wedding. He had a laugh and a smile that we will never forget. His love for all things cars and in particular SFR SCCA autocross will never be forgotten. Please raise a glass of red wine to him as you remember all the love and work he put into his favorite sport. It was his life, it was his passion. We love you Bryan. You will never be forgotten!”

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Helen Geverto - Thank you for your beautiful thoughts about my cousin. His smile was contagious along with that special squawky voice.... When we were children we would meet at our grandfather’s and take a bag lunch to the Fruitvale Theater for Flash Gordon or Gene Autry. He is missed by many!

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WHO WAS BRYAN NEMY?

BY SHERRY GRANTZ

For at least 15 years, Bryan Nemy was the go-to guy in Solo. If something needed to be done, he was getting it done before anyone even asked. You want a Pro Solo, National just called Bryan. You need a safety steward tomorrow in Fresno, you just called Bryan. You want a National Tour at barely useable Golden Gate Fields. Bryan got the site, organized the weekend, and got a team together to make it happen - the best it could be.

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I heard Bryan before we met. I’d entered my Porsche at a SFR SCCA event and as I prepared to run, I heard Bryan’s voice over the loud speaker system announcing times. It was apparent he was the man in charge that morning as the sound of engines prepared for their first run. He was organized, passionate about racing and devoted to the success of SFR. His love of the sport was energizing and we became fast friends.

Bryan had a number of passions but what I most enjoyed about Bryan was his love of community, whether it be his family or his racing community, his partner of ten years, his biking adventures, sailing, and working on his race car.

We quickly became buds, and traveled to auto cross all up and down the west coast. To Nationals, Topka, Kansas and Lincoln Nebraska in which Bryan was my co-driver (and the story of the battery.)

Over the past few days, I’ve had the pleasure of sharing stories about Bryan with his racing friends. Here are a few comments I thought I’d like to share today.

“Bryan is loved and appreciated @ SFR Headquarters.” Sherry Grantz

“He will be missed by everyone’s lives be touched with his contagious happy nature.” Sandie Brown, Nationals General Manager.

“Always the first to arrive and the last to leave. There aren’t any Bryan Nemy stories the way there are Larry Park stories. No tales of daring do… But he was the hardest working, quietly competent guy who made things happen for the betterment of the sport!” Charlie Davis

“A most friendly, generous and easy going guy. Loved racing his VW R32. It was unbeatable in the rain!”

Bryan, we will miss you!

Leslie Francarida - Bryan was our long-time friend, back to the years of the KCS Club in 1983. An autocross father to our kids and a proud attendee at our daughter’s wedding. He had a laugh and a smile that we will never forget. His love for all things cars and in particular SFR SCCA autocross will never be forgotten. Please raise a glass of red wine to him as you remember all the love and work he put into his favorite sport. It was his life, it was his passion. We love you Bryan. You will never be forgotten!”

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More thoughts about Bryan

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The course design was a collaboration by the Tsung brothers, Mack and Justin, and the autocross started promptly under clear, sunny skies.

Steve Smith was .09 seconds faster than Mary Pozzi in AS. Smith was in a ’10 Corvette, while Pozzi was in a ’04 Corvette. Daunti Perryman finished third in his ’08 Saturn Sky Redline.

Youmna Zalzal, in a ’04 Honda S2000, came in first in BS. Zalzal was closely followed by James Moss in a ’16 Focus RS in second place; with Hugo Diaz rounding out third in a ’13 WRX-STi. CS was a Toyo-bara twins affair, with Jonathan Moss in a ’16 Focus RS in second place, with first in BS. Zalzal was closely followed by James Moss in a ’16 Focus ST.

Joe Weinstein took first in SS in his Cayman GT4.

John Paulsen, in a ’09 Nissan 350Z, finished second in this ’91 Miata. Jason Garcia finished third in this ’08 Saturn Sky Redline.

Pozzi in AS. Smith was in a ’02 Corvette, while Steve Smith was .09 seconds faster than Mary Tsang brothers, Mack and Justin, and the autocross started promptly under clear, sunny skies.

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F R E E
SCCA TEST DAY

SATURDAY, DECEMBER 31
9AM TO 4:30 PM

WANTED: SCCA FLAGGERS / HELPERS / VOLUNTEERS /
SCCA MEMBERSHIP CARD REQUIRED

We do not check racing licenses or tech cars!

Street Car Session for
SCCA Open Track enthusiasts
Full services / Safety / Insurance / Food
Join SCCA at the Event and receive full value of the day!

Call 530-934-5588 x103* or
Sign-up at the Registration table!!

*Friday camping available for $35/unit. Race car and Parts swap meet area (N/C)

FREE

With rain predicted for the weekend, only a hardy 79 drivers came out for Round 2 of the winter Slush Series. This meant that competitors were able to get in five runs, and the heavens didn’t open up until late in the afternoon session.

Soyun Lee enjoyed a big lead in ESL in a ’00 Miata over second place finisher Gabrielle Adelman in a ’93 Miata.

John Lawrence, in a ’15 Chevrolet Camaro SS, took first place in FS. Stephen Hare, in a ’02 Camaro, was not that far behind in second place, and Gary Fazekas rounded out the top three in his ’15 Ford Mustang.

G8 saw the most diverse group of cars yet, with Christopher Smith taking first place in a ’23 Focus ST. Al Anderson, in a ’03 VW GLI, took second place, and Jason Kuang taking the last podium spot in a ’05 Acura RSX Type-S. Ed Runnion handily took first place in HS over second place finisher David Hight. Runnion was in a ’15 Ford Fiesta ST, while Hight was in a ’00 Toyota Camry.

Monty Pack, in a ’74 Porsche GT3, finished in first place in SS. Joey Jarosz, in a ’15 Corvette Z06, came in second place, while Jeff Ekoberry rounded out the top three in his ’15 Corvette. Micah McElravy ran uncontested in CSP in his ’91 Miata.

Bryan Silh finished in first place in FSP in his ’04 Mini Cooper. Glen Corteza took second place over co-driver Trung Nguyen. They were driving a ’87 Toyota Corolla sedan.

Robert Marcy took first place in SP in his ’73 Datsun 2100. Howard Wolf took second over co-driver Dwayne Komuch, who were sharing driving duties in a ’82 Toyota Starlet.

Curtis Yamazaki barely took first place over co-driver Cliff Wong in EP in a ’07 Corolla sedan. Marielle Cortez ran uncontested in EPL in her ’97 Corolla sedan.

Robert Petz easily took first place in SM over second place finisher Kyle Christie. Petz was in a ’16 Focus RS, and Christie was in a ’13 Subaru WRX.

Glenn Bennett, in a ’26 Mustang GT, ran alone in STP. Colleen Echter also ran uncontested in STP in a ’26 Mustang GT.

The all-Miata field in STR was led by James Lacono in a ’13 model. He was followed by Edison Ong in a ’96 model, with Kendall Barr rounding out the top three in a ’94 model.

Jimmy Au-Yeung took first over co-driver Richard Jones in STU. They were splitting seat time in a ’06 Mitsubishi Lancer Evolution. Aaron Dawson came in third in a ’04 WRX Sti.

Jonathan Cadillac, in a ’04 Mazda RX8, took first place in STX. He was followed by co-drivers Glen and Megan Anderson, who finished in second and third, respectively. The Andersons were driving a ’74 BRZ.

Patchara Charomsirirun ran alone in NS in a ’12 Honda CR-Z.
Taylor LaMascus ran uncontested in FS in his 2006 Chevy Corvette. ES had 7 competitors, all in NA Mazda Miatas. Brandon Terry took top honors, with Josh Cadiente in second place. Brandon’s dad and co-driver, John Terry took third place, followed by veteran Gary Lieb in fourth place. Josh’s dad and co-driver, Richard Cadiente placed fifth, with Aaron Carter in sixth and Dennis Feasel rounding out the class.


STX winner was Reace Fisher in a borrowed 2012 Subaru BRZ, followed by Jerry Keil in second place in his 2002 Subaru WRX Wagon. Clint Bustamante placed third in his 2013 Scion FR-S, and Eric Gilles in fourth in his 2016 Scion FR-S.

Brandon Griggs took the top spot in STR in a 2002 Mazda Miata, with his co-driver, Robert Carstens in second place. STU winner was Andrew Bosser, in his 2004 Subaru Impreza WRX STI. James Clenney, in his BMW, oops, I mean, his 2014 Mitsubishi Evo, placed second. Third place went to Matthew Yu, in his 2005 Nissan 350Z.

Trevor Dykstra took first place in STP, and in his 2014 Ford Mustang GT, with Jeffrey Zanella in second place in his 2016 Ford Mustang GT.


Steve Carlson ran uncontested in FP in his 1971 Nissan 240Z.
Gary Raffill ran uncontested in EM in his 1969 VW Dune Buggy.


SM winner was Rufus Connell, in his 2001 Subaru Impreza, with TJ Villareal in second place, in his 1990 Mazda Miata.

Abla Yang ran uncontested in SSM in his 2014 Subaru Impreza WRX.

Novice class had two competitors, with Austin Borba charging to the top in his 2015 Ford Mustang GT, and Dennis Conner in second place in his 2013 Scion FR-S.


Event 9 Top 10 PAX
1. Paul Newton
2. Andrew Bosser
3. Reace Fisher
4. Trevor Dykstra
5. Keith Bullock
6. Brandon Terry
7. Steven Bradford
8. Brandon Griggs
9. Justin Tang
10. Austin Borba

The last event of the season, Event 10, was an encore format. The weather forecast was for rain in the afternoon, but mother nature let almost everyone have a dry run.

Robert Porter ran uncontested in SS in his 2014 Porsche Boxster S.
Larry Kirlin ran uncontested in AS in his 2008 Porsche Boxster S.

CS winner was Kurt Wong, in a 2013 Scion FR-S. Co-drivers Rob Krider and Addy Krider took second and third place respectively, in a 2008 Nissan 350Z.

ES had 8 competitors, most driving NA Mazda Miatas. Brandon Terry took top honors for the second day in a row, with Josh Cadiente in second place. Brandon’s dad and co-driver, John Terry took third place. Josh’s dad and co-driver, Richard Cadiente placed fourth. Dennis Feasel took fifth place and Gary Lieb took sixth place. Co-drivers Dave Nanini and George Eason, finished out the pack in a 1990 Mazda RX7.

Leon Weinroth ran uncontested in FS in his 2014 Ford Mustang.

Eugene Cole ran uncontested in STS in his 1999 Infiniti G20.

STX winner was Jerry Keil, in his 2012 Subaru WRX Wagon, with Jonathan Cadiente taking second place in his 2014 Ford Focus ST.

Brandon Griggs ran uncontested in STR in a 2002 Mazda Miata.

STU winner was Jimmy Au-Yeung in his 2006 Mitsubishi Evo, with Andrew Bosser placing second in his 2014 Subaru Impreza WRX STI, and James Clenney in third place in his 2014 Mitsubishi Evo.

Trevor Dykstra ran uncontested in STP in his 2014 Ford Mustang GT.

Dave Warner ran uncontested in FSP in his 2006 BMW M3.

SMF winner was Richard Jensen in his 2004 Mini Cooper S, with Ryan Zelinski taking second place in his 1994 Honda Integra.

Rufus Connell took the top spot in SM in his 2001 Subaru Impreza, with TJ Villareal in second place, in his 1990 Mazda Miata.

Abla Yang ran uncontested in SSM in his 2014 Subaru Impreza WRX.

Austin Borba ran uncontested in Novice class in his 2015 Ford Mustang.

Katherine Flater ran uncontested in Ladies class in her 2013 Scion FRS.


Event 10 Top 10 PAX
1. Kurt Wong
2. Trevor Dykstra
3. Brandon Griggs
4. Jimmy Au-Yeung
5. Andrew Bosser
6. Brandon Terry
7. Rob Krider
8. Rufus Connell
9. James Clenney
10. Josh Cadiente

By Audrey Tan, photos by Amy Armes & Jimmy Au-Yeung

The last two events, November 19 and 20, were held at the Fresno Fairgrounds, and determined several of the trophy spots for the 2016 season.

With no threat of rain, and the last regular event of the season, Event 9 had 50 competitors.
Our Season Finale was held on Friday and Saturday prior to the annual awards being given out at the Willows Veterans Memorial Hall. Congratulations to all the drivers for their class wins, as well as the various volunteers for their recognition in the efforts they put forth supporting club racing in our Region, as well as at the “Pro” events.

RACE 1, GROUP 7
SMT, SSM, SM

Friday afternoon started with 48 cars taking the green flag in the 13 lap, 30-minute contest. On the opening lap, Cynthia Torp, #15, pulled off at T11, driver’s right, mechanical, with front damage. Both Tim Auger, #07, with electrical issues, and Sushanth Jureshkkumar, #99, retired prior to completing the first lap. The Safety Car was deployed to allow the tow crew to retrieve the #15. Seems there was body contact between the #15 and #99 in T9. T8 reported a couple of passes under the caution laps. T9 reported a few more, for good measure. After the restart, in T11, more pushing and showing took place as T11 reported the #99 of Scott Carter came through missing his rear bumper. The #53 of Cole Gibson was involved. Both Kirk Uhrlbah, #94, who went off in T14, driver’s right exit in an unsafe location, brought out the Safety Car once again, and the #99 retired after completing 8 laps. T11 had more action when Tupper Hull, #50, ran into the back of Brent Hatchett, #1. There was a fair share of off and on, as well as spun and continued calls, as you would expect.

Tommy McCarthy, #23, SM, took the overall win with a 1.449 margin of victory over the winner in SMT, Phillip Holifield, #44. Tommy also set the fastest lap of the race. Two point five seconds behind the #44 was fellow SMT driver, Tao Takaoka, #72. Since October is Breast Cancer Awareness Month, Starter Marcia Ulise displayed the Pink & White checkered flag during all the weekend races, as well as the traditional Black & White checker. Back in the SSM ranks, David Allen, #61, held off the #97 of Gregory Hoff, but not by much, as .263 seconds.
separated those two. “Hard Charger” award was given on the RaceHero app, to the #17 of Bues Todd, who gained 13 spots, finishing 31st overall. He qualified 38th but started 44th. (Must have been late for the grid.)

**RACE 1, GROUP 6**

SRF, SRF3

Twenty-nine cars made up the field for the second race of the afternoon. On lap 2 the double yellows came out, as multiple body parts were lost by Joe Briggs, #49, and J. D. Bamann, a hurricing traffic. T14 reported the #49 of Don Landers passed the #41 of Michael Woolley. The Black Flag All was thrown by all turns, bringing the field to the pit lane. The #9 retired prior to going back “green”. After completing only one of the 13 lap contest, Ed Kalton would receive the #001. On lap 10, Anthony Tabacco, #20, pulled off in T3, showing smoke. Brandon Lewis, #66, mixed it up with Andy Hetrick, in #1, T5, but both continued. In T3 on the last lap, Umberto Melliti, #34, spun off of and on, turning the lead over to race winner, Robert Breton, #51.

Robert’s margin of victory over John Black, #17, was 0.95 seconds, but the #34 did set the fastest race lap, as well as setting a new track record of 1:38.049. Third in Gen2 was Mike Smith, #64, 1.2 seconds behind John. Michael Boyle, #53, was victorious in Gen3, finishing 31st overall, just ahead of Hank Raymond, #32. Eight seconds separated the two, while the #32 of Andrew Cook was 1.2 seconds behind Hank. “Hard Charger” award was given on the RaceHero app, to the #46 of James Chatterie, who gained 8 spots, finishing 18th overall in his Gen2.

**RACE 1, GROUP 2**

FA, FM, FB, FS, DSR, ASR

Saturday’s final race of the afternoon had 18 cars make the grid. On the opening lap, Kurt Ladendorf, pulled off, showing smoke from his #97, DSR. Andrew Cook, #19, FL made a call to the pit lane, went back out on course, and retired after 7 laps of the 15-lap affair. The #23, FL of Jim Devenport, was hit for sound at a plus one, as was the #40, FL of Rob Conrad. Brandon Ackerson, #33, FE, FL made a pit stop and went back on course. In T7, Robert Christensen, #16, DSR, was observed by the Emergency Crew as showing smoke. He ended up pulling off in T3. Second place qualifier, Jeff Lederman, retired his #35, FL, after 13 laps.

The #23, who set the fastest race lap was victorious over the #1 of Charles Chi, #48, to the tune of 18.188 seconds. Only three cars were on the lead lap, as coming in 3rd was the sole FA, Steve Baumhoff, #61. Pacing the #61 was also the FL of the group, Robin Riener, #41, as Jeff Read, #28, was the top FE, finishing 5th. “Hard Charger” award was given on the RaceHero app, to the #10, who gained 6 spots. Right behind the #18 was Ritchie Hollingsworth, #49, who gained full points in FM. DSR spots went to the #88 of Andy James, finishing the sole #52 was the #79 of Jeff O’Callaghan. The sole #2 was the #40 and the sole FB was the #19.

**RACE 1, GROUP 5**

AS, ITS, ITA, ITB, ICT, ITX, ITR, FP, HP, GTL, STU, STM, E30, B-Spec

The grid had 41 cars which competed in the 15-lap contest, first thing Saturday morning. Numerous drivers experienced difficulty keeping their cars on the racing surface, as evident by the calls from the corners. Most notably was Yehia Eissa, #55, ITX, who had an O/O in T5, again in T3, before pulling off on the bypass road at T7, after completing 6 laps. Brendan Hermady, who was late to grid in his #36, ITX, retired after 8 laps. Anthony Bonino, #90, SMG, was slow through T9 and pulled off, mechanical in T1, driver’s right apex, considered “safe”. Terry Gibson, #56, ITRA, pulled off T4 prior to the last lap.

The fight for bragging rights would pit pole-setter, Sean Wheeler, #40, SMG, against fellow SMG, #78 of Addison Lee. Although Sean had the fastest race lap, it was Addison who saw the checked flag first, with a 0.26 second margin of victory. Brad Baftola’s #36, STL, claimed the class win, finishing 3rd. While finishing 6th, but in STL, was the #1 of David Vodden. It was a dog fight between ITA winner, Tao Takaoka, #42, finishing 10th, and the STL, #70 of Tim Auger, as only 4 seconds separated the two at the stripe. IT’s spots went to Ben Brandt, #52, who finished 12th, while in 21st was the winner in ITX, Gregory Hoye, #97. The only E30 in the group was Mark Dragonette, #1. “Hard Charger” award was given on the RaceHero app, to the #4, ITRA, of Memet Aydil, who gained 10 spots.

**RACE 1, GROUP 4**

FF, CF, FV, FST, FS, FC

Twenty-one cars made up the field for the second race of the morning. The 15-lap event had not even seen the green as pole-setter, Ken Rozeboom, #18, FC, S/O/O in T2 on the race pace. Once the green came out, Michael Edick, #36, CF, S/C in T3, while Daniel Wise, #37, CF, went O/O, evening the #45 on the #55, CF, who was plagued with issues throughout the race, as he had an O/O in T15 on lap 6, and a S/O/O in T2 the following lap. A lap later, he had an O/O in T2, made a pit stop and retired after completing 9 laps. The #77 S/C coming out of T15 on lap 6 and David Jalen, #50, FF, retired after 9 laps.

Also on lap 6, T15 reported the engine sounded like it was running rough on the #66, FF of Trey Tinsley. He retired after 13 laps. Last lap, last turn both Paul Rodler, FC, #45, and race winner, Ken Rozeboom, had their S/C.

Ken had a 1.349 second margin of victory at the checker and also had the fast race lap. Third overall and last in FF was the #54 of Chuck Horn, who also set a new track record with a 1:53.052. The competition further back in the field was much tighter as evident between 6th and 7th place, where the #48, FF of Steve Meyer, was only 1 second ahead of the #44, of Jon Brandstad. It was no different right behind them, as Joseph Hopkins, #1, FF, was only ahead of Tom Duncan, #27, FF, by 3 seconds, while back in positions 13 and 14, Daniel Wise was separated by FW winner, Scott Meyer, #46, by a mere 1.3 second. “Hard Charger” award was given on the RaceHero app, to the #48, who gained 5 spots. The sole FST was Aaron Meyer, #77, who finished 11th, and right behind him was the winner in CF, Michael Edick, #36. Great race!

**RACE 1, GROUP 3**

ITE, GT1, 2, 3, FC, GTA, SP, 5S, T1, 2, 4, E46, NS, NI

Twenty-one cars made it to the grid for the 15-lap event. On the opening lap, Ichiro Sunananda, #50, IT1, was slow out of T9 and would go back padlock on lap 1. The SP, #42 of Chris Anderson had his problems start up on lap 6 when he had an O/O in T15, a S/O/O in T2, made a call to the pit lane and go back on course, to ultimately complete 14 laps. Lap 9 had Robert Davis, #8, GT1, have an O/O in both T11 and T15. With under 5 minutes remaining in T5, the #30, ITE, of Brian Anderson, had an O/O & O/O. On the last lap, Rudy Peters, #64, GTA, had an O/O in T11 and retired with a flat tire prior to the checker.

Pole-setter, Spencer Tremery, #1, set a blistering pace throughout the race to take the overall win by one minute, five point eight one two seconds! He set a new track record in his Riley DP MK XI with a 1:41.942 seconds. Coming in second was the winner in ITE, Cameron Rogers, #66, who also set a new track record with a 1:50.783. Placing 3rd overall was the top GT of Frank Emmett, #45. The GTA winner Steve Toth, #45.
finished 7th, .3 seconds ahead of the winning #88, 307 of Joe Montana. Clark Nunes, #90, was victorious in T2, finishing 10th, .3 seconds ahead of the #82, TTE of Bob Murillo. The sole EP of the group was Wilson Powell, #77, while only the T4 was the #34 of Michael Olivier. “Hard Charger” award was given on the RaceHero app, to the #18 of Jeff Read, who gained 4 spots during the race.

RACE 2, GROUP 7B
SMT, SSM, SM
Forts four cars made up the field for the 14 laps of hard racing. Opening lap had James Waller 0/0 in T2, while after only completing that lap, Lawrence Muderr would retire the #94. Rees Todd, #17, has his 0/0 in T3 while there was body contact between the nose of Toa Takaoaka’s #72 into the tail of Roland Kamber’s #90 in T11. On lap 3, Brendan Hermlays, #16, had an 0/0 in T2, while a lap later, Jeff Page, #33, had his in T15. The following lap had Taylor Vance, #51, 0/0 in the same turn, while T11 had the #91 of Brian Duddy, O/O, and the same fate was had by the #78 of Rob Coneybeer in T15. Lap 6 had the #1 of Brian Duddy, O/O, and the same fate was had of Brian Duddy, O/O, while on the field for the 12-lap.

In T3 on lap 12, while T15 had both Alberto Goncalves, #05 and the #71 of Robert Irwin have 0/0’s. Barron Novak, #39, took her car back paddock and in T15, the #17 had another 0/0.

Now for the outcome after all the mayhem. For the second time this weekend, the #44 was victorious in SMT, but this time he was the overall winner by 2.847 seconds over the #72 SMT. The #1 finished 3rd and took home top honors in SMT, while his nearest competitor was back in 7th. Turn-around was fair play in SSM, as the #77 of Gregory Hoff beat out the winner of the first lap, had an 0/0 in T2. Pole-setter, Tommy McCarthy, #24, went back paddock on the same lap. T9 had body contact between the #4 of Brent Hatchet, and Tao Takaoaka, #72, on lap 6. T1 had more B/C between the #90 and the #44 of Phillip Holfield. T9 had the #07 of Tim Auger pull off, mechanical, at the right exit. David Allen, #61, S/O in T14, while over in T15, Frank Russell, #34, suffered the same fate. T11 had the #1 off in T2 on lap 12, while T15 saw the #82 again have an O/0. On the last lap, T11 had both Alberto Goncalves, #05 and the #71 of Robert Irwin have 0/0’s. Barron Novak, #39, took her car back paddock and in T15, the #17 had another 0/0.

Race David Allen, #61, by 8.2 seconds. Roland Kamber, #90, set the fast lap of the race, finishing 5th, and walk away with the Championship in SMT. He held off a relentless Marco Gallar, #9, by a mere 3.3 seconds. David Allen was the Champion in SSM and Tommy McCarthy did the same in SM. “Hard Charger” award was given on the RaceHero app, to the #92, Sharpie car of Brandon Miller, who gained 16 spots. Further back in the field, the #06 of Ward Rose beat Robert Irwin, #71, to the stripes by .3 seconds, while Brian Duddy, #91, was ahead of Ray Meister, #38, by .5 seconds, and .3 seconds behind Ray was the #12 of Chris DePuy. Tight racing throughout the entire field.

With under five minutes remaining the green flag was again shown. T15 had the #1 O/O, while on the final lap, T5, the #42 of Rick Wright had body contact with the #97, forcing the #87 O/O. The #42 spun out of T15, forcing the #4 of Frank Valente O/O, while in T11, the #32 had side-to-side contact with the #46. (Well, that sure was action packed!) The dog fight up front was settled by a mere 302 seconds, as Robert Bratton, #32, beat out John Black’s #17, but in the process the #17 laid down a new track record with a 1:58.524. Third in Gen2, only 3 seconds behind was our Season Champion, Umberto Milletti, #34, who started from the pole.

The top 10 cars were all Gen2 machines and were only separated by 11 seconds! In 11th, but 1st in Gen2, was the #401 of Ed Ralston, who was also picked by Worker Transportation as the “Driver of the Week”. “Hard Charger” award was given on the RaceHero app, to the #01, who gained 4 spots during the race. Michael Boyle, #53, was 3.9 seconds in arrears, while 5 seconds behind him was the #12 of Hank Raymond. Congratulations to the Champion in Gen2, Michael Boyle. As a side note, Michael Kellef, during a “Meet the Team” interview, said “To this group there is always a rabbit to chase”. As I looked at the results, it was very true, as many two place battles throughout the field were decided in the .xx second range.

RACE 2, GROUP 2B
FA FB, FS, P1, P2, FE, FM, S2, DSR
The first race of the afternoon had thirteen cars make up the grid for the 16-lap event. On the opening lap, Lars Jensen, #63, S/C in T5. After 2 laps, #39 Brian Duddy, #38 Ray Meister, #32 Chris Depuy
#118 Jeff Read
#145 Brian Duddy, #38 Ray Meister, #42 Chris Depuy
#19 Stephen Temple and #56 Lyn Greenhill
#37 Don Van Nortwick, #42 Robert Davis, #77 Cameron Rogers
#71 Robert Bratton and #17 John Black
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RACE 2, GROUP SB
AS, ITS, ITA, ITB, ITC, ITX, ITR, FF, HP, GTL, STL, STU, SMG, E30, B-Spec, T3
Forty-two cars made up the field for the second race of the afternoon which would consist of 15 laps. On lap 4, Scott Carter, #99, had an O/O in T5. And on the next lap Scan Bradley, #5, had his in T3. On lap 9, Alberto Gonzalves, #5, S/O/O in T11, while the #19 of Anish Ramakrishnan, S/C in T8. The #31 of Leroy Lucy, S/O/O in T2, made a pit stop, then retired after completing 9 laps. A lap later, in T5, Brendan Hermsen, #16, had an O/O Brian Daddy, #99, made an unchecked pit stop. With under five minutes remaining, Tim Sullivan, #56, had an O/O in T15 and on the last lap, the #50 of Tupper Hull, did the same in T8. Addison Lee, SMG, #97, had a Flag-to-flag with a 9:21 second margin of victory over fellow SMG driver, and this year’s Champion, Sean Wheeler, #76. Addison also set the fastest lap of the race and picked up his second checked flag of the weekend. Coming in 3rd, but 1st in STU, for the second time this weekend, was Bob Bradford, #36. David Vodden, #1, finished 6th but was the top STL, setting a new track record with 2:02.063, picking up his 2nd win of the weekend. Also: The Championship, though, went to Tim Auger, #50, who finished 11th in ITX, it was Ben Brandt, #57, taking the win for a second time, finishing 9th. Tao Takasaki, #72, was victorious in ITA, beating out the season Champion Tupper Hull, #50. Gregory Huff, #97, took the win in ITX for a second time, but the season Champion was David Allen, #66. “Hard Charger” award was given on the RaceHero app., to the #6 of Michael Oliver, also receiving his second victory lap. In ST, total points, for a 2nd time, went to the #88, Joe Montana finishing 6th. ALL, the SCCA volunteer workers would like to send a very BIG THANK YOU to Joe for the NUMEROUS boxes of SEE’S candies and all the lollipops he provided. And, by-the-way, he had a very successful novice season. Those who were not in the Group 5 race but were crowned season ending Champions included, Richard McClosky in CF, and Scott Vreeland in FC. Congratulations!

RACE 2, GROUP 3B
ITE, GT1, 2, 3, PC, GTA, SF, EP, SS, T1, 2, 4, E46, N3, NL
Eighteen cars made up the field for the 16-lap event which would finish with six different class winners. On lap 7, Clark Nunes, #79, S/C, in T1. Roger Hett, #38, had a roof hatch open, as reported from the turns. After T7 reported the #8 of Robert Davis off the pace, he retired his #8, GT1, after completing 10 laps. Cameron Rogers, #67, ITE, led 6-lap, setting the fastest race lap, and had a 5.326 second cushion over the GT1 winner, for the second time this weekend. Frank Emmett, #45. “Hard Charger” award was given on the RaceHero app., to the #66 of Sean Wheeler, who gained 2 spots during the race, finishing 3rd overall. Season Champion in GT1, finishing 4th, was the #95 of Bob Davis. The ITE Championship went to the 6th place finisher, Brian Anderson, #30. The winner in GTA, going two-for-two, was Steve Toth, #63, finishing 7th, but the Championship went to 9th place finisher, Rudy Peters, #64. T2 Champ, Clark Nunes, #79, finished right behind Rudy, also bagging his 2nd checked flag of the weekend, while the lone T4 was the #34 of Michael Oliver, also receiving his second victory lap. In SF, total points, for a 2nd time, went to the #88, Joe Montana finishing 6th. ALL, the SCCA volunteer workers would like to send a very BIG THANK YOU to Joe for the NUMEROUS boxes of SEE’S candies and all the lollipops he provided. And, by-the-way, he had a very successful novice season. Those who were not in the Group 3 race but were crowned season ending Champions included, Bruce Treenery in SP, Matthew Isley in EP, and Mitch Marvosch in GT2.

I would like to thank Chuck, Don, & Kathy of Chuck Kozlowski Photography for SEVENTEEN years as the official photographer of the San Francisco Regional of Sports Car Club of America. It has not only been a pleasure, but an honor to work alongside you all for the past years. Enjoy retirement. You will be greatly missed. See you next season??

Congratulations to all!
I had considered buying a 289 Cobra, but it meant, because of its expense, it would be the only car I’d have — not very practical. I was envious of the Lotus Super 7s which were prepared by Walt for road racing, but it never occurred to me to own such a small, and again impractical, car.

One day in the spring of 1965, Walt told me of a Seven America that was available at a fire sale price. He told me that the car was the woman’s version of the Seven! Its owner needed some money to pay taxes, and unfortunately for him, it had to sell quickly. He didn’t really believe a woman wanted one, and it took some convincing that this was a very real sale.

The Seven was billed as a ‘small, agile, highly maneuverable.’ AND, you don’t have to worry about being hit by something bigger. :) A comforting thought. And we don’t have to worry about being hit by something smaller, a agile, highly maneuverable.

I originally tried driving my 7 on the street, but getting to the good roads involved using freeways, where no one knew I was there! It got kind of scary... now we trailer it wherever we go, and get lots of thumbs up! Both my hubby and I still autocross it. Wish we could reconstruct ourselves like we did Lil’ Stroker. :)

Together with husband John, Mrs. Kelly spearheaded the merging of SCCA with what was then local niche autocross clubs within the greater San Francisco Bay Area. The mission was to develop the San Francisco Region’s fledgling autocross program. The result of this merger in 1969 was the formation of one of the most competitive regions in the history of SCCA National Solo II competition. Since that first national in 1973, no other region in the country has produced as many national champions.

“I knew how competitive our area was,” she would later reflect. “I just wanted everyone to see just how good they really were.”

San Francisco Region membership exploded in the 1970s, coinciding with the pair taking on the publication of the region’s The Wheel. In this new endeavor, they transformed what had been up until then a monthly newsletter into an award winning tabloid, reaching subscribers worldwide.

What began as a kitchen table operation in the evening hours became a full time family operation, with Editor John recruiting the talents of professional journalists and photographers, all willing to contribute their work without pay.

Mrs. Kelly was also a four-time Solo II National Champion(1975, ’77, ’78, and ’82) in her Lotus 7A.

Of the two, contrary to conventional assumptions on gender and interest, Mrs. Kelly joined the SCCA first, in 1966, when she’d first set her sights on road racing.

“...and somehow, John got all the credit for that,” she later complained, referring to Mr. Kelly’s many pins and watches and other knick-knacks that clubs award members after achieving annual membership milestones. “I was the ‘spouse,’” she’d say, with a roll of the eyes.

In 1989, the Kellys began their most significant work: the publication of North American Pylon, the only monthly publication devoted entirely to the sport of autocross. They would produce this for more than twenty years.

The Kellys’ many awards over the decades include the Solo Cup in 1991 for their outstanding contributions to the Solo Events Program; induction into the first annual San Francisco Region Hall of Fame in 2000; and most recently, an award named in their honor, the Kelly Cup, for their extraordinary contribution and dedication to their Regional Solo Events Program.

But it was Mrs. Kelly’s encouragement of those she saw as possessing a talent or a spark in the sport of autocross that is perhaps what she’ll be best known for.

Her belief was that putting smooth in the middle of the toughest competition was the best way to learn, and she encouraged drivers to take risks as a means of self-discovery.

“I didn’t know which class to run in, Rookie or Opem,” related Naih Kahangi of his early days in the sport. “So I asked on the local autocross e-mail list what I should do.”

Mrs. Kelly’s response was swift: “I’ve seen you run. You’d be wasting your time in the Rookie class.”

“If I told her I’d be crushed by Tom Elam,” said Kahangi, referring to the then national champion in his class who’d just moved to the area. “But she told me I’d learn a lot running against the best.”

Kahangi opted to stay in the Rookie class nonetheless. The next event was in monsoon conditions. He took the class by more than two seconds.

“Pat was handing out the timing slips,” said Kahangi. “After each of my runs, she would say, ‘I told you so!’”

Patricia Jean Gibson was born in Detroit on May 5th, 1933, and grew up on Jersey Street in Marblehead, MA. Her father Vern Cyril “Gib” Gibson, having left the doldrums of a life on a dusty farm in Nebraska, was an aspiring Coast Guard Captain. Her mother, Catherine Rademacher of Minnesota, was a watercolorist.

It was an idyllic childhood in an old colonial fishing town along the Salem Harbor. Nearly every citizen was related in some way to a signer of the Declaration of Independence or the Constitution or had waded into a preceding British
THUNDERHILL REPORT

BY DAVID VOODEN

I would like to start this column with a big thank you to the Hall of Fame Committee for our Club including: R.A. Gordy; Mary Lou Robinson; Bruce Brunner and Gary Horstkorta for their kind inclusion of yours truly into the esteemed place of honor. It was a big surprise.

The SFR/SCCA Hall of Fame has some really great people enshrined in its membership with the promise of more to come. If you have not yet cast your vote and voted down the road. Thank you. I am truly honored.

The SFR/SCCA 2016 racing season is done which means we turn to drivers that the SFR/SCCA 2017 racing season has begun. Four of the early Club weekends in the 2017 season will take place at Thunderhill. Yeah! The drivers are February 24-26. We are one of the last regions to put this together and we have got our old friends, acquaintances, team members, and best interests to get out there and cause one, two tings is good.” What does that mean? Remember, racers. Sherry, in the Club office, will help you get the photo of John in her hands, one from this ear, or North American Pylon or everything we’ve heard about, this sudden lack of rational decision making.

Even in the 1950s, MG TDs were not exactly heralded for their reliability. He agreed, nonetheless, to write her a check for $500.00, with the expectation that it will be paid back, with interest, in monthly installments of $42.50.

“Cathy said. When this reporter was questioning the logic of flying to Iowa to buy a used ’96 Miata R for autocratic purposes, and then driving it home to California, in the dead of winter, Mrs. Kelly assured her, “Do it. You’ll never have this kind of freedom again.”

“Okay,” Mr. and Mrs. Kelly’s future wasn’t. The Wheel was, or North American Pylon or everything we’ve heard about, this sudden lack of rational decision making.

In 1965, at an autocross in Pleasanton, the future Mrs. Kelly, now flat-towing her Lotus 7 sidecar, and carrier Austin Healey, would meet a man with an Austin Healey of his own. “He was a grouch!” she would recall of her first impressions of him, in one of her last interviews.

“Bye Mommy,” this reporter said, taking her hands.

Mrs. Kelly took a deep breath and sighed. “Your dad would have made a great lawyer.”

She said, “Don’t be a hit if a Thunderhill Park tee shirt came out in living color! A jacket of question? Digital shots and more? Can you, we can fill your Christmas shopping order for that track person in your life who has everything or just want track stuff from Thunderhill Really? I would love such things!

Check out Thunderhill Park via all the righteous social media outlets and click on www.thunderhill.com to start the process. Heck, you can even buy ad space on our web page. Will it never stop?

CONTINUES FROM PAGE 27, Pylon Pioneer Pat Kelly Dies at 83

invasion, or so people talked. It was also a town of snowy adventures in winter, of hiding in cemeteries, traveling fenceless neighborhood, and getting lost in the woods. Nearly every adventure involved the magical family dog, Jeep. These were stories Mrs. Kelly never tired of remembering with her two young daughters. These tales were they never tired of telling.

During the tuberculosis epidemic, young Pat spent three years in a sanatorium, starting at age 8. “I will never forget feeling so angry,” she later said. “I looked out the window, and I saw my dad and dad and sister in the car and driving away. I couldn’t understand why they were leaving me. But it also became so tough.

While attending Queen Anne High School in Seattle, WA, where Gib was later stationed, Mrs. Kelly became infatuated with downhill skiing, a passion that she cultivated as an adult.

Invasion, or so people talked. It was also a town of snowy adventures in winter, of hiding in cemeteries, traveling fenceless neighborhood, and getting lost in the woods. Nearly every adventure involved the magical family dog, Jeep. These were stories Mrs. Kelly never tired of remembering with her two young daughters. These tales were...
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