



The wheel[®]



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The official publication of the San Francisco Region of the Sports Car Club Of America



Regional 5 & 6
p. 6

Fresno Autocross
p. 30

Sacramento Autocross
p. 32

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Above: John Sollner driving his John Deere Special SFRH

Cover: Kierra Howard asks David Covin to prom! He accepted!!!

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The views expressed in The Wheel are those of the authors and do not necessarily reflect the position or policy of San Francisco Region or the SCCA.

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CALENDAR

FRESNO AUTOCROSS CHAPTER SCHEDULE

Event 8 - **June 10**

Event 9 - **July 15**

Event 10 & 11 - **September 2-3**

Event 12 & 13 - **November 11-12**

Note dates are tentative and subject to change. We are expecting to return to Famoso Dragstrip in the 2023. Dates are yet to be confirmed and may affect our Fairgrounds schedule.

Visit www.FresnoSCCA.com for an up-to-date calendar.

Most Events held at Fresno Fairgrounds .

SAN FRANCISCO REGION'S AUTOCROSS CHAPTER SCHEDULE

National Pro Solo - **April 28-30**

Rounds 5 & 6 - **May 20-21**

Rounds 7 & 8 - **June 17-18**

Rounds 9 & 10 - **July 22-23**

Rounds 11 & 12 - **October 7-8**

Rounds 13 & 14 - **November 4-5**

Most events held at Crows Landing, unless noted.

SCCA SACRAMENTO AUTOCROSS CHAPTER SCHEDULE

Round 7 & 8 - **June 10-11**

Round 9 & 10 - **July 29-30**

Round 11 & 12 - **August 26-27**

Round 13 & 14 - **September 30-October 1**

Enduro Practice & Enduro - **October 14-15**

Events held at Thunderhill Raceway Park

RENO REGION SCCA SCHEDULE

All events are at Thunderhill Raceway Park
2 Mile West Course, Saturday
*3 Mile East Course, Friday

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2023 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

JUNE 2

TEST DAY (THILL) - THUNDERHILL RACEWAY

JUNE 3-4

REGIONAL 7&8 - THUNDERHILL RACEWAY

JUNE 30

(SFR) - 1/2 DAY TEST WEATHERTECH RACEWAY LAGUNA SECA

JUNE 30- JULY 1-2

9&10 - WEATHERTECH RACEWAY LAGUNA SECA

JULY 28

TEST DAY (SFR) - WEATHERTECH RACEWAY LAGUNA SECA

JULY 29-30

RESTRICTED REGIONAL (GROUP 1 AND 2 COMBINED) 11&12 - WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 12-13

PRE REUNION - WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 16-19

REUNION - WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 1

TEST DAY TEST DAY (RUN BY HOD) - SONOMA RACEWAY

SEPTEMBER 2-3

REGIONAL 13&14 - SONOMA RACEWAY

SEPTEMBER 8-10

INDY CAR - WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 28 - OCTOBER 1

RENNSPORT - WEATHERTECH RACEWAY LAGUNA SECA

OCTOBER 26

TEST DAY (THILL) - THUNDERHILL RACEWAY

OCTOBER 27-29

REGIONAL 15,16,17 - THUNDERHILL RACEWAY

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REGIONAL 5 AND 6

It was a beautiful day in the neighborhood. Regional 5 and 6 at Thunderhill Raceway Park, San Francisco Region finally had a day befitting club racing at its best. With Daylight Savings Time in effect, even at 7am for Registration, the sun was up and the drive in on Highway 68 was breathtaking. All the orchards were green and budding, and the fields were awash in bright yellow mustard, with waves and waves of yellow with bright green grass peeking through.

Just over the hill from Turn 2 was a herd of sheep who had kept the grass at a tolerable level. Because of all the recent, heavy rains, the runoff areas around the track were still somewhat muddy, as the errant racers learned. But no tow trucks got stuck.

With no rain in the forecast, we were looking forward to two days of full speed racing.

Group 1 (F4, FA2, FA3, FM, FX)

Race 1



Brad Drew won on Sunday in FM.

Qualifying for the large bore Formula cars got underway under dry conditions. I say that, because most of the season has been held under monsoon conditions, or at least very damp conditions. It was going to be fun to finally run these cars at full speed and full grip. With two F3 cars entered and no old school Swift Formula Atlantics, you knew the F3 cars would be at the front of the field. Between the two F3 entrants, Jay Henry Horak had the most experience around Thunderhill in a F3 car. The other entrant was Canadian teen, Nicole Havrda, who was at Thunderhill for the first time.

Both F3 drivers logged only seven laps in the session and each set a fastest time on the fourth lap. Horak nipped Havrda by .227 seconds, which meant the actual race was going to be exciting. Taking up third on the starting grid was Joe Briggs in a Pro Formula Mazda. The Pro Mazda is a really cool car, it just does not have the horsepower of the F3 cars. Following Briggs was Tao Takaoka in a Formula Speed 2.0. With a large field of Russell Formula Mazdas (I call them Russell cars because the original design started life as Jim Russell School cars) it was going to be interesting to see who was fastest of the group. Brad Drew from Camas Washington snatched the pole from C.J. Ray. The margin was .065 of a second, which I do not know if it could be seen with the naked eye. Third in FM was Christian Okpysh, .148 seconds off the pole. F4 Dmitry Pistoliako was 1.4 seconds faster than James Lawley and Alexander Cornfield.

With a very competitive field of cars, the race was shaping up to be quite exciting. As the field took the green flag, Havrda took the lead with Horak right behind her. The two clicked off similar times for six laps. Lap 7 saw Horak retire for an unknown reason. Too bad - the fight at the front was going to be a nail biter!

With the Horak retirement, Joe Briggs took control of the second overall position and first in FA3. Briggs could not relax, because the other FA3 car in the field - Nevin Spieker - was clawing his way through the field with his sights set on Briggs. Spieker ended up third overall, about 53 seconds behind Briggs.

The FM race was better, because Christian Okpysh took the initial lead, but Drew slotted in right behind him. They raced each other until the FA3 car of Spieker came through. This broke up the race between Okpysh and Drew. Once Drew fell back a bit from Okpysh, he fell into the clutches of Takaoka. If you were Okpysh you were happy, not so for Drew. Lars Jensen qualified slowest of the FM cars, but during the race he passed Derry O Donovan and Woody Yerxa in the very competitive FM class.

The F4 race was a close fight between Pistoliako and Lawley. Pistoliako had a buffer, a few FM cars on the grid; but when the race started, they got around him and allowed Lawley to get right behind him. From there, the race was on and the two traded fast times. Lawley's best time was slightly better than Pistoliako's, but Pistoliako held onto the class lead, winning by a mere .878 of a second.



Jay Henry Horak did not finish on Saturday, came in second on Sunday.



Christian Okpysh won the FM race on Saturday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID	Sponsor
1	1	2	Nicole Havrda	FA2	14	1:45.821	Ligier JS F3 Formu	Courtenay BC	SFR	683399		Farrow
2	1	9	Joe Briggs	FA3	14	1:47.204	Mazda Pro Formul	Healdsburg CA	SFR	486357		Briggs Consulting/Bc
3	2	37	Nevin Spieker	FA3	14	1:50.227	Mazda Pro Formul	Menlo Park CA	SFR	548125		
4	1	29	Christian Okpysh	FM	14	1:51.628	Mazda Formula Mz	Santa Barbara CA	SFR	656519		Avionics and Mainte
5	1	27	Tao Takaoka	FX	14	1:50.675	F S 2.0 F S 2.0	Richmond CA	SFR	437817		Reyes Racing
6	2	78	Brad Drew	FM	14	1:52.119	Mazda Formula	Camas WA	Ore	221118		Coast Lighting & Toc
7	3	75	C.J. Ray	FM	14	1:51.394	Mazda Star Formu	Huntington Beach CA	SFR	616127		"Sem's Carwash and
8	4	63	Lars Jensen	FM	14	1:51.382	Star Formula Mazc	San Ramon CA	SFR	424700		Dig This Inc.
9	5	77	Derry O'Donovan	FM	14	1:52.473	Formula Ma FM	Napa CA	SFR	229422		
10	6	7	Woody Yerxa	FM	14	1:53.004	Mazda Formula	Colusa CA	SFR	126989_1		Colusa Body and Pai
11	1	133	Dmitry Pistoliako	F4	14	1:53.139	Ligier 2016 JSF4	Los Altos Hills CA	SFR	700290		IWE / Speed fanatic
12	2	177	James Lawley	F4	14	1:52.940	Ligier JS F4	Halifax NS	SFR	688492		
13	3	00	Alexander Cornfeld	F4	12	1:56.462	Ligier JS F4	New York NY	CSCC	533727		
DNF	DNF	137	Jay Henry Horak	FA2	6	1:45.804	Ligier JS F3	Mesa AZ	SFR	450049		AutoEnginuity
Not classified												
DNF	NS	51	G Scott Vreeland	FX			Ralt RT-5	Livermore CA	SFR	416774		"VRE Motorsports, B



Dmitry Pistoliako took home two F4 victories



Alexander Cornfield racing hard in F4.

With a day under their belts, the Formula car racers were really going to use all the experience they gained over the weekend to set some good qualifying times. Nicole Havrda is a fast learner. She was able to squeeze the pole away from Jay Henry Horak by .052 of a second. The difference could have been something as simple as who had a gust of wind at their back or who got a slight draft from another car. But with such a small gap, any the front the race was going to be exciting.

In FA3 Briggs once again took the pole; but Nevin Spieker had a trouble-free session and qualified right behind Briggs.

Brad Drew again took the pole position in FM on Sunday. But from Drew, who was fifth on the overall grid all the way to C.J. Ray, who was tenth on the grid, the gap was only .608 of a second. This was a span of six different drivers.

Just like on Saturday, Havrda got the jump on Horak into the first turn. Horak slotted in right behind her and played the waiting game. With each of them posting similar laps, we were hoping the final laps were going to be fun to watch. But the middle of the race was interrupted by a full course caution, when James Lawley's car stalled at Turn 10. On top of that, the race ended with another full course caution, when CJ Ray and Derry O Donovan came together in Turn 1. The cautions

ruined any chance of a good exchange of positions. Havrda was not complaining, because she took the victory. Horak was left thinking about what could have been.

Another race that could have been something was the FA3 contest. With Briggs and Spieker close in qualifying times, their race had potential. Potential does not equate to performance, as Spieker did not start the event; therefore Briggs was able to enjoy a trouble-free run.

Brad Drew kind of got the short end of the stick on Saturday, when a faster car was going through the field. On Sunday he made sure his qualifying time was going to hold up. At the start, he flew in behind Briggs and locked onto his rear wing. Okpysh was also locked in, but the two full course cautions kept Okpysh from finding a way around Drew. Recapping the weekend, both drivers benefitted from something out of their control and they both lost out because of an event out of their control. Yin and Yang I guess!

Dmitry Pistoliako had a good weekend, taking both F4 races. His main competition was from Alexander Cornfield from Cal Club. Cornfield didn't really have many opportunities to get by Pistoliako due to the two caution periods.



Nevin Spieker finished second in FA3 both days.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID	Sponsor
1	1	2	Nicole Havrda	FA2	13	1:45.875	Ligier JS F3 Formu	Courtenay BC	SFR	683399		Farrow
2	2	137	Jay Henry Horak	FA2	13	1:45.775	Ligier JS F3	Mesa AZ	SFR	450049		AutoEnginuity
3	1	9	Joe Briggs	FA3	13	1:47.863	Mazda Pro Formul	Healdsburg CA	SFR	486357		Briggs Consulting/Bc
4	1	78	Brad Drew	FM	13	1:52.513	Mazda Formula	Camas WA	Ore	221118		Coast Lighting & Toc
5	2	29	Christian Okpysh	FM	13	1:52.593	Mazda Formula M	Santa Barbara CA	SFR	656519		Avionics and Mainte
6	3	7	Woody Yerxa	FM	13	1:52.835	Mazda Formula	Colusa CA	SFR	126989_1		Colusa Body and Pai
7	4	63	Lars Jensen	FM	13	1:54.080	Star Formula Mazc	San Ramon CA	SFR	424700		Dig This Inc.
8	1	27	Tao Takaoka	FX	13	1:53.257	F S 2.0 F S 2.0	Richmond CA	SFR	437817		Reyes Racing
9	1	133	Dmitry Pistoliako	F4	13	1:54.483	Ligier 2016 JSF4	Los Altos Hills CA	SFR	700290		IWE / Speed fanatic
10	2	00	Alexander Cornfeld	F4	13	1:55.547	Ligier JS F4	New York NY	CSCC	533727		
11	5	75	C.J. Ray	FM	11	1:53.122	Mazda Star Formu	Huntington Beach CA	SFR	616127		"Sem's Carwash and
12	6	77	Derry O'Donovan	FM	11	1:53.267	Formula Ma FM	Napa CA	SFR	229422		
DNF	NF	177	James Lawley	F4	4	1:55.242	Ligier JS F4	Halifax NS	SFR	688492		
Not classified												
NS	NS	37	Nevin Spieker	FA3			Mazda Pro Formul	Menlo Park CA	SFR	548125		
NS	NS	51	G Scott Vreeland	FX			Ralt RT-5	Livermore CA	SFR	416774		"VRE Motorsports, B



Lyn Greenhill won FC on Saturday.

This was a restricted regional, and with the combining of these two under-subscribed groups, no FV's were allowed to enter Group Four. This group had a split start.

For regional weekends, Jim Devenport runs his Norma in ASR, mainly because the Norma was too successful. As he got faster, SCCA added more restrictions on the car, making it harder and harder to win the Runoffs, which is always the ultimate goal for Devenport. Devenport had to get a Elan to be able to compete, to have a chance to win. But the Norma is a great car, and it was a shame to have it sit in the shop. His remedy for that was to enter the car in ASR, and he does not have to follow all of the restrictions that SCCA has put on the car. When he shows up with the Norma, you can expect a good showing, as was the case this weekend, when he qualified 11 seconds faster than the next car. The next fastest car was the FE2 of Blake Pigeon, who out-did the P1 car of Chris Vian by about four-tenths of a second.

The largest class in this group were the Formula Continentals with three competitors. Paul Roddler was the fastest of the three, but with

less than 1.5 seconds separating them, the race between them looked promising.

The race got underway and no Jim Devenport! Devenport's water pump decided it was done on the out lap. Second place qualifier Pigeon took the lead and never looked back. Tom Burt in another FE2 car gave chase, but eventually finished eight second in arrears to Pigeon.

The first four cars did not get passed by anyone and did not have to pass anyone to earn their final finishing position.

Lyn Greenhill earned the Hard Charger award by starting in ninth and finishing in fifth. Greenhill in a FC car took the win on the last lap. Paul Roddler was leading the race, and must have thought the white flag was the checkered as he slowed down on the last lap. Greenhill did not and took the class win. This is not the first time a driver has mistaken the white flag for the checkered, mainly because the use of the white flag is relatively new to us in the San Francisco Region.



Jim Devenport overcame a broken water pump to win the group 2 race on Sunday.



Tom Burt had a good weekend racing Blake Pigeon

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID	Sponsor
1	1	108	Blake Pigeon	FE2	14	1:47.995	formula enterprise	ausin TX	Tex	649330		"Tige Boats, ATX Boi
2	2	45	Tom Burt	FE2	14	1:48.631	SCCA Enterprises I	Woodway WA	SFR	190965		
3	1	49	Chris Vian	P1	14	1:49.307	Elan DP02	Auburn CA	SFR	624382		Vian Enterprises- Th
4	1	60	Troy Tinsley	P2	14	1:53.421	Carbir CS2	Montara CA	SFR	360702		Heritage Aviation Sp
5	1	88	Lyn Greenhill	FC	14	1:54.841	Van Diemen RF02	Rocklin CA	SFR	454636		DynaTech Engineerir
6	1	27	Gary Guethlein	ASR	13	1:55.066	A-Mac AM-6	Livermore CA	SFR	189231		
7	2	68	Paul Rodler	FC	13	1:54.525	Van Diemen RF 00	San Rafael CA	SFR	229162		Porter Racing
8	2	06	Stewart Wells	P2	13	2:02.079	Radical SR3	Gold Run CA	SFR	696538		
9	1	1	Jerry Kroll	EM1	11	2:05.072	Ascend EV Sports	Vancouver BC	SFR	384912		Jevitty Life Science C
DNF	NF	80	Jeffrey Pietz	FC	3	1:57.315	Van Dieman DP 00	Fresno CA	SFR	378566		Cleveland Infant Car
DNF	NF	23	Jim Devenport	ASR			Norma M20FC	Alamo CA	SFR	370871		"Cranbrook Group, I

Race 2

Sunday qualifying was a repeat of Saturday with Devenport on the pole. This time he was a mere nine seconds faster than Blake Pigeon. Devenport's crew changed the water pump on his Norma over night. The job was not nearly as hard as it would have been if were performed on a streetcar. The water pump unit in the Norma is an electric unit that sits on the side of the motor. This was the first one the team has ever had to replace, and they were lucky that they even had one on the trailer.

Qualifying did not go so well for Lyn Greenhill. He spun at Turn 6 and went off the track. The problem was that there is a rather large ledge there and his exposed flywheel hit the asphalt, knocking off several teeth. From this point on his car would not start using the starter. Lyn soldiered on and made the race by timing the bump start so he arrived at grid with only five minutes before the release of the cars. Otherwise if he sat still too long his car would have overheated.

The Sunday afternoon race got underway with Devenport not

having any problems, which meant to the rest of the field "see ya later." Pigeon took second, but he was missing his running mate. Tom Burt did not make the grid and Pigeon was left to rule the roost uncontested. Chris Vian finished third overall, but the journey to third was up and down. Lap two Vian fell to seventh overall and had to climb his way back. Troy Tinsley, driving a Carbir P2 car, moved to third overall on the first lap; and by Lap 5 was fighting with Paul Roddler for the final podium position. But for Tinsley, the hope of a good finish fizzled away with a mechanical issue, and he brought out the full course caution. When the caution came out, Vian had moved into the third position and Roddler was fourth. Lyn Greenhill, who started from the back of the field, was now right behind Roddler for second in FC. In the meantime, Jeffrey Pietz who was in second in FC, spun on Lap 4 and fell all the way back to ninth. He would eventually finish seventh.

When the caution ended there was only about four laps left in the race and all the positions held steady.



Blake Pigeon won overall on Saturday driving a FE2



Paul Rodler took the FC class victory on Sunday.



Troy Tinsley won P2 on Saturday

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID	Sponsor
1	1	23	Jim Devenport	ASR	18	1:41.041	Norma M20FC	Alamo CA	SFR	370871		"Cranbrook Group, I
2	1	108	Blake Pigeon	FE2	18	1:47.860	formula enterprise	ausin TX	Tex	649330		"Tige Boats, ATX Bo
3	1	49	Chris Vian	P1	17	1:52.248	Elan DP02	Auburn CA	SFR	624382		Vian Enterprises- Th
4	1	68	Paul Rodler	FC	17	1:55.200	Van Diemen RF 0C	San Rafael CA	SFR	229162		Porter Racing
5	2	88	Lyn Greenhill	FC	17	1:53.516	Van Diemen RF02	Rocklin CA	SFR	454636		DynaTech Engineerir
6	1	06	Stewart Wells	P2	17	1:59.671	Radical SR3	Gold Run CA	SFR	696538		
7	3	80	Jeffrey Pietz	FC	16	1:53.322	Van Dieman DP 0E	Fresno CA	SFR	378566		Cleveland Infant Car
8	1	1	Jerry Kroll	EM1	14	2:13.821	Ascend EV Sports	Vancouver BC	SFR	384912		Jevitty Life Science C
9	2	60	Troy Tinsley	P2	10	1:54.523	Carbir CS2	Montara CA	SFR	360702		Heritage Aviation Sp
Not classified												
NS	NS	45	Tom Burt	FE2			SCCA Enterprises I	Woodway WA	SFR	190965		
NS	NS	27	Gary Guethlein	ASR			A-Mac AM-6	Livermore CA	SFR	189231		



Jonathan Greco two overall wins during the weekend.

Well the big news from the Saturday Group Three race was that Jonathan Greco did not lead every lap of the weekend. But we will get to that.

Qualifying saw Greco take the pole by five seconds over the T1 car of Clark Nunes. Third was Igor Lyustin, who has long since traded in his Acura NSX for a GT2 Corvette. Fourth fastest was the T3 car of the always-present Sean Lovett. All four cars represented four different classes.

With the visiting SMX cars, this group had a split start.

The race got under way with Greco naturally taking the lead in his Armor All wrapped BMW. It must be the slick surface that the Armor All provides that has been giving Greco the edge. Because, up until this point he has led every lap that this group has run during the year. The race was only one lap old when the full course caution came out. It seems three SMX cars into Turn 10 did not fit. The result was that Will Schrader, Jared Korth, and Uthman Alaqui did not even complete one lap, Schrader's car so badly damaged he was not able to fix it at the track. This marked the first time Schrader has come down to Thunderhill Raceway and left without a trophy.

The order was Greco, Lyustin, Nunes, and Lovett. On Lap 5, the course went green again and the Corvette of Lyustin took the lead. Unfortunately the lead was short-lived because Lyustin's Corvette was

running itself out of coolant. Seeing the gauges screaming at him, Lyustin toned it down and fell to third before deciding that he could not hold on any longer, and he retired the car. The Lyustin retirement put Greco back in the lead which he never relinquished. Nunes moved up to second and the good news was that he was first in T1.

There is more than one BMW M3 in this group, and another one that has a few whiskers is the Silver T1 #77 BMW M3 of Wilson Powell. After the caution, he was able to get by Lovett for third; but that was also a fleeting moment, as Lovett was able to reclaim third, and Ken Pedersen was able to put Powell in his rearview. For most of the race, it looked like the real competition was going to come from Roger Eagleton and Ken Pedersen. But Eagleton picked up some debris, which caused his left front to go flat. Since we do not have pit crews in SCCA, Eagleton was forced to retire. Pedersen took the class victory.

Wyatt Couch, who was the second fastest SMX qualifier got busy once the race went green again. Lap 5 was the first lap after the track went green, and Couch was behind the class leader Antonio Zarcone. But on Lap 6 he got around Zarcone and moved into the lead of the SMX class. Couch would move up the order mainly because cars ahead of him retired; but Zarcone was overtaken by Dave Tooker and Jon Davies. Besides winning the race, Couch also established a new track record for SMX.



Wilson Powell had a third and a fifth over the weekend.



Sean Lovett had to pit for a loose tire on Saturday. He finished the race and qualified for the runoffs.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID	Sponsor
1	1	18	Jonathan Greco	ITE	10	1:53.317	BMW M3	San Mateo CA	SFR	638583		"Greco Racing, TC D
2	1	79	Clark Nunes	T1	10	1:56.763	Chevrolet Camaro	San Jose CA	SFR	496417		"Premier Homes, Fa
3	1	37	Sean Lovett	T3	10	2:03.136	BMW E46	Petaluma CA	SFR	550015		North Bay Bavarian
4	1	39	Ken Pedersen	AS	10	2:04.118	Ford Mustang GT	Novato Ca	SFR	524307		
5	2	77	Wilson Powell	T1	10	2:04.351	BMW M3	Danville CA	SFR	338274		
6	2	30	Matt Lituchy	AS	10	2:06.044	Ford Mustang	San Francisco CA	SFR	669507		
7	1	66	Wyatt Couch	SMX	10	2:05.923	Mazda MX-5	El Dorado Hills CA	SFR	597815		MAAS BROTHERS PC
8	1	88	Joe Montana	GTX	10	2:02.334	Chevrolet Monte C	Grass Valley CA	SFR	494434		"EBC Racing brakes,
9	2	25	Dave Tooker	SMX	10	2:07.167	Mazda Mx5	Concord CA	SFR	701670		"Haag Racing, Kbds
10	3	67	Jon Davies	SMX	10	2:06.903	Mazda Spec MX-5	Hood River OR	Ore	341238		Columbia River Insu
11	4	31	Antonio Zarcone	SMX	10	2:06.284	Mazda Miata MX5	Las Vegas NV	CSCC	651238		
12	5	72	Michael Neumeyer	SMX	10	2:07.444	Mazda Spec MX-5	San Mateo CA	SFR	365843		
13	6	70	Wesley Mollno	SMX	10	2:07.772	Mazda Spec MX5	Glendora CA	SFR	403801		Right of Way - ROW
14	7	13	Todd Launchbaugh	SMX	10	2:09.130	Ford Mustang	Glendora CA	CSCC	276906		Lee & Associates/Ri
15	8	116	Ryan Gutile	SMX	10	2:09.461	Mazda MX5	Madera CA	SFR	513091		
16	2	68	Lenny Celiberti	ITE	10	2:13.778	Maserati Biturbo	Windsor CA	SFR	660738		Auto Italia
17	3	61	Charles Dehoney	ITE	10	2:14.166	BMW E46 M3	Dixon CA	SFR	673795		McGee motorsports
18	9	111	Patrick Drinkwine	SMX	10	2:11.185	Mazda Miata	San Jose CA	SFR	690528		
19	1	34	Frank Russel	EP	9	2:18.141	BMW Z3 Coupe	Hollister CA	SFR	466034		
20	1	71	Igor Lyustin	GT2	7	1:57.174	Chevrolet Corvette	San Francisco CA	SFR	389964		Driving Ambition
21	3	11	Roger Eagleton	AS	7	2:04.703	Ford Mustang	Burlingame CA	SFR	415261		Five Star Property M
22	10	15	John Neudorf	SMX	6	2:06.448	Mazda Miata	Scottsdale AZ	AZB	674099		Neuterra
DNF	NF	118	Will Schrader	SMX			Mazda MX-5	Happy Valley OR	Ore	343433		Miatacage / Schrade
DNF	NF	2	Jared Korth	SMX			Mazda Miata	Clovis CA	SFR	675789		Leshar Motorsports /
DNF	NF	144	Uthman Alaoui	SMX			Mazda MX-5	San Mateo CA	SFR	699099		simcityracing.com /
Not classified												
DNF	NS	94	Taz Harvey	GT3			Honda CRX	Danville CA	SFR	494856		Harvey Auto Group
DNF	NS	96	Christian Strain	T3			BMW spec e46	Sacramento CA	SFR	669819		Strain Racing



Clark Nunes two wins in T1 during the weekend

If you have been reading anything about Group Three this year, you can probably guess who took the pole for the Sunday race. Yep, none other than Jonathan Greco!

I would also venture to guess you could tell me who qualified second and for that matter who was third. Move to the head of the class, because if you said Clark Nunes and Sean Lovett, you would be right. The SMX qualifying was not so predictable, mainly because this group does not race with us every weekend, and because these guys are highly competitive. For example, the pole sitter in the class on Saturday was Antonio Zarcone. On Sunday, he was pushed back to fourth in the SMX class. John Neudorf took the pole by less than half a second over Wyatt Couch. SMX was missing some of the cars from the Saturday race. Not making the grid were Will Schrader and Uthman Alaoui. Todd Launchbaugh did not post a time in qualifying, but he did make the race.

In A Sedan Roger Eagleton did not post a time in qualifying, but he also made the race.

The race got under way with Greco taking command and never really looking back. It must be nice competing in a race where you don't need your rear view mirror. With no cautions to tighten up the field,

Greco finished 97 seconds ahead of Nunes, running in second place. Nunes did not have to worry too much about third place finisher Wilson Powell, as Powell had a lot of ground to make up to even see Nunes in his visual horizon. Powell was in 12th place by the time he completed the first lap, and worked his way up to third overall, but second in T1 behind Nunes. One of the main front runners in this group, Sean Lovett, did not have such a good day. He was holding down third place until he felt a vibration in his right rear tire. He pulled into the pits, and quite to his surprise, three lug nuts had come off. Lovett hurried over to his pits, grabbed some more lug nuts and a torque wrench. Lovett then tightened up the wheel, got back in the car, and completed the race. Since he completed more than half distance, he earned enough points with this race to qualify for the Runoffs.

SMX was a wild affair. Pole sitter Neudorf could not maintain his starting position advantage and finished fourth in the class, while third place qualifier and Saturday's race winner, Wyatt Couch, took the win. Non-Qualifier Todd Launchbaugh started from the back of the pack and made it up to fifth in SMX and was also the Hard Charger. The consolation to Neudorf was that he snatched Couch's one-day-old track record, with a time of 2:05.322.



Lenny Celiberti two second place finishes in ITE.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID Sponsor
1	1	18	Jonathan Greco	ITE	18	1:55.122	BMW M3	San Mateo CA	SFR	638583	"Greco Racing, TC D
2	1	79	Clark Nunes	T1	18	1:58.856	Chevrolet Camaro	San Jose CA	SFR	496417	"Premier Homes, Fa
3	2	77	Wilson Powell	T1	17	2:02.649	BMW M3	Danville CA	SFR	338274	
4	1	39	Ken Pedersen	AS	17	2:03.596	Ford Mustang GT	Novato Ca	SFR	524307	
5	2	11	Roger Eagleton	AS	17	2:03.840	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property M
6	1	25	Dave Tooker	SMX	17	2:06.337	Mazda Mx5	Concord CA	SFR	701670	"Haag Racing, Kbds
7	2	31	Antonio Zarcone	SMX	17	2:06.721	Mazda Miata MX5	Las Vegas NV	CSCC	651238	
8	3	67	Jon Davies	SMX	17	2:07.071	Mazda Spec MX-5	Hood River OR	Ore	341238	Columbia River Insu
9	4	15	John Neudorf	SMX	17	2:05.322	Mazda Miata	Scottsdale AZ	AZB	674099	Neuterra
10	5	66	Wyatt Couch	SMX	17	2:05.548	Mazda MX-5	El Dorado Hills CA	SFR	597815	MAAS BROTHERS PC
11	6	13	Todd Launchbaugh	SMX	17	2:07.027	Mazda Miata	Glendora CA	CSCC	276906	Lee & Associates/Ric
12	7	72	Michael Neumeyer	SMX	17	2:07.762	Mazda Spec MX-5	San Mateo CA	SFR	365843	
13	8	70	Wesley Mollno	SMX	17	2:06.943	Mazda Spec MX5	Glendora CA	SFR	403801	Right of Way - ROW
14	9	116	Ryan Gutile	SMX	17	2:08.242	Mazda MX5	Madera CA	SFR	513091	
15	2	68	Lenny Celiberti	ITE	16	2:12.110	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
16	10	111	Patrick Drinkwine	SMX	16	2:12.733	Mazda Miata	San Jose CA	SFR	690528	
17	1	34	Frank Russel	EP	15	2:17.696	BMW Z3 Coupe	Hollister CA	SFR	466034	
18	3	61	Charles Dehoney	ITE	14	2:10.088	BMW E46 M3	Dixon CA	SFR	673795	McGee motorsports
19	1	37	Sean Lovett	T3	11	2:03.358	BMW E46	Petaluma CA	SFR	550015	North Bay Bavarian
20	11	2	Jared Korth	SMX	10	2:06.986	Mazda Miata	Clovis CA	SFR	675789	Leshor Motorsports ,
21	3	30	Matt Lituchy	AS	9	2:07.107	Ford Mustang	San Francisco CA	SFR	669507	
Not classified											
ONS	NS	71	Igor Lyustin	GT2			Chevrolet Corvette	San Francisco CA	SFR	389964	Driving Ambition
ONS	NS	88	Joe Montana	GTX			Chevrolet Monte C	Grass Valley CA	SFR	494434	"EBC Racing brakes,
ONS	NS	94	Taz Harvey	GT3			Honda CRX	Danville CA	SFR	494856	Harvey Auto Group
ONS	NS	96	Christian Strain	T3			BMW spec e46	Sacramento CA	SFR	669819	Strain Racing
ONS	NS	118	Will Schrader	SMX			Mazda MX-5	Happy Valley OR	Ore	343433	Miatacage / Schrade
ONS	NS	144	Uthman Alaoui	SMX			Mazda MX-5	San Mateo CA	SFR	699099	simcityracing.com /

Qualifying for Group Five got under way with one of five of the SMG cars favored for the pole position. The combatants were Ken Pedersen, Michael Smith, Roger Eagleton, Matt Lituchy, and Vitek Harvey. This was Harvey's first race in a Spec Mustang, and it was only the second weekend in the Mustang for Lituchy. So the fastest of the group was going to come down to the class veterans. Qualifying is only 20 minutes long, but Ken Pedersen only needed 6.5 minutes to establish the time to beat. On his second lap, he peeled off a 2:01.192, which was good enough for the pole position. Michael Smith qualified second in class, but third on the grid. Wilson Powell interrupted the SMG party by inserting his silver STU BMW M3 in between Smith and Pedersen.

All the SMX cars that were still running entered this group as STL cars. Wesley Mollno took the pole position STL and started sixth on the mixed grid of cars. He was one second faster than Ryan Gutile, but Gutile had to clear three bumpers to see the back of Mollno's car.

The race got underway with Pedersen taking the lead followed by Powell and Eagleton. Smith had fallen to fourth and Wesley Mollno was fifth. The race at the front was tight with Pedersen, Powell, and Eagleton all wanting to be the leader. Lap 3 was Powell's opportunity to show the pack the fast way around, and he wrestled the lead from Pedersen. Powell then held the lead for the rest of the distance and continued his weekend of crashing the SMG guy's party. For Pedersen, leading the overall race was not as important as leading the SMG class. The class win was much more important than the overall victory. For the next five laps, Pedersen's salvation was holding true; but the blue and black Mustang of Eagleton was doing his best Steve Miller Band interpretation by flying like an Eagle and waiting to swoop in on his prey. Eagleton did so with three laps remaining in the race,

finishing second overall, but first in SMG. The margin of victory was 1.5 seconds. Pedersen was left with second in class.

Will Clark finished fifth overall and second in STU in his Honda S2000. Clark was all the way down in ninth overall on Lap 2, but clawed his way past Gutile, Lituchy, Sean Lovett, and Mollno. Moline won STL. Second place STL, Gutile, was never able to clear the cars from other classes out of his way to race with his classmate. Mollno had an ego race with Clark. I say ego, because it did not matter where they finished in respect to each other, since they are in different classes; but when you are a race car driver, ego always plays a role in how you drive.

It is too bad the ITA cars were buried so far into this group. They could be a stand alone race that would be very entertaining. Wait a minute ... they are a stand alone race. It is called Group Seven. For the most part, ITA is made up of SMT cars that are able to double dip and race in Group Five. The intensity of the racing in Group Five is the same as if they are in Group Seven; but in Group Five they have to worry about faster cars coming through and breaking up their race. The fastest qualifier for this class was David Vrane. He out-did Peter Phung by a mere two tenths of a second.

Phung took the initial lead in the class with Matthew Wyatt falling in behind him. Vrane was third. On lap two Vrane got by Wyatt and closed up in Phung's mirrors. Phung held the lead for five laps, but deteriorating tires were going to be Phung's down fall. With the tires screaming uncle, Phung had to yield to Vrane and Wyatt. It was a very tight battle between Phung, Vrane, and Wyatt. Once Phung lost the lead, he never got it back. Vrane's control on the top spot was anything but secure. But he did hold off Wyatt and Phung for the class victory.



Craig Walker finished fourth overall on Sunday.



Michael Smith third in SMG on Saturday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID Sponsor
1	1	77	Wilson Powell	STU	12	2:03.273	BMW M3	Danville CA	SFR	338274	
2	1	11	Roger Eagleton	SMG	12	2:03.505	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property M
3	2	39	Ken Pedersen	SMG	12	2:03.473	Ford Mustang	Novato Ca	SFR	524307	
4	3	164	Michael Smith	SMG	12	2:05.866	Ford Mustang	Broomfield CO	SFR	237577	M&L Racing
5	2	117	Will Clark	STU	12	2:06.183	Honda S2000	San Leandro CA	SFR	426830	Sapphire Racing
6	1	70	Wesley Mollno	STL	12	2:06.617	Mazda Spec MX5	Glendora CA	SFR	403801	Right of Way - ROW
7	1	37	Sean Lovett	ITS	12	2:06.925	BMW E30	Petaluma CA	SFR	550015	North Bay Bavarian
8	4	30	Matt Lituchy	SMG	12	2:07.053	Ford Mustang	San Francisco CA	SFR	669507	
9	2	116	Ryan Gutile	STL	12	2:08.407	Mazda MX5	Madera CA	SFR	513091	
10	1	131	Craig Walker	SSC5	12	2:07.362	Chevrolet Z06 con	Napa CA	SFR	635228	S1RDC
11	1	146	Andy Boulger	ITR	12	2:09.726	BMW 325is	Sacramento CA	SFR	673840	
12	3	13	Todd Launchbaugh	STL	12	2:09.171	Mazda Miata	Glendora CA	CSCC	276906	Lee & Associates/Ric
13	4	72	Michael Neumeyer	STL	12	2:08.253	Mazda Spec MX-5	San Mateo CA	SFR	365843	
14	1	34	David Vrane	ITA	12	2:11.766	Mazda Miata	San Jose CA	SFR	623200	
15	2	71	Matthew Wyatt	ITA	12	2:11.369	Mazda Miata	San Francisco CA	SFR	647230	
16	3	168	Peter Phung	ITA	12	2:12.058	Mazda Miata	Daly City CA	SFR	545337	"Slant I Motorsports,
17	5	111	Patrick Drinkwine	STL	12	2:11.050	Mazda Miata	San Jose CA	SFR	690528	
18	4	4	Dan Pruzan	ITA	12	2:13.081	Mazda Miata	Redwood City CA	SFR	526942	
19	5	43	Michael Herbert	ITA	11	2:14.133	Mazda Miata	Oakland CA	SFR	512106	"Battalion One Fire F
20	6	114	David Humphreys	ITA	11	2:15.523	Mazda Miata	Buellton CA	CSCC	647252	A+Racing + Humphi
21	5	99	Vitek Harvey	SMG	11	2:07.806	Mazda Miata	Danville CA	SFR	696120	Dublin Mazda
22	1	96	Christian Strain	T4	11	2:14.885	BMW spec e46	Sacramento CA	SFR	669819	Strain Racing
23	7	136	April Halliday	ITA	11	2:17.890	Mazda Miata	El Dorado Hills	SFR	389422	
24	1	155	Nuno Goncalves Pedi	ITX	11	2:17.643	Mazda Mazda	Half Moon Bay CA	SFR	478234	
25	2	75	Mauro Pellegrini	T4	11	2:16.773	Mazda 3	Redwood city CA	SFR	416564	MP Transportation/W
26	8	14	Keira Howard	ITA	11	2:18.176	Mazda Miata	Pleasanton CA	SFR	479084	
27	6	2	Keith Korth	STL	11	2:21.130	Mazda MX-5	Clovis CA	SFR	696513	
28	9	44	Nicholas Bowers	ITA	10	2:22.681	Mazda Miata	San Francisco CA	SFR	693656	
29	1	21	Karthik Rao	B-Spec	10	2:25.867	BMW 328i	Palo Alto CA	SFR	657746	
Not classified											
30	NS	54	David Covin	ITX			Mazda Miata	Piedmont CA	SFR	649280	Leshar Motorsports

Race 2

Sunday qualifying for Group Five had Ken Pedersen back on the pole with a blistering time of 2:01.603. Wilson Powell grabbed second again, but third place went to Craig Walker in his SSC5 Corvette. Walker's race on Saturday did not go according to plan. He qualified further back than he is capable. Because of the poor qualifying he did not finish as high as he should have. When Sunday came around, he picked up two seconds over his best race time on Saturday. Roger Eagleton was fourth, but almost four seconds off of Pedersen's pace. Third in SMG was Vitek Harvey, in his rookie season, was coming to grips with the SMG cars.

STL top dog again was Wesley Mollno, but second place for the Sunday race was now Todd Launchbaugh.

Unlike the Saturday race, Wilson Powell did not waste any time wrestling the lead away from Ken Pedersen. Powell took the lead of the event on Lap 2 and never gave it up. Pedersen, in second place overall but still first in SMG, had Eagleton hounding him the entire race. On Lap 14 of 17 Eagleton turned in his best time - 2:03.457 - compared to Pedersen's 2:04.483. The one-second difference was enough for Eagleton to once again take control of the SMG class and leave Pedersen frustrated for the second day in a row. Eagleton took second overall, with Pedersen finishing third overall.

Walker lost one spot at the beginning of the race to Eagleton, but from there he motored around and collected the SSC5 win by finishing fourth overall. Walker continued to improve his lap time, with his best being a 2:04.195 for this race. The SSC5 class founder and usual competitor, Tim Sullivan, was busy filling in as Race Announcer.

STL was again a Wesley Mollno affair. By having cars in other classes separate him from his competitors, it made winning the race less work for Mollno. For this race, the SMG Mustang of Matt Lituchy kept Todd Launchbaugh off Mollno's tailpipe.

ITA David Vrane again held off Peter Phung, but not before Phung made him work for it. Phung was leading most of the race. But David Covin, driving a Miata entered as an ITX car, got past Vrane and Phung in one lap. Vrane was able to follow Covin through, and Phung ended up losing two spots. I talked to Phung afterwards, and he was simply out of tires. He was sliding around so much, he could not keep them behind him.

Besides winning the ITX race and garnering the Hard Charger award, David Covin was greeted at the entrance to the clubhouse by a nervous Keira Howard, who is fellow Miata driver. She was holding a hand-painted sign which she presented to David as he walked up. The sign read "Asking Makes MI A TA 54 a bit NERVOUS AND MY Heart is Racing." Of course she was asking him to prom! Naturally he accepted!!! (Covin drives car #54.)



Wesley Mollno had two victories in STL.



Rookie driver Vitek Harvey was one of three Harveys competing this weekend.



Roger Eagleton two wins in SMG.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID	Sponsor
1	1	77	Wilson Powell	STU	17	2:02.219	BMW M3	Danville CA	SFR	338274		
2	1	11	Roger Eagleton	SMG	17	2:03.457	Ford Mustang	Burlingame CA	SFR	415261		Five Star Property M
3	2	39	Ken Pedersen	SMG	17	2:03.287	Ford Mustang	Novato Ca	SFR	524307		
4	1	131	Craig Walker	SSC5	17	2:04.196	Chevrolet Z06 con	Napa CA	SFR	635228		S1RDC
5	3	99	Vitek Harvey	SMG	17	2:06.562	Mazda Miata	Danville CA	SFR	696120		Dublin Mazda
6	1	70	Wesley Mollno	STL	17	2:06.944	Mazda Spec MX5	Glendora CA	SFR	403801		Right of Way - ROW
7	4	30	Matt Lituchy	SMG	17	2:06.840	Ford Mustang	San Francisco CA	SFR	669507		
8	2	13	Todd Launchbaugh	STL	17	2:07.517	Mazda Miata	Glendora CA	CSCC	276906		Lee & Associates/Ric
9	3	116	Ryan Gutile	STL	17	2:09.015	Mazda MX5	Madera CA	SFR	513091		
10	4	37	Sean Lovett	STL	17	2:08.342	BMW E30	Petaluma CA	SFR	550015		North Bay Bavarian
11	1	54	David Covin	ITX	16	2:10.940	Mazda Miata	Piedmont CA	SFR	649280		Leshar Motorsports
12	1	34	David Vrane	ITA	16	2:12.039	Mazda Miata	San Jose CA	SFR	623200		
13	2	168	Peter Phung	ITA	16	2:12.493	Mazda Miata	Daly City CA	SFR	545337		"Slant I Motorsports,
14	5	111	Patrick Drinkwine	STL	16	2:13.886	Mazda Miata	San Jose CA	SFR	690528		
15	3	4	Dan Pruzan	ITA	16	2:14.312	Mazda Miata	Redwood City CA	SFR	526942		
16	4	136	April Halliday	ITA	16	2:16.177	Mazda Miata	El Dorado Hills	SFR	389422		
17	5	14	Keira Howard	ITA	16	2:16.395	Mazda Miata	Pleasanton CA	SFR	479084		
18	1	75	Mauro Pellegrini	T4	16	2:16.506	Mazda 3	Redwood city CA	SFR	416564		MP Transportation/W
19	2	155	Nuno Goncalves Pedit	ITX	16	2:17.751	Mazda Mazda	Half Moon Bay CA	SFR	478234		
20	6	2	Keith Korth	STL	15	2:18.043	Mazda MX-5	Clovis CA	SFR	696513		
21	1	21	Karthik Rao	ITR	15	2:24.943	BMW 328i	Palo Alto CA	SFR	657746		
DNF	INF	72	Michael Neumeyer	STL	1	2:15.526	Mazda Spec MX-5	San Mateo CA	SFR	365843		
Not classified												
JNS	NS	43	Michael Herbert	ITA			Mazda Miata	Oakland CA	SFR	512106		"Battalion One Fire F
JNS	NS	115	Matthew Wyatt	ITX			Mazda Miata	San Francisco CA	SFR	647230		
JNS	NS	44	Nicholas Bowers	ITA			Mazda Miata	San Francisco CA	SFR	693656		
JNS	NS	96	Christian Strain	T4			BMW spec e46	Sacramento CA	SFR	669819		Strain Racing
JNS	NS	114	David Humphreys	ITA			Mazda Miata	Buellton CA	CSCC	647252		A+Racing + Humph
JNS	NS	117	Will Clark	STU			Honda S2000	San Leandro CA	SFR	426830		Sapphire Racing
JNS	NS	146	Andy Boulger	ITR			BMW 325is	Sacramento CA	SFR	673840		
JNS	NS	164	Michael Smith	SMG			Ford Mustang	Broomfield CO	SFR	237577		M&L Racing



#57 Bill Booth leads #67 Sean O 'Boyle. Booth won Sunday's race.

When ever the number 14 SFR3 car is on the grid, you expect it to be at the front of the pack. This is the car Greg Hoff drives and he was within a corner of winning the regional championship last year. So when Haydn Fischer was listed as the driver of the car it was going to be interesting to see how the car performed. Well, the kid did not disappoint. He put the car on the pole; but SRF3 newcomer, Joe Kou, qualified second only .029 seconds behind. Bill Booth took third 1.2 a second off of the pole and Tom Burt was fourth.

Michael Woolley, making his first appearance of the 2023 season, qualified seventh but was the fastest of the SRFH cars. Bruce Richardson was the top qualifier in SRF, outpacing rookie Jacob Woolley.

The race got underway, with Kou getting a great start. He took the wide line into Turn 1 and held off Fischer. But Fischer was not going away and watched Kou's brake lights for three laps. On that lap Fischer saw an opening on the inside of Turn 14. He braked a little later than Kou and got alongside of him. They both went side by side through Turn 15. Fischer got a little bit better run off the turn but Kou was still alongside of him. As the two went side by side down the front straight, they arrived at Turn 1 still sidepod to sidepod. Neither one

gave ground, but they gave each other room. Each drivers held his breath and held his line making it through the turn. Fischer carried a little more speed and was able to get in front of Kou going into Turn 2. Once in the lead, Fischer was able to inch away. Unfortunately for Kou, he was never able to regain the top spot. In the meantime, Kou had to worry about Tom Burt and Bill Booth. The two followed him around the track like lost puppies. A guess - puppies are always supposed to stay behind, because neither one of them were able to displace Kou for second.

In SFRH, Michael Woolley fell to 11th on the second lap, which meant he was second in SRFH. John Sollner took the lead in the class and things were looking good for him. But on Lap 3, Woolley made two passes getting by Sollner and Jerry Alass. This put Michael Woolley in the lead SRFH, while Sollner fell two spots behind Woolley. Sollner would have the SRF3 car of Alass to deal with before he could fight for the class lead..

Veteran Bruce Richardson took the SRF race four spots ahead of young Jacob Woolley.



Haydn Fischer just missed out on two wins for the weekend.



Darrell Anderson hard charger both days

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID	Sponsor
1	1	14	Haydn Fischer	SRF3	13	1:59.498	SCCA Enterprises	Mill Valley CA	SFR	671493		Cerini Motorsport
2	2	6	Joe Kou	SRF3	13	2:00.098	SCCA Enterprises	Walnut Creek CA	SFR	528297		Golden State Orthop
3	3	1	Tom Burt	SRF3	13	1:59.771	SCCA Enterprises	Woodway WA	SFR	190965		Flat Out Racing
4	4	57	Bill Booth	SRF3	13	1:59.786	SCCA Enterprises	Cupertino CA	SFR	336219		Bulldog Motorsports
5	5	2	Lee Douglas	SRF3	13	2:00.519	SCCA Enterprises	Portland OR	SFR	370148		LADCO Pipe & Piling
6	6	81	Darrell Anderson	SRF3	13	2:01.079	SCCA Enterprises	Petaluma CA	SFR	226931		PPCI / HOOSIER TIF
7	7	76	Eric Hand	SRF3	13	2:01.074	SCCA Enterprises	San Jose CA	SFR	545935		
8	1	8	Michael Woolley	SRFH	13	2:00.767	SCCA Enterprises	Newcastle CA	SFR	497355		Woolley Brothers an
9	8	71	Jerry Aplass	SRF3	13	2:00.462	SCCA Enterprises	Newcastle CA	SFR	404463		"Burrell Consulting C
10	9	67	Sean O'Boyle	SRF3	13	2:00.880	SCCA Enterprises	San Francisco CA	SFR	276755		
11	10	66	Brandon Lewis	SRF3	13	2:01.363	SCCA Enterprises	San Francisco CA	SFR	436461		HSE Racing
12	2	77	John Sollner	SRFH	13	2:01.636	SCCA Enterprises	Sonoma CA	SFR	648504		Sollner and Sons Ra
13	11	79	EJ Abed	SRF3	13	2:01.965	SCCA Enterprises	Mountain View CA	SFR	695378		
14	3	7	Bill Jordan	SRFH	13	2:01.416	SCCA Enterprises	Rough & Ready CA	SFR	155429		
15	12	13	Nevin Spieker	SRF3	13	2:04.960	SCCA Enterprises	Menlo Park CA	SFR	548125		Spieker Investments
16	13	37	Dean Crowe	SRF3	13	2:04.219	SCCA Enterprises	Los Gatos CA	SFR	639565		Accelracetek
17	4	83	Paul Luca	SRFH	13	2:02.949	SCCA Enterprises	Sonoma CA	SFR	193814		
18	5	39	Andrew Moore	SRFH	13	2:05.949	SCCA Enterprises	San Francisco CA	SFR	511418		Cerini Motorsports
19	6	64	Edward Rorer	SRFH	13	2:05.817	SCCA Enterprises	Sausalito CA	SFR	546495		
20	1	32	Bruce Richardson	SRF	12	2:08.232	SCCA-E GEN2	Los Gatos CA	SFR	340127		AccelRaceTek
21	7	141	Eric Fulkerson	SRFH	12	2:06.131	SCCA Enterprises	Walnut Creek CA	SFR	528732		Golden State Orthop
22	8	41	Ken Woolley	SRFH	13	2:03.810	SCCA Enterprises	Newcastle CA	SFR	150687		Woolley Brothers an
23	2	33	Jacob Woolley	SRF	12	2:14.686	SCCA Enterprises	Newcastle CA	SFR	696278		Woolley Brothers an
24	9	55	John Hearn	SRFH	12	2:13.036	SCCA Enterprises	Mountain View CA	SFR	674442		Cerini Motorsports
Not classified												
25	NS	15	David Wright	SRFH			SCCA Enterprises	Roseville CA	SFR	210244		



Joe Kou had a second and a third during the weekend.



Michael Woolley had a good weekend with two wins in SRFH

For the second day in a row, Haydn Fischer took the pole in Greg Hoff's borrowed race car. Also for the second day, Joe Kou qualified second; but this time he was a little further off of Fischer's pace. Instead, Sunday's gap was .079, compared to .029 on Saturday. Either way, it was impossible to visually see the difference.

On Sunday Fischer made sure he got a good start and took the lead into the first turn. Kou was second and Bill Booth took third. Fischer put his head down and worked on stretching his lead. At one point, Fischer was half the front straight ahead of the Kou/Booth battle. Kou was busy holding off Booth and Lee Douglas. As Fischer stretched out his lead, Kou, Booth, and Douglas ran nose to tail. The order at the front stayed the same for the first few laps. But it was not for lack of trying on the part of Booth and Douglas. For three straight laps, Booth made a run on Kou going into Turn 1. He would get a good draft going down the front straight and pop out just before the start finish line to try and make the pass; but he would stall out about half way along Kou's car and have to back out going into Turn 1. Finally, on Lap 5, Booth got a better run out of Turn 15 and popped out a little earlier; so by the time they reached Turn 1, they were side by side. Because Booth had the inside line, he was able to make the pass. The problem for Booth was Fischer was at least twenty car lengths in the lead. But Kou had a big catch in Turn 3. This was an indicator something was on the track. Moments later, Fischer went off the track at Turn 5. Booth was able to pull alongside Fischer, as he was pulling back onto the track. Booth now was perfectly set up for the inside line into Turn 6.

Fischer was still trying to figure out what was going on, and Kou and Douglas pounced. They passed him on the run down to Turn 10. Fischer was left defending fourth place. As the final laps wound down, the front four were nose to tail. Booth was doing his best holding off a frustrated Kou. Douglas was waiting for an opportunity to get around Kou. While Fischer was weaving side to side looking for a way around the three people in front of him. Booth reigned supreme and won by a whopping .342 seconds (sarcasm). Kou took second, and Douglas and Fischer were left thinking about the next chance.

In SRFH Michael Woolley prevailed again. This time Saturday's second place finisher, John Sollner, spun on the last lap. By the time he got the car going again, he was five places behind. His yellow race car was covered with fresh green grass from his off-road expedition, meaning cleanup work for his two young sons/crew. Second in SRFH was Paul Luca, who improved four spots during the race. This was the third second place finish for Luca this year. He is knocking on the door. I am sure it will not be long before it is answered.

Bruce Richardson again took SRF over Jacob Woolley, but it was not just a straight forward drive. At the start, Jacob Woolley was able to get in front of Richardson. He held the lead spot in SRF for three laps until Richardson was able to get by on Lap 4. From that point, Richardson held off Jacob Woolley; but in only his first race weekend, Jacob Woolley was already fighting for a class win. Another one of the Woolley family racing in the SCCA!



#67 Sean O'Boyle checks his mirrors and sees Joe Kou.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID	Sponsor
1	1	57	Bill Booth	SRF3	16	2:00.243	SCCA Enterprises	Cupertino CA	SFR	336219		Bulldog Motorsports
2	2	6	Joe Kou	SRF3	16	1:59.875	SCCA Enterprises	Walnut Creek CA	SFR	528297		Golden State Orthop
3	3	2	Lee Douglas	SRF3	16	1:59.923	SCCA Enterprises	Portland OR	SFR	370148		LADCO Pipe & Piling
4	4	14	Haydn Fischer	SRF3	16	1:59.993	SCCA Enterprises	Mill Valley CA	SFR	671493		Cerini Motorsport
5	5	67	Sean O'Boyle	SRF3	16	2:00.302	SCCA Enterprises	San Francisco CA	SFR	276755		
6	6	81	Darrell Anderson	SRF3	16	2:00.569	SCCA Enterprises	Petaluma CA	SFR	226931		PPCI / HOOSIER TIF
7	1	8	Michael Woolley	SRFH	16	2:01.108	SCCA Enterprises	Newcastle CA	SFR	497355		Woolley Brothers and
8	7	71	Jerry Aplass	SRF3	16	2:00.669	SCCA Enterprises	Newcastle CA	SFR	404463		"Burrell Consulting C
9	8	79	EJ Abed	SRF3	16	2:01.869	SCCA Enterprises	Mountain View CA	SFR	695378		
10	9	76	Eric Hand	SRF3	16	2:00.939	SCCA Enterprises	San Jose CA	SFR	545935		
11	2	83	Paul Luca	SRFH	16	2:01.749	SCCA Enterprises	Sonoma CA	SFR	193814		
12	3	7	Bill Jordan	SRFH	16	2:02.978	SCCA Enterprises	Rough & Ready CA	SFR	155429		
13	10	13	Nevin Spieker	SRF3	16	2:02.767	SCCA Enterprises	Menlo Park CA	SFR	548125		Spieker Investments
14	4	64	Edward Rorer	SRFH	15	2:07.677	SCCA Enterprises	Sausalito CA	SFR	546495		
15	1	32	Bruce Richardson	SRF	15	2:10.892	SCCA Enterprise S	Los Gatos CA	SFR	340127		AccelRaceTek
16	2	33	Jacob Woolley	SRF	15	2:12.151	SCCA Enterprises	Newcastle CA	SFR	696278		Woolley Brothers and
17	5	77	John Sollner	SRFH	14	2:00.779	SCCA Enterprises	Sonoma CA	SFR	648504		Sollner and Sons Ra
18	6	39	Andrew Moore	SRFH	14	2:05.215	SCCA Enterprises	San Francisco CA	SFR	511418		Cerini Motorsports
19	11	66	Brandon Lewis	SRF3	11	2:01.171	SCCA Enterprises	San Francisco CA	SFR	436461		HSE Racing
20	7	55	John Hearn	SRFH	11	2:11.640	SCCA Enterprises	Mountain View CA	SFR	674442		Cerini Motorsports
Not classified												
JNS	NS	1	Tom Burt	SRF3			SCCA Enterprises	Woodway WA	SFR	190965		Flat Out Racing
JNS	NS	41	Ken Woolley	SRFH			SCCA Enterprises	Newcastle CA	SFR	150687		Woolley Brothers and
JNS	NS	15	David Wright	SRFH			SCCA Enterprises	Roseville CA	SFR	210244		
JNS	NS	37	Dean Crowe	SRF3			SCCA Enterprises	Los Gatos CA	SFR	639565		Accelracetek
JNS	NS	141	Eric Fulkerson	SRFH			SCCA Enterprises	Walnut Creek CA	SFR	528732		Golden State Orthop



Peter Phung works on the Thunderhill landscaping.

With 33 cars in the group, this race was a virtual who's who in Spec Miata racing. The top dog for the first qualifying session of the weekend was none other than Ken Sutherland from the Great Northwest. He had an unheard of 1.6 second advantage over fellow Northwesterner, Adam Smalley. Jared Korth continued his impressive 2023 form by qualifying third, and Kevin Carter took fourth 2.4 seconds off of Sutherland's blistering pace.

SMT cars occupied the first 19 positions on the grid. In the twentieth position was Kenny Harvey, who was a graduate of the 2023 driver's school. Harvey was competing in SSM (Sealed Spec Miata) and right next to him was fellow SSM competitor, Steve Whitaker.

SM had two cars entered, with the fastest of the two being Christian Mali.

The race got underway with Smalley stealing the lead from Sutherland. Kevin Carter followed, who got past Korth, and then David Covin who also got by Korth. The battle for the lead was inches apart for the entire race, but try as he might, Sutherland was not able to convert that qualifying advantage into a victory over the smart driving Smalley, who held on for the victory in a photo finish by .035 of a second! The fight for third was anything but static. Carter took the initial position with Covin behind him and Korth in fifth. The next time by, Korth got by Covin and was now in fourth in class. The next lap by Covin fell to sixth as Tim Wright got by him. Now the order was Smalley, Sutherland, Carter, Korth, Wright, and Covin. The next lap Covin again fell a position and soon it was apparent he was having a problem. On Lap 4 he retired the car. Korth meanwhile found a way around Carter for third. He held onto the position for three laps,

when Carter returned the favor. But favors do not go unpunished, as Korth finally made the pass stick on Lap 8. Tim Wright was having a good run in fifth; but on Lap 9 the fun came to an end, and he retired his car. Gregory Smoot ended up being the benefactor of Wright's retirement; but to say he lucked into it would be misleading. Smoot was down in eighth position on the opening laps. He kept his nose clean and ended three positions better by driving hard and staying out of trouble. When the checkered flag came out, he was fourth.

The SSM race was a great battle between Harvey, Whitaker, and Daniel Kulas.

Harvey held the lead for eight laps, with Whitaker nipping at him whenever he could get his front bumper close. After a couple of attempts to pass Harvey, Whitaker made the pass stick going into Turn 1. Harvey, for his part, was not going to roll over and submit. As Harvey and Whitaker raced up to Turn 9, Harvey tried an inside pass to get the position back. Whitaker held his line and Harvey put a couple of tires in the dirt; however he did not lose his position. The next opportunity was going to be in the braking zone for Turn 14, and then work on getting a better run onto the long front straight. If that were to happen, Harvey could have a chance to repass Whitaker going into turning. Harvey employed this strategy; but as he worked on maximizing his speed off of Turn 15, he spun and barely avoided contact with Kulas, who was following. Kulas had to get out of the throttle and lost contact with Whitaker for the remaining few laps of the race. Whitaker took first in SSM, with Kulas second. Harvey did get his car going again and took third in class.

Christian Mali was the only car running in SM.



#45 Mark Means, #56 Christian Mali, and #195 Daniel Kulas race out of turn one.



Ken Sutherland started at the back on Sunday and won by a fender.



Scott Story kicks up some dirt. He finished sixth on Saturday and seventh on Sunday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID	Sponsor
1	1	18	Adam Smalley	SMT	12	2:10.374	Mazda Miata	Battle Ground WA	Ore	551377		Smak Plastics Flex
2	2	94	Ken Sutherland	SMT	12	2:10.392	Mazda Miata	Sherwood OR	SFR	283190		Wyatt Fire Protecitor
3	3	27	Jared Korth	SMT	12	2:10.631	Mazda Miata	Clovis CA	SFR	675789		Leshor Motorsports /
4	4	89	kevin Carter	SMT	12	2:10.674	Mazda Miata	Elk Grove CA	SFR	437616		Imports Unlimited
5	5	22	Gregory Smoot	SMT	12	2:11.130	Mazda MIATA	San Jose CA	SFR	287845		Slant I Motorsports
6	6	32	Scott Story	SMT	12	2:10.848	Mazda Miata #32	El Dorado Hills CA	SFR	624903		
7	7	71	Matthew Wyatt	SMT	12	2:11.285	Mazda Miata	San Francisco CA	SFR	647230		
8	8	82	Dale Pestes	SMT	12	2:12.259	Mazda Miata	Gresham OR	SFR	498961		
9	9	45	Mark Means	SMT	12	2:12.059	Mazda miata	Meadow Vista CA	SFR	404787		A+ Racing
10	10	99	Frank Zucchi	SMT	12	2:12.310	Mazda Miata	Oakdale CA	SFR	335337		FZ Vapor Honing
11	11	168	Peter Phung	SMT	12	2:12.445	Mazda Miata	Daly City CA	SFR	545337		"Slant I Motorsports,
12	12	85	Scott Carter	SMT	12	2:12.049	Mazda Miata	Suisun City CA	SFR	177333		Imports Unlimited
13	13	34	David Vrane	SMT	12	2:11.956	Mazda Miata	San Jose CA	SFR	623200		
14	14	76	Jeremy Kinzer	SMT	12	2:12.910	Mazda Miata	Lebanon OR	Ore	647558		
15	1	78	Steve Whitaker	SSM	12	2:14.864	Mazda Miata	Loomis CA	SFR	500463		Whitaker Motorsport
16	2	195	Daniel Kulas	SSM	12	2:15.139	Mazda Miata	Sunnyvale CA	SFR	483501		Larry Oka
17	15	4	Dan Pruzan	SMT	12	2:13.220	Mazda Miata	Redwood City CA	SFR	526942		
18	16	43	Michael Herbert	SMT	12	2:15.251	Mazda Miata	Oakland CA	SFR	512106		"Battalion One Fire F
19	17	114	David Humphreys	SMT	12	2:15.739	Mazda Miata	Buellton CA	CSCC	647252		A+Racing + Humphr
20	3	97	Kenny Harvey	SSM	12	2:15.629	Mazda Miata	Oakland CA	SFR	696121		Hayward Honda
21	18	96	Joan Linehan	SMT	12	2:16.333	Mazda Miata	Clayton CA	SFR	445423		Competition Autowe
22	4	155	Nuno Goncalves Pedi	SSM	12	2:16.228	Mazda Mazda	Half Moon Bay CA	SFR	478234		
23	5	91	Michael Cheney	SSM	12	2:17.327	Mazda Miata	Pleasanton CA	SFR	695266		"Larry Oka Racing /
24	19	2	Jim Wickersham	SMT	12	2:17.550	Mazda Miata	Alamo CA	SFR	214821		Larry Oka Racing
25	20	14	Keira Howard	SMT	12	2:20.276	Mazda Miata	Pleasanton CA	SFR	479084		
26	6	31	Gregory Martin	SSM	11	2:20.701	Mazda Miata	Rancho Cordova CA	SFR	513762		Larry Oka Racing
27	7	98	Vaclav Harvey	SSM	11	2:21.589	Mazda Miata	Walnut Creek CA	SFR	696119		Dublin Mazda
28	1	56	Christian Mali	SM	11	2:21.601	Mazda Miata	Morgan Hill CA	SFR	457302		bojali consulting
29	8	33	Dennis Kurmai	SSM	11	2:19.531	Mazda Miata	Las Vegas NV	LV	671997		
30	21	92	David McCoy	SMT	11	2:27.227	Mazda Miata	MODESTO CA	SFR	655391		
31	22	11	Tim Wright	SMT	9	2:11.258	Mazda Miata	Piedmont CA	SFR	278776		Larry Oka Racing
DNF	DNF	54	David Covin	SMT	4	2:11.890	Mazda Miata	Piedmont CA	SFR	649280		Leshor Motorsports
DNF	DNF	05	Alberto Goncalves	SMT	4	2:17.222	Mazda Miata	San Jose CA	SFR	417516		



#78 Steve Whitaker leads #43 Michael Herbert. Whitaker won SSM on Saturday.

Sunday's version of Group 7 saw 29 cars make it to the grid for qualifying. Saturday's pole sitter, Ken Sutherland, was able to establish his best time on the third lap of the session. Adam Smalley, who won the race on Saturday, took five laps to set his best time. The only problem was he was about 1.4 behind Sutherland. Gregory Smoot was just behind Smalley in third and 1.5 seconds off of Sutherland's pace. Jared Korth was fourth and his deficit was 1.8 seconds.

Looking at the grid before the cars took the green flag, one would think that Sutherland had this one in the bag and all he needed to do was get through the first turn. From there, he should have been able to run away.

Needless to say everyone was surprised to when Sutherland was at the back of the pack to start the race. Now this was going to make the race very interesting.

Once the green dropped, Smalley jumped into the lead with Korth following and Kevin Carter moving up to third. In the meantime Sutherland had made a few passes and was up to 14th by Lap 1. Smalley's lead lasted three laps, when Korth took a turn at the front. Smoot was also able to upgrade his position to third, and now the top three were Korth, Smalley, and Smoot. Sutherland was up to ninth.

Korth held on to the lead for eight laps, with Smalley acting as his shadow. Smoot was cruising in third. The top three were so engaged in their fight for the lead that they were unaware of Sutherland's progress. By Lap 7 Sutherland had worked up to fifth. Now he could see the lead pack. Lap 9 he was part of the lead pack in third. Now it was Korth, Smalley, and Sutherland. Last lap of the race, Smalley slips by Korth for the lead and looks poised to take the win. But Korth gets by Smalley and was now leading going down the back stretch.

He only had Turns 14 and 15 and the front straight to secure the win. But Sutherland was behind Korth going down the back straight. He caught him at Turn 14. The two went through Turns 14 and 15 nose to tail. It was going to be a drag race to the timing line. Korth was doing his best to keep Sutherland behind him. They exited out of Turn 15 in third gear. As the leader Korth shifted into fourth, he had a slight bobble. That bobble was all Sutherland needed and he pulled up even with Korth. As the two approached the finish, the timing and scoring people ready to snag the camera for a photo. Sutherland was able to inch ahead and took Korth by a fender. Smalley went from the lead on the last lap to third, Smoot came in fourth.

Kenny Harvey led most of the SSM race on Saturday, but spun in the latter stages of the race. Sunday was his chance for redemption, qualifying first in SSM with Saturday's race winner Whitaker qualifying second .7 seconds behind him. Daniel Kulas was third in SSM. But the best part was the top three in SSM were all lined up together. Harvey held the lead in the class during the opening lap, but fell five spots on Lap 2. Also slipping down the order was Whitaker, who was 21st on the first lap. By Lap 8, Harvey got behind class leader Kulas; and now the race for the SSM victory was on. Going down the back straight, Harvey was able to motor along side of Kulas and use the inside line into Turn 14 to take the lead. Kulas did all he could to stay close to Harvey, but Harvey just seemed to have a little more power than Kulas. Whitaker made a good recovery and finished third in SSM.

Christian Mali was again the only SM car. He did move up six positions from where he started. His sister and fellow SM racer, Catharine, was off in San Diego checking out colleges with mom.

The next club race is Regional 7&8, again at Thunderhill Raceway Park, before the region takes a summer hiatus from Willows to race

in supposedly cooler environs of WeatherTech Raceway Laguna Seca and Sonoma Raceway.



Adam Smalley took the win on Saturday by .035 seconds.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID	Sponsor
1	1	94	Ken Sutherland	SMT	13	2:09.025	Mazda Miata	Sherwood OR	SFR	283190		Wyatt Fire Protecitor
2	2	27	Jared Korth	SMT	13	2:10.069	Mazda Miata	Clovis CA	SFR	675789		Leshor Motorsports /
3	3	18	Adam Smalley	SMT	13	2:10.434	Mazda Miata	Battle Ground WA	Ore	551377		Smak Plastics Flex
4	4	22	Gregory Smoot	SMT	13	2:10.477	Mazda MIATA	San Jose CA	SFR	287845		Slant I Motorsports
5	5	54	David Covin	SMT	13	2:09.918	Mazda Miata	Piedmont CA	SFR	649280		Leshor Motorsports
6	6	89	kevin Carter	SMT	13	2:10.780	Mazda Miata	Elk Grove CA	SFR	437616		Imports Unlimited
7	7	32	Scott Story	SMT	13	2:11.578	Mazda Miata #32	El Dorado Hills CA	SFR	624903		
8	8	85	Scott Carter	SMT	13	2:11.759	Mazda Miata	Suisun City CA	SFR	177333		Imports Unlimited
9	9	99	Frank Zucchi	SMT	13	2:12.010	Mazda Miata	Oakdale CA	SFR	335337		FZ Vapor Honing
10	10	34	David Vrane	SMT	13	2:11.828	Mazda Miata	San Jose CA	SFR	623200		
11	11	76	Jeremy Kinzer	SMT	13	2:12.697	Mazda Miata	Lebanon OR	Ore	647558		
12	12	4	Dan Pruzan	SMT	13	2:13.005	Mazda Miata	Redwood City CA	SFR	526942		
13	1	97	Kenny Harvey	SSM	13	2:14.668	Mazda Miata	Oakland CA	SFR	696121		Hayward Honda
14	2	195	Daniel Kulas	SSM	13	2:15.083	Mazda Miata	Sunnyvale CA	SFR	483501		Larry Oka
15	3	78	Steve Whitaker	SSM	13	2:14.396	Mazda Miata	Loomis CA	SFR	500463		Whitaker Motorsport
16	4	155	Nuno Goncalves Pedi	SSM	13	2:17.670	Mazda Mazda	Half Moon Bay CA	SFR	478234		
17	5	91	Michael Cheney	SSM	13	2:16.293	Mazda Miata	Pleasanton CA	SFR	695266		"Larry Oka Racing /
18	6	31	Gregory Martin	SSM	12	2:21.496	Mazda Miata	Rancho Cordova CA	SFR	513762		Larry Oka Racing
19	7	33	Dennis Kurmai	SSM	12	2:20.000	Mazda Miata	Las Vegas NV	LV	671997		
20	1	56	Christian Mali	SM	12	2:24.047	Mazda Miata	Morgan Hill CA	SFR	457302		bojali consulting
21	13	92	David McCoy	SMT	12	2:25.059	Mazda Miata	MODESTO CA	SFR	655391		
22	8	15	Matthew Wyatt	SSM	11	2:13.536	Mazda Miata	San Francisco CA	SFR	647230		
23	9	98	Vaclav Harvey	SSM	10	2:18.217	Mazda Miata	Walnut Creek CA	SFR	696119		Dublin Mazda
24	14	82	Dale Pestes	SMT	6	2:11.986	Mazda Miata	Gresham OR	SFR	498961		
25	15	11	Tim Wright	SMT	13	2:12.448	Mazda Miata	Piedmont CA	SFR	278776		Larry Oka Racing
26	16	2	Jim Wickersham	SMT	12	2:19.338	Mazda Miata	Alamo CA	SFR	214821		Larry Oka Racing
27	17	14	Keira Howard	SMT	6	2:16.975	Mazda Miata	Pleasanton CA	SFR	479084		
JNF	NF	43	Michael Herbert	SMT	1	2:19.152	Mazda Miata	Oakland CA	SFR	512106		"Battalion One Fire F
Not classified												
JNS	NS	168	Peter Phung	SMT			Mazda Miata	Daly City CA	SFR	545337		"Slant I Motorsports,
JNS	NS	05	Alberto Goncalves	SMT			Mazda Miata	San Jose CA	SFR	417516		
JNS	NS	45	Mark Means	SMT			Mazda miata	Meadow Vista CA	SFR	404787		A+ Racing
JNS	NS	96	Joan Linehan	SMT			Mazda Miata	Clayton CA	SFR	445423		Competition Autowe
JNS	NS	114	David Humphreys	SMT			Mazda Miata	Buellton CA	CSCC	647252		A+Racing + Humph

Fresno Chapter May Autocross



James Franks in his 1972 Datsun 510 at the finish

After a few months off due to uncontrollable circumstances, the Fresno Chapter jumped back into race mode with a weekend full of autocross action. On Saturday May 20th, 56 drivers patiently waited their turn to tackle the course designed by event chair Paul Newton. Top time of the day was a tight battle between Phil Castro in his 2015 Mitsubishi Lancer Evo X and Michael Gardner in his 2016 Ford Mustang GT350. Castro took top honors by just two tenths of a second quicker. Kutter Morrison took third followed by Paul Newton and Ahla Yang. Dexter Jones, Andrew Padua, William Marlow, Dan Correll and Kyle Matsumura rounded out the top ten. Michael Gardner was involved in another very close battle, this time for top PAX. With just five hundredths of a second

Ricardo Quinonez (SSC) both ran uncontested.

Phil Castro took the win in Street Mod over Ahla Yang.

Michael Gardner edged out Kutter Morrison for the win in CAMC followed by Richard Schmidt and Leon Weinroth.

Kelsey Stoltenberg led the Ladies Class over Sandra Hermans, Rebecca West, Pamela Schroeder and Amanda Soto.

In Index Class, Kyle Matsumura took the win over Paul Newton, James Coon and Audrey Tan.

Taylor Coon led a fourteen driver Novice Class followed by Aaron

Douglas, Pat Matsumura, Eduardo Pineda, Abraham Nunez, Gene Tuzzi, Miguel Martinez, Meng Moua, Tiger Luna, Mariah Douglas, Daniel Silguero, Caleb Silguero, Christina Semonious and Kevin Gabisch.

Sunday May 21st brought out 67 drivers for another eventful day of autocross. Event chair Ricardo Quinonez made minor changes to Saturday's course and ran it backwards. Jimmy Au-Yeung in his 2013 Mitsubishi Lancer Evo X GSR took TTOD. Second was Andrew Padua followed by Michael Gardner, Phil Castro

and Dan Correll. Kutter Morrison, William Marlow, Ricardo Quinonez, Jayman Topalian, and Paul Newton rounded out the top ten. Andrew Padua in his 2017 Honda Civic Si took top PAX followed by Jimmy



Steve Carlson in his 1971 Nissan 240Z

separation between first and second, Gardner took second behind Kyle Matsumura in his 2018 Honda Civic Si for top PAX. Third was Paul Newton followed by Kutter Morrison and Dexter Jones. Andrew Padua, Ricardo Quinonez, Yang Moua, William Marlow and Al Andersen rounded out the top ten in PAX.

D Street had a good mixture of cars. The GR Corolla of Yang Moua took the win in D Street followed by Shawn Butler in a 2019 Honda Civic Type R, Brad Dawson in a 2015 Subaru WRX and Patty Jeschien in a 2015 Mini Cooper S. Quinn Ringgold had the quicker NA Miata in E Street over Gary Lieb. Al Andersen took the win in G Street over Gary McDaniel. Christopher Sochan led H Street over co-driver Franchiseur Shelton and Ted Semonious in a 2013 Mini Cooper. Chris Rodriguez (AS), Dave Warner (BS), Steve Berry (CS), Corky Schroeder (FS) and James Franks (HCS) all ran uncontested.

In Street Touring action, Dexter Jones in his 2020 Subaru WRX took the win over Andrew Padua in his 2017 Honda Civic Si. William Marlow took the win in STX on his last run over Dan Correll, David Ruby and Josh Pinckney.

Adam Zakarian in his 2017 Porsche 911 GTS took the win over Trevor Fechner in his 2003 Subaru Impreza WRX in SSP. Steve Carlson (FP) and



Christina Semonious in her 2013 Mini Cooper



Miguel Martinez in his 2022 GR 86

Au-Yeung, Michael Gardner, Kyle Matsumura and Ricardo Quinonez. Dan Correll, William Marlow, Paul Newton, Yang Moua and Dexter Jones rounded out the top ten in PAX.

In Street action, Dave Warner took the win over Bert Schneider in B Street. Yang Moua led D Street over Brad Dawson, Patty Jeschien and John Marihart. E Street had the same results as Saturday with Quinn Ringgold over Gary Lieb. Michael Abraham led F Street over Falina Marihart and Brett Sliakis. Al Andersen over Shawn McDuffee in G Street. In H Street, co-driver Josh Pinckney took the win over Christopher Sochan and Ted Semonious. David Jackson (AS), Francisco DelaGarza and James Franks (HCS) all ran uncontested.

In Street Touring competition, Andrew Padua took the win over Dexter



Richard Schmidt in his 2018 Ford Mustang Shelby GT350R

Jones in STH. Adam Haro led co-driver Frachiseur Shelton in STS. It was a back and forth battle all day between STX drivers Dan Correll and William Marlow. Correll had a three tenths second lead with Marlow making his last run. Marlow had a fast clean last

run but it was not enough. Correll took the win by four hundredths of a second. Harjan Thind followed in third.

Ricardo Quinonez took the win in SSC over co-driver Alex Neufeld. Stephen Abraham (DP), Steve Carlson (FP) and Trevor Fechner (SSP) all ran uncontested.

In Street Mod action, Phil Castro took the win over Ahla Yang. Joshua Stephens ran SMF uncontested.

There were seven drivers in CAMC but Michael Gardner muscled his way to the win over Kutter Morrison, Jayman Topalian, Richard Schmidt, Leon Weinroth, Chris Rodriguez and Sal Rodriguez. Anthony Topalian ran CAMS uncontested.



Joel Calderon in his 2018 Honda Civic

Kelsey Stoltenberg took the win again in the Ladies Class, followed by Sandra Hermans, Rebecca West and Amanda Soto.

Aaron Douglas led the Novice Class in his 2013 Dodge Challenger R/T. Joel Calderon, Abraham Nunez, James Collins, Jerron Marihart, Meng Moua, Miguel Martinez, Gene Tuzzi, Hunter Pimentel, Tiger Luna, Daniel Silguero, Mariah Douglas, Celab Siguero and Christina Semonious rounded out the rest of the field.

Jimmy Au-Yeung took the win in the Index Class over Kyle Matsumura, Paul Newton and Audrey Tan.

Half ways through the season and the competition's heating up along with the weather. Good luck to all the drivers and hope to see everyone at the next event in June.



Steve Berry in his 2003 BMW Z4 Roadster

Sacramento Autocross Round 5



Bill waiting on deck

Well I didn't come in last. Success! Strange words, but let me explain. I am right smack in the middle of an engine rebuild and swap. Instead of taking a dedicated track/autocross car, I slapped slicks on a dedicated rallycross car. With soft shocks and springs, land yachting is the best way to explain the experience. I won my class, but I was the only one running the class. When I checked the overall results, I didn't come in last, which is a win in my mind. The body roll was epic, to say the least. Since the car is front-wheel drive, many of the corners I had the inside rear tire off the ground, or so I was told. On some of the big sweepers, it felt like both inside tires might be lifting a little bit which is unsettling to say the least.

Regardless, I had a great time, like I always do with the Sacramento Chapter.

The morning run groups unfortunately had a wet surface to run on. Hunting for the dry spots was the name of the game. Times were what you would expect. Higher horsepower rear-wheel drive cars had to do the dance to keep the rear end behind. For those in the afternoon run groups, well, the sun came out and dried up all the rain. The Top Time of Day for the morning run groups dropped about four seconds with a completely dry surface.

Starting from the bottom, E-Modified had two Miata type cars running. Gurkir Makal ran down a 44.904. Jarred Javier was able to get a 39.962 for the win. Classic American Muscle Sport had a healthy car count of

four open class drivers and two Ladies running. Third place went to Rory Marin in a silver Corvette with a 37.391. Second place went to Ken Yeo in the oh so familiar yellow Corvette, with a run of 36.958. Winner for the day was Sean Breese with a run of 36.780. The Ladies class had Trish Berlant and Gale Smiley running the course. Gale was able to get a 41.347, but Trish was just a little bit faster. Trish was able to get 39.799 for the win.

Classic American Muscle Traditional had a Mustang and a truck. Randy Grohosky put his Mustang through its steps and got a 39.894. Robert Tyler in his old C10 pick up, snatched the win with a run of 39.623. Rachele Tyler took the Ladies class with a 39.538. If I am not mistaken, I do believe that if Rachele had run the open class, she would have won it out right.

Street Touring Ultra had two Bimmers and a Nissan. Doug McKay in a 350z took third place with a 46.185. Second went to Mike Agraan in a M3 with a run of 45.073. The winner for the day was Bill Richter in another M3 with a 43.629, which is not bad at all.

F Street was won by Rafa Soto in his BMW M3 with a run of 39.968. Second place went to Andrew Barrious in a cyclone metallic gray GTO with a pass of 40.623. Rounding of the top three was Josh Collins with a 45.750 in a silver with shark teeth Charger.

D Street was all about two-tenths of a second, because that was the



Ken



Curt on the run

difference between first and second place. Bill Tubbs ran a 43.934 in his Mini. Unfortunately two tenths faster than him was Cameron Williams in his Veloster N for the win.

B Street had our illustrious leader Doug and the American red Corvette running against Edward Pelker's Porsche Cayman S. Doug took an early lead and only got faster with each run. Edward was able to get 42.535. Doug's final run was his best and fastest at 41.878 for the win.

Super Street had the largest car count for the day at six total. Third went to E.J. Fontaine running a GT3 Porsche with a 37.055. Second went to E.J.'s wife Susan Fontaine with a 36.785. First place and winner for the day was Al Patterson in an ACR Viper with a 36.686

The last class that was questionable who was going to win for the day

was XSB. George Akiyama, running a green Miata nailed a 44.936. Second place went to Ken Dippel in a Porsche 944 with a 43.790. First place went to Curtis Yamanaka with a run of 42.262.

Running uncontested and taking first place for the day in their respected classes are as follows; Demetrius Javier XSA, Robert Chiselli AS, Jeff Grant CS, Chris Estrada GS, James Cun HS, Steve Mills HCS, Narayan Hammari SST, Zander Holmes BSP, Eric Williams FSP, Ken McCulloch CAMC, Carl Graf XP, Mike Daugherty CP, Davey Drouin EP, Penny Hubbard BSL, Tina McKay STUL, Gina McCulloch CAMCL, Rachele Tyler CAMTL, Korynne Smith XPL, Helen Landis SSML and Douglas Hargrover FM.

The winner of PAX for the day was Alan Patterson and the Top Time of the Day was earned by Doug Hargrove with a run of 35.369.



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Confessions of a Cone Slayer

By Rob Krider



Been Caught Cheating

Last Sunday, I was living the dream. I was lying on my couch, lazily sliding in and out of consciousness. I was watching the F1 Miami race, or I guess I should say listening to the F1 Miami race since my eyes were shut. I don't think I have ever watched an entire F1 race without falling

asleep. I get bored when there isn't a lot of passing. I really just need see the final lap. Shocker and spoiler alert, Max Verstappen won.

As the cars' engine noise on the television lulled me to sleep, my cell phone rang in the kitchen, far, far from the couch where I was lying. I made no effort to get up to answer the phone. I was pretty sure it was my friend Keith telling me that Team Red Bull are a bunch of cheaters and that Lewis Hamilton was robbed in 2021, yada, yada, yada. My wife answered my phone for me. I heard her tell my friend I was asleep and that I would call him back later (I wouldn't). Then, without warning, my easygoing, napping-on-the-couch Sunday afternoon got extremely complicated.

My wife, whom I love, decided to take a little look through my cell phone. The next thing I knew, my wife was standing over the couch waving my phone and demanding answers.

"Who is Jessica Loveless and why do you have her phone number in your phone?"

Busted. The checkered flag had waved. Game over. I quickly sat up from the couch and wiped the drool from my mouth. I needed to wake up and say the right things. I needed to be smart about this. My wife is a very important woman in my life, but then again, so is Jessica. Even though I'm married, a lot of my money ends up with Jessica. It's complicated. And it's not what you think, or what my wife thought. Maybe I should explain. Obviously I should explain.

Jessica Loveless (yes, that is her real name, I can't make this stuff up) is the woman I order car parts from Nissan Motorsports for my racecar. There is no inappropriate relationship. She lives in Tennessee, and I've never met her face to face. It seems like a simple answer, but I was having a hard time explaining it to my wife. My inability to rapidly communicate the facts was indicating more and more guilt on my part. Sure, I was guilty of spending money we don't have by buying racecar parts from Jessica, but I surely wasn't guilty of adultery. More like automotiverly.

Automotiverly is the act of spending more time on the Internet shopping for racy bits for your car (that currently doesn't even run) than shopping online for your wife's Mother's Day present. I was definitely guilty of committing automotiverly. The problem was, I couldn't come out and admit

it to my wife. Instead, I tried to skirt around the Jessica Loveless issue and use the standard offense-is-the-best-defense method, a common mistake by men committing adultery, or in this case automotiverly.

"Why are you looking through my cell phone?"

"Because Oprah said I should. That's why."

"Oprah told you to? She's not even on TV anymore. Are you kidding?"

"No, I'm not kidding. She said the best way to catch your man cheating is to look through his cell phone. So, who is this Jessica *%%! Loveless?!"

I couldn't put the words together for the answer. You have to understand: I was specifically instructed by my wife not to spend any—and she was very clear about the word "any"—money on the Nissan, but I had secretly ordered some parts from Jessica. I was caught with my pants down.

You see, I have priors for committing automotiverly. I swore to my wife that I wouldn't do it again. Experts say, "once a cheater, always a cheater," and I've cheated on my wife for car parts before. I was going to be in so much trouble for spending money on the car that I was actually considering admitting to adultery because, at that point, I thought it might be less damaging than the truth itself, which was that I am a chronic automotiverer. Suddenly, I had the answers to all my problems. I would just lie.

"Honey, you can't ask me about her, because she is a direct link to your Mother's Day present. You don't want to ruin the surprise, do you?"

She thought about it for a minute, and then my wife changed her tune. The look on her face was of surprise. Her husband was actually doing some pre-emptive Mother's Day shopping for the first time in history. Hallelujah. Her husband was going to get Mother's Day right for once! She handed me my cell phone and said, "Okay, I won't ask about it. I can't wait to see what the surprise is."

My wife will surely be surprised next Sunday morning when on Mother's Day she unwraps a set of cross-drilled brake rotors for a 1991 Nissan Sentra SE-R.

Rob Krider is a national champion racer and author of the novel Cadet Blues.





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David Vodden 530-934-5588 Ext 101 or e-mail dvodden@thunderhill.com

GET ON THE TRACK

TRACK DAYS AND SKID PAD DAYS

AVAILABLE: You can rent Thunderhill Park's 3-mile, 5-mile and 2-mile track for a pittance on most weekdays throughout the race season. WE can make your day a turn-key operation where all you do is secure your friends and customers and have fun. Call 530-934-5588 Ext. 101 and get started in the fun and profitable business of putting on your very own track days.



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The skid pads at Thunderhill are available for Vehicle Development, Drifting, Car Control, Autocross and more! Just tell us your idea, and we'll help you make it happen!

Small Pad Rental Fees: (size 540 x 310 feet)

Weekend day; weekday

1-20 cars = \$1500; \$1000

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Big skid pad - 1-10 cars \$1500; 10+ cars \$3500.

Rates include insurance.



SERVICES

FOOD SERVICE AT THE TRACK FOR YOU!:

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Haag Performance of Sacramento, a leading West Coast Spec Miata engine and drive train builder, has a limited number of spots available for racers needing storage, engine and drive train services, race prep, transportation and/or track support.

Contact Mike@haagperformance.com or call (925) 783-9409. 1808

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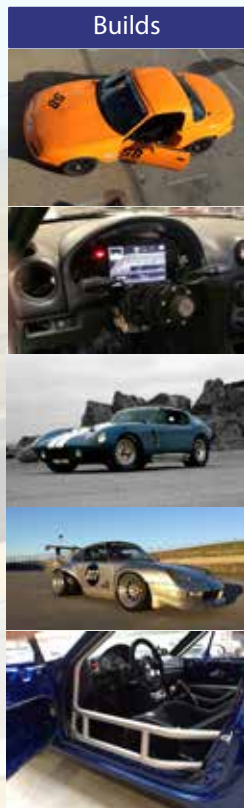
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