



The wheel®



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Above: Lyn Greenhill was fourth in the Western Shootout. Randy Jones Photo

Cover: #3 Jim Ricketts leads #77 Andre Perra at the Hoosier Super Tour. Cody Olmstead Photo

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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.

SAN FRANCISCO REGION SCCA

REGION OFFICE

MAILING ADDRESS

PO Box 308, Willows, CA 95988

LOCATION

5250 Hwy 162, Willows, CA 95988

530 934 4455

530 934 7275 fax

office@sfrscca.org

BOARD OF DIRECTORS

TIM SULLIVAN Regional Executive
Timbo0724@msn.com

LINDA ROGASKI Secretary
lrogaski@hotmail.com

BLAKE TATUM Director
wheel@sfrscca.org

JOE MONTANA Director
joewmontana@gmail.com

BILL BOOTH Director
bill@sfrscca.org

JOHN MACINTYRE Director
macintyrej@aol.com

PETER PHUNG Director
peterphung76@gmail.com



PUBLISHER: THE WHEEL PUBLICATIONS

Editor **BLAKE TATUM** wheel@sfrscca.org

Art Direction & Design **CHRIS BECKREST**
www.BeckrestDesign.com

CONTRIBUTING WRITERS

• Blake Tatum • Rob Krider • Lynne Hunting
• John MacIntyre • Yang Moua • Ryan Panlilio
• Davey Drouin

CONTRIBUTING PHOTOGRAPHERS & ARTISTS

• Rob Krider • Randy Jones • Trevor Fechner
• Ric Quinonez • Paul Tibbals • Jonathan Houting
• Cody Olmstead • Peter Phung • Davey Drouin

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CALENDAR

FRESNO AUTOCROSS CHAPTER SCHEDULE

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

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 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

GO TO: www.renoscca.motorsportreg.com for additional information and register OR
Contact: Andy Ross duetto_67@hotmail.com



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2023

2023 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

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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July 28th - 30th

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Track event and time Trial

All events are at Thunderhill Raceway Park, West Course

Bring your street car or track ready racer, it doesn't matter. SCCA wants to get you on the track. Come join us for stress free fun.

- Overnight paddock parking available ~ no charge
- If you completed an SCCA competition licensing school and are working on a full competition license **this Time Trial will count for one race weekend toward a SCCA Full Comp License.**
- Get ample seat time on-track in your car. **Novice Drives – No charge for Instructor**
- Satisfy your "need for speed". Bring your car and drive for fun in Track Event or compete for fast lap in Time Attack.

TRACK EVENT (TE): Concentrates on driver enjoyment, philosophy, and the application of performance driving techniques. TE provides a constructive learning environment that stresses proper driving techniques in a noncompetitive environment. Driver coaching and classroom instruction included.

TIME ATTACK (TT): Timed competition where drivers compete against the clock for fastest lap time. This is not wheel-to-wheel competition for position. Passing allowed with point by anywhere.

2023 SCHEDULE

***July 22** RENO SCCA Tim Trials/Tack Event #3 Hosted by Reno Region SCCA
Includes 80-minutes track time each day for all groups Tech 7:30 am Driver Meeting 8:30 am
Go to: <http://www.renoscca.motorsportreg.com> for details and registration.

***Sept 09-10** RENO SCCA Time Trial/Track Event #3&4 Hosted by Reno Region SCCA
Includes 80-minutes track time each day for all groups Tech 7:30 am Driver Meeting 8:30 am
Go to: <http://www.renoscca.motorsportreg.com> for details and registration.

"Come out and have fun with your street or track car ~ enjoy driving at speed on a real racetrack in low stress environment."

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"You know you want to do this, now is the time."

Confessions of a Cone Slayer

By Rob Krider



'Til Death Do Us Start

When I first met my wife, she tried to kill me. No, it wasn't an intentional thing. My wife had just met me, so no intent or malice was involved (it would be much later in our marriage that she would want to intentionally kill me.) But back then she was just a cute girl who didn't

know me very well, so she wasn't intending to murder me or anything. She accidentally almost killed me because she was simply a bad driver. I blame the whole incident on her father. It was his job to teach her how to drive. Years after we were married, I found out that my wife's daddy intended to teach her how to drive properly, but she scared him so badly while behind the wheel that he decided to never ride with her again. Therefore, she learned nothing from him, so that's why she almost killed me.

During her first DMV driving test, (spoiler alert: She fails this one) she actually crashed her car in the DMV parking lot. The instructor told her not to worry about the accident, because she had failed the driving test way before the collision occurred. She went back a few weeks later and somehow passed the driving test (for the record, she was cute,) and she was awarded the privilege to drive terribly while unsupervised anywhere she wanted. Nice work, DMV. I almost died because of you.

I was the lucky guy who met her in college at Cal Poly (after her dad forgot to teach her to drive and the DMV let her slip through the system,) and thus I had the terrifying experience of allowing her the opportunity to attempt to kill me. It all happened after she left her headlamps on one night and killed her battery (the first death.) Clue No. 1 - she was not good with cars. Being the nice guy that I was and wanting the chance to chum it up with her (since she was very cute,) I told her I could give her a jump. Yes, the word "jump" was a double meaning for me at the time; I was a guy, she was a girl, you know how these things go. I didn't know at the time that I could die.

Her car was parked in the college dormitory lot on a sloped portion of the pavement facing a wooden fence. I parked my 1977 Honda Civic autocross car next to hers and got my jumper cables out. I connected the two batteries together and stood looking at her engine. I was standing between her car's front bumper and a fence. Standing between her car and a fence was mistake No. 2 on my part. The first mistake was offering a cute girl a jump start.

After the battery charged for a minute or so, I told her to start her car. She depressed her clutch pedal with her left foot and then put her right foot on the gas pedal to give the car a little gas as she turned the ignition key. This left the car in the neutral position without the emergency brake on or her foot on the brake pedal, which caused the car to begin to roll downhill. This was bad because I was in front of the car, soon to be pinned against fence. I realized at this moment some important life lessons: 1) Don't stand in front of cars. 2) Don't stand in front of cars being driven by cute girls who don't know a darn thing about cars, or physics, or really anything in life other than just being cute. 3) Being cute allows women to survive on this planet, but, unfortunately, for that to happen, some men may have to die in the process.

As the car continued to roll toward the fence and my legs were certain to be crushed at any second, I screamed, "Press the brake!" The cute girl pressed the clutch in further. The car continued to roll and I continued to

panic.

"Stop, stop, STOP!" I yelled.

The car continued to roll downhill as I tried to awkwardly dance my way backward, attempting not to be instantly killed. I was sure I would be dead, or at least spend the next year of college on crutches if I was lucky. I was pretty certain I would end up a double amputee all because I wanted to flirt with a cute girl—a cute girl who knew nothing about cars (or gravity, it turned out.) Suddenly, my back was against the fence. I could feel the bumper beginning to put pressure on my legs when ... she pulled up the emergency brake, saved my legs, and, ultimately, my life. It was very close. I was pretty freaked out.

With a calm, cute-girl voice, she asked, "Should I have pulled the emergency brake on before I tried to start the car?" I couldn't answer her. I needed a moment. I looked down and was glad to see that I still had my legs and other more important parts. She was oblivious to what had just occurred and asked, "Can I start the car now? I'm actually running a bit late." I took a deep breath and said, "Let me move out of the way, and then, yes, you can start the car."



I climbed out of the bad situation and told her to try again. She turned the key, and her car fired right up. I removed the battery cables and closed her hood. She smiled, looking very cute, and then began to back her car up. I started to clean up my tools and close the hood on my own car. As she began to pull away, I yelled out to her, "What are you late for?"

The cute girl—the one who almost killed me, the one who would someday be my wife (but not on this day) – said, "I'm meeting a guy for coffee. It's like a first-date thing."

What? Damn! I gave her a jump start so she could meet another guy? She couldn't drive a car for a damn, but she sure did drive me crazy. It all worked out in the end. Eventually she married me, and then I got to drive her crazy with all of my racing insanity.

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

WESTERN SHOOTOUT

Western Shootout is the San Francisco Region's answer to the West Coast being shunned for the Runoffs. It was purposely set for the first weekend of May because of historically mild weather and no snow over all of the passes leading into California. I even said at one of our board meetings that it never rains in May, we will have great weather, and all the people trying to get SuperTour points will flock to the race track.

Boy, did I have to eat these words. Not only did it rain during the Friday afternoon races, one race on Saturday had to end early because

of lightning in the area. All the Workers had to leave their posts and drivers/crews take cover. Our four-story heated Club House became Shelter Central. Then the remaining Saturday afternoon races were shortened to 15 minutes because of the two-hour delay we had to endure because of the hours long hail storm, highlighted by a thunder and lightning show. Did I mention our track is called Thunderhill? With no rain in the forecast, we were looking forward to two days of full speed racing.

Group 1 (GT1, GT2, GT3, AS, T1, GTX)

Race 1



One of the best racing duels all weekend, Tony Colicchio, Tristan Littlehale, and Sean Wheeler. Colicchio won all three days, Littlehale was right behind him. Randy Jones Photo

Friday's race featured the first time the SCCA has run at Thunderhill Raceway bypassing the Crows Nest. Since it was the first time on this configuration, the lap times in comparison to the three-mile track with the Crows Nest were going to be interesting. Turns out the track using the Bypass is about two seconds faster.

With no GT1 cars entered for the weekend, it was going to be up to the GT2 cars to set the pace for this field of 17 cars. Tony Colicchio in his M3 BMW nipped the pole away from his friend Tristan Littlehale also in a BMW M3 by .371 seconds. Both drivers were competing in GT2. Third place overall was the GT2 car of Sean Wheeler. Fourth place was Clark Nunes who was driving a Chevrolet Camaro entered in the T1 class. Ken Pedersen was the fastest of four A Sedan cars, all of which were Ford Mustangs.

Seventeen cars made the grid and took the green flag for the first race of the weekend. The track was dry and the field was more than ready to go. Colicchio took advantage of his pole position and grabbed the lead into the first turn. Littlehale locked onto Colicchio's bumper and the two of them were off on their own personal race. Lap after lap Colicchio and Littlehale drove around the track, almost like synchronized swimmers. The gap was always about a half a car

length. Littlehale applied the pressure every lap. Both cars were evenly matched. For Littlehale to get around Colicchio, a mistake like a brake lock up, a slight off, or choosing the wrong way around a slower car was going to have to happen. In the end Colicchio did not flinch and won the race by .209 over Littlehale. Third place was Wheeler in his Corvette 30 seconds behind. Clark Nunes had a lonely race in fourth, but I am sure he did not care because the other T1 cars in the race did not threaten him for the class win.

A Sedan was a close race between Roger Eagleton and Ken Pedersen. Pedersen was holding Eagleton off for the first seven laps. On Lap 8 Eagleton got a great launch off of Turn 6 and was able to carry his extra speed to the inside line of Turn 9, stealing the apex away from Pedersen. Eagleton then held onto the class lead taking the first race of the weekend in AS. Let's hope Pedersen took notes on this race, so he could work on his strategy for the remaining races of the weekend. Guy Laidig won the GT3 race. Larry Hansen was leading the race most of the way and was running in a group of several Mustangs. On the last lap Hansen thought the car approaching him was a Mustang and let him by. By the time he realized it was Laidig, it was too late to mount a challenge for the class win.



Roger Eagleton had some great races all weekend. Winning every race he entered. Cody Olmstead Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Regio	Member	Sponsor
1	1	79	Tony Colicchio	GT2	14	1:49.672	BMW M3	Campbell Ca	SFR	410828	TC Design Motorsports
2	2	08	Tristan Littlehale	GT2	14	1:49.809	BMW M3	San Jose CA	SFR	420532	TC Design Motorsports
3	3	07	Sean Wheeler	GT2	14	1:51.591	Chevrolet Corvette	Livermore CA	SFR	281432	TC Design Motorsports
4	1	179	Clark Nunes	T1	14	1:53.057	Chevrolet Camaro	San Jose CA	SFR	496417	"Premier Homes, Fastrack I
5	4	16	Scott Howard	GT2	14	1:54.691	Chevrolet Camaro	Pleasanton CA	SFR	478988	RF Racing
6	1	22	Casey McLoed	GTX	14	1:56.814	Ford Mustang	Placerville CA	SFR	625502	CORE Realty Group
7	2	8	Don Van Nortwick	T1	13	1:59.432	Ford FP350S	Las Vegas NV	SFR	457397	AV8 Supercars / RMC Moto
8	1	52	Guy Laidig	GT3	13	1:57.216	Mazda RX7	Woodside CA	SFR	406906	Mazda / Goodyear
9	2	9	Larry Hansen	GT3	13	2:00.204	Nissan 350Z	Redding CA	Ore	112771	
10	1	11	Roger Eagleton	AS	13	2:00.472	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Manager
11	3	15	Igor Gandzjuk	T1	13	2:01.169	Ford Mustang Bos	Prunedale CA	SFR	521765	AV8 Super Cars
12	2	39	Ken Pedersen	AS	13	2:00.938	Ford Mustang GT	Novato Ca	SFR	524307	
13	5	55	Danny Malfatti	GT2	13	2:00.558	Chevrolet monte c	Hayward CA	SFR	462665	
14	6	41	Bryan MacMillan	GT2	13	2:02.636	Ford Mustang	Benicia CA	SFR	527229	M-Racing
15	3	10	Michael Lowe	AS	12	2:04.954	Ford Mustang GT3	Hayward CA	SFR	497261	M&L Metals
16	4	31	Lynne Griffiths	AS	12	2:07.946	Ford Mustang GT	Menlo Park CA	SFR	39299	"Competition Autowerks, O
17	7	0	Scotty B White	GT2	12	2:06.456	Ford Mustang	Auburn WA	Nwst	215974_1	Knight Transport LLC Hav



Larry Hansen took the GT3 class victory on Saturday. Randy Jones Photo

Group One made it through the day on Friday with a dry track for both sessions; but the Saturday morning qualifying session was held on a damp track. It was not raining, but the track was very damp. Small rooster tails were trailing the ten cars that ventured out, willing to set a lap time. The track conditions did not change the starting order at the top of the grid, with Colicchio taking the pole by 1.283 seconds over Littlehale. Wheeler in his high powered Corvette took third, 6.3 seconds off of Colicchio's time. Mikhail Butenko was fourth but first in A Sedan. He was seven seconds faster than Roger Eagleton.

By the time the Group One race got started, the track had dried up, and even though it was cloudy, it looked as though the race would be completed without any rain. Just like on Friday, Colicchio grabbed the lead going into the first turn. Just like on Friday Littlehale was locked onto Colicchio's bumper. And just like Friday Littlehale tried everything he could think of to make a move on Colicchio. But just like Friday, Littlehale had to settle for second. At one point, Littlehale took advantage of a lapped car and out-braked Colicchio going into Turn 14. The two went side by side through Turn 15, and pulled onto the front straight. Littlehale switched lanes and positioned himself for the inside line going into Turn 1. Colicchio had to go wide into Turn 1 and when they arrived at Turn 2 they were side by side with

Littlehale having the inside line. But Colicchio was able to stay even with Littlehale, and by the time they arrived at Turn 3, Colicchio had the inside line putting Littlehale on the outside of Turn 3 which had absolutely no grip. Hanging on in third was Wheeler. He hovered around about ten car lengths behind the lead duo, never threatening the leaders, but never having to worry too much about missing out on the podium. Holding down fourth was Clark Nunes; but again he was leading the T1 race and was not threatened by the second place runner Don Van Nortwick.

A Sedan saw Roger Eagleton take the lead over pole sitter Mikhail Butenko. During the early laps of the race, the top three AS sedan cars of Eagleton, Butenko, and Pedersen were running in order without any other classes interfering with their race. But as the race played out, Eagleton was able to pull away from Butenko and Pedersen, winning the class uncontested.

GT3 was a close fight between Guy Laidig and Larry Hansen. They stayed close to each other most the race, with Laidig holding the advantage. But on the last lap Laidig ran into mechanical troubles and did not finish. Hansen took the class win which made up for the Friday afternoon race.



Clark Nunes took T1 on Friday and Saturday. Randy Jones Photo



Casey McLoed won GTX all three days. Cody Olmstead Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	79	Tony Colicchio	GT2	18	1:50.227	BMW M3	Campbell Ca	SFR	410828	TC Design Motorsports
2	2	08	Tristan Littlehale	GT2	18	1:50.879	BMW M3	San Jose CA	SFR	420532	TC Design Motorsports
3	3	07	Sean Wheeler	GT2	18	1:51.179	Chevrolet Corvette	Livermore CA	SFR	281432	TC Design Motorsports
4	1	179	Clark Nunes	T1	18	1:56.967	Chevrolet Camaro	San Jose CA	SFR	496417	"Premier Homes, Fastrac
5	4	16	Scott Howard	GT2	17	1:59.205	Chevrolet Camaro	Pleasanton CA	SFR	478988	RF Racing
6	1	22	Casey McLoed	GTX	17	2:00.190	Ford Mustang	Placerville CA	SFR	625502	CORE Realty Group
7	1	11	Roger Eagleton	AS	17	2:03.336	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Manag
8	1	9	Larry Hansen	GT3	17	2:02.703	Nissan 350Z	Redding CA	Ore	112771	
9	2	39	Ken Pedersen	AS	17	2:03.770	Ford Mustang GT	Novato Ca	SFR	524307	
10	3	47	Mikhail Butenko	AS	17	2:04.364	Ford Mustang GT	San Francisco CA	SFR	608226	SFSECURITY.COM & DIG
11	2	8	Don Van Nortwick	T1	17	2:02.539	Ford FP350S	Las Vegas NV	SFR	457397	AV8 Supercars / RMC Mo
12	5	41	Bryan MacMillan	GT2	17	2:04.868	Ford Mustang	Benicia CA	SFR	527229	M-Racing
13	3	15	Igor Gandzjuk	T1	16	2:04.115	Ford Mustang Bos	Prunedale CA	SFR	521765	AV8 Super Cars
14	4	10	Michael Lowe	AS	16	2:06.815	Ford Mustang GT3	Hayward CA	SFR	497261	M&L Metals
15	2	52	Guy Laidig	GT3	13	2:01.895	Mazda RX7	Woodside CA	SFR	406906	Mazda / Goodyear

Not classified

NS	NS	0	Scotty B White	GT2			Ford Mustang	Auburn WA	Nwst	215974_1	Knight Transport LLC H
NS	NS	31	Lynne Griffiths	AS			Ford Mustang GT	Menlo Park CA	SFR	39299	"Competition Autowerks,
NS	NS	55	Danny Malfatti	GT2			Chevrolet monte c	Hayward CA	SFR	462665	



#52 Guy Laidig won GT3 on Friday. Randy Jones Photo

The third day of racing for Group One saw only ten cars take the green flag for the Western Shootout portion of the three race weekend. The Sunday race was on the five-mile track and the starting positions were determined by the qualifying order from the Saturday race.

I hate to sound like a broken record, but the race at the front on the five-mile track was a repeat of Friday and Saturday.

Tony Colicchio took the lead and never relinquished it. Tristen Littlehale locked onto Tony's bumper and followed as if he were the shadow of Colicchio. So close were these two competitors that they both set their fastest lap on Lap 4 of the 11 lap event. The entire race Colicchio never set a tire wrong and the entire race Littlehale was waiting for an opportunity, which never surfaced.

Colicchio won for the third race in a row, with Littlehale just .331 seconds behind. The rest of the field finished at least one lap down to

the two leaders. Even though Colicchio led every lap of every race this weekend, the two drivers put on a great show. Their cars were fast and equally matched, and they were fun to watch!

Finishing third in the race was Casey McLeod, taking home the GTX trophy. Casey grabbed third as a result of Sean Wheeler's early retirement. Don Van Nortwick finished fourth overall and first in T1. Van Nortwick took his first win of the weekend and became the inaugural Western Shootout Champion in T1.

Roger Eagleton made it a clean sweep for the weekend in AS. He had Mikhail Butenko and Michael Lowe to fend off. Eagleton had to earn all of his victories. Eagleton had Butenko chasing after him the entire race and was only able to breathe a little easier when the T1 car of Igor Gandzjuk got in between the two of them on the last lap.



#8 Don Van Nortwick was the winner in the Western Shootout. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	79	Tony Colicchio	GT2	11	2:57.706	BMW M3	Campbell Ca	SFR	410828	TC Design Motorsports
2	2	08	Tristan Littlehale	GT2	11	2:58.153	BMW M3	San Jose CA	SFR	420532	TC Design Motorsports
3	1	22	Casey McLoed	GTX	10	3:13.592	Ford Mustang	Placerville CA	SFR	625502	CORE Realty Group
4	1	8	Don Van Nortwick	T1	10	3:16.695	Ford FP350S	Las Vegas NV	SFR	457397	AV8 Supercars / RMC Mo
5	1	11	Roger Eagleton	AS	10	3:17.145	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Manag
6	2	15	Igor Gandzjuk	T1	10	3:17.349	Ford Mustang Bos	Prunedale CA	SFR	521765	AV8 Super Cars
7	2	47	Mikhail Butenko	AS	10	3:17.929	Ford Mustang GT	San Francisco CA	SFR	608226	SFSECURITY.COM & DIG
8	3	10	Michael Lowe	AS	10	3:24.291	Ford Mustang GT3	Hayward CA	SFR	497261	M&L Metals
9	1	9	Larry Hansen	GT3	10	3:29.544	Nissan 350Z	Redding CA	Ore	112771	
10	3	07	Sean Wheeler	GT2	8	3:00.831	Chevrolet Corvette	Livermore CA	SFR	281432	TC Design Motorsports
DNF	NF	41	Bryan MacMillan	GT2	2	3:22.103	Ford Mustang	Benicia CA	SFR	527229	M-Racing
Not classified											
NS	NS	31	Lynne Griffiths	AS			Ford Mustang GT	Menlo Park CA	SFR	39299	"Competition Autowerks,
NS	NS	39	Ken Pedersen	AS			Ford Mustang GT	Novato Ca	SFR	524307	
NS	NS	0	Scotty B White	GT2			Ford Mustang	Auburn WA	Nwst	215974	Knight Transport LLC Hi
NS	NS	16	Scott Howard	GT2			Chevrolet Camaro	Pleasanton CA	SFR	478988	RF Racing
NS	NS	55	Danny Malfatti	GT2			Chevrolet monte c	Hayward CA	SFR	462665	
NS	NS	52	Guy Laidig	GT3			Mazda RX7	Woodside CA	SFR	406906	Mazda / Goodyear
NS	NS	179	Clark Nunes	T1			Chevrolet Camaro	San Jose CA	SFR	496417	"Premier Homes, Fastrac



#37 Jeremy Rutter had a good weekend. With a fifth, fourth, and third place finish. Cody Olmsted Photo

The San Francisco Region's Spec Miata group has been victimized by the Maita racers from the Pacific Northwest for at least the last three years. The guys from the Northwest initially raced in SM and then switched to SMT because of the tire differences. The switch meant the guys from the Northwest just deprived our locals of more trophies. For this weekend only SM cars could run and the thinking was that someone other than a racer from the Pacific Northwest was going to win. Well, think again!

Jason Rawlin, from Gaston, Oregon, bolted on a set of Hoosiers and again victimized the locals. With only 12 cars entered in the once most popular class in SCCA, Rawlings still faced some stiff competition. Eric Fulkerson did his best to prove that the SFR drivers still have game. Only seven cars were from the San Francisco Region, with three from the Pacific Northwest and one each from Maine and Colorado.

Rawlins was over a second faster than everyone else on the Bypass track, except Fulkerson, who was within a whisker of Rawlins' pole-setting time finishing .136 seconds back. The race looked as though it was going to be down to Rawlings and Fulkerson.

The usually clear May skies did not show up this weekend. The first group to experience a wet track this weekend were the SM guys and gals. As they were on their pace lap the skies opened up. SM cars run on a DOT tire, but that does not mean they are shaved treaded tires. They are realistically gloried racing slicks. So with the windshield wipers going and a slight mist trailing off the car, the field took the green flag, most of them likely on dry tires.

Rawlins grabbed the lead as the group tiptoed through Turn 1. Only one car tripped up going off the track. That was Amy Mills, but she was able to slog through the dirt and join the track before the group made it through Turn 2.

The rain just intensified as the race played out. By Lap 2, Rawlins had a sizable lead over Nick Leverone. By Lap 3 the track was completely wet and with most of the field on the wrong tires, there was as much

off-roading as there was driving on the racing surface.

Second place runner Leverone was visiting from Mendon, Maine and had no experience driving on this track in the rain. This inexperience showed when he went off roading on Lap 5. Luckily he was able to keep the car going in the right direction and held onto second place.

Fulkerson had an off on Lap 5 also, but he fell all the way back to seventh.

As the race wore on, Leverone was finding his groove and closed the gap to Rawlins. At one point he turned a lap six seconds faster than Rawlins. By Lap 6, Leverone was within a second of Rawlins, who realizing that he had someone closing in on him, had to get on with the program. At the same time Leverone was surely getting excited about racing the leader. Lap 8 saw Rawlins and Leverone enter Turn 6 within about five car lengths of each other. The two cars came upon Turn 7 without any drama; but as with all the wet races this year, Turn 8 proved to be very unpredictable.

With the steady drenching of rain, Turn 8 starts to form a river across it. And by Lap 8, the river had just started to flow. Rawlins was the first to hit the river and go off track and then seconds later Leverone did the same thing. Both drivers minimized the damage and continued on.

From this point on the race for the lead was one bobble away from changing.

But that bobble never came as Rawlins was able to keep a cool head and stay in the lead. Leverone did everything he could to get around Rawlins. When the checkered flag fell, Leverone was barely visible in the mist of Rawlin's car. Eric Fulkerson was on a recovery drive from his off. On the last lap, he drafted up to Matthew Wyatt going down the front straight, nipping him by a headlight for fourth.

At the post race impound the car of Scott Story had a compliance issue and was demoted from third place to last.



#27 Scott Story was competitive all weekend. Randy Jones Photo



Nick Leverone uses all of the track. He had a good weekend finishing on the podium for all three races. Cody Olmstead Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Regio	Member	Sponsor
1	1	20	Jason Rawlins	SM	10	2:24.630	Mazda Miata	Gaston OR	Ore	411054	Miatacage.com G-LOC bra
2	2	194	Nick Leverone	SM	10	2:24.465	Mazda Miata	Mendon MA	NER	200602	"Flatout Motorsports, Inc."
3	3	51	Eric Fulkerson	SM	10	2:26.533	Mazda Miata	Walnut Creek CA	SFR	528732	CompetitionAutowerks / Gc
4	4	71	Matthew Wyatt	SM	10	2:32.716	Mazda Miata	San Francisco CA	SFR	647230	"Yang Chen Commercial Re
5	5	37	Jeremy Rutter	SM	10	2:28.560	Mazda Miata	Sherman Oaks CA	CSCC	344256	RP Performance
6	6	14	Amy Mills	SM	10	2:37.747	Mazda Miata	Manson WA	Nwst	360169	Flatout Motorsports
7	7	88	Michael Chang	SM	10	2:32.966	Mazda Miata	Alamo CA	SFR	546044	Muir Orthopedic Specialists,
8	8	13	Ben French	SM	10	2:36.922	Mazda Miata	Citrus Heights CA	SFR	342584	my wife
9	9	171	Whitfield Gregg	SM	10	2:33.497	Mazda Miata	Bellevue WA	NYR	360035	Flatout Motorsports
10	10	125	Connor Thomas	SM	9	2:49.493	Mazda Miata	Loveland CO	Colo	652671	"RoofWorx, Planet Miata"
11	11	80	Andrew Wozencroft	SM	5	2:42.738	Mazda Miata	San Jose CA	SFR	545967	Wozencroft Engineering
12	12	27	Scott Story	SM	10	2:31.003	Mazda Miata	El Dorado Hills CA	SFR	624903	

Race 2

The Saturday races were on the traditional 3-mile track that everyone has known for some time. The difference in the lap times for Jason Rawlins was a little over seven seconds. So it takes the Miata racers seven seconds more time to negotiate the Crows Nest. Speaking of Jason Rawlins he again took the pole position by the slimmest of margins over Nick Leverone. Eric Fulkerson took third only .293 seconds behind Rawlins. The fourth place qualifier was Jeremy Rutter, over four seconds off of Rawlins' time. With the first three so close in lap times, the SM race was shaping up to be a real barn burner. After racing in the rain on Friday, everyone was looking forward to the dry racing conditions.

The 12 car field took the green flag and made it around the first lap without any drama. Running true to form, Jason Rawlins jumped into the lead with Fulkerson and Leverone slotted in behind him. Jeremy Rutter grabbed fourth with Scott Story taking fifth. By Lap 3 Rawlins had broken away with about a five-car length lead, but he was not pulling any further away. In second were Fulkerson and Laverne locked into a nose to tail tussle. Behind them, the field was mostly broken up into groups of two. Each group was engrossed in its own personal battle. The most exciting battle was Rutter and Story. Rutter held the advantage until the half away point when Story made his move. Story got a good run through Turn 1 and was able to get a

fender inside of Rutter into Turn 2. They then went through the turn side by side, with Story on the preferred inside line. As they exited towards Turn 3 Story was able to clear Rutter and take the fourth position. From there Story was able to pull a gap on Rutter. After the Story pass, the field remained stagnate. But that did not mean that everyone had quit trying. Fulkerson was working really hard at closing the one-second gap to Rawlins, while he was also concentrating on holding off the challenge of Leverone. Rawlins was working very hard at maintaining his lead. On the last lap, Fulkerson was close enough to Rawlins to count the pop rivets on his bumper. He was close enough to make a move on Rawlins. Going through Turn 2, he had a good run on Rawlins and was going to make his move at Turn 3. But as he dived to the inside of Rawlins, Fulkerson had a lockup of his brakes. This caused Fulkerson to fall back about three car lengths. Now Fulkerson's problem was the threat from behind, as Leverone was now counting Fulkerson's pop rivets. Leverone left his move for the braking zone at Turn 14 and got even with Fulkerson. But Fulkerson did not flinch and held his line onto the front straight. Fulkerson held onto second, only .374 seconds behind Rawlins, while Leverone had to settle for third .887 seconds back. Story finished Fourth, but was found to be out of compliance and moved to the back of the pack. Rutter claimed fourth on the Story demotion.



The battle for the lead in SM. #20 Jason Rawlins, #51 Eric Fulkerson, #194 Nick Leverone. Rawlins barely won all three days. Randy Jones Photo



#14 Amy Mills and #37 Jeremy Rutter raced each other good all weekend. Cody Olmsted Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	20	Jason Rawlins	SM	17	2:10.255	Mazda Miata	Gaston OR	Ore	411054	Miatacage.com G-LOC t
2	2	51	Eric Fulkerson	SM	17	2:10.201	Mazda Miata	Walnut Creek CA	SFR	528732	CompetitionAutowerks /
3	3	194	Nick Leverone	SM	17	2:09.915	Mazda Miata	Mendon MA	NER	200602	"Flatout Motorsports, Inc
4	4	37	Jeremy Rutter	SM	17	2:10.917	Mazda Miata	Sherman Oaks CA	CSCC	344256	RP Performance
5	5	71	Matthew Wyatt	SM	17	2:12.204	Mazda Miata	San Francisco CA	SFR	647230	"Yang Chen Commercial I
6	6	14	Amy Mills	SM	17	2:12.239	Mazda Miata	Manson WA	Nwst	360169	Flatout Motorsports
7	7	88	Michael Chang	SM	17	2:16.316	Mazda Miata	Alamo CA	SFR	546044	Muir Orthopedic Specialis
8	8	171	Whitfield Gregg	SM	17	2:16.459	Mazda Miata	Bellevue WA	NYR	360035	Flatout Motorsports
9	9	125	Connor Thomas	SM	17	2:15.420	Mazda Miata	Loveland CO	Colo	652671	"RoofWorx, Planet Miata"
10	10	13	Ben French	SM	17	2:15.404	Mazda Miata	Citrus Heights CA	SFR	342584	my wife
11	11	80	Andrew Wozencroft	SM	16	2:16.713	Mazda Miata	San Jose CA	SFR	545967	Wozencroft Engineering
12	12	27	Scott Story	SM	17	2:10.163	Mazda Miata	El Dorado Hills CA	SFR	624903	

Western Shootout Race Group 2

The starting line-up for the Spec Miata race had Nick Leverone starting on the pole with Eric Fulkerson on the outside of the front row. Jason Rawlins was third. Only one of the cars that entered for the weekend did not make it to the Sunday finale on the five mile track. Unlike Friday and Saturday, the weather on Sunday was sunny and partly cloudy with no threat of rain.

The start saw the field make it through the first turn without any issues. As they spread out, Eric Fulkerson took the initial lead. Wait a minute. Someone other than Jason Rawlins was leading the Spec Miatas this weekend? When I say initial lead that is exactly what I meant. Rawlins slotted into second place as the top four entered the West Course. This course is a series of sweeping turns that carry a lot of speed. As the Fab Four reached the hairpin leading to the main straight on the West Course, Rawlins had seen enough of Fulkerson's rear bumper. He sliced his way to the inside line of the hairpin and passed Fulkerson. From this point on, Rawlins never saw the back of anyone else's car as he kept his lead until the end of the race.

Leverone was locked onto the back of Fulkerson and was not happy falling two positions at the start of the race. Lap 3 saw Leverone draft past Fulkerson going into Turn 1. From there he set his sights on Rawlins, who had opened up about an eight tenths lead; but Leverone had about the same distance lead over Fulkerson. With two laps to go Leverone pulled right up to Rawlins' rear bumper as the two were going over the transition from the West Course back onto the three-mile course. This represented the biggest challenge to Rawlins' lead all race. Leverone had about six passing opportunities to get the job done. As the two headed down the front straight, Rawlins got a great drive off of Turn 15 and Leverone fell back. The Turn 1 passing opportunity was now out of the window. The next passing opportunity would be Turn 9 transition onto the West Course. Leverone was good on the first sector of the three-mile course and did close the gap; but was not close enough for a late braking maneuver at Turn 9. The two

were now on the West Course with the sweeping turns and rhythm sections. Rawlins had about a one-and-half car length lead through the sweepers. Leverone needed to get closer if he was going to attack at the hairpin where Rawlins grabbed the lead. The hairpin arrived, Leverone was not close enough. Down the main straight of the west course Leverone inched closer. Next up was the transition back onto the three mile course, which was Leverone's strong suit. The two cars entered the transition and Leverone was able to get within a car length. Now the best chance Leverone had was to outbrake Rawlins at Turn 14 of the three-mile track. The two cars came down the back straight toward Turn 14. Rawlins was maintaining the one car length lead. Rawlins left his braking for the last possible moment. Leverone waited a little bit longer. He closed the gap, but not close enough to slip to the inside of Rawlins. It was now down to the front straight to decide the winner. Rawlins and Leverone both made it through Turn 14 and 15 without any issues. The two cars accelerated down the front straight. Leverone pressed as hard as he could on the throttle, hoping the air flow sensor would send the motor more fuel. Rawlins kept his cool and knew he just had to make sure his next shift went smoothly. Rawlins completed the gear change from third to fourth and buried his foot into the firewall. The two cars speed down the front straight and Leverone was closing, but the front straight proved to be a little too short. Rawlins was able to hold on to the lead winning by a mere 0.174 seconds!

Eric Fulkerson finished a distant third, but was found to be under weight at post race inspection. He was classified as the second to last place finisher. Scott Story was three for three this weekend. Three races and three penalties. The last one was for exceeding track limits. Tough weekend!

Jason Rawlings had a great weekend. He won the two Super Tour races and is now the Spec Miata Western States Champion.



Eric Fulkerson kicks up some spray as he deals with a fogged up windshield. Eric finished second and third for the Super Tour events. Cody Olmstead



Jason Rawlins took home three victories for a clean sweep. Cody Olmstead Photo



Ben French had a big following during the live YouTube broadcast. Cody Olmstead Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	20	Jason Rawlins	SM	9	3:25.126	Mazda Miata	Gaston OR	Ore	411054	MiataCage.com G-LOC t
2	2	194	Nick Leverone	SM	9	3:24.524	Mazda Miata	Mendon MA	NER	200602	"Flatout Motorsports, Inc
3	3	37	Jeremy Rutter	SM	9	3:26.621	Mazda Miata	Sherman Oaks CA	CSCC	344256	RP Performance
4	4	71	Matthew Wyatt	SM	9	3:28.686	Mazda Miata	San Francisco CA	SFR	647230	"Yang Chen Commercial I
5	5	14	Amy Mills	SM	9	3:31.684	Mazda Miata	Manson WA	Nwst	360169	Flatout Motorsports
6	6	13	Ben French	SM	9	3:36.961	Mazda Miata	Citrus Heights CA	SFR	342584	my wife
7	7	80	Andrew Wozencroft	SM	9	3:37.188	Mazda Miata	San Jose CA	SFR	545967	Wozencroft Engineering
8	8	125	Connor Thomas	SM	7	3:33.514	Mazda Miata	Loveland CO	Colo	652671	"RoofWorx, Planet Miata"
9	9	51	Eric Fulkerson	SM	9	3:25.876	Mazda Miata	Walnut Creek CA	SFR	528732	CompetitionAutowerks /
10	10	27	Scott Story	SM	9	3:28.756	Mazda Miata	El Dorado Hills CA	SFR	624903	
DNF	DNF	88	Michael Chang	SM	1	4:04.225	Mazda Miata	Alamo CA	SFR	546044	Muir Orthopedic Specialis
Not classified											
DNF	DNF	171	Whitfield Gregg	SM			Mazda Miata	Bellevue WA	NYR	360035	Flatout Motorsports



#45 Tom Burt has #108 Blake Pigeon and #9 Joe Briggs on his tail at the hairpin on the west course. Cody Olmsted Photo

Being the third group of the morning on Friday meant this group had some pretty good track conditions. The track was dry and it was starting to rubber in. Also, the air temperature was cool, meaning good horsepower was available to the 25 entrants in the group.

The two heavy hitters this weekend were the P1 entrants of Jim Devenport and Chip Romer. Devenport does not have too many people in his league, but Romer is definitely one of them. With both drivers in Elan DP02s, it was going to be a coin flip as to whom would set the fastest time. With the coin coming up heads, Romer won the pole by .056 seconds, with a time of 1:32.990 seconds. Normally you would have to give the edge to Devenport because of his experience at Thunderhill; but this weekend was the first time SCCA has run the Bypass configuration, putting both drivers on equal footing.

In addition to the P1 heavy hitters, we had Tim Day, the P2 National Champion. Day has had his way with the P2 community for a while, but John MacIntyre has been working really hard at closing the gap. Day took the pole, when all of MacIntyre's lap times were deleted due to tipping the sound meter.

The FC field was really strong for this weekend with eight cars entered. Jerry Dutch Schultz took the pole in this class, but Troy Shooter kept him honest by posting a time only .961 seconds slower.

FE2 had six cars, which represented the biggest FE2 field we have seen this year. Caleb Shrader led the charge posting a 1:42.387 time.

The great track conditions the group had for qualifying were long gone by the time their race started. The rain from the previous session had left the track wet, and as the field came out for their split start, rain was still coming down. That meant it was an easy decision on the tires, with the obvious choice being full rain tires.

The split start was divided, with the prototype cars at the front of the pack, followed by the formula cars being paced by the Pace Car.

The green flag flew for the large field of cars, with only the front two cars visible in the rooster tails of water. As the prototypes made it through Turn 1, MacIntyre spun on the exit of the turn. He spun around to the inside of the track and got stuck. But in the meantime, the second wave of cars were receiving the green flag and were storming

towards him. Luckily no one collided with MacIntyre; but the car of Noah Hambayi did go off on the outside of the turn. The immobile car of MacIntyre brought out the full course caution, which allowed the Emergency crew time to rescue him and get him going again.

Before the field came around for the first time, Devenport took the lead from Romer. The clean up for MacIntyre only took one lap, and when the field took the second green flag of the race, Devenport took control of the pace at the front. But now the formula cars were behind the prototypes and some of the formula cars had an advantage over the prototypes.

The leader of the formula car group was Caleb Shrader, and he was already giving Chris Vian and Day a mirror full of FE2 car. By Lap 3 Shrader got by both of these cars and had third place overall all to his own. But better than that, he was leading the FE2 class, which ultimately was Shrader's goal.

With a clear track and no mist in his face, Devenport opened up a comfortable gap over Romer. Comfortable is used loosely, because driving a P1 car in the rain is anything but comfortable.

In FC, Schultz was in command, moving up five positions from the start of the race. The second place racer, Tom Hope was making a move up through the field, also displacing five other competitors.

As this race wore on, Mother Nature did not let up. She continued to dump buckets of rain on the track. Also, as Mother Nature did her thing, Caleb Shrader was setting the fastest times on the track.

The rain continued the entire race, causing the lap times to continually go up. With the slower lap times, the race turned from a 25-lap affair to a timed race. I am sure that was good news to everyone on the track, because the race had become a matter of survival.

Devenport drove as fast as he had to win the race. Romer kept his nose clean and finished second, even though Shrader closed to within a car length with three laps to go to take home third.

Tim Day survived to win P2, as MacIntyre pulled into the paddock once he got going. He realized the slick tires he was on were not the tire of choice for this race.



#49 Chris Vian, #6 Fernando Fabian Okonski, and #06 Stewart Wells going through Turn One. Peter Phung Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	23	Jim Devenport	P1	12	1:57.668	Elan DP02/Mazda	Alamo CA	SFR	370871	"Cranbrook Group, Inc."
2	2	26	Chip Romer	P1	12	1:59.676	Elan DP02	Lake Havasu City AZ	SFR	512461	Stella Artois
3	1	99	Caleb Shrader	FE2	12	1:59.744	Mazda SCCA ENT	Tigard OR	SFR	622464	Bulldog Motorsports/Liqu
4	2	108	Blake Pigeon	FE2	12	2:02.354	formula enterprise	Austin TX	Tex	649330	"Tige Boats, ATX Boats"
5	1	1	Jerry Dutch Schultz	FC	12	2:03.259	Van Diemen RF01	San Clemente CA	CSCC	383876	44 Financing
6	2	18	Tom Hope	FC	12	2:04.291	RFR FC	Downey CA	CSCC	433767	HMRacing
7	3	49	Chris Vian	P1	12	2:07.225	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises- The Brc
8	1	8	Tim Day Jr	P2	12	2:09.893	Stohr WF1	Scottsdale AZ	SFR	391495	"Goodyear, GDRE, Summ
9	1	9	Joe Briggs	FA	12	2:09.332	Mazda Pro Formul	Healdsburg CA	SFR	486357	Briggs Consulting/Bob Ca
10	3	21	Peter West	FC	12	2:07.393	Van Diemen RF05	Malibu CA	CSCC	166282	Racing Optics/Alpinestars
11	3	45	Tom Burt	FE2	12	2:11.168	SCCA Enterprises I	Woodway WA	SFR	190965	
12	4	91	Gary Peterson	FC	11	2:11.446	Van Diemen	fallbrook CA	CSCC	339604	
13	2	13	Kevin Mitz	P2	11	2:16.079	Stohr WF1	CAMPBELL CA	SFR	242014_1	"Kevin Mitz Motorsports,
14	4	56	Matthew Romer	FE2	11	2:15.104	Van Diemen FE2	Lake Havasu City AZ	CSCC	635768	Michelob Ultra
15	5	64	Noah Hambayi	FE2	10	2:08.558	SCCA Enterprises I	Trabuco Canyon CA	SFR	514290	Alphio / East Anglia
16	2	35	Greg Labadie	FA	10	2:28.193	Mazda Pro Formul	Redondo Beach CA	SFR	552325	"HM Racing, VIX Optimur
17	1	20	John Ertel	FX	9	2:52.894	Star Mazda Formu	Half Moon Bay CA	SFR	343118	
18	6	22	John Yeatman	FE2	8	2:07.966	SCCA Enterprises I	Cave Creek AZ	SFR	412619	Bulldog Motorsport/Gold
19	5	7	Daniel Swanbeck	FC	6	2:41.377	Van Diemen RF01	San Jose CA	SFR	475264	"DSM, The Last Coat, Bel
DNF	DNF	11	John MacIntyre	P2			STOHR WF1	San Jose CA	SFR	528343	"Spectator Cap, Healdsbu
Not classified											
ONS	NS	08	John Manfroy	P1			Dauntless-Stohr PI	San Jose CA	SFR	388822	"Kevin Mitz Motorsports,
ONS	NS	06	Stewart Wells	P2			Radical SR3	Gold Run CA	SFR	696538	
ONS	NS	87	Troy Shooter	FC			Van Diemen Rf99	Mission Viejo CA	CSCC	622367	"Aurora Bearing, Pagid R
ONS	NS	6	Fernando Fabian Okc	P2			STOHR 01D/WF1	Los Gatos CA	SFR	329299	SCUDERIA FOKO
ONS	NS	80	Jeffrey Pietz	FC			Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infant Care
ONS	NS	88	Lyn Greenhill	FC			Van Diemen RF02	Rocklin CA	SFR	454636	DynaTech Engineering/Rc



Caleb Shrader dominated the formula car group. Winning all three days. Randy Jones Photo

Dry tracks are a lot more fun than wet ones. Just ask Jim Devenport and Chip Romer. Both drivers posted 1:36 second laps, which is very fast around three miles of twists and turns. Third fastest was John MacIntyre who made sound and was able to keep his lap times. He out-dueled P2 National Champion Tim Day for pole in the P2 class.

Fastest amongst the Formula cars was Caleb Shrader in a FE2. Joe Briggs took second in a Pro Formula Mazda running in FA.

Troy Shooter took the pole for the Formula Continental cars, outperforming Daniel Swanbeck by less than two-tenths of a second. Friday's race winner in FC, Jerry Dutch Schultz, had an issue in qualifying and was only the sixth fastest FC car.

The race started at 1:55 p.m. in the afternoon and the track was dry with a partly cloudy sky. The field was split with the prototypes in the lead group, followed by the Formula cars in the second group.

As the field was let loose by the starter, Romer got the jump on Devenport going into Turn 1. MacIntyre slotted behind them, with John Manfroy in fourth. But as the field made their way through the first sector of the track, Romer had a bobble and fell to the back of the prototype field. As the cars crossed the line on the first lap, Devenport was in the lead followed by Manfroy, MacIntyre, and Day.

This was good news for Devenport; as his main competition had encountered some trouble, he now had a clear track with no threat from behind. MacIntyre on the other hand had his mirrors full of Day. The two dueled nose to rear wing for three laps, when Day made his move on Lap 5. Day getting by meant that MacIntyre could study the P2 champion and maybe learn something from him.

Romer, in the meantime, was atoning for his mistake and was carving his way through the prototype field. He quickly got past Stewart Wells in the P2 Radical and Fernando Okonski in the P2 Stohr. By Lap 4 Romer was all the way back in second place, but the gap to Devenport was huge. Romer was going to need some help to get up to Devenport as the two were laying down similar lap times.

John Manfroy ran as high as second, but spun when he went too wide

into Turn 3 on Lap 2. He fell back to seventh and was only able to recover to sixth by the end of the race.

The formula car spilt start had Caleb Shrader take the lead followed by Joe Briggs and Swanbeck. Shrader was on a mission and was looking to duplicate his Friday performance by finishing third overall. But with the dry track that was not going to happen, as the prototype cars in the dry were too fast for the FE2 car no matter who was driving.

Briggs ran behind Shrader and did not need to work too hard to pass him, because they were running in different classes and risking contact between two hard nose racers was not a wise choice.

The best race in the formula car group was the FC class. Shooter had Swanbeck hounding him at the beginning of the race. Schultz was busy making up for a poor qualifying session. Shooter took the lead in the class on the first lap and Swanbeck was looking for a way around. On Lap 2 Shooter fell back eight places as he was experiencing some sort of mechanical issue that would eventually see him park the car on the Bypass. Swanbeck inherited the lead and never relinquished it. Schultz just had too far to go to engage with Swanbeck. He took second in the class.

The partly cloudy sky that greeted this group at the start turned for the worse at the half way point. A giant black storm cloud parked itself directly over the race track and was spitting out bolts of lightning and thunder. As the SCCA announcer said, it put the thunder in Thunderhill. Because of the dangerous weather conditions, safety protocol dictates that everyone take shelter. All of the corner workers had to be brought in from the track and the race ended early. All the cars were brought into impound and just as the drivers were informed to seek shelter, the skies opened up, pouring dump truck loads of hail. The weather event lasted about ninety minutes, and when it was over, the formula cars abandoned in impound had four inches of frozen ice in the cockpit.

Devenport was declared the winner of P1, Day took P2, Shrader FE2, Briggs FA, Swanbeck FC, and John Ertel FX.



Jerry Dutch Schultz came in second on Saturday overcoming a poor qualifying session. Randy Jones Photo



Chip Romer qualified on the pole for the Friday race. He ended up finishing second on Friday and Saturday. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	23	Jim Devenport	P1	10	1:38.555	Elan DP02/Mazda	Alamo CA	SFR	370871	"Cranbrook Group, Inc."
2	2	26	Chip Romer	P1	10	1:37.918	Elan DP02	Lake Havasu City AZ	SFR	512461	Stella Artois
3	1	8	Tim Day Jr	P2	10	1:43.835	Stohr WF1	Scottsdale AZ	SFR	391495	"Goodyear, GDRE, Summ
4	2	11	John MacIntyre	P2	10	1:43.524	STOHR WF1	San Jose CA	SFR	528343	"Spectator Cap, Healdsbu
5	3	08	John Manfroy	P1	10	1:44.587	Dauntless-Stohr P1	San Jose CA	SFR	388822	"Kevin Mitz Motorsports,
6	4	49	Chris Vian	P1	10	1:47.533	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises- The Br
7	3	6	Fernando Fabian Okc	P2	10	1:47.647	STOHR 01D/WF1	Los Gatos CA	SFR	329299	SCUDERIA FOKO
8	1	99	Caleb Shrader	FE2	10	1:46.035	Mazda SCCA ENT I	Tigard OR	SFR	622464	Bulldog Motorsports/Liqu
9	1	9	Joe Briggs	FA	10	1:47.962	Mazda Pro Formul	Healdsburg CA	SFR	486357	Briggs Consulting/Bob Ca
10	2	22	John Yeatman	FE2	10	1:47.695	SCCA Enterprises I	Cave Creek AZ	SFR	412619	Bulldog Motorsport/Gold
11	1	7	Daniel Swanbeck	FC	10	1:47.931	Van Diemen RF01	San Jose CA	SFR	475264	"DSM, The Last Coat, Bel
12	3	56	Matthew Romer	FE2	9	1:48.558	Van Diemen FE2	Lake Havasu City AZ	CSCC	635768	Michelob Ultra
13	2	1	Jerry Dutch Schultz	FC	9	1:48.028	Van Diemen RF01	San Clemente CA	CSCC	383876	44 Financing
14	4	64	Noah Hambayi	FE2	9	1:48.840	SCCA Enterprises I	Trabuco Canyon CA	SFR	514290	Alphio / East Anglia
15	3	18	Tom Hope	FC	9	1:48.982	RFR FC	Downey CA	CSCC	433767	HMRacing
16	5	45	Tom Burt	FE2	9	1:50.122	SCCA Enterprises I	Woodway WA	SFR	190965	
17	4	91	Gary Peterson	FC	9	1:51.666	Van Diemen	fallbrook CA	CSCC	339604	
18	5	21	Peter West	FC	9	1:52.207	Van Diemen RF05	Malibu CA	CSCC	166282	Racing Optics/Alpinestars
19	6	80	Jeffrey Pietz	FC	9	1:55.036	Van Diemen DP 08	Fresno CA	SFR	378566	Cleveland Infant Care
20	2	35	Greg Labadie	FA	9	1:53.527	Mazda Pro Formul	Redondo Beach CA	SFR	552325	"HM Racing, VIX Optimur
21	7	88	Lyn Greenhill	FC	9	1:56.459	Van Diemen RF02	Rocklin CA	SFR	454636	DynaTech Engineering/Rc
22	4	06	Stewart Wells	P2	9	2:02.537	Radical SR3	Gold Run CA	SFR	696538	
23	1	20	John Ertel	FX	8	2:07.077	Star Mazda Formu	Half Moon Bay CA	SFR	343118	
24	8	87	Troy Shooter	FC	6	1:49.654	Van Diemen RF99	Mission Viejo CA	CSCC	622367	"Aurora Bearing, Pagid R
DNF	NF	13	Kevin Mitz	P2	2	1:49.561	Stohr WF1	CAMPBELL CA	SFR	242014_1	"Kevin Mitz Motorsports,
Not classified											
DNF	NS	108	Blake Pigeon	FE2			formula enterprise	Austin TX	Tex	649330	"Tige Boats, ATX Boats"



#23 Jim Devenport had a clean sweep for the weekend. Winning overall all three days. Randy Jones Photo



Tom Hope had a third place and a second place finish to show for his efforts during the weekend. Randy Jones Photo



#35 Greg Labadie finished second in FA both days. Randy Jones Photo

Eleven of the cars that competed in the Super Tours races on Friday and Saturday loaded up and went home electing not to race for the Western Shootout Trophy. One of the eleven was Chip Romer, who represented the biggest challenge to Jim Devenport.

With the field lined up for a split start, Jim Devenport led the six car prototype field to the green. As the green flag flew, he motored towards Turn 1, edging out John MacIntyre. Devenport then concentrated on turning laps. With no real threat, this race became a matter of learning the track better and enjoying a nice Sunday drive. Needless to say Devenport won the race by a very large margin.

John MacIntyre had a good lead in P2 and if it were not for a shifting problem he would have won, as his best time was four seconds better than class winner Tim Day Jr. But on Lap 5, the shifting problems

added up to an eraser of MacIntyre's lead. Day took the class lead and at that point, second overall.

The formula car group was led to the green flag by Caleb Shrader in his FE2 car. Shrader grabbed the lead and never looked back. In fact, he was more interested in seeing how far into the prototypes he could make it. Even though the prototypes started about thirty second ahead of the formula cars, Shrader ended up passing all of them except Jim Devenport. Shrader finished second overall.

The Formula Continental class had four competitors, which represented the largest class in the race. Troy Shooter seized the lead in the class. He was not threatened by anyone in his class, as he had Joe Briggs in the FA car and Chris Vian's P1 between him and second place FC racer Daniel Swanbeck.



#64 Noah Hambayi through turn one. Peter Phung Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	23	Jim Devenport	P1	12	2:38.333	Elan DP02/Mazda	Alamo CA	SFR	370871	"Cranbrook Group, Inc."
2	1	99	Caleb Shrader	FE2	12	2:47.443	Mazda SCCA ENT I	Tigard OR	SFR	622464	Bulldog Motorsports/Liqu
3	1	8	Tim Day Jr	P2	12	2:51.915	Stohr WF1	Scottsdale AZ	SFR	391495	"Goodyear, GDRE, Summ
4	2	13	Kevin Mitz	P2	11	2:53.103	Stohr WF1	CAMPBELL CA	SFR	242014_1	"Kevin Mitz Motorsports,
5	2	108	Blake Pigeon	FE2	11	2:53.771	formula enterprise	Austin TX	Tex	649330	"Tige Boats, ATX Boats"
6	3	45	Tom Burt	FE2	11	2:53.269	SCCA Enterprises I	Woodway WA	SFR	190965	
7	1	87	Troy Shooter	FC	11	2:53.551	Van Diemen Rf99	Mission Viejo CA	CSCC	622367	"Aurora Bearing, Pagid R
8	1	9	Joe Briggs	FA	11	2:53.064	Mazda Pro Formul	Healdsburg CA	SFR	486357	Briggs Consulting/Bob Ca
9	2	49	Chris Vian	P1	11	3:00.227	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises- The Brc
10	2	7	Daniel Swanbeck	FC	11	2:56.172	Van Diemen RF01	San Jose CA	SFR	475264	"DSM, The Last Coat, Bel
11	3	11	John MacIntyre	P2	11	2:47.378	STOHR WF1	San Jose CA	SFR	528343	"Spectator Cap, Healdsbu
12	3	80	Jeffrey Pietz	FC	10	3:06.126	Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infant Care
13	4	88	Lyn Greenhill	FC	10	3:06.072	Van Diemen RF02	Rocklin CA	SFR	454636	DynaTech Engineering/Rc
14	1	20	John Ertel	FX	9	3:29.677	Star Mazda Formu	Half Moon Bay CA	SFR	343118	
15	4	22	John Yeatman	FE2	6	2:52.525	SCCA Enterprises I	Cave Creek AZ	SFR	412619	Bulldog Motorsport/Gold
DNF	DNF	08	John Manfroy	P1			Dauntless-Stohr PI	San Jose CA	SFR	388822	"Kevin Mitz Motorsports,
Not classified											
DNF	NS	26	Chip Romer	P1			Elan DP02	Lake Havasu City AZ	SFR	512461	Stella Artois
DNF	NS	6	Fernando Fabian Okc	P2			STOHR 01D/WF1	Los Gatos CA	SFR	329299	SCUDERIA FOKO
DNF	NS	06	Stewart Wells	P2			Radical SR3	Gold Run CA	SFR	696538	
DNF	NS	1	Jerry Dutch Schultz	FC			Van Diemen RF01	San Clemente CA	CSCC	383876	44 Financing
DNF	NS	56	Matthew Romer	FE2			Van Diemen FE2	Lake Havasu City AZ	CSCC	635768	Michelob Ultra
DNF	NS	64	Noah Hambayi	FE2			SCCA Enterprises I	Trabuco Canyon CA	SFR	514290	Alphio / East Anglia
DNF	NS	18	Tom Hope	FC			RFR FC	Downey CA	CSCC	433767	HMRacing
DNF	NS	91	Gary Peterson	FC			Van Diemen	fallbrook CA	CSCC	339604	
DNF	NS	21	Peter West	FC			Van Diemen RF05	Malibu CA	CSCC	166282	Racing Optics/Alpinestars
DNF	NS	35	Greg Labadie	FA			Mazda Pro Formul	Redondo Beach CA	SFR	552325	"HM Racing, VIX Optimur



#11 Roger Eagleton had a perfect weekend, six races six wins! Randy Jones Photo

Qualifying for Group Four saw Nathan Pope take the pole in his STU Honda Prelude. Second place was Sean Lovett in his T3 BMW E43. The difference was about a half of a second. The reason for pointing out the different classes was this race had a split start. The Super Touring Car (STL, STU) started in the lead group followed by the touring cars (T2, T3, T4.) With the qualifying times so close you had to wonder if the two groups would be racing together by the time the race was over. The answer was yes, in fact the first and second place cars came from the second starting group.

The race started with Nathan Pope and Wilson Powell leading the first group to the green flag. The track was wet with a steady rain, making for slippery racing conditions.

Marc Hoover, who did not set a time in qualifying, started at the back of the first group of cars (which was basically tenth spot.) He made a great start going into Turn 1 and was half way through the field by the time he exited the turn. By the time he reached Turn 2 he was third. By the time Hoover exited Turn 6 he was in the lead! But at the same time the leaders of the second group of cars, Mark Cefalo and Sean Lovett, were carving their way through the Super Touring group. At the end of Lap 2, Lovett was in third overall and Cefalo was in fourth overall. Lap 3 Hoover had a commanding lead over Powell and it looked as though he just needed to keep his nose clean to win the race. Pole sitter Nathan Pope was a non factor in the race as he only recorded one lap.

Sean Lovett, having raced in every race thus far in the San Francisco Region, was showing off his ability to drive in the rain. He was lapping several seconds a lap faster than anyone else. Even though he started in the second wave of cars, by Lap 6, he passed Hoover for the overall lead going into Turn 10. Lovett then spent the remaining five laps stretching out his lead. Fellow T3 racer, Chris Hart, did not want to be left out, so he hunted down Hoover. Hart caught up to Hoover on the last lap and made the pass for second overall and second in T3. Hoover, after leading by a large margin, took home third overall, but was first in STU.

The best battle on the track was between Scotty B White and Marc Ceffalo. White was in a V6 Ford Mustang and Ceffalo was racing a Mazda MX5. The two battled through the spray and slippery conditions for six laps, mixing it up with Tom van Veen and Wilson Powell. The four moved all around the race track looking for a lane which afforded them clear vision, yet also gave them a chance to make a move. White held off Ceffalo and won T4.

Tim Auger had his hands full of Ryan Gutile. Auger driving a Acura Integra and Gutile driving a Mazda MX5. With similar lap times, Gutile had the initial lead in the class; but as the T3 cars started through the Super Touring pack, Auger suffered less than Gutile. Lap 3 Auger got the better of Gutile, and was able to hold him off for the remainder of the race.



#37 Amy Mills leads #171 Gregg Whitfield on the west course. Cody Olmstead Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	137	Sean Lovett	T3	11	2:17.476	BMW E46	Petaluma CA	SFR	550015	North Bay Bavarian
2	2	5	Chris Hart	T3	11	2:16.927	Nissan 370z	Yakima WA	Nwst	650748	fabtek
3	1	98	Marc Hoover	STU	11	2:16.852	Mazda MX5	Shingle Springs CA	AZ	112715_1	Hoosier Hooverspeed Nex
4	1	0	Scotty B White	T4	11	2:23.945	Ford Mustang	Auburn WA	Nwst	215974_1	Knight Transport LLC H
5	2	00	Marc Cefalo	T4	11	2:24.004	Mazda mx5	Swoyersville PA	NEP	256244	Planet Miata
6	2	69	Tom van Veen	STU	11	2:30.432	Honda Civic si	Bellingham WA	Nwst	540466	Red Line Oil/Hoosier/HPC
7	3	77	Wilson Powell	STU	11	2:22.758	BMW M3	Danville CA	SFR	338274	
8	1	07	Tim Auger	STL	10	2:36.153	Acura Integra	Monterey Ca	SFR	422425	"Shibusu Systems, Invisa
9	2	116	Ryan Gutile	STL	10	2:36.274	Mazda MX5	Madera CA	SFR	513091	
10	1	11	Roger Eagleton	T2	10	2:33.869	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Manag
11	3	14	Todd Clarke	T3	10	2:23.293	BMW 330CI	Fox Island WA	Nwst	507173	KidderMathews/LGR raci
12	3	171	Whitfield Gregg	STL	10	2:48.218	Mazda Miata	Bellevue WA	NYR	360035	Flatout Motorsports
13	4	37	Amy Mills	STL	9	2:35.092	Mazda Miata	Manson WA	Nwst	360169	Flatout Motorsports
14	3	13	Ben French	T4	9	2:53.756	Mazda Miata	Citrus Heights CA	SFR	342584	my wife
DNF	NF	42	Nathan Pope	STU	1	2:39.360	Honda Prelude	Fremont CA	SFR	447559	El Dorado Motorsports
DNF	NF	78	Izzy Sanchez	T4	1	2:50.272	Toyota FRS	San Mateo CA	SFR	56066	"Hoosier tires, Toyota, Ca
DNF	NF	75	James Slechta	STU			Nissan 300ZX	Moab UT	Colo	374571	"Alien Force Racing, JW1
Not classified											
NS	NS	49	Rylan Hazelton	STU			Honda S2000	Soquel CA	SFR	357162	Driving Ambition
NS	NS	23	Carl Young	STL			Honda Civic Si	Salinas CA	SFR	333636	El Dorado Motorsports
NS	NS	39	Ken Pedersen	T2			Ford Mustang GT	Novato Ca	SFR	524307	
NS	NS	10	Michael Lowe	T2			Ford Mustang GT3	Hayward CA	SFR	497261	M&L Metals
NS	NS	36	Tony Kiratsous	T4			Scion FR-S	San Jose CA	SFR	628106	EPMware Racing



#00 Scotty B White and #00 Marc Cefalo locked in a battle for the T4 class win. Cody Olmsted Photo

After a lengthy weather delay for hail, rain, wind, thunder, and lightning, the racing resumed. I just have to point out that this race was held in early May because the region wanted great weather for its premier event of the year. Like I said it was May in California! May is known for mild spring like conditions. It is April showers that bring May Flowers, not May monsoons bringing Shootout lagoons! All the races after the weather cleared were shortened to 15 minutes. So instead of a 45 minute race, everyone yet to race were going to be involved in a seven lap shootout, pretty appropriate since this event was dubbed the Western Shootout.

Group Four had Rylan Hazelton on the pole in a STU car, with Nathan Pope slotted on the outside front row position.

Just like the Friday race, this group had a split start. The Super Touring cars were separated from the Touring cars.

Unfortunately, the day did not get any better for this group. As the first group took the green flag, Tom van Veen spun in Turn 1. He got the car going, but was limping around in the middle of Turn

2. The second group got a green flag with a brief yellow thrown in conjunction with the green. The yellow was withdrawn just as the group received the green flag, to make for a confusing start. The leader in the Touring Car group was Chris Hart, and he came upon the slowly moving car of van Veen. The problem was van Veen was in the middle of the track, and Hart tagged the back of van Veen's car. Van Veen spun around and was stalled right on the racing line. Hart was sent out into the grassy field and was stuck in the mud. The racers were given a black flag all, and while the cars sat on the pit lane, time ran out, and the race was declared over.

Pope was declared the winner, having beat Hazelton into Turn 1 one on the only racing lap.

Tim Auger made up four position in one lap to finish second in STL behind Ryan Gutile.

Eagleton held on to the pole in T2 winning the class.

Sean Lovett moved up to first in class, when Hart retired from the incident in Turn 2. Izzy Sanchez passed two people to win T4.



Nathan Pope lifts his right rear wheel. He had a great race with Wilson Powell on Sunday. Cody Olmstead Photo



#49 Rylan Hazelton, #42 Nathan Pope, and #98 Marc Hoover, the top dogs in STU. Pope won on Saturday, Hoover won on Friday. Randy Jones Photo



A pass down the front straight on the last lap gave Wilson Powell the victory in the Western Shootout. Cody Olmsted Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	42	Nathan Pope	STU	1	2:27.440	Honda Prelude	Fremont CA	SFR	447559	El Dorado Motorsports
2	2	49	Rylan Hazelton	STU	1	2:27.881	Honda S2000	Soquel CA	SFR	357162	Driving Ambition
3	3	98	Marc Hoover	STU	1	2:28.506	Mazda MX5	Shingle Springs CA	AZ	112715_1	Hoosier Hooverspeed Net
4	4	77	Wilson Powell	STU	1	2:29.516	BMW M3	Danville CA	SFR	338274	
5	1	116	Ryan Gutile	STL	1	2:29.258	Mazda MX5	Madera CA	SFR	513091	
6	2	07	Tim Auger	STL	1	2:28.630	Acura Integra	Monterey Ca	SFR	422425	"Shibusa Systems, Invisa
7	5	75	James Slechta	STU	1	2:31.707	Nissan 300ZX	Moab UT	Colo	374571	"Alien Force Racing, ,JW1
8	3	37	Amy Mills	STL	1	2:34.013	Mazda Miata	Manson WA	Nwst	360169	Flatout-Motorsports
9	4	171	Whitfield Gregg	STL	1	2:38.020	Mazda Miata	Bellevue WA	NYR	360035	Flatout Motorsports
10	1	137	Sean Lovett	T3	1	2:33.437	BMW E46	Petaluma CA	SFR	550015	North Bay Bavarian
11	1	11	Roger Eagleton	T2	1	2:34.748	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Manag
12	2	14	Todd Clarke	T3	1	2:34.455	BMW 330CI	Fox Island WA	Nwst	507173	KidderMathews/LGR raci
13	1	78	Izzy Sanchez	T4	1	2:34.125	Toyota FRS	San Mateo CA	SFR	56066	"Hoosier tires, Toyota, Ca
14	2	47	Mikhail Butenko	T2	1	2:36.751	Ford Mustang GT	San Francisco CA	SFR	608226	
15	2	0	Scotty B White	T4	1	2:36.541	Ford Mustang	Auburn WA	Nwst	215974_1	Knight Transport LLC Hi
16	3	00	Marc Cefalo	T4	1	2:36.747	Mazda mx5	Swoyersville PA	NEP	256244	Planet Miata
17	4	36	Tony Kiratsous	T4	1	2:37.507	Scion FR-S	San Jose CA	SFR	628106	EPMware Racing
18	5	13	Ben French	T4	1	2:36.449	Mazda Miata	Citrus Heights CA	SFR	342584	my wife
19	6	69	Tom van Veen	STU			Honda Civic si	Bellingham WA	Nwst	540466	Red Line Oil/Hoosier/HPC
20	3	5	Chris Hart	T3			Nissan 370z	Yakima WA	Nwst	650748	fabtek
Not classified											
ONS	NS	23	Carl Young	STL			Honda Civic Si	Salinas CA	SFR	333636	El Dorado Motorsports
ONS	NS	39	Ken Pedersen	T2			Ford Mustang GT	Novato Ca	SFR	524307	
ONS	NS	10	Michael Lowe	T2			Ford Mustang GT3	Hayward CA	SFR	497261	M&L Metals



The rain master Sean Lovett. Took first overall on Friday. Cody Olmstead Photo

With a split start for the Touring cars and the Super Touring cars, this race was as close of a chance to run with your own class short of the Runoffs.

The lead group was brought up to the start of the race by Rylan Hazelton and Nathan Pope. Hazelton grabbed the initial lead and led for about three miles. But on the main straight of the West Course, Pope passed Hazelton going into the first turn. On the very next lap on the same straight, Pope was leading, but suddenly slowed. This allowed Tommy McCarthy and Hazelton to get by. The top four cars had already broken away from the rest of the competitors, and the order was McCarthy, Hazelton, Pope, and Wilson Powell.

Lap 3 Hazelton started to experience car troubles. Going into Turn 14, Pope and Powell made it by as Hazelton headed for the pit lane. Powell was not done yet, as he got a really good run off of Turn 15, allowing him to slip past Pope going into Turn 1. The order was McCarthy leading, followed by Powell and then Pope. McCarthy had about a twenty car lead and it appeared that his destiny was already determined. But this is car racing and anything can happen. Powell started to close in on McCarthy and stretching his lead over Pope.

McCarthy was comfortably in the lead for seven laps, but on the last lap he pulled into the pits with a mechanical issue. This allowed Pope and Powell to duke it out for the win.

On the last lap, Pope closed in on Powell going up to the Turn 9, which now was the transition to the West Course, and it is a good out-braking opportunity. As they approached, Pope stayed wide and outbraked Powell into the slow right hander. This probably caught Powell by surprise, as no one had attempted a pass there all race. Pope then stretched out his lead over Powell on the West Course. Going into the transition from the West Course to the three-mile course, Pope had a three car length lead. But it was not over yet! Powell nailed Turns 11, 12, and 13, ending up on Pope's bumper going down the back straight. They hit the braking zone for Turn 14 and Pope still had the lead. They exited out of Turn 15, but now Powell is right on Pope's bumper. Pope weaved and Powell weaved the other direction. Powell was now able to pull alongside of Pope. It came down to a drag race to the finish line. It was BMW power versus Honda Power. At the finish line the BMW of Powell proved to have the legs and nipped Pope.

STL was won by Tim Auger. He had a tight race with Ryan Gutile and Amy Mills. Mills and Auger were within .4 of a seconds in lap time. Mills lost out to Auger, but she did hold off Gutile.

Roger Eagleton led the second group from start to finish, making for a clean sweep during the weekend.



#137 Sean Lovett harassing #49 Rylan Hazelton on the west course. Cody Olmsted Photo



#75 James Slechta had #07 Tim Auger in his rearview mirror. Auger won in STL on Friday and Sunday. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	77	Wilson Powell	STU	10	3:15.719	BMW M3	Danville CA	SFR	338274	
2	2	42	Nathan Pope	STU	10	3:15.333	Honda Prelude	Fremont CA	SFR	447559	El Dorado Motorsports
3	1	11	Roger Eagleton	T2	10	3:14.620	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Manag
4	1	137	Sean Lovett	T3	10	3:14.598	BMW E46	Petaluma CA	SFR	550015	North Bay Bavarian
5	2	47	Mikhail Butenko	T2	10	3:15.848	Ford Mustang GT	San Francisco CA	SFR	608226	
6	1	07	Tim Auger	STL	10	3:20.379	Acura Integra	Monterey Ca	SFR	422425	"Shibusa Systems, Invisa
7	2	37	Amy Mills	STL	10	3:20.869	Mazda Miata	Manson WA	Nwst	360169	Flatout-Motorsports
8	3	116	Ryan Gutile	STL	10	3:21.929	Mazda MX5	Madera CA	SFR	513091	
9	3	75	James Slechta	STU	10	3:32.503	Nissan 300ZX	Moab UT	Colo	374571	"Alien Force Racing, „JW1
10	4	123	Tommy McCarthy	STU	9	3:16.628	Toyota GR86	Mountain View CA	SFR	10581_3	Lucy
11	1	13	Ben French	T4	9	3:41.278	Mazda Miata	Citrus Heights CA	SFR	342584	my wife
DNF	DNF	49	Rylan Hazelton	STU	2	3:20.155	Honda S2000	Soquel CA	SFR	357162	Driving Ambition

Not classified

ONS	NS	23	Carl Young	STL			Honda Civic Si	Salinas CA	SFR	333636	El Dorado Motorsports
ONS	NS	171	Whitfield Gregg	STL			Mazda Miata	Bellevue WA	NYR	360035	Flatout Motorsports
ONS	NS	69	Tom van Veen	STU			Honda Civic si	Bellingham WA	Nwst	540466	Red Line Oil/Hoosier/HPC
ONS	NS	98	Marc Hoover	STU			Mazda MX5	Shingle Springs CA	AZ	112715_1	Hoosier Hooverspeed Nex
ONS	NS	10	Michael Lowe	T2			Ford Mustang GT3	Hayward CA	SFR	497261	M&L Metals
ONS	NS	39	Ken Pedersen	T2			Ford Mustang GT	Novato Ca	SFR	524307	
ONS	NS	5	Chris Hart	T3			Nissan 370z	Yakima WA	Nwst	650748	fabtek
ONS	NS	14	Todd Clarke	T3			BMW 330CI	Fox Island WA	Nwst	507173	KidderMathews/LGR raci
ONS	NS	00	Marc Cefalo	T4			Mazda mx5	Swoyersville PA	NEP	256244	Planet Miata
ONS	NS	0	Scotty B White	T4			Ford Mustang	Auburn WA	Nwst	215974_1	Knight Transport LLC H
ONS	NS	36	Tony Kiratsous	T4			Scion FR-S	San Jose CA	SFR	628106	EPMware Racing
ONS	NS	78	Izzy Sanchez	T4			Toyota FRS	San Mateo CA	SFR	56066	"Hoosier tires, Toyota, Ca



#1 Tom Burt, #188 Jason Holt, and #71 Jerry Aplant on the transition from the west course back onto the three mile course. They finished in this order 7th, 8th, and 9th. Cody Olmsted Photo

Youth was served in SRF3 Qualifying. Caleb Shrader and Federico Mosconi took the front row, while veteran John Black qualified third. Joe Kou took fourth and is a quick learner after just getting into the SRF3 class at the end of last year. Another young gun, Haydn Fischer, who was hot off his very first SRF3 win at the last regional, qualified fifth. Sixth and eighth was the Harris family out of the Pacific Northwest.

Of course the race started under very wet conditions with very limited grip throughout the track. Shrader definitely had an advantage, because earlier in the day in similar conditions he won the FE2 race. When the green was thrown, Shrader took advantage of that knowledge grabbing the lead. John Black slotted in behind Shrader. So at the front, it was the youthful Shrader and the experienced multiple SRF National Champion John Black slotted in behind him. The two were already driving away from the field. Third was Taylor

Harris followed initially by his father Todd for one lap, and then by Fischer from Lap 2 on.

Missing from the start was Mosconi who for some reason did not make the grid. As the laps clicked off, Shrader was doing a good job of keeping Black behind him. Black for his part was doing a good job staying in contact with Shrader. The third place contest was heating up with Fischer closing the gap on Harris.

By the half way point the rain had stopped and the track was drying. With the drying track Black was closing the gap to Shrader. By Lap 11 Black was within striking distance of Shrader. As the leaders were approaching lapped traffic going through Turn 1, Black used the lapped car as a pick and passed Shrader with three laps to go. Black would go on to win the race. The demoralized Shrader finishing second 1.091 seconds behind. Taylor Harris withstood the pressure from Fischer and finished third. Todd Harris took fifth.



#17 John Black and #99 Caleb Shrader were nose to tail all weekend. Black got the better of Shrader with two wins. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	17	John Black	SRF3	12	2:07.101	SCCA Enterprises	Olympic Valley CA	SFR	202424	Flat Out Racing
2	2	99	Caleb Shrader	SRF3	12	2:07.328	SCCA Enterprises	Tigard OR	SFR	622464	Liquid Death/Flat Out
3	3	40	Taylor Harris	SRF3	12	2:09.339	SCCA Enterprises	Portland OR	Ore	534768	Pro Drive Racing
4	4	14	Haydn Fischer	SRF3	12	2:08.614	SCCA Enterprises	Mill Valley CA	SFR	671493	Cerini Motorsport
5	5	44	Todd Harris	SRF3	12	2:10.373	SRF	Portland OR	Ore	230202	Pro Drive
6	6	67	Sean O'Boyle	SRF3	12	2:10.080	SCCA Enterprises	San Francisco CA	SFR	276755	
7	7	1	Tom Burt	SRF3	12	2:12.928	SCCA Enterprises	Woodway WA	SFR	190965	Flat Out Racing
8	8	2	Lee Douglas	SRF3	12	2:13.087	SCCA Enterprises	Portland OR	SFR	370148	LADCO Pipe & Piling-East
9	9	27	Paul Goudy	SRF3	12	2:11.968	SCCA Enterprises	Portland OR	SFR	386600	Flat Out / Pro Drive
10	10	57	Bill Booth	SRF3	12	2:12.808	SCCA Enterprises	Cupertino CA	SFR	336219	Bulldog Motorsports
11	11	77	Andre Perra	SRF3	12	2:12.820	SRF	Government Camp O	Ore	461936	Senva Sensors
12	12	76	Eric Hand	SRF3	12	2:13.192	SCCA Enterprises	San Jose CA	SFR	545935	
13	13	71	Jerry Aplass	SRF3	12	2:13.107	SCCA Enterprises	Newcastle CA	SFR	404463	"Burrell Consulting Group
14	14	52	Graham Woodd	SRF3	12	2:12.382	SCCA Enterprises	Colbert WA	Ore	612701	Flatout Racing
15	15	05	Henry Tabor	SRF3	12	2:11.545	SCCA Enterprises	West Linn OR	Ore	648825	Tabor Accounting Group
16	16	66	Brandon Lewis	SRF3	11	2:17.411	SCCA Enterprises	San Francisco CA	SFR	436461	
17	17	188	Judson Holt	SRF3	11	2:22.203	SCCA Enterprises	Houston TX	SFR	641180	Lupe Tortilla
18	18	75	Bruce Richardson	SRF3	11	2:19.798	SCCA-E SFR3	Los Gatos CA	SFR	340127	Accelracetek
19	19	7	John Sollner	SRF3	11	2:21.877	SCCA Enterprises	Sonoma CA	SFR	648504	Sollner and Sons Racing
20	20	83	Paul Luca	SRF3	11	2:20.928	SCCA Enterprises	Sonoma CA	SFR	193814	
21	21	3	Jim Ricketts	SRF3	11	2:23.620	SCCA Enterprises	Battleground WA	SFR	646662	Saber Engineering and V
22	22	6	Joe Kou	SRF3	7	2:23.356	SCCA Enterprises	Walnut Creek CA	SFR	528297	Golden State Orthopedics
DNF	DNF	33	Rob Pielsticker	SRF3	4	2:30.645	SCCA Enterprises	Colorado Springs CO	Colo	612544	Bravo Screen Printing
DNF	DNF	00	Scott Monroe	SRF3			Ford Spec Racer G	League City TX	SFR	289372_1	Access Companies
Not classified											
NS	NS	149	Federico Mosconi	SRF3			SCCA Enterprises	San Mateo CA	SFR	442495	
NS	NS	81	Darrell Anderson	SRF3			SCCA Enterprises	Petaluma CA	SFR	226931	PPCI / HOOSIER TIRE



#33 Rob Pielsticker, has #3 Jim Ricketts, #83 Paul Luca, and #57 Bill Booth chasing after him. Randy Jones Photo

Caleb Shrader was enjoying a great weekend with two wins in FE2, a second place in SFR3 and two pole positions in SFR3. The only blemish on his weekend up until the SRF3 race on Saturday was the second place finish in the Friday SFR3 race.

Shrader was looking to get redemption over John Black in the Saturday SRF3 race and convert his pole position into a win. Black, who is a veteran in SFR, did not care that he represented Shrader's only blemish on the weekend. With only 15 minutes of racing hopefully Shrader would be able to keep Black behind him.

The field of 25 cars took the green and Shrader got the jump on Black into Turn 1. The field was trying out the grip level on the seemingly dry surface that had recently lost most of its grip with the torrential rain. Black went into the turn on the outside of Shrader and had to let up more than anticipated for the perceived lower grip levels. Joe Kou tapped the back of Black and spun. Fortunately Kou was able to get going again, but now he was down in 12th position with only 15 minutes to make up for the blunder.

Black lined up behind Shrader in Turn 2, but got a good run into Turn 3. He held the inside line and made Shrader stay out wide. With Black only slightly in the lead, he took a wider line through the next turn. Shrader was pinched off and was left with no choice, but to get out of the throttle. This killed Shrader's momentum and Black was able to clear Shrader as they came to the Crows Nest.

Back in the pack Paul Goudy drove to the inside of Jerry Alass on the inside of Turn 4 when Alass was not expecting anyone to be there. Goudy tapped the left rear of Alass' car sending him into the weeds, along with fellow Flatout racer Taylor Harris.

The field was trying to settle down but what appeared to be a dry track still had seepage of moisture leaking out at Turns 7, 8 and 15. The grip level was nothing that the driver's were used to, and they had to really pay attention. Staying on the track added to the challenge of keeping the competition behind them. The laps clicked by and Shrader was running out of time. He desperately wanted to take the lead away from Black. Since the race was shortened to 15 minutes, they only eight racing laps. On the final lap Shrader had run out of patience. He got a good run down the front straight and pulled right up to the point that his nose was tucked under the bodywork of Black's car. Black had the lead going into the turn, but Shrader had the superior exit speed and pulled to the inside line of Turn 2. Black did not back off and they went side by side through the long sweeping left hander. By the time they reached Turn 3 Shrader was in the lead. Now Shrader had 12 turns to navigate for the race win. The problem was they were coming up on Jerry Alass, whose race was ruined on the first lap by one of the Flatout drivers. Shrader is also a Flatout driver and now Shrader had to get around him for the win. Alass exited Turn 13 and he stayed to the right side of the track. Shrader looked as though he was going to pull to the left and easily pass Alass. But he stayed on the same line as Alass. Black swung out to the left and swept past Shrader, who lost speed. It appeared that he somehow missed a shift or had to get out of the throttle to avoid Alass. Either way Black retook the lead and won the race. Shrader's frustrations in SFR3 continued.

Haydn Fischer took third even though he had body contact with Kou in Turn 1 when Kou spun.



#44 Todd Harris and #14 Haydn Fischer. Haydn took fourth and Todd took fifth in the Friday race. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	17	John Black	SRF3	8	1:59.084	SCCA Enterprises	Olympic Valley CA	SFR	202424	Flat Out Racing
2	2	99	Caleb Shrader	SRF3	8	1:58.839	SCCA Enterprises	Tigard OR	SFR	622464	Liquid Death/Flat Out
3	3	14	Haydn Fischer	SRF3	8	2:00.132	SCCA Enterprises	Mill Valley CA	SFR	671493	Cerini Motorsport
4	4	44	Todd Harris	SRF3	8	2:00.460	SCCA Enterprises	Portland OR	Ore	230202	Pro Drive
5	5	81	Darrell Anderson	SRF3	8	2:01.046	SCCA Enterprises	Petaluma CA	SFR	226931	PPCI / HOOSIER TIRE
6	6	05	Henry Tabor	SRF3	8	2:02.893	SCCA Enterprises	West Linn OR	Ore	648825	Tabor Accounting Group
7	7	67	Sean O'Boyle	SRF3	8	2:03.086	SCCA Enterprises	San Francisco CA	SFR	276755	
8	8	6	Joe Kou	SRF3	8	2:01.126	SCCA Enterprises	Walnut Creek CA	SFR	528297	Golden State Orthopedics
9	9	52	Graham Woodd	SRF3	8	2:02.950	SCCA Enterprises	Colbert WA	Ore	612701	Flatout Racing
10	10	66	Brandon Lewis	SRF3	8	2:03.516	SCCA Enterprises	San Francisco CA	SFR	436461	
11	11	00	Scott Monroe	SRF3	8	2:02.634	Ford Spec Racer G	League City TX	SFR	289372_1	Access Companies
12	12	40	Taylor Harris	SRF3	8	2:01.399	SCCA Enterprises	Portland OR	Ore	534768	Pro Drive Racing
13	13	7	John Sollner	SRF3	8	2:03.077	SCCA Enterprises	Sonoma CA	SFR	648504	Sollner and Sons Racing
14	14	33	Rob Pielsticker	SRF3	8	2:03.867	SCCA Enterprises	Colorado Springs CO	Colo	612544	Bravo Screen Printing
15	15	57	Bill Booth	SRF3	8	2:04.914	SCCA Enterprises	Cupertino CA	SFR	336219	Bulldog Motorsports
16	16	2	Lee Douglas	SRF3	8	2:04.249	SCCA Enterprises	Portland OR	SFR	370148	LADCO Pipe & Piling-East
17	17	76	Eric Hand	SRF3	8	2:06.358	SCCA Enterprises	San Jose CA	SFR	545935	
18	18	83	Paul Luca	SRF3	8	2:06.706	SCCA Enterprises	Sonoma CA	SFR	193814	
19	19	75	Bruce Richardson	SRF3	8	2:05.674	SCCA Enterprises	Los Gatos CA	SFR	340127	Accelracetek
20	20	1	Tom Burt	SRF3	8	2:04.448	SCCA Enterprises	Woodway WA	SFR	190965	Flat Out Racing
21	21	3	Jim Ricketts	SRF3	8	2:03.524	SCCA Enterprises	Battleground WA	SFR	646662	Saber Engineering and V
22	22	188	Judson Holt	SRF3	8	2:03.859	SCCA Enterprises	Houston TX	SFR	641180	Lupe Tortilla
23	23	27	Paul Goudy	SRF3	8	2:02.683	SCCA Enterprises	Portland OR	SFR	386600	Flat Out / Pro Drive
24	24	71	Jerry Alass	SRF3	7	2:07.974	SCCA Enterprises	Newcastle CA	SFR	404463	"Burrell Consulting Group
DNF	DNF	77	Andre Perra	SRF3	2	2:11.487	SCCA Enterprises	Government Camp O	Ore	461936	Senva Sensors

Not classified

DNF	NS	149	Federico Mosconi	SRF3			SCCA Enterprises	San Mateo CA	SFR	442495	
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#83 Paul Luca and #75 Bruce Richardson have #1 Tom Burt and #3 Jim Ricketts hounding them. Peter Phung Photo



#05 Henry Tabor, #67 Sean O'Boyle race up to turn nine. Tabor finished 6th and O'Boyle finished 7th in the Saturday Race. Peter Phung Photo

Eighteen cars stayed for the Western Shootout in the SRF3 group. Notables that were missing included Friday and Saturday winner John Black and front row starter Federico Mosconi. Caleb Shrader most likely woke up Sunday morning looking to get even with Black on the five-mile track, having barely lost out to him during the Saturday race. But since Black loaded up and went home, Shrader was going to have to be happy winning the Western Shootout.

When the field took the green flag, Shrader jumped into the lead. Laying down a lap two seconds faster than second place Haydn

Fischer, Shrader's lead kept getting bigger and bigger. Shrader cruised to the win while Fischer had to be happy with second place. Joe Kou took third. Kou's race got more comfortable when Tom Burt spun at Turn 9, relieving the direct pressure from behind. Bill Booth and Darrell Anderson duked it out for fourth, with Anderson landing the decisive blow.

By winning the race Shrader was crowned the Western Shootout champion in SRF3.



#6 Joe Kou was amongst the leaders all weekend. His best result was third in the Western Shootout. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	99	Caleb Shrader	SRF3	10	3:07.225	SCCA Enterprises !	Tigard OR	SFR	622464	Liquid Death/Flat Out
2	2	14	Haydn Fischer	SRF3	10	3:10.139	SCCA Enterprises !	Mill Valley CA	SFR	671493	Cerini Motorsport
3	3	6	Joe Kou	SRF3	10	3:10.904	SCCA Enterprises !	Walnut Creek CA	SFR	528297	Golden State Orthopedics
4	4	81	Darrell Anderson	SRF3	10	3:10.466	SCCA Enterprises !	Petaluma CA	SFR	226931	PPCI / HOOSIER TIRE
5	5	57	Bill Booth	SRF3	10	3:10.901	SCCA Enterprises !	Cupertino CA	SFR	336219	Bulldog Motorsports
6	6	67	Sean O'Boyle	SRF3	10	3:12.383	SCCA Enterprises !	San Francisco CA	SFR	276755	
7	7	1	Tom Burt	SRF3	10	3:11.982	SCCA Enterprises !	Woodway WA	SFR	190965	Flat Out Racing
8	8	188	Judson Holt	SRF3	10	3:14.351	SCCA Enterprises !	Houston TX	SFR	641180	Lupe Tortilla
9	9	71	Jerry Alass	SRF3	10	3:13.094	SCCA Enterprises !	Newcastle CA	SFR	404463	"Burrell Consulting Group
10	10	66	Brandon Lewis	SRF3	10	3:13.564	SCCA Enterprises !	San Francisco CA	SFR	436461	
11	11	76	Eric Hand	SRF3	10	3:13.344	SCCA Enterprises !	San Jose CA	SFR	545935	
12	12	52	Graham Woodd	SRF3	10	3:14.112	SCCA Enterprises !	Colbert WA	Ore	612701	Flatout Racing
13	13	3	Jim Ricketts	SRF3	10	3:13.898	SCCA Enterprises !	Battleground WA	SFR	646662	Saber Engineering and V
14	14	7	John Sollner	SRF3	10	3:13.882	SCCA Enterprises !	Sonoma CA	SFR	648504	Sollner and Sons Racing
15	15	33	Rob Pielsticker	SRF3	10	3:13.317	SCCA Enterprises !	Colorado Springs CO	Colo	612544	Bravo Screen Printing
16	16	83	Paul Luca	SRF3	10	3:18.133	SCCA Enterprises !	Sonoma CA	SFR	193814	
17	17	75	Bruce Richardson	SRF3	10	3:17.764	SCCA Enterprises !	Los Gatos CA	SFR	340127	Accelracetek
18	18	00	Scott Monroe	SRF3	5	3:19.164	SCCA Enterprises !	League City TX	SFR	289372_1	Access Companies

Not classified

NS	NS	149	Federico Mosconi	SRF3			SCCA Enterprises !	San Mateo CA	SFR	442495	
NS	NS	77	Andre Perra	SRF3			SCCA Enterprises !	Government Camp O	Ore	461936	Senva Sensors
NS	NS	44	Todd Harris	SRF3			SCCA Enterprises !	Portland OR	Ore	230202	Pro Drive
NS	NS	40	Taylor Harris	SRF3			SCCA Enterprises !	Portland OR	Ore	534768	Pro Drive Racing
NS	NS	27	Paul Goudy	SRF3			SCCA Enterprises !	Portland OR	SFR	386600	Flat Out / Pro Drive
NS	NS	17	John Black	SRF3			SCCA Enterprises !	Olympic Valley CA	SFR	202424	Flat Out Racing
NS	NS	05	Henry Tabor	SRF3			SCCA Enterprises !	West Linn OR	Ore	648825	Tabor Accounting Group
NS	NS	2	Lee Douglas	SRF3			SCCA Enterprises !	Portland OR	SFR	370148	LADCO Pipe & Piling-East



The three competitors in B-Spec. #42 John Tritsch, #21 Thomas Lepper, #14 Ali Naimi. Randy Jones Photo

Group 6 was the small bore production classes and the small bore GT class. Glen McCready took only three laps to set his pole time of 1:57.704 in his EP MX5 Mazda. Kurt Frietzsche qualified second in his EP RX7, a whopping four seconds off of McCready's pace. Sean Lovett, fresh off of his win in T3, qualified third.

As the field reported to the grid, the rain had stopped, but the sun was not out. With all of the moisture in the air, it was debatable whether or not the track would dry out. So all the competitors had a decision to make: rain or dry tires? The right choice would make all of the difference.

With a drying track, the field took the green flag. There was a small amount of spray coming off the cars as they made it through Turn One. Glen McCready was able to hold onto the lead for the first lap, but Lap 2 saw him lose two positions and fall to third. Fifth place qualifier Albert Correia grabbed second on the first lap and seized the

lead on Lap 2. Lovett also displaced McCready on Lap 2, moving up from third to second. After three laps, the running order was Correia, Lovett, and McCready. At the half way point, McCready had an off and on, losing another position to Joe Carr.

The B-Spec race was a battle between John Tritsch in a Mini Cooper being chased by Thomas Lepper in a Mazda 2. Tritsch held on for the win.

The race became stagnant past the half way point. The track was drying and the drivers on wet tires were starting to loose grip. However the gaps that they had built up were too big for the people on drys to overcome.

Correia took the win with Lovett finishing second. Tritsch won B-Spec. Brian Linn won GTL.



#12 Joe Carr, #95 Tim Linerud, #42 John Tritsch. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region Member	Sponsor
1	1	19	Albert Correia	EP	11	2:16.816	Porsche Boxster	San Jose CA	SFR 354757	Integrity windows
2	2	37	Sean Lovett	EP	11	2:15.722	BMW E30	Petaluma CA	SFR 550015	North Bay Bavarian
3	3	12	Joe Carr	EP	11	2:20.552	Mazda MX-5 Miata	Petaluma CA	SFR 498797	Carr Racing / Joe's Race
4	4	4	Glen McCready	EP	11	2:16.425	Mazda MX-5	Redwood City CA	SFR 307039	TC Design
5	1	42	John Tritsch	B-Spec	11	2:25.297	Mini Cooper	Tigard OR	Ore 468160	
6	2	21	Thomas Lepper	B-Spec	11	2:27.897	Mazda Mazda 2	Benicia CA	SFR 98815	Thomas Lepper Assoc
7	1	121	Brian Linn	GTL	10	2:28.423	Nissan Sentra SE-I	Hermosa Beach CA	CSCC 135242	Goodyear - Carbotech - F
8	3	14	Ali Naimi	B-Spec	10	2:27.796	Mazda 2	Morgan Hill CA	Ore 188529	OffLineRacing.com/Hoosi
9	2	95	Tim Linerud	GTL	10	2:32.700	Volkswagen GTI	Belmont CA	SFR 61387_2	"Performance Fabrication
10	5	40	Kurt Frietzsche	EP	7	2:27.325	Mazda RX7	Mountain View CA	SFR 350208	Pacific Access Elevator I
Not classified										
DNS	NS	00	Lee Fleming	HP			MG Midget	Lake Forest CA	SFR 159499	"Joe Carr Racing, Goodye



Sean Lovett had a busy weekend. He drove two different cars in different classes. In EP he won the Western Shootout, came in third place on Saturday, and came in second place on Friday. Randy Jones Photo



#4 Glen McCready won the Saturday race. Peter Phung Photo

Glen McCready (EP) took his second pole of the weekend and was looking for better results in the Saturday race of the weekend. Second fastest was Brian Linn in a GTL Nissan Sentra. Third was Kurt Frietzsche driving an EP Mazda RX7. The B-Spec pole went to Thomas Lepper who was able to beat out Friday's pole sitter, John Tritsch, by almost .9 of a second.

The small field of small bore production cars took the green for the 15 minute race with McCready taking charge. Linn slotted in behind him, with Frietzsche right on Linn's bumper. Frietzsche needed to get by Linn if he was going to have any chance of contesting McCready for the overall win and the class win in EP. Frietzsche knew time was of the essence, and on Lap 3 he passed Linn and set his sights on McCready. His MX-5 had about a three-second lead and was faster than Frietzsche in the first two sectors of the track. With only six laps

to close the gap and with only one third of the track where he had an advantage, Frietzsche put on the blinders and revved the Wankel Rotary up to the max. McCready, for his part, was not rolling over, and knew Frietzsche was coming. By Lap 5 the gap to the lead was 1.1 seconds, and it looked as though the battle for the lead was going to be pretty exciting. On the last lap Frietzsche closed the gap to less than a second, and it looked like McCready had more than enough of a gap to maintain his lead. As the two came down the front straight, Frietzsche had a very good run and was closing rapidly. For McCready the finish line could not come quick enough. For Frietzsche he needed the longest straight in his racing career. The two approached the line and McCready held on by .124 seconds. Third was Linn.

The B-Spec race Triptych got Lepper at the start and held him off for the class win.



#00 Lee Fleming loses it at turn 11. Cody Olmsted Photo



#19 Albert Correia took home the victory on Friday. Cody Olmstead Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	4	Glen McCready	EP	8	2:03.715	Mazda MX-5	Redwood City CA	SFR	307039	TC Design
2	2	40	Kurt Frieztzsche	EP	8	2:04.480	Mazda RX7	Mountain View CA	SFR	350208	Pacific Access Elevator I
3	1	121	Brian Linn	GTL	8	2:05.001	Nissan Sentra SE-I	Hermosa Beach CA	CSCC	135242	Goodyear - Carbotech - F
4	3	37	Sean Lovett	EP	8	2:06.276	BMW E30	Petaluma CA	SFR	550015	North Bay Bavarian
5	4	19	Albert Correia	EP	8	2:10.672	Porsche Boxster	San Jose CA	SFR	354757	Integrity windows
6	5	12	Joe Carr	EP	8	2:13.793	Mazda MX-5 Miata	Petaluma CA	SFR	498797	Carr Racing / Joe's Race
7	2	95	Tim Linerud	GTL	8	2:13.527	Volkswagen GTI	Belmont CA	SFR	61387_2	"Performance Fabrication
8	1	42	John Tritsch	B-Spec	8	2:16.865	Mini Cooper	Tigard OR	Ore	468160	
9	2	21	Thomas Lepper	B-Spec	8	2:17.159	Mazda Mazda 2	Benicia CA	SFR	98815	Thomas Lepper Assoc
10	3	14	Ali Naimi	B-Spec	8	2:17.884	Mazda 2	Morgan Hill CA	Ore	188529	OffLineRacing.com/Hoosi
Not classified											
ONS	NS	00	Lee Fleming	HP			MG Midget	Lake Forest CA	SFR	159499	"Joe Carr Racing, Goodye



Tim Linerud GTL second place Friday and Saturday. Randy Jones Photo



Brian Linn GTL class winner Friday and Saturday. Randy Jones Photo

This group had 11 cars entered for the Super Tour Friday and Saturday Races. Sunday morning, all but two of them went home! The region went out of its way to give these competitors their own group, even though it was the smallest one of the weekend. With so many leaving on Sunday, don't expect them to receive the same consideration next year!

Sean Lovett and Albert Correia stayed for the Western Shootout. Lovett won when Correia pulled in early. The race was called after five laps.



Kurt Frieztzsche came in secon place on Saturday. Cody Olmstead Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	37	Sean Lovett	EP	5	3:21.907	BMW E30	Petaluma CA	SFR	550015	North Bay Bavarian
2	2	19	Albert Correia	EP	3	3:22.613	Porsche Boxster	San Jose CA	SFR	354757	Integrity windows
Not classified											
3	NS	14	Ali Naimi	B-Spec			Mazda 2	Morgan Hill CA	Ore	188529	OffLineRacing.com/Hoosi
4	NS	21	Thomas Lepper	B-Spec			Mazda 2	Benicia CA	SFR	98815	Thomas Lepper Assoc
5	NS	42	John Tritsch	B-Spec			Mini Cooper	Tigard OR	Ore	468160	
6	NS	4	Glen McCready	EP			Mazda MX5	Redwood City CA	SFR	307039	TC Design
7	NS	12	Joe Carr	EP			Mazda Miata MX5	Petaluma CA	SFR	498797	Carr Racing / Joe's Race
8	NS	40	Kurt Frieztzsche	EP			Mazda RX7	Mountain View CA	SFR	350208	Pacific Access Elevator I
9	NS	95	Tim Linerud	GTL			Volkswagen GTI	Belmont CA	SFR	61387_2	"Performance Fabrication
10	NS	121	Brian Linn	GTL			Nissan Sentra SE-I	Hermosa Beach CA	CSCC	135242	Goodyear - Carbotech - F
11	NS	00	Lee Fleming	HP			MG Midget	Lake Forest CA	SFR	159499	"Joe Carr Racing, Goodye



Steve Myer had a solid weekend. The highlight was the Western Shootout on the five mile track. He and Dave Jalen exchanged positions seven times! Cody Olmsted Photo

Seven Formula Fs and ten Formula Vees made up the Group Seven race. This weekend represented the first time this group of racers has run the Bypass configuration. Denny Renfrow took to the new configuration the fastest, taking the pole by 1.8 seconds over Chuck Horn. Steve Myer was third in FF and David Jalen was Fourth.

In FV Blake Tatum out-qualified Quinn Posner with a lap of 2:10.762 compared to Posner's 2:13.299. Third in FV was Tony Baldassarre, who had made the trek down to Thunderhill from Burnaby, British Columbia.

This was the last race of the day and the rain had stopped and it looked questionable as to whether or not it would start up again. The sun had not come out and the track was still damp. This group had the toughest tire decision of the day. If the cars running on the track could dry it, then the slicks were going to be the right choice. If the moisture in the air was too much or if it started to rain again, the rain tires were going to be the way to go.

On the grid second place in FF, Chuck Horn choose dry tires, first place in FF Denny Renfrow choose wet tires.

In FV Blake Tatum choose slicks while the rest of the Vee field except for Chris Poncin were on wet tires.

The race got under way and the wet tires were definitely the way to go. Renfrow grabbed the lead and started to take off. David Jalen grabbed second with Chuck Horn trying to come to grips with his

slicks on the very damp track. Renfrow made good use of the wet tires and stretched out his lead every lap. By the third lap he had a straight-away lead over Jalen, who had displaced Horn for second. Horn fell all the way down to tenth when he spun. He did not hit anything and was able to continue. In the second half of the race, the track started to develop a dry groove. Horn found that groove and started to move up through the field. At the end of the race, Horn's fastest lap was six seconds faster than Renfrow's. The problem was the track did not get fast soon enough for Horn to make up the deficit.

In the Vees Posner grabbed the lead from Tatum, with Moennick and Baldassarre also making it past Tatum.

On Lap 2, Tatum dispatched Baldassare and set his sights on Moennick.

For Tatum, the drying track offered mixed conditions. Turns 1, 2, and 3 were slippery, but Turns 9, Ten and Eleven had good grip for the slicks. Then coming back onto the front straight, Turns Fourteen and Fifteen were very slippery. Moennick and Tatum exchanged positions based on what part of the track they were on. Moennick had the advantage on the slippery sections, while Tatum exploited the drier sections. At the front of the Vees Posner had checked out, but second place was contested until the final two laps. The drying track played into Tatum's hand, and he was able to prevail, posting the fastest lap in Formula Vee four seconds faster than Moennick.



David Jalen inherited the win on Saturday when Horn prematurely pulled into the pits. Photo by Cody Olmstead

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	11	Denny Renfrow	FF	11	2:18.368	Piper/Honda DL7	Kelseyville CA	SFR	203432_1	Towhee Racing
2	2	50	David Jalen	FF	11	2:17.918	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin'
3	3	54	Charles Horn	FF	11	2:12.324	Swift/Honda DB6	Los Gatos CA	SFR	229541	Porter Racing/Hybels Ent
4	4	48	Steve Meyer	FF	11	2:23.851	Swift DB-6/Honda	Longmont CO	SFR	384120	Margraf Racing
5	1	9	Quinn Posner	FV	11	2:25.253	Protoform P3	Camas WA	Nwst	202805	Posner Law Office PC
6	2	3	Blake Tatum	FV	11	2:20.867	Crusader Formula	Stockton CA	SFR	121119_1	Read it in the WHEEL
7	3	5	Derrick Moennick	FV	11	2:24.727	Protoform P2	Whistler BC	Nwst	625584	BigTop Rentals
8	4	111	Tony Baldassarre	FV	11	2:23.658	FV Tsunami	Burnaby BC	Nwst	696589	IT Tile Contracting LTD
9	5	44	Aaron Robins	FV	10	2:34.473	RD Merc Formula 1	Surrey BC	Nwst	631106	Maxxam Insurance
10	6	10	Lawrence Bacon	FV	10	2:34.515	1999 Mysterian M2	Novato CA	SFR	149134_1	Hard Work
11	7	4	Robert Posner	FV	10	2:33.892	Protoform P2	Bellevue WA	Nwst	88004	
12	8	41	Ron Wake	FV	10	2:33.757	Mysterian M4	Lafayette CA	SFR	50380	
13	9	40	Donald Manthe	FV	9	2:54.089	Volkswagen LYNX	Santa Rosa CA	SFR	254525	
DNF	DNF	32	Chris Poncin	FV	2	2:52.497	Volkswagen Camp	Penryn CA	SFR	543366	CSI
Not classified											
NS	NS	12	Michael Bernstein	FF			Piper DF5	San Ramon CA	SFR	100211	Karen Bernstein
NS	NS	33	Richard Hybels	FF			Swift DB6	Vallejo CA	SFR	250175	"Horn DAQ Service , Port
NS	NS	18	Keith Hall	FF			Piper DF5	Arvada CO	Colo	426586	Orange Goldfishes



#12 Michael Bernstein at speed down the front straight. Peter Phung Photo



Chris Poncin has a slight bobble at turn 6! Cody Olmsted Photo

A dry qualifying session meant that Chuck Horn and Denny Renfrow were going to be in a shootout for the pole. The two of them traditionally change fastest times almost every weekend that they compete against each other. For this session it was Horn with a time of 1:56.401, compared to Renfrow's time of 1:56.613 for a total of .212 seconds difference.

In FV, Blake Tatum took the pole after he and Quinn Posner drafted each other during the twenty-minute qualifying session. Tatum was able to get the faster time by a mere .266 seconds.

The race got underway and the track was dry except for the seeping water going across the track at Turn 8. This water ended up playing an important role in the outcome of the race.

The group took the green with Horn in the lead. Renfrow fell in line behind him and David Jalen was third. When the two leaders came upon the water in Turn 8, they both slid off into the grass on driver's right. Horn was able to keep going and maintained his lead, but Renfrow ended up facing the wrong direction with the oncoming field of cars approaching him. Everyone made it by but now Renfrow was shotgun on the field.

In the Formula Vee race Blake Tatum took the lead into Turn 1 and was holding off Quinn Posner going through Turn 6. As they approached the spinning cars of Horn and Renfrow, Tatum got off the throttle. Posner stayed on the throttle and was able to pass Tatum going into Turn 9.

As the field entered Turns Ten and Eleven, Derrick Moennick and Tony Baldassarre came together causing significant damage to Baldassarre's car. The Stewards were forced to put the track under a full course caution and the subsequent clean up was not completed in time to restart the race.

With the field circling around under caution, the results looked to be locked in, but that was not the case. Horn was following the Safety Car in first place, but for some reason on the penultimate lap he pulled onto the pit lane, handing the lead to Jalen. So even though there was a lap and a half of racing, a lot happened. The leaders spun, the FV lead changed hands, and the leader under the Safety Car handed the race win over on the white flag lap.

With the crazy weather, the unusual race results, and the shortened sprint races, the weekend was shaping up to be one of the weirdest race weekends in the history of the San Francisco Region of the SCCA.



#4 Quinn Posner, #40 Don Manthe, and #41 Ron Wake. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	50	David Jalen	FF	4	2:08.312	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin'
2	2	48	Steve Meyer	FF	4	2:08.823	Swift DB-6/Honda	Longmont CO	SFR	384120	Margraf Racing
3	3	18	Keith Hall	FF	4	2:09.315	Piper DF5	Arvada CO	Colo	426586	Orange Goldfishes
4	4	12	Michael Bernstein	FF	4	2:15.815	Piper DF5	San Ramon CA	SFR	100211	Karen Bernstein
5	1	9	Quinn Posner	FV	4	2:16.327	Protoform P3	Camas WA	Nwst	202805	Posner Law Office PC
6	2	3	Blake Tatum	FV	4	2:16.956	Crusader Formula	Stockton CA	SFR	121119_1	Read it in the WHEEL
7	3	4	Robert Posner	FV	4	2:17.803	Protoform P2	Bellevue WA	Nwst	88004	
8	4	40	Donald Manthe	FV	4	2:19.062	Volkswagen LYNX	Santa Rosa CA	SFR	254525	
9	5	41	Ron Wake	FV	4	2:16.762	Mysterian M4	Lafayette CA	SFR	50380	
10	6	32	Chris Poncin	FV	4	2:27.213	Volkswagen Camp	Penryn CA	SFR	543366	CSI
11	7	44	Aaron Robins	FV	4	2:29.395	RD Merc Formula	Surrey BC	Nwst	631106	Maxxam Insurance
12	5	11	Denny Renfrow	FF	3	2:07.000	Piper/Honda DL7	Kelseyville CA	SFR	203432_1	Towhee Racing
13	6	54	Charles Horn	FF	2	2:08.438	Swift/Honda DB6	Los Gatos CA	SFR	229541	Porter Racing/Hybels Ent
DNF	NF	5	Derrick Moennick	FV			Protoform P2	Whistler BC	Nwst	625584	BigTop Rentals
DNF	NF	111	Tony Baldassarre	FV			FV Tsunami	Burnaby BC	Nwst	696589	IT Tile Contracting LTD
Not classified											
DNF	NS	33	Richard Hybels	FF			Swift DB6	Vallejo CA	SFR	250175	"Horn DAQ Service , Port
DNF	NS	10	Lawrence Bacon	FV			1999 Mysterian M	Novato CA	SFR	149134_1	Hard Work



Blake Tatum had an uncontested win for the Western Shootout five mile race. Cody Olmstead Photo

Ten cars made it to the Sunday five-mile Western Shootout Championship race.

The race got underway with Denny Renfrow grabbing the lead and Chuck Horn slotting in right behind him. Now it was time for the Denny and Chuck show. They began the process of separating themselves from the rest of the field, getting so far ahead that the third place racer was no where in their sights. The win was going to come down to who made a mistake between Renfrow and Horn. That mistake happened on Lap 6. Not really a mistake, but more of Horn out-braking Renfrow at Turn Fourteen. Horn grabbed the lead as the two of them went through Turns Fourteen and Fifteen. As they hit Turn 1, Horn had a slight advantage over Renfrow, who thought to himself - two could play that game. On the next lap, as the two came to the same Turns 14/15 complex, Renfrow looked to return the favor. He dove to the inside and put on the brakes as late as he dared. Unfortunately for Renfrow, he left the braking move a little too late into the apex, and spun right alongside of Horn. They did not touch, but Horn now had a several car length advantage. Horn went on to win,

Renfrow was second.

Third place was a see-saw affair between David Jalen and Steve Myer. From Lap 3 on, they took turns crossing the stripe in third. They ended up passing each other seven times in a ten lap race. Myer was the last to lead and he was awarded third place.

Blake Tatum won the FV race uncontested. His opening lap was eight seconds faster than his rivals; and he was able to parley that advantage into the FV class victory.

Denny Renfrow was awarded the Western Shootout Champions Trophy, but recalculating the points David Jalen should have received the trophy. The points were as follows;

Jalen had a win, a second, and a fourth.

Denny Renfrow had a win, a 12th place finish, and a second.

Jalen was the inaugural Western Shootout Champion.

Blake Tatum was the Western Shootout Champion in FV.



#5 Derrick Moennick finished third on Friday in FV. Peter Phung Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	54	Charles Horn	FF	10	3:04.000	Swift/Honda DB6	Los Gatos CA	SFR	229541	Porter Racing/Hybels Ent
2	2	11	Denny Renfrow	FF	10	3:02.040	Piper/Honda DL7	Kelseyville CA	SFR	203432_1	Towhee Racing
3	3	48	Steve Meyer	FF	10	3:11.822	Swift DB-6/Honda	Longmont CO	SFR	384120	Margraf Racing
4	4	50	David Jalen	FF	10	3:12.411	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin'
5	1	3	Blake Tatum	FV	9	3:30.708	Crusader Formula	Stockton CA	SFR	121119_1	Read it in the WHEEL
6	2	41	Ron Wake	FV	9	3:32.246	Mysterian M4	Lafayette CA	SFR	50380	
7	3	40	Donald Manthe	FV	9	3:38.951	Volkswagen LYNX	Santa Rosa CA	SFR	254525	
8	4	5	Derrick Moennick	FV	9	3:43.342	Protoform P2	Whistler BC	Nwst	625584	BigTop Rentals
9	5	32	Chris Poncin	FV	9	3:40.010	Volkswagen Camp	Penryn CA	SFR	543366	CSI
10	5	12	Michael Bernstein	FF	8	3:22.767	Piper DF5	San Ramon CA	SFR	100211	Karen Bernstein
DNF	DNF	44	Aaron Robins	FV	3	3:58.081	RD Merc Formula 1	Surrey BC	Nwst	631106	Maxxam Insurance
Not classified											
DNF	NS	18	Keith Hall	FF			Piper DF5	Arvada CO	Colo	426586	Orange Goldfishes
DNF	NS	33	Richard Hybels	FF			Swift DB6	Vallejo CA	SFR	250175	"Horn DAQ Service , Port
DNF	NS	4	Robert Posner	FV			Protoform P2	Bellevue WA	Nwst	88004	
DNF	NS	9	Quinn Posner	FV			Protoform P3	Camas WA	Nwst	202805	Posner Law Office PC
DNF	NS	10	Lawrence Bacon	FV			1999 Mysterian M4	Novato CA	SFR	149134_1	Hard Work
DNF	NS	111	Tony Baldassarre	FV			FV Tsunami	Burnaby BC	Nwst	696589	IT Tile Contracting LTD

Western Shootout Conclusion

According to the website WeatherSpark, the average temperature in Willows California in May is a high of 83 degrees and a low of 55 degrees. The chance of precipitation in early May is less than 15%. The SFR Board of Directors decided the first weekend of May was in the Goldilocks zone for the ideal time to hold a Super Tour race. The weather was supposed to be mild. The days are long, and it is late enough in Spring, so people traveling from either the Pacific Northwest or from East of the Sierra Nevadas would not have to deal with snow over the passes.

BOY WERE WE WRONG!

Every weather event imaginable hit us during the weekend. It was so cold I had to stop at Walmart and buy some warm clothes. Handwarmers were popular. Workers especially were hard-hit and were piling on everything they could beg, borrow or steal.

Aside from the weather, the racing was very good. The level of competition that the Super Tour brings out is exciting to see. I got several comments on the race format, both good and bad.

It was disappointing to see so many people pack up and go home on Saturday. They really missed out on the opportunity to race on the five-mile track, which is a lot of fun!

The live video coverage of the races was really cool. It was nice to be able to share one's racing experience with the family when they could not be present.

Artistically the event was a success, financially it was not. The Board of Directors tried to create an event that people would want to attend, especially since the Runoffs no longer come to the West Coast. At the end of the day, Racers talk with their wallets. Based on this dialogue, we may have to rethink this event.

Thank You All!

By John MacIntyre

The Western Shootout has been determined to be a resounding success across all categories. San Francisco Region SCCA wants to thank you for supporting our efforts to make Thunderhill a destination event for national racers.

What a wild west weekend it turned out to be, thanks to mother nature's inclusion. From sheep-to-sheep herders on track to a super cell weather event that rivaled the excellent racing excitement, San Francisco's Hoosier Super Tour Western Shootout had it.

Thank you to all the Racers whom came from across the nation and British Columbia to participate in the inaugural running. Through rain, thunder, lightning, sleet, and hail, everyone found western road racing to be the best in the nation, especially at our region's premier track - Thunderhill Raceway Park. On Friday, in a driving rainstorm, we ran the "by-pass" through Turn #5, made famous by the 25 hours of Thunderhill, with everyone flying over the crest smiling at the flowing speed in this lightly-used transition. Many came away asking why we do not use this configuration more often. Saturday started out dry, but soon clouds rolled in with thunder and lightning, requiring all on-track action to come to an immediate halt. With the safety and security of all volunteers, employees, and participants at risk, SFR SCCA called all in to "shelter-in-place" until further notice. Not a moment too soon was the order given, when a weather super cell formed over the track, pouring rain, wind, sleet, and hail down in a fury. As quickly as it arrived, the storm passed. With the track drying fast, action resumed. Only minor schedule

modifications were required Saturday before racing continued without any further alterations. Sunday's Western Shootout overall race on the 5-mile course was held under sunny skies, and not a yellow flag to be found all day.

The absolute highlight of the weekend for all racers and volunteers alike was the Western Shootout Roundup Cinco de Mayo party. The team at Dig Motorsports rose to the occasion and cooked up one of the best street taco parties ever. Serving up fresh food and drinks, everyone went back to camp filled. These fresh, made-to-order tacos came hot from the grill with a wide selection of meats and all kinds of compliments. For those seeking a bit of a refreshment, drinks were provided with a smile. A big thanks for the extraordinary efforts that the Dig Motorsports crew put out to make the festivities a complete success.

A special thanks to Romer Beverage Company for saddling up with a two-night food and drink sponsorship. We could not have had as much fun without Chip Romer's generous contribution. Another notable sponsorship was given by Team Cranbrook Group, which donated the incredible Western Shootout trophies - thank you!

To all our volunteers, SFR wants to thank you! We cannot make special events so successful without your support. You are the core which allows us to enjoy an entire weekend and give National SCCA more reasons to come West again and again.





Fresno Chapter June Autocross



Ricardo Quinonez in his new Modified racecar, taking TTOD

The summer months in the Central Valley are dreadful for the most part, but on June 10th, the weather forecasted low 80's and overcast. The

Porsche Cayman S. Darren Shortes in his 2002 Corvette Z06 was able to edge out James Coon in his Porsche Cayman S for the win on his



Andrew Padua taking in his 2017 Civic Si taking top honors in PAX

cool weather brought out 75 drivers ready to tackle the course design by Event Chair Keith Bullock. He designed a course that was fun, yet challenging.

Ricardo Quinonez debut a new racecar in the Modified Class. Working out some bugs were expected for being its first time out; but it didn't matter because Quinonez still took Top Time of the Day. Coming in second was Cutter Morrison co-driving a 2016 Ford Mustang GT350. Third was Andrew Padua in his 2017 Honda Civic Si, followed by Jimmy Au-Yeung in his 2013 Mitsubishi Lancer Evolution X and Dexter Jones in his 2020 Subaru WRX. Phil Castro, Yang Moua, William Marlow, Matt Britter and Michael Gardner rounded out the top ten. Andrew Padua drove his STH 2017 Honda Civic Si to top honors in PAX. Coming in second was Dexter Jones in his STH 2020 Subaru WRX followed by Yang Moua in his D Street 2023 Toyota GR Corolla and Cutter Morrison driving a 2016 Ford Mustang GT350. James West, Josh Cadiente, William Marlow, Jimmy Au-Yeung, Kyle Matsumura and Al Andersen rounded out the top ten in PAX.

A Street was a great battle between two Corvettes and a

last run. Chris Rodriguez came in third in his 2004 Corvette. Dave Warner took the win in B Street over Bert Schneider. Yang Moua in his GR Corolla led D Street over Shawn Butler in his 2019 Honda Civic Type R, Brad Dawson in his 2015 Subaru WRX, John Marihart in his 2015 Audi S4 and Patty Jeschien in her 2015 Mini Cooper S. Gary Fazekas took the win in F Street followed by Falina Marihart, Corky Schroeder and Gene Tuzzi. In G Street, James West's first run was his fastest. It held up and took the win over Al Andersen and Pat Matsumura. Christopher Sochan led H Street over Dennis Quilantang. Super Street winner



Patrick & Bryce Hickman co-driving a 2003 BMW 325i



Keith Bullock in his 1990 Miata taking the win in STS

was Matt Britter over Jadon Spomer. Gary Lieb ran E Street uncontested.

In Street Touring action, Andrew Padua in his 2017 Honda Civic Si took the win in STH on his last run by just four-tenths of a second over Dexter Jones in his 2020 Subaru WRX. A super tight battle in STS - Keith Bullock driving a 1990 Mazda Miata found a few tenths of a second on his last run and took the win. Following just one hundredth of a second behind was David Ruby, third was Josh Pinckney. William Marlow took the win in STX over Dan Correll. Jay Srivatsan ran SST uncontested.

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,) Mas Vang (FSP,) James Franks (HCS,) Brandon Flowers (XP,) and Ricardo Quinonez (AM) all ran uncontested.

Street Modified was dominated by All Wheel Drive vehicles. Phil Castro led Street Mod in his Mitsubishi Evolution Lancer X. Michael Bringetto,



Meng Moua in his 2014 Nissan GTR

the only driver in a rear-wheel drive vehicle, managed to get second in his 1985 Toyota Levin, followed by Jerry Kell, Christian Mesina, and Ahla Yang.

CAMC had six Mustang drivers shooting for top honors. Kutter Morrison and Michael Gardner co-drove a 2016 Ford Mustang GT350 with Morrison taking the win over Gardner. Third was Richard Schmidt, followed by Greg Back, Leon Weinroth, and Sal Rodriguez.

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



James West in his 2020 Civic Si taking the win in G Street

In the Index Class, Josh Cadiente took the win over Jimmy Au-Yeung, Kyle Matsumura and Audrey Tan.

Taylor Coon took the win in a Novice Class of sixteen. Aaron Douglas, Patrick Dickman, Eduardo Pineda, Ivan Rocha, Colby Dickman, Bryce Dickman, Meng Moua, James Collins, Mindy Johnson, Stephen Dumore, Aaron Rocha-Rocha, Jerron Marihart, Robert Douglas, Tiger Luna and Mariah Douglas rounded out the field in Novice.

Up next in July is the Krider Classic. Last year's was a big hit. This is one event you do not want to miss! Hope to see everyone at the Krider Classic.



Eduardo Pineda in his 1971 Chevy Camaro

SFR Solo II

Round 5



CAM108: Jett Sevilla in a 2018 Mustang.

With the National and ProSolo tours over, the SF Region's Solo II Championship Series resumed for Round 5 on May 20, 2023, at Crows Landing. Eighty-nine drivers competed on a course designed by Tom Exley and co-chaired by Connie Lu and Praneil Prasad.

Justin Bowen took the top spot in AS in a 2014 Porsche Cayman S. He was followed closely by Darren Shortes in a '02 Chevrolet Corvette Z06, with Juven Lat rounding out third in a '14 Cayman S. The rest of AS included Rory Marin and Vernon Head.

The DS group was led by Alex Muresan in a '19 Honda Civic Type R. John Rowe, also in a '19 Civic Type R, finished second, while Cody Mountjoy finished third in a '23 GR Corolla. Eric Lam, Christopher Smith, Lloyd Feaver, Ed Runnion, Tiberiu Muresan, Michael Scott and



FS32: John Osgood in a 2013 Cadillac CTS V.

Andy Mathers rounded out the rest of DS.

John Subosits finished in first place in the Solo Spec Coupe class in a '13 Subaru BRZ. He was followed by Glenn Austin in a '14 BRZ and Bill Charron in

third place in a '15 BRZ. Frederick Ernest and Eric Martin rounded out the rest of SSC.

Jesus Villarreal ran uncontested in SST in a '02 Corvette.

The STR group was led by Arvind Govindaraj in a '20 Mazda MX5. Rich Lee, in a '22 BRZ, took second place, while Praneil Prasad finished third in a '97 BMW M3. The rest of STR included Erik Acks, Glen Anderson, Dennis Quilantang, Tommy Tognoli, Megan Anderson, Matt Francavilla and Andrew Santos. Connie Lu ran uncontested in STR-L in a '97 BMW M3.

Steve McLaughlin took the top spot in STU over Paul Tibbals. McLaughlin was in a '20 Nissan 370Z, while Tibbals was in a '06 Subaru Sti.

Brian Stanaway was uncontested in STX in a '13 Scion FRS.

Classic American Muscle saw Hal Dorton come away with first place in a '17 Ford Mustang GT PP. Gordon White, in a '23 Mustang GT, finished second, while Karl Noworyta took third in a '01 Chevrolet Camaro. The rest of CAM included Samuel Ruiz, Greg Back and Jett Sevilla. Brenda Barnes was uncontested in CAM-L in a '23 Mustang

GT.

Ben Martinez handily took first place in Mods in a '84 Ford Van Diemen. Co-driver Ryan Cirillo took second, while Douglas Hargrove finished third in a '83 R&D Special. Alex Kang ran uncontested in M-L in a '84 Ford Van Diemen.

The Novice class was led by Owen Bullock in a '90 Mazda Miata. Nathan Louie, in a '02 Subaru Impreza 2.5RS, came in second, while Kevin Kirschman took third in a '05 BMW M3. The rest of the Novice class included John Osgood, Caden Farley, William Zhang, Terry Dalziel, Miguel Montano, Levon Samvelyan and Yujia (Tony) Luo.

Guy Ankeny took first place in the Prepared class in a '06 Miata. Eric and Lisa Gnesa finished second and third, respectively, in a '19 Civic Type R.

Gary Fazekas led the S2 group in a '22 Mustang. Rich Bishop finished



STR911: Connie Lu in a 1997 M3.

second in a '17 BMW M240ix.

Danee Kenyon took first place in S3 in a '16 Miata over Michael Schneider in a '19 Miata.

James Rowney led the hot hatches in S4 in a '22 Volkswagen GTI. Glenn Tozier finished in second place in a '18 Ford Fiesta ST, while Sean Murray rounded out third in a '07 Toyota Yaris.

The SMP group was led by Monty Pack in a '18 Porsche GT3. Jaime Mendoza, in a '88 Honda CRX, took second, while Isaac Acks finished third in a '06 Mitsubishi Lancer Evo. The rest of SMP included Steve Forshay, Darrell Moskowitz, David Johnson, Durk Edwards and Manny Pretti.

Andre Piernot, in a '90 Miata, took the top spot in ST2. He was followed by Todd Winstanley in a '91 Miata, with Cliff Fong taking third in a '89 Honda Civic Si. Julie Piernot, Keith Bullock, David Chau, Kaelan Mikowicz, Boon Pin Yap, Tristen Wu, Paul Mattish and Carlino Ruiz rounded out the rest of ST2.

Ravi Haksar ran uncontested in STM in a '01 Subaru Forester.

Jake Obniski and Kelly Prior finished one-two, respectively, in XS in a '07 Lotus Exige. Jason Hammond rounded out third in a '97 Impreza.



XS43: Jake Obniski in a 2007 Lotus Exige.

Round 6



052123 startline: One of the Evans brothers at the start line in their 1975 Corvette.

Round 6 of the SF Region's Solo II championship continued on May 21, 2023, with 82 drivers competing. The course was designed by Tom Exley, and the event was co-chaired by Connie Lu and Praneil Prasad.

Classic American Muscle was led by Bryan Stewart in a 2004 Chevrolet Corvette Z06. Hal

Dorton, in a '17 Ford Mustang GT PP, came in second, while Greg Matthews finished third in a '08 Corvette Z06. The rest of CAM included Samuel Ruiz, Gordon White, Jett Sevilla, Greg Back, Orlando Barrios, Sean Evans and Roy Evans. Brenda Barnes ran uncontested in CAM-L in a '23 Mustang GT.

Ben Martinez led the M group in a '84 Ford Van Diemen. Co-driver Ryan Cirillo took second, while Douglas Hargrove rounded out third in a '83 R&D Special. Michael Lella and Dennis Loshier rounded out the rest of the M group. Alex Kang ran uncontested in M-Ladies in a '84 Van Diemen.



AS66: Carl Winkler took second in AS in a '2015 Porsche Cayman S.

William Liu, in a '19 Honda Civic, took first place in the Novice class. Owen Bullock took second in a '90 Mazda Miata, while Kevin Kirschman finished third in a '05 BMW M3. The rest of the Novice class included

John Osgood, Vin Narayan, Miguel Montano, Tiffany Dao and Yujia (Tony) Luo.

Steve Lau and Tara Shapowal-Lau finished one-two, respectively, in the Preps class in a '10 Porsche Cayman. Guy Ankeny rounded out third in a Miata. Dwayne Komush, Darrel Lunge, Lisa and Eric Gnesa rounded out the rest of the class.

Gary Fazekas and Nikbir Bath took first and second, respectively, in S2. Fazekas was in a '22 Mustang and Bath in a '11 M3.

James Rowney ran uncontested in S4 in a '22 Volkswagen GTI.

Monty Pack led the SMP group in a '18 Porsche GT3. Steve Forshay took second in a '19 Porsche GT3 RS, while Jaime Mendoza rounded out third in a '88 Honda CRX. The rest of SMP included Darrell Moskowitz and David Johnson.

Andre Piernot, in a '90 Miata, finished in first place in ST2. Keith Bullock took second, also in a '90 Miata, with Scott Sandowski in third in a '07 Honda Fit. Gilbert Escalante, Tristen Wu and Brian Phan rounded out the rest of ST2.

Jason Hammond ran uncontested in XS in a '97 Subaru Impreza.

The AS group was led by Justin Bowen in a '14 Cayman S. Carl Winkler, in a '15 Cayman S, finished second, while Alan Booth rounded out third in a '16 Boxster GTS. The rest of AS included Vernon Head and Darren Shortes.

John Rowe took first place in DS in a '19 Civic Type R. Nipping at his heels was Cody Mountjoy in a '23 GR Corolla, with Christopher Smith not far behind in third in a '21 Civic Type R. Ed Runnion, Lloyd Feaver, Kevin Bui, Fred Campbell, Michael Scott and Alex Ottoboni rounded out the rest of DS.



CAM3: Bryan Stewart led the CAM group in a 2004 Corvette Z06.

The Solo Spec Coupe class was led by John Subosits in a '13 Subaru BRZ. Glenn Austin was not far behind in a '14 BRZ, while Eric Martin rounded out third in a '13 Scion FRS.

Jesus Villarreal took first place over Mark Hansen in SST. Villarreal was in a '02 Corvette and Hansen was in a '22 Porsche GT4.

The STR group saw Praneil Prasad take first place in a '97 M3. Erik Acks and Rich Lee finished in second and third, respectively, in a '22 Subaru



NBS105: Vin Narayan in a 2007 BMW Z4M coupe.

BRZ. The rest of STR included Glen Anderson, Jedwyn Taasin, Daniel Mar, Megan Anderson, Andrews Santos and Ethan Moore. Connie Lu ran uncontested in STR-L in a '97 M3.

Steve McLaughlin took first place in STU in a '20 Nissan 370Z, while Paul Tibbals finished second in a '06 Subaru STI.

Adam Tarnoff, in a '29 BRZ, led the STX group. He was followed by Brian and William Stanaway in a '13 FRS. Brian Reed rounded out the rest of STX.



DP903: Darrel Lunge in a 1975 BMW 2002.

Sacramento Autocross Round 8



Being a car nut, there are just some things normal people just don't understand and never will. I had an interesting thing happen to me the other day. My wife and I were getting lunch and a gentleman was in line in front of us. When he noticed me he said, "Hi." in a way like I should know him. I said, "Hi," and said something about the Celtics losing. He straight away said, "You don't recognize me." Not being a liar I said, "I do, but I don't know where." He said you're the guy with all the cars on my UPS route. It hit me like a flash. He is what is called an "enabler." Years ago I asked him if, when he was dropping off packages and the return label indicated that it could be a car part, to go around back and put it behind the house. This way my wife won't see how much money I spend on car parts. Like the great guy he is, he has done so without fail. It has really helped keep the car addiction under the rug. My wife is no wiser nor has she started planning an intervention. With a wink and a hand shake, I bought his lunch for him and thanked him for his continued support. He understood what I was talking about. Only car nuts would understand.

Down to business: Super Street had a healthy car count of eight. When you have a top shelf sports car, what are you going to do with it? Track events maybe, but kissing a wall would be expensive. Autocrossing is the best place for them, because if you eat a cone or two, no harm no foul. Third place went to E.J. Fontaine with a run of 34.452 in the family Porsche. Second place went to Al Patterson with a 34.292 in a Viper ACR. Winner for the day was Susan Fontaine with a time of 33.983. Susan was proving to E.J. that the Porsche is a fast car.

A Street had three drivers and their chances of finishing first, second or third were pretty good. Third place went to Jeff Small with a 37.060 in a Corvette Z51. Second place went to Robert Ghiselli with a 36.906 in a Viper RT/10. The winner for the day was Alan Booth with a 34.262 in a Boxster.

B Street had Tony Monoogan running a M4 to a third place finish with a 36.758. Second place was grabbed by Edward Pelker in a Porsche Cayman with a 35.982. Winner for the day was Maggie Elorza in a Toyota GR Supra 3.0 with a run of 34.319.

B Street Ladies had Penny Hubbard win with a run of 36.490. Second place went to Charlotte Pelker with a 38.522 in her Cayman S.

C Street had three Japanese cars, two rear-wheel drive and one front-wheel drive, which is kind of interesting having them classed together.

Third place went to Doug Wollbrink in a Miata with 44.839. Second place went to Josh Tribble in a Honda Civic Si with a 39.539. First place went to Mike Beech in a classic red Miata with a 39.494.

F Street had nothing but American pony cars show up. Jay Brashear in a Dodge Challenger took third with a 38.459. Second went to a GTO driven by Andrew Barrious with a run of 37.736. Champion for the day was Mike Waltz with a run of 36.623 in a Camaro SS 1LE.

H Street had a Subaru Outback piloted by Cody Perry coming in third place. Second place went to Ian Moon in an Acura Integra with a 40.054. Now Ian is the perfect co-driver because it could be considered rude to beat the car owner. Conor Botkin took the win in the same Integra with a 38.723.

Street Touring S had John Zito and Stephanie Santos-Platt fighting for first. Stephanie had a good run in her Subaru. She nailed a 41.230. Unfortunately John ran a 40.161 in his Accord and took the win for the day. Street Touring X had two cars. Austin Sargent in a white VW Passat took second with a 42.376. First for the day was Alexander Agraan in a BMW 330i with a 40.554.

Street Touring U had the most drivers of the street touring classes. Third place went to Doug McKay with a 38.723. Second went to Bill Richter with a 37.174. First for the day went to Mike Agraan in an interlagos blue BMW M3 with a 36.830. Street Touring U Ladies had a pair of 350z's drivers fighting for first. Second place went to Megan Devine with a run of 41.887. First place went to Tina McKay with a 37.855.

Xtreme Street A had a Bimmer, Hyundai and an Audi all classed together. Robert Mc Dougall in a BMW M5 hit a 39.612, which was good for third. Second went to Demetrius Javier in a Hyundai Veloster with a 39.041. Winner for the day was Tom Mill in an Audi TTRS with a 34.218.

Xtreme Street B, which is a big fancy name of another Miata class, had three show up today. Don't get me wrong I love Miatas, but just as taxes are always due in April, if a Miata is allowed into a class, don't bother driving anything else. Third place went to Joey Dwyer with a 40.854. Second place went to Jarred Javoer with a 40.277. Winner of the day was none other than good old Fast Shoes Curtis Yamanaka. Curtis was able to break the stop lights at 38.069.

CAM C was a house full of Mustangs. Third place went to Gurbir Mahal in a Mustang with a run of 38.016. Second place went to Ken McCulloch



in a Mustang GT with a run of 36.006. First place went to Hal Dorton in a Mustang GTPP with a 35.286. CAM T had Robert Tyler taking the win with a 36.501. Second place went to Randy Grohosky with a 37.372.

CAM S had five Corvettes come out to play. Third place went to Ken Yeo with a run of 34.077. Second place went to Sean Breese with a time of 33.798. Winner for the day was Bryan Stewart with a 33.587. CAM S Ladies had none other than Gale Smiley taking the lead with a run of 35.410. Second place went to Trish Berlant with a time of 37.714.

C Prepared had a car owner and a co-driver. The car in question is a Mercury Capri, but not the 70's kind. This was one of those Capris from the 1980's which is basically a rebadged Fox Mustang. Second place went to the tire warmer Diana Gamzina with a 39.852. First place went to Mike Dougherty with a time of 37.322.

If there was a Most Interesting Car award, it would go to Dave Green's A-Mod Apex Cricket. Dave has built more than a few homemade race cars in the past. Some of them were not as fast as he had hoped. The Cricket is best described as silent, but deadly. The dang thing doesn't make a sound ,being all electric; but it can light the rear tires up anytime Dave or Phil put their foot down. Phil Green broke the lights at 35.059. Dave Green taught his son a lesson in how to drive with his run of 34.649.



The following people ran unopposed and won their respected classes; Chris Estrada-GS; Steve Mill-HCS; Eric Martin-SSC; Loren Turner-STR; Bik Rai-SSP; Jay West-ESP; Carl Graf-XP; Davey Drouin-EP; Arvin Silvestre; Tom "I want to go Fast" Nivison-SSM; Douglas Hargrove-FM; Mariah Wollbrink-CSL; Gina McCulloch-CAMCL; Korynne Smith-XPL; and Steve Small-FF.

The top time of the day went to Douglas Hargrove in his Formula 500 with a run of 33.365. The winner of Pax was Maggie Elorza in a B Street Supra with a run of 34.319. When you factor the Pax handicap, it makes it a run of 28.072.

Our next event is July 29th and 30th at Thunderhill. See you at the apex.



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The
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The Scoundrel

*"What contemptible scoundrel
has stolen the cork to my lunch?"*

W.C. Fields



What is The Scoundrel?

The Scoundrel is a red blend of predominantly Syrah and Cabernet Sauvignon sourced from the Sierra Foothills AVA. This popular style of winemaking combines at least two varietals to create a delicious wine, full of flavor and freshness. Juicy, bright fruit, and soft, sweet oak make a lovely glass of wine. It's a perfect wine for casual dinners or barbeques out on the patio - so go ahead, have a party, and bring out The Scoundrel!

Tasting Notes:

Dense and juicy, this wine packs a blend of red fruits, blue fruits, and oak notes that will be the perfect complement for your everyday fare.



SCAN ME

