



# *The* wheel<sup>®</sup>



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



Regional 7 & 8  
p. 8

SFR Solo II  
p. 38

Fresno Autocross  
p. 40

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Above: #67 Bill Weaver and #78 Brad Drew lead the second wave of cars in group 1/2 to the green.

Cover: Bob Lesnet leads the vintage Formula Fords on the pace lap.

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# CALENDAR

## FRESNO AUTOCROSS CHAPTER SCHEDULE

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](http://www.FresnoSCCA.com) for an up-to-date calendar.

Most Events held at Fresno Fairgrounds .

## SAN FRANCISCO REGION'S AUTOCROSS CHAPTER SCHEDULE

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

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

Events held at Thunderhill Raceway Park

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

## 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](http://www.renoscca.motorsportreg.com) for additional information and register OR  
Contact: Andy Ross [duetto\\_67@hotmail.com](mailto:duetto_67@hotmail.com)

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# 2023

## 2023 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

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







## 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.

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# Confessions of a Cone Slayer

By Rob Krider



## The Self-Proclaimed Mechanic

My wife, whom I love, did things with the engine of our van that no man could ever have done. She drove the engine at temperatures even the manufacturer had not tested, she ignored pesky dashboard warning lights, and in the end she blew up the motor in a manner normally

only seen by professional NHRA mechanics. When I asked her what happened to our family van, she said, "It made a funny noise, then it was smoking, but that was about a half an hour before it quit running."

"Awesome, Honey."

Sure, I could have yelled at her for not stopping and saving the engine from total destruction, but I knew that it was not her fault. How could I possibly expect her to understand the inner workings of an internal combustion engine? How could I possibly hold her responsible when the dashboard warning light only says, "Check Engine" or "Hot." Obviously, car manufacturers are to blame. They design cars for women these days, with vanity mirrors and child seats, but they neglect to make sure that the dashboard warning lights say, "Hey lady, pull this thing over immediately before your spouse kills you for further damaging the engine of this car."

However the engine was damaged, whether it was my beautiful wife's lack of common sense or a Detroit conspiracy to have the engine blow up two miles after the warranty expired, I'll never know. Regardless of how it happened, I was then faced with the task of repairing the family van. I had a couple of choices, I could attempt to fix it myself (which would have meant working on an engine I knew nothing about) or I could pay someone else to do it (which would have meant paying out money I didn't have.) My job as a husband and a father is lawn care and vehicle maintenance. I do not swerve from my path of duty no matter how big the weed or how broken the car.

I headed into the garage to conquer the van. I informed my family that I would need food and water occasionally to keep me alive and that I would not be coming back into the house until the van was running again. My wife looked doubtful.

"Are you sure you can fix the van?" she inquired.

"Of course, I race cars, remember when I fixed the Honda?" I assured.

"Yes, and it broke down again."

"But that wasn't my fault; that was a design flaw."

"The Honda only had a dead battery, isn't this a little more involved?"

"Dead battery, blown engine, it's all just nuts and bolts honey. I can fix it."

Once I got her out of my hair, I started getting to business. Garages are sacred places for men, and like any sacred place, I have my rituals before starting any mechanical adventure. I cranked up some rock and roll, got a cold beer and then started looking around for my tools. After a few hours I found a majority of my wrenches and sockets and was feeling pretty confident from the alcohol. Once I figured out how to open the hood of the van I was quick to take apart anything that I could reach with a ratchet. A few hours into disassembly mode and I had a pile of parts, a pile of beer cans, greasy hands, two bloody knuckles, but really still no idea what was wrong with the van.

Eventually I found a hole in the radiator which explained the engine

overheating. I ordered a new one and then tried to see how much damage was caused to the engine from my wife's half-an-hour-doomsday-drive after the engine got too hot. As it turned out, after four more bloody knuckles and a lot of swearing, I realized the head gasket was blown. So, in the end, it wasn't the battery.

Since I couldn't put the van back together until the parts I ordered arrived, I started to go back into the house, defeated. I was stopped at the door by my wife.

"Is the van fixed, I have to go to the store?"

"No, the van has real problems. I'm coming in."

"You're too greasy to come into my house."

"Where am I supposed to go?"

"I don't care if you have to get naked in the garage, you're not coming in the house with all of that grease."

"I got this greasy fixing the van you broke, Sweetheart!"

As I'm sure anyone could guess, I stripped down to my birthday suit and washed in the garage like I had been in a nuclear accident before I was allowed to come inside the house. A week later the van parts arrived and it was time to go back into the garage and finish what I had started. The only problem was, taking stuff apart is easy and fun, putting things back together the way they are supposed to go; and actually making them work is challenging and not so fun. I wasn't quite as enthusiastic about going into the garage as I was a week before. Probably because the week before I still had just the right combination of arrogance and ignorance to actually think I could fix the van myself.



I put the project off a few days until the constant sound of my wife complaining about her not having a car to use while I was at work got to the point where I went into the garage for some peace and quiet. Since I was in the garage anyway I tried

to remember how the parts fit underneath the hood. It was like one big crazy jigsaw puzzle covered in grease. I was struggling with the project so I enlisted help from the one person I knew could fix anything, my Dad. I called him up and explained that I couldn't get the thing-a-majigger to fit with the whats-a-ma-call-it. I asked him how he knew how to fix all of those things he fixed when I was growing up. Did he take some classes, did he have manuals, or was he just a genius? He told me he had been winging it and he never knew what he was doing, he just acted like he did. His advice to me was, "You'll figure it out."

"Thanks, Dad?"

Eventually I did figure it out. I cleaned all of the beer cans out of the engine compartment, hooked up the thing-a-majigger and turned the key. Nobody was more surprised than me when the van started up on the first try. I was triumphant!

To celebrate my victory in the garage I drove that van directly to a dealership (before it broke down again) and quickly traded it in on a new car for my wife.

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

# REGIONAL 7 & 8

After several months of horrible weather, we finally had a clear weekend. We were hoping for mild temperatures in early June at Thunderhill, Raceway Park. But, what we weren't prepared for was sweltering heat. This 2023 year seems to be a year of extremes. We either have pouring rain or unbearable heat. "It's not nice to fool with Mother Nature!"

With the entry list of 146 cars, despite the heat, it looked like it was going to be a good weekend of racing. The volunteer Worker crews would have benefited from a larger turnout, but we managed, with - as the song goes "a little help from our friends." Various Drivers and Crew members pitched in between sessions on various crews, and their

help was most welcome! We also welcomed several new Workers.

This weekend also marked the first time ever that we had the Crossflow Cup racers as part of our program. If you have ever wondered what happened to all of those Formula Fords from the sixties, seventies, and eighties, wonder no more. They are running in the Crossflow Cup! All Ford-powered Crossflow Ford engines in the back of these beautiful machines. They are a vintage race group which run on treaded vintage race tires but, do not kid yourself. These drivers race hard. Some of the best races of the weekend were the Crossflow Cup races. We look forward to having them again!

## Group 1&2

Race 1



*#67 Bill Weaver leads the second group of cars in the Spilt start of group 1/2.*

This weekend was one of three restricted regionals that the San Francisco Region of SCCA was hosting for the 2023 race season. In the truest sense of the definition, it wasn't really a restricted regional, whereas certain classes of cars are not invited for that particular weekend. In the case of Regional 7 and 8, the restriction was that Groups One and Two were combined. The reason was more time was needed. so we could run a Group 8 for the Crossflow Cup racers.

Group 1 and 2, had an entry list of 24 cars which included three FA2 cars, one P1, one P2, one FX, nine Formula Mazdas, two Formula Continentals, three Formula Atlantics, and four F4s.

Looking at the entry list going into the weekend, the safe money for the pole position was going to be on either Jay Henry Horak or Nicole Havrda. Horack, who is a veteran of the FA2 ranks has seen his fair share of young up-and-comers show up to challenge him. Havrda is one of those young comers and is looking to show Horack she means business. With the qualifying session at 8:30 AM on a nice warm day, the track conditions were ideal for laying down some fast times. On the third lap of the qualifying session, Havrda laid down her best time of a 1:45.400 seconds. Not to be out-done by the young Canadian. On the very next lap Horak set his best time I have a 1:44.569 seconds to take the pole position. With less than a second separating the two FA2 competitors, both in Ligier JS F3, cars, the race was shaping up to be a good one. Qualifying third, also running the FA2 class, was Larry Schnur from Santa Monica California. Chris Vian took fourth position in his P1 Elan DPO2. Fastest of the nine Formula Mazdas was Bill Weaver, who out-qualified Brad Drew by .7 seconds. Preston Lambert was the fastest F4 car by less than two seconds over James Lawley.

While qualifying early in the morning, this group went out for their race

at 1:05 PM, when the temperatures were in the high 90s to almost 100 degrees. If you can't stand the heat, then you need to get out of the kitchen! That saying does not apply to Havrda. When the green flag flew over the first group of the split start race, Havrda jumped into the lead, surprising Horak. Schnur slotted into third place behind Horak. Havrda is a tough racer. She got into the lead and had Horak hounding her every move for the entire 17 lap race. Havrda did not flinch. She kept her cool and kept the hard charging Horak at bay. Horack, for his part did everything he could to find a way around Havrda. At the end, Horak conceded and finished 3.2 seconds behind of Havrda. The race and win will look nice on her resume, as she aspires to a pro career.

In the FM race, Bill Weaver did what Bill Weaver does. That is, he gets his red white and blue Formula Mazda to the front of the class and makes everyone chase him. Weaver had Brad Drew chasing after him the entire race. The victory for Weaver was no walk in the park, as Drew did everything he could to harass Weaver for the FM class victory. C. J. Ray from Huntington Beach California came in third place in Formula Mazda. Weaver, Drew and Ray were all part of a three-car Formula Mazda train that put on a great display of racing

The F4 race saw James Lally take the initial lead in the class. He was chased by Preston Lambert and Dimitri Pistoliako. On Lap Five Pistoliako got past Lally for the class lead. Pistoliako would go on to win the F4 class. Preston Lambert used a pass on the last lap of the race to get by James Lally for second place.

The Formula Continental race between Paul Rodler and Jeffrey Pietz had to deal with the F4 cars. From lap 12 on, the F4 cars of Lambert and Lally interrupted the Rodler/Pietz battle. Pietz was able to prevail and took the class win over Rodler.





The F4 race. #177 James Lawley followed by #33 Dmitry Pistoliako. They each won a race during the weekend.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	2	Nicole Havrda	FA2	17	1:47.198	Ligier JS F3	Courtenay BC	SFR	683399	Farrow
2	2	37	Jay Henry Horak	FA2	17	1:47.134	Ligier JS F3	Mesa AZ	SFR	450049	AutoEnginuity
3	3	3	Larry Schnur	FA2	17	1:49.836	Ligier F3	Santa Monica CA	CSCC	336700	Worldspeed
4	1	49	Chris Vian	P1	17	1:49.089	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises/The Bro
5	1	0	Edd Ozard	FA	17	1:51.827	Mazda Pro Formula	Auburn CA	SFR	20453-1	PacWest Solutions
6	1	60	Troy Tinsley	P2	17	1:52.832	Carbir CS2	Montara CA	SFR	360702	Heritage Aviation Spirits
7	1	27	Tao Takaoka	FX	17	1:53.338	Formula Speed F 5	Richmond CA	SFR	437817	Reyes Racing
8	1	67	Bill Weaver	FM	16	1:53.154	Mazda Formula	Fresno CA	SFR	272665_1	James G. Parker Insuran
9	2	78	Brad Drew	FM	16	1:54.150	Mazda Formula	Camas WA	Ore	221118	Coast Lighting & Tools
10	3	75	C.J. Ray	FM	16	1:53.820	Mazda Star Formu	Huntington Beach CA	SFR	616127	Sem's Carwash and Motc
11	4	77	Derry O'Donovan	FM	16	1:53.788	Mazda Formula	Napa CA	SFR	229422	
12	5	7	Woody Yerxa	FM	16	1:53.331	Mazda Formula	Colusa CA	SFR	126989_1	Colusa Body and Paint
13	6	63	Lars Jensen	FM	16	1:54.029	Mazda Formula	San Ramon CA	SFR	424700	Dig This Inc.
14	7	28	Stew Tabak	FM	16	1:53.863	Mazda Formula	Pacific Grove CA	SFR	177403_1	Tabak Law Firm
15	1	33	Dmitry Pistoliako	F4	16	1:54.051	Ligier JS F4	Los Altos Hills CA	SFR	700290	IWE / Speed fanatics / D
16	2	1	Preston Lambert	F4	16	1:53.991	Ligier JS F4	Folsom CA	SFR	697094	Trackmagic/Turnone
17	3	177	James Lawley	F4	16	1:53.402	Ligier JS F4	Halifax NS	SFR	688492	
18	1	80	Jeffrey Pietz	FC	16	1:55.264	Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infant Care
19	2	68	Paul Rodler	FC	16	1:55.903	Van Diemen RF 00	San Rafael CA	SFR	229162	Porter Racing
20	4	00	Alexander Cornfeld	F4	16	1:56.189	Ligier JS F4	New York NY	CSCC	533727	
21	8	91	Ritchie Hollingsworth	FM	16	1:56.952	Mazda Formula	Colusa CA	SFR	310455	FX/FM 89 Heal Siftly Bru
22	2	17	Julian Kift	FA	16	1:58.984	Swift Atlantic 008	Reno NV	SFR	373208	Rev Limit Racing
23	3	6	Alex Dodd	FA	16	1:58.337	March 80A	Sonoma CA	SFR	706823	
24	9	20	Ben Booker	FM	15	2:03.829	Mazda Star Formu	Loomis CA	SFR	688055	B & H Wholesale Roofing



*The two FC competitors ran close. Paul Rodler #68 leads Jeffrey Pietz #80. Pietz ended up winning the class.*

Nicole Havrda woke up Sunday morning intent on keeping her momentum from Saturday going. The race she had on Saturday with Jay Henry Horak was the battle between two titans of the large bore formula car ranks. Havrda ended up prevailing. She was looking to send a message. She really wanted to qualify on the pole for the Sunday race. It took her only four laps, and on that fourth lap she posted a time of 1:43.332 seconds, which was over a second faster than Horak could do in seven laps of trying.

In FM there was a shake up at the front. The usual pole qualifier, Bill Weaver, was only third fastest in the Formula Mazda Group. Derry O'Donovan logged nine laps during qualification; and on the eighth lap posted his fastest this time of 1:51.889 seconds, which was .2 seconds faster than second in Formula Mazda, Woody Yerxa. Saturday's race winner, Bill Weaver, had to settle for third fastest in the class.

The Sunday 1:00 PM race had Havrda and Horak leading the first group of cars up to the green flag. When the green flag flew, Horak jumped into the lead. It looked like he was about to turn the tables on Havrda. Horak led for four laps, much to the dismay of Havrda. The two FA2 competitors stormed off into a personal battle that neither driver wanted to acquiesce. On Lap Five Havrda made her move going into Turn One on the 3-Mile Thunderhill, Raceway Park course. She snuck in and took away the inside line from Horak. All Horak could do was give room and find a place to return the favor. Unfortunately for Horak, Havrda was not interested in Horak paying her back. She held onto the lead until the end of the 14 lap race. The margin of victory was 3.067 seconds, which up until the last lap was much closer than that. For her efforts, Havrda ended up with one pole position and two race victories. She also had the fastest lap of the Sunday race. It made the trip down from Courtenay British Columbia worth the drive.

This was a split start race. The second wave of racers was led down the track by Derry O'Donovan and Woody Yerxa. When the green flag flew, O'Donovan grabbed the lead and Yerxa fell back four positions.

Saturday's race winner, Bill Weaver, passed Yerxa and took second place. Weaver looked to set the record straight by getting around O'Donovan and claiming his rightful place on top of the FM throne. Another driver who was looking at setting the record straight, but more in his favor, was C. J. Ray. He was in fourth place in the opening laps of the FM race. By Lap Three he moved up to third place, close behind O'Donovan and Weaver. Lap Five Weaver pulled off the track with a very uncharacteristic mechanical issue. That promoted CJ Ray to second place right behind O'Donovan. Lap 10 was O'Donovan's undoing. He fell three positions, which handed the lead of the CJ Ray. With that, Yerxa took up the second position. So now the running order was Ray, Yerxa, and O'Donovan. Ray was able to hold onto the lead until the end of the 13- lap race. O'Donovan used some last lap maneuvering and got by Yerxa for second.

The Sunday F4 race saw a reversal of the top two finishing positions. James Lawley was able to get around Dimitri Pistoliako on Lap Three of the 13-lap race. As the race wore on, the duo came up to the Formula Mazda of Lars Jensen. Lawley was able to get around the Jensen car and put a competitor from a different class between him and Pistoliako. The race ended with Lawley as the winner and Piatoliako runner-up.

In the FA class Ed Ozard had no match. Ozard was seven seconds faster than the FA car of Alex Dodd. Ozard had a lonely run out the front. Hopefully he will be at the Pro Formula Mazda reunion for Regionals 11 and 12. At that event there should be plenty of competition in the FA class.

Formula Continental was won by Jeffrey Pietz. Pitts is only competitor in FC. Paul Rodler did not start the race.

FX was won by Tao Takaoka, as he was the only competitor in the class.

P1 was taken by Chris Vian also the only competitor in the class,

P2 was taken by Troy Tinsley as he had no one else to race.





Alex Dodd in the ex Gilles Villeneuve March 80A has #00 Alexander Cornfield breathing down his tailpipe.



#60 Troy Tinsley leads #49 Chris Vian at Turn 1.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	2	Nicole Havrda	FA2	14	1:46.241	Ligier JS F3	Courtenay BC	SFR	683399	Farrow
2	2	37	Jay Henry Horak	FA2	14	1:46.252	Ligier JS F3	Mesa AZ	SFR	450049	AutoEnginuity
3	3	3	Larry Schnur	FA2	14	1:48.786	Ligier F3	Santa Monica CA	CSCC	336700	Worldspeed
4	1	49	Chris Vian	P1	14	1:48.709	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises/The Bro.
5	1	0	Edd Ozard	FA	14	1:52.060	Mazda Pro Formul	Auburn CA	SFR	20453-1	PacWest Solutions
6	1	27	Tao Takaoka	FX	13	1:54.509	Formula Speed F 5	Richmond CA	SFR	437817	Reyes Racing
7	1	60	Troy Tinsley	P2	13	1:54.385	Carbir CS2	Montara CA	SFR	360702	Heritage Aviation Spirits
8	1	75	C.J. Ray	FM	13	1:53.478	Mazda Star Formu	Huntington Beach CA	SFR	616127	Sem's Carwash and Moto
9	2	77	Derry O'Donovan	FM	13	1:53.520	Mazda Formula	Napa CA	SFR	229422	
10	3	7	Woody Yerxa	FM	13	1:54.429	Mazda Formula	Colusa CA	SFR	126989_1	Colusa Body and Paint
11	4	78	Brad Drew	FM	13	1:55.129	Mazda Formula	Camas WA	Ore	221118	Coast Lighting & Tools
12	5	28	Stew Tabak	FM	13	1:55.009	Mazda Formula	Pacific Grove CA	SFR	177403_1	Tabak Law Firm
13	1	177	James Lawley	F4	13	1:54.597	Ligier JS F4	Halifax NS	SFR	688492	
14	6	63	Lars Jensen	FM	13	1:54.755	Mazda Formula	San Ramon CA	SFR	424700	Dig This Inc.
15	2	33	Dmitry Pistoliako	F4	13	1:55.330	Ligier JS F4	Los Altos Hills CA	SFR	700290	IWE / Speed fanatics / DI
16	7	91	Ritchie Hollingsworth	FM	13	1:57.081	Mazda Formula	Colusa CA	SFR	310455	FX/FM 89 Heal Siftly Bruc
17	3	00	Alexander Cornfeld	F4	13	1:57.992	Ligier JS F4	New York NY	CSCC	533727	
18	1	80	Jeffrey Pietz	FC	13	1:58.336	Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infant Care
19	8	20	Ben Booker	FM	12	2:01.688	Mazda Star Formu	Loomis CA	SFR	688055	B & H Wholesale Roofing
20	2	17	Julian Kift	FA	12	2:02.959	Swift Atlantic 008	Reno NV	SFR	373208	Rev Limit Racing
21	4	1	Preston Lambert	F4	9	1:56.717	Ligier JS F4	Folsom CA	SFR	697094	Trackmagic/Turnone
22	3	6	Alex Dodd	FA	8	1:59.555	March 80A	Sonoma CA	SFR	706823	
DNF	NF	67	Bill Weaver	FM	6	1:54.475	Mazda Formula	Fresno CA	SFR	272665_1	James G. Parker Insuranc
Not classified											
DNF	NS	68	Paul Rodler	FC			Van Diemen RF 00	San Rafael CA	SFR	229162	Porter Racing





*The Porsches of #81 Behram Soonawala and #82 Bob Murillo.*

Qualifying for Group Three saw 13 cars line up on the grid. The question for this weekend was whether or not Johnathan Greco could continue his perfect season. So far there have been six regional races, which equates to six wins for Mr. Greco. Driving the Armorall-sponsored BMW M3, the car is a slick and fast Bavarian ultimate driving machine.

Qualifying for Group 3 was at 9 o'clock in the morning. Mr. Greco used only six minutes of the allotted 25 minutes to set his fastest time at 1:51.313 seconds. Looking to upset his run on a perfect season was Kristofer Olson in an Acura NSX. Olson has been sporadic in his recent race attendance. However, when he does show up, he is a threat to win overall. Case in point: he qualified second with a 1:52.516 seconds lap, which was 1.2 seconds off of Greco's pace. Considering the lack of recent running, Olsen's time was impressive. Third fastest was Skip Rebozzi, also driving a BMW M3; but he was entered as a GT2 car, whereas Greco competes in ITE.

The AS class had four competitors. Most of the AS racers also compete in Group 5, as SMG Mustangs. Earlier in the day in Group 5, Roger Eagleton took the win over Andrew Chinnichi. The qualifying session for the AS cars had Eagleton outpacing Chinnichi by about .5 seconds. Third fastest in AS was Michael Lowe, who for some reason, was over four seconds off of Eagleton's pace.

Group 3 race had a start time of 1:50 p.m. The reason for the mention of the starting time was because by this time of the day, it was hot enough to fry an egg on the asphalt. Apparently, Jonathan Greco's car does not care how hot it is, as once the green flag was thrown, Greco grabbed the lead and never relinquished it. To make Greco's day a little less stressful, Olson helped out by falling to seventh position on the first lap. That left Skip Rebozzi to fill in the number two spot. Roger

Eagleton temporarily occupied the third spot. Once Olson recovered from his first lap falter, he took over third by Lap Two. Olson, who I am sure, was frustrated with the circumstances surrounding Lap One, set his sights on Rebozzi. While doing so, Olson set the fastest lap of the race of a 1:52.466 seconds. The pursuit of second place lasted eight laps. It was the Acura NSX of Olsen versus the BMW M3 of Rebozzi. Lap 10 saw Olsen's efforts pay off as he displaced Rebozzi to third position. After 16 laps, the finishing order was Greco first (also first in ITE,) Olsen second (second in ITE,) and third Rebozzi (first in GT2.)

The fourth place finisher was Anthony Bonino, who was driving a Ford Mustang. The reason I point this out is this was not a Ford Mustang that we see run in AS and SMG. It was much more highly modified which had to run in ITE.

Speaking of AS, the safe money was that Roger Eagleton was going to continue his winning streak and take the victory in the class. For 14 laps it looked as though that was going to happen. After Olsen passed him, Eagleton was cruising around in fourth place. It did not seem like he had any kind of issues. However, on Lap 14 he experienced a problem and did not finish the race. That left the door open for Andrew Chinnichi to take the class win.

Bob Murillo driving a Porsche 911 Carrera earned the Hard Charger award by moving up three positions from where he qualified.

This race featured 19 calls of track limits for violations at Turn 12. It seems this group did not get the memo regarding the enforcement of the Turn 12 track limits.

Missing from the race was Michael Lowe, who in the previous Group 5 race was penalized for avoidable body contact.



#16 Scott Howard was running as high as second during the Sunday race. He finished sixth overall.



#68 Lenny Celiberti slows down for Turn 11.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	18	Jonathan Greco	ITE	16	1:54.115	BMW M3	San Mateo CA	SFR	638583	Greco Racing/TC Design
2	2	49	Kristofer Olson	ITE	16	1:52.466	Acura NSX	Shingle Springs CA	SFR	389018	
3	1	48	skip Rebozzi	GT2	16	1:54.343	BMW M3	Morgan Hill CA	SFR	354698	
4	3	55	Anthony Bonino	ITE	15	2:05.130	Ford Mustang	Incline Village NV	SFR	427325	ACT2 Services Inc
5	1	99	Andrew Chinnici	AS	15	2:07.139	Ford Mustang	Los Angeles CA	CSCC	679504	
6	4	82	Bob Murillo	ITE	15	2:07.722	Porsche 911 Carre	Santa Cruz CA	SFR	283058	Rothsport
7	1	17	Michael Cheney	T2	15	2:07.098	Chevrolet Corvette	Pleasanton CA	SFR	695266	Valley Plumbing/Napa Au
8	2	11	Roger Eagleton	AS	14	2:05.558	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Manag
9	5	81	Behram Soonawala	ITE	14	2:10.296	Porsche 911	Santa Rosa CA	SFR	280022	FreeM USA Racewear
10	3	30	Matt Lituchy	AS	14	2:09.813	Ford Mustang	San Francisco CA	SFR	669507	
11	6	68	Lenny Celiberti	ITE	14	2:12.129	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
DNF	DNF	112	Enzo Marino	GTX			Chevrolet Monte C	Sonoma CA	SFR	675569	schelville racing



## Race 2

At the end of the Saturday race, winner, John Greco suffered a catastrophic failure to his car. The good news was it was at the end of the race. The bad news was that the car could not be fixed before Sunday morning. The problem - his rear differential broke a tooth which damaged the ring gear. With no ring gear, you have no drive, which meant he was unable to race the car for Sunday's race. Enter Skip Rebozzi. Skip was racing in a similar BMW M3, but he was racing in the GT2 class. Greco has raced every race this season and is vying for a Regional Championship. Rebozzi is not contending for a Regional Championship. So once he found out about Greco's situation, Rebozzi lent his car to John so he could compete in the Sunday race. If you have ever owned a race car, you could understand how big a decision this was for Rebozzi. Every racer at the track spends countless hours and buckets full of money to keep in his/her car race worthy. To let somebody else drive what is essentially your pride and joy shows a great deal of sportsmanship and camaraderie. This type of sportsmanship and camaraderie only exists amongst the amateur racing community. Needless to say, Greco was very grateful. Kudos to Rebozzi!

When it came to qualifying the next day, Greco belted himself up in the red, white and black BMW M3 of Rebozzi. After getting familiar with the car for one lap, he then set his fastest time of a 1:55.067 seconds, which by the way took the pole position. It was not as fast as he had done in his own car, but you have to understand, it takes a while to learn the little idiosyncrasies of someone else's car, let alone worrying about damaging someone else's property. So naturally, you will not drive it as hard as you would if you owned it.

Second fastest was Scott Howard in a GT2 Camaro with a time of 1:56.532 seconds, which was a little under 1.5 seconds slower than

Greco. Third on the grid was Andrew Chinnici, who was first out of the four AS racers. He beat out second place in AS Roger Eagleton by .2 seconds.

Missing from the session was obviously Skip Rebozzi, Saturday's second-place finisher Kristopher Olson, the two Porsches of Behram Soonawala and Bob Murillo, and the ITE car of Anthony Bonino.

Only eight cars took the green flag for the start of the Sunday afternoon Group 3 race. As expected, Greco jumped into the lead, in the borrowed car, and drove away from the field. He was never threatened and spent the next 13 laps getting used to and taking care of Mr. Rebozzi's BMW M3.

In second place, Scott Howard looked to be cruising along for the first six laps. He was putting in lap times in the sub two minute range, which was plenty fast enough to hold the position. The third and fourth place drivers of Andrew Chinnici and Roger Eagleton were lapping in the 2:06 range. On Lap Seven, Howard experienced an issue and fell back five positions. This meant that Chinnici moved up to second, with Eagleton hot on his bumper in third. Lap Nine Eagleton snuck by Chinnici for second place overall and first and AS. Eagleton and Chinnici then completed the next four laps in that order with Eagleton taking second place, but more importantly, first in AS. Chinnici who is from Calclub, raced hard, all weekend and set the faster time than Eagleton. If Chinnici becomes a regular in our region, Eagleton will have a new foe to worry about.

Scott Howard ended up finishing the race and set the fastest time of 1:57.762 seconds. He took the GT to class victory. However, he was the only GT car in the race.



#48 Skip Rebozzi won GT2 on Saturday.





#49 Kristofer Olson came in second on Saturday.



#99 Andrew Chinnici took the AS class victory win Saturday.

Pos	Pos	Pos	Name	Class	Age	Best Time	Make/Model	Hometown	Region	Number	Sponsor
1	1	148	Jonathan Greco	ITE	13	1:58.418	BMW M3	San Mateo CA	SFR	638583	Greco Racing/TC Design
2	1	11	Roger Eagleton	AS	13	2:05.833	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Manag
3	2	99	Andrew Chinnici	AS	13	2:05.771	Ford Mustang	Los Angeles CA	CSCC	679504	
4	1	17	Michael Cheney	T2	12	2:07.915	Chevrolet Corvette	Pleasanton CA	SFR	695266	Valley Plumbing/Napa Au
5	3	10	Michael Lowe	AS	12	2:10.309	Ford Mustang	Hayward CA	SFR	497261	ILM Tool
6	1	16	Scott Howard	GT2	12	1:57.762	Chevrolet Camaro	Pleasanton CA	SFR		
7	4	30	Matt Lituchy	AS	12	2:09.943	Ford Mustang	San Francisco CA	SFR	669507	
8	2	68	Lenny Celiberti	ITE	12	2:13.749	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
Not classified											
NS	NS	112	Enzo Marino	GTX			Chevrolet Monte C	Sonoma CA	SFR	675569	schelville racing
NS	NS	48	Skip Rebozzi	GT2			BMW M3	Morgan Hill CA	SFR	354698	
NS	NS	49	Kristofer Olson	ITE			Acura NSX	Shingle Springs CA	SFR	389018	
NS	NS	55	Anthony Bonino	ITE			Ford Mustang	Incline Village NV	SFR	427325	ACT2 Services Inc
NS	NS	81	Behram Soonawala	ITE			Porsche 911	Santa Rosa CA	SFR	280022	FreeM USA Racewear
NS	NS	82	Bob Murillo	ITE			Porsche 911 Carre	Santa Cruz CA	SFR	283058	Rothsport



*#81 Daniel Wise has #3 Blake Tatum following him towards Turn 11.*

With the addition of the Cross Flow Cup drivers, Group Four saw an influx of Club Fords that were able to double dip between Group Eight and Group Four. This is the first time that anyone from Group Four has had this opportunity. In addition to the Cross Flow Cup Racers, Group Four had a stimulus from the Formula Ford Tire Series, which spends its time between Northern and Southern California race tracks. The field of 15 cars lined up for the Qualifying session on Saturday morning at 10:30 in the morning. Unlike the Spec Racer Ford racers, this group utilized the entire 20 minutes of qualifying time allotted to establish their starting positions. Fastest in the group was Denny Renfrow driving his Piper Honda DL7. Renfrow posted a time of 1:56.208 seconds, which was faster by 2.13 seconds than Jon Brandstad, who was entered as a FFT competitor. So the front row was occupied by Renfrow in a FF car and Brandstad in a FFT car. Third place was David Jalen competing in FF and fourth was Tom Duncan, who as a transfer from the Cross Flow Cup Racers, was racing in Club Ford.

FV had two cars entered. Fastest was Blake Tatum by three seconds over Ron Wake.

The Saturday race was at 4:05 p.m. This was the hottest part of the day and the heat wreaks havoc on the cooling capabilities of the small formula cars, especially the air cooled Formula Vees.

Danny Renfrow took the green flag and took the lead going into the first turn. Jon Brandstad slid in behind him and did his best to stay on

Renfrow's tail pipe. Dave Jalen was third. Jalen lasted one lap in third before he fell all the way back to sixth on Lap Four. But Jalen did not throw in the towel. He scratched and clawed his way back to his third place starting position. Tom Duncan took advantage of Jalen's miscue and was in third place for two laps in his Club Ford. The surprise of the race was Brian Forster. He qualified 13th for the race and by Lap One was in fifth place. By Lap Four Forster was in fourth place and was looking for the next opportunity. That opportunity was Andy Paterson. He was also making up for a botched qualifying session, as he had no times posted. During the race Paterson was experiencing troubles with his transponder, and just before the halfway point received the no transponder board. On the following lap, Paterson pitted and went into the back paddock. This moved Forrester to third place, which was pretty good considering Forster has not run in a Formula Ford race within the region for at least 15 years. But the vision of a podium celebration was quickly dashed when David Jalen passed Forster with two laps to go. Also getting past Forster with two laps to go was Tom Duncan. The race finished with Renfrow, taking a commanding victory over Brandstad, and Jalen taking third.

Class winners in the FF category were Renfrow taking FF, Brandstad taking FFT, and Duncan taking CF.

In FV Blake Tatum had a several car lengths lead over Ron Wake, when just past the halfway point he experienced a suspension failure. Tatum retired in the weeds drivers right Turn Two. Ron Wake cruised to the FV victory.





Denny Renfrow and Jon Brandstad lead Group 4 up for the start.



#27 Stewart Paterson leads #44 Jon Brandstad out of Turn 1.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	11	Denny Renfrow	FF	16	1:57.759	Piper/Honda DL7	Kelseyville CA	SFR	203432_1	Towhee Racing
2	1	44	Jon Brandstad	FFT	16	1:59.103	Swift Formula Forc	Stockton CA	SFR	351454	JBF Racing
3	2	50	David Jalen	FF	16	1:59.069	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin'
4	1	2	Tom Duncan	CF	16	2:00.532	PRS RH02F	"Chico, CA 95926 CA"	SFR	147849	Road Runner Racing
5	2	83	Brian Forster	FFT	16	1:59.565	Tiga FFA77	Sebastopol ca	SFR	122369	Brili Enterprises
6	2	66	Max Minshull	CF	16	2:02.976	Crosslé 35F	Palos Verdes Peninsu	CSCC	624060	
7	3	12	Michael Bernstein	FF	15	2:03.344	Piper DF5	San Ramon CA	SFR	100211	Karen Bernstein
8	3	94	Michael T. Malone	CF	15	2:10.368	Van Diemen RF79	Oakland CA	SFR	377009	Margo Malone/OverBudg
9	3	62	Mike Callas	FFT	14	2:15.966	Swift DB-1	North Hills CA	CSCC	519501	
10	1	41	Ron Wake	FV	14	2:15.457	Mysterian M4	Lafayette CA	SFR	50380	
11	4	8	Andy Paterson	FFT	9		Swift	Fallbrook CA	CSCC	351062	Picks Racing Engines
12	2	3	Blake Tatum	FV	9	2:15.148	Formula Vee Crus	Stockton CA	SFR	121119_1	Read it in the WHEEL
DNF	DNF	27	Stewart Paterson	FFT			Swift DB6	Fallbrook CA	CSCC	311666_0	
Not classified											
DNF	NS	81	Daniel Wise	CF			Crossle 25F	Benicia CA	SFR	336409_1	Scuderia Cowbell Volante
DNF	NS	79	Jim Lynn	CF			Crossle 35F	Carmichael CA	SFR	612600	Edward Towne





*#83 Brian Forster had #41 Ron Wake right behind him.*

The Sunday qualifying for Regional Group Four saw a change at the front. Stewart Paterson, who had experienced issues on Saturday, remedied those problems and set the fastest time in his Swift DB6. Paterson is part of the FFT series and he was running on the Hoosier bias ply tires. He was 1.9 seconds faster than Denny Renfrow, who races a FF and runs the spec radial FF tire. Third fastest was Jon Brandstad, who was in a FFT; and fourth was Andy Paterson, also in a FFT. The fastest Club Ford was Max Minshull, who hails from Palos Verdes Peninsula, California, and he was piloting a Crossle 35F. Blake Tatum was the fastest FV about 1.5 seconds over Ron Wake.

By the time the 3:40 p.m. race rolled around on Sunday afternoon, the racing paddock was starting to look like a ghost town. Also, looking forlorn was the grid for Group Four. Only six cars showed up, meaning

eight people had packed up and gone home.

When the field took the green flag, Denny Renfrow jumped into the lead. Jon Brandstad took second, and Stewart Patterson fell down to third. By the second lap Patterson motored by Brandstad on the front straightaway, and set his sights on Renfrow. By Lap Four Patterson had caught up to Renfrow and passed him in the same manner. The positions at the front by Lap Five were Patterson first, Renfrow second, and Brandstad third. When the race ended 13 laps later, the order had not changed.

In FV, Blake Tatum took the initial lead with Ron Wake right on his push bar. Tatum and Wake swapped positions a couple of times in the early going, but Tatum's engine started to misfire. He retired ending a tough weekend, as he had the pace, but he did not have the reliability.



Sunday race winner, Stewart Paterson .



#8 Andy Paterson has #44 Jon Brandstad filling his mirrors.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	27	Stewart Paterson	FFT	13	1:57.436	Swift DB6	Fallbrook CA	CSCC	311666_1	
2	1	11	Denny Renfrow	FF	13	1:57.682	Piper/Honda DL7	Kelseyville CA	SFR	203432_1	Towhee Racing
3	2	44	Jon Brandstad	FFT	13	1:59.073	Swift Formula Forc	Stockton CA	SFR	351454	JBF Racing
4	2	50	David Jalen	FF	13	2:00.531	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin'
5	1	41	Ron Wake	FV	12	2:14.319	Mysterian M4	Lafayette CA	SFR	50380	
DNF	NF	3	Blake Tatum	FV	5	2:14.616	Formula Vee Crus	Stockton CA	SFR	121119_1	Read it in the WHEEL
DNF	NF	12	Michael Bernstein	FF	1	2:08.808	Piper DF5	San Ramon CA	SFR	100211	Karen Bernstein
Not classified											
DNF	NS	8	Andy Paterson	FFT			Swift	Fallbrook CA	CSCC	351062	Picks Racing Engines
DNF	NS	66	Max Minshull	CF			Crosslé 35F	Palos Verdes Peninsu	CSCC	624060	
DNF	NS	62	Mike Callas	FFT			Swift DB-1	North Hills CA	CSCC	519501	
DNF	NS	2	Tom Duncan	CF			PRS RH02F	"Chico, CA 95926 CA"	SFR	147849	Road Runner Racing
DNF	NS	79	Jim Lynn	CF			Crossle 35F	Carmichael CA	SFR	612600	Edward Towne
DNF	NS	81	Daniel Wise	CF			Crossle 25F	Benicia CA	SFR	336409_1	Scuderia Cowbell Volante
DNF	NS	83	Brian Forster	FFT			Tiga FFA77	Sebastopol ca	SFR	122369	Brili Enterprises
DNF	NS	94	Michael T. Malone	CF			Van Diemen RF79	Oakland CA	SFR	377009	Margo Malone/OverBudg



#2 Nolan Stinger was the lone ITS car. He was able to work on his novice permit.

It's 8 a.m. Saturday morning. The air is crisp. The temperatures are cool. The track is green, and it's a great time to be the first car out on the track. The first trip of the weekend was Group Five, which is affectionately known as Group 5. It does not have any nicknames, such as big bore production, or wings and things, or small bore formula cars. This group is just known as Group 5, but it does offer a variety of classes. The dominant class in the group is either a SMG Mustang or an STU car such as a BMW M3. If you were to give the group a name, I guess the best description would be small bore production based cars.

Wilson Powell drives a STU BMW M3 amongst other things. He took only five laps in qualifying to set the fastest time in the group at 2:02.021 seconds. That placed him 1.629 seconds faster than Roger Eagleton and his SMG Mustang. The next three qualifying positions were occupied by SMG Mustangs, with the order being Andrew Chinnici, Michael Lowe, and Matt Lituchy. Sixth fastest overall was the first of the Miata type cars. Taking the pole position in those cars was David Covin entered as an ITX. Second place amongst the Miata cars was Matthew Wyatt, who entered his Mazda Miata in ITA. Nolan Stinger qualified 10th fastest in an ITS BMW 325i. The only other class represented this weekend was Mauro Pellegrini in his T4 Mazda 3.

The first race after lunch got going at 12:20 p.m. Shortly there after Wilson Powell also got going when the green flag flew. He jumped into the lead and never looked back. Powell made it so the race was boring for anyone who was spectating. He qualified on the pole, led every lap, and set the fastest lap of the race at a 2.02.621 seconds.

Roger Eagleton, who was the fastest SMG, slid into second place at the start of the race and held that position for the entire 15 laps. Eagleton did all he could to chase down Powell, but try as he did, he still finished 8.752 seconds behind Powell. You had to look back to the fourth place position to see a change in the running order. Michael Lowe fell all the way down to eighth position on the first lap. On the second lap, he passed three people and was in fifth place behind Matt Lituchy. And on Lap 3, Lowe made it by Lituchy and held the fourth spot overall until the end of the race. Holding onto the spot would not be a very accurate description of what actually took place. Why? Because in Impound, Lowe was determined to have made avoidable body contact with the ITS car of Nolan Stinger. Lowe was moved to

last overall and received no championship points.

Here recently, the SCCA Stewards have decided that they want to enforce the track limits at Turns 12 and 13 at Thunderhill. As a result, several cars received track limit notifications, including runner-up Roger Eagleton and third place finisher Andrew Chinnichi.

ITX front runner David Covin made only one lap before he realized he had a mechanical issue, pulled into the pits and then paddock. He was in the paddock for a short time before coming back out on track, which is a violation of the rules. As he passed by the Starter stand, he received the black flag and had to retire.

With Covin out the picture, Matthew Singler took the lead of the Miata contingent. The first lap he took over the fifth place position, and had Covin, David Vrane, Michael Lowe, and his sister, Caitlyn Singler behind him.

On the second lap of the race Caitlyn Singler spun in Turn 2, but she continued. She dropped down two positions. Caitlyn had to work hard over the next four laps to get back up to ninth overall. Also, on the second lap, Nuno Goncalves Pedro spun off course in Turn 5, and continued.

Back at the front of the Miata competitors in ITA, Matthew Wyatt made it around the ITA leader, David Vrane on Lap 6. Not only did Vrane lose the lead, he fell back two positions to eighth overall (Matthew Singler passed him also.) Before Vrane got comfortable in the eighth position, on the very next lap, he snatched back the lead of the Miata contingent, displacing Wyatt to seventh overall and Singler to eighth overall. For the remaining eight laps, Vrane and Wyatt went nose-to-tail. However, they never swapped positions. Vrane took ITA with Wyatt coming in second.

In the meantime, Matthew Singler, who at one point was leading all the Miata cars, fell back to eighth overall. But the good news for him was that he was still first in ITX, which he went on to win. This victory in ITX represents Matthew Singler's second win of his Rookie season. His sister Caitlyn recovered from her spin and came in second place in ITX. She is also a Rookie driver.

Mark Davis won the GTL class uncontested. Mauro Pellegrini won T4 uncontested.





ITX class winner, Rookie Matthew Singler.



#77 Wilson Powell won both days.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	77	Wilson Powell	STU	15	2:02.621	BMW M3	Danville CA	SFR	338274	
2	1	11	Roger Eagleton	SMG	15	2:03.329	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Manag
3	2	99	Andrew Chinnici	SMG	15	2:04.952	Ford Mustang	Los Angeles CA	CSCC	679504	
4	3	30	Matt Lituchy	SMG	15	2:09.978	Ford Mustang	San Francisco CA	SFR	669507	
5	1	34	David Vrane	ITA	14	2:11.977	Mazda Miata	San Jose CA	SFR	623200	
6	2	71	Matthew Wyatt	ITA	14	2:12.538	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercial R
7	1	33	Matthew Singler	ITX	14	2:12.546	Mazda Miata	Red Bluff CA	SFR	545761	
8	2	66	Caitlyn Singler	ITX	14	2:16.663	Mazda Miata	Provo UT	SFR	652640	
9	3	155	Nuno Goncalves Pedi	ITX	14	2:15.859	Mazda Miata	Half Moon Bay CA	SFR	478234	
10	1	75	Mauro Pellegrini	T4	14	2:15.031	Mazda 3	Redwood city CA	SFR	416564	MP Transportation/Welde
11	3	55	Aravind Ramachandr	ITA	14	2:18.113	Mazda Miata	Cupertino CA	SFR	694910	A+ Racing
12	4	43	Michael Olivier	ITA	14	2:17.709	Honda Civic EX	Santa Rosa CA	SFR	324980	The Garland Company
13	5	44	Anand Ramachandra	ITA	14	2:18.069	Mazda Miata	Pleasanton CA	SFR	694860	A+ Racing
14	4	27	Keith Korth	ITX	13	2:21.157	Mazda Miata	Clovis CA	SFR	696513	Leshor Motorsports / Mid
15	1	29	Marc Davis	GTL	12	2:37.988	Datsun 1200	SACRAMENTO CA	SFR	659130	
16	4	10	Michael Lowe	SMG	15	2:07.937	Ford Mustang	Hayward CA	SFR	497261	M&L Metals Inc
DNF	NF	54	David Covin	ITX	2	2:16.399	Mazda Miata	Piedmont CA	SFR	649280	Leshor Motorsports
DNF	NF	2	Nolan Stinger	ITS	1	2:22.065	BMW 325i	Los Gatos CA	SFR	694191	



*Identical twin drivers Aravind and Anand Ramchandran race each other.*

Sixteen cars came out for the first qualifying session of the weekend, which was Group 5, which consists of six classes: ITA, ITS, TX, SMG, STU, and T4.

With only one STU car entered, it was going to be interesting to see which car and driver combination was going to set the fast time. Wilson Powell set the fastest lap by more than a second quicker than Roger Eagleton in a SMG Mustang. Eagleton had three other competitors in his class and looked to continue his string of victories dating back to the Western Shootout. ITA was the biggest class in the group, and Matthew Wyatt set the fastest time in that group with a 2:11.833 second lap time. He out-qualified David Vrane, by 1.2 seconds. Fastest amongst the Miata classes was David Covin, who was entered in ITX. His time of 2:11.839 was slightly faster than Wyatt's.

The first race of the day was at 12:20 p.m.. Wilson Powell, who qualified on the pole, fell down to third place on the first lap. Roger Eagleton was there to fill the space that Powell vacated by taking the lead. The third place qualifier Andrew Chinnici took second place. Powell only needed one lap to put Chinnici back into his qualifying position. From Lap Two on, Powell chased after Eagleton until the seventh lap. He caught Eagleton and passed him for the lead. With Powell back in the lead, he spent the next four laps keeping Eagleton behind him. Powell would go on to finish in first place; but the margin

of victory was a scant .090 seconds. Eagleton finished second overall, but first in the SMG class. Andrew Chinnici took third overall and second in SMG. He was over 16 seconds behind Eagleton at the end.

In Group 5, Mazda Miatas run in two classes - ITX and ITA. The difference in car prep is zero. It comes down to the drivers' preference as to which class he/she runs. When you're watching the race, it is hard to tell the difference between an ITX driver and an ITA driver. The reason is they have a tendency to run together, plus they are racing the same type of car. The winner of the Miata group was David Covin. He qualified seventh overall, which was second amongst the Miata contingent. At the start, Covin jumped ahead of Vrane and never looked back. He spent the next 12 laps, making sure that Vrane got smaller and smaller in his rear view mirror. Covin finished 10 seconds ahead of Vrane. He took the ITX class victory over rookie driver Matthew Singler. Don't feel sorry for Vrane, because he was the ITA winner over second place Matthew Wyatt. Vrane finished 16 seconds ahead of Wyatt.

GTL was won by Marc Davis. He had no other cars running in his class. ITS was won by Nolan Stinger, who also had no one else to compete with in his class. Lastly, T4 was won by Mauro Pellegrini, who ran alone in his class.





#30 Matt Lituchy came in third in SMT.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	77	Wilson Powell	STU	12	2:03.958	BMW M3	Danville CA	SFR	338274	
2	1	11	Roger Eagleton	SMG	12	2:04.946	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Manag
3	2	99	Andrew Chinnici	SMG	12	2:06.290	Ford Mustang	Los Angeles CA	CSCC	679504	
4	3	10	Michael Lowe	SMG	12	2:09.790	Ford Mustang	Hayward CA	SFR	497261	M&L Metals Inc
5	4	30	Matt Lituchy	SMG	12	2:09.718	Ford Mustang	San Francisco CA	SFR	669507	
6	1	54	David Covin	ITX	12	2:13.334	Mazda Miata	Piedmont CA	SFR	649280	Leshor Motorsports
7	1	34	David Vrane	ITA	12	2:13.867	Mazda Miata	San Jose CA	SFR	623200	
8	1	2	Nolan Stinger	ITS	12	2:14.203	BMW 325i	Los Gatos CA	SFR	694191	
9	2	71	Matthew Wyatt	ITA	12	2:15.248	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercial R
10	2	33	Matthew Singler	ITX	12	2:15.268	Mazda Miata	Red Bluff CA	SFR	545761	
11	3	168	Peter Phung	ITA	11	2:14.775	Mazda Miata	Daly City CA	SFR	545337	Slant I Motorsports/PHUN
12	4	149	Nadeem Bari	ITA	11	2:16.848	Mazda Miata	Redondo Beach CA	STL	294506	
13	3	66	Caitlyn Singler	ITX	11	2:16.841	Mazda Miata	Provo UT	SFR	652640	
14	5	43	Michael Olivier	ITA	11	2:17.878	Honda Civic EX	Santa Rosa CA	SFR	324980	The Garland Company
15	4	155	Nuno Goncalves Pedr	ITX	11	2:16.363	Mazda Miata	Half Moon Bay CA	SFR	478234	
16	6	114	Keira Howard	ITA	11	2:17.666	Mazda Miata	Pleasanton CA	SFR	479084	
17	1	75	Mauro Pellegrini	T4	11	2:17.841	Mazda 3	Redwood city CA	SFR	416564	MP Transportation/Welde
18	5	27	Keith Korth	ITX	11	2:18.366	Mazda Miata	Clovis CA	SFR	696513	Leshor Motorsports / Mid
19	1	29	Marc Davis	GTL	10	2:32.011	Datsun 1200	SACRAMENTO CA	SFR	659130	
Not classified											
20	NS	44	Anand Ramachandra	ITA			Mazda Miata	Pleasanton CA	SFR	694860	A+ Racing
21	NS	55	Aravind Ramachandr	ITA			Mazda Miata	Cupertino CA	SFR	694910	A+ Racing



#14 Greg Hoff and #34 Umberto Milletti lead the Group 6 cars to the green flag.

The race story always begins with qualifying. You have to know where they start to understand where they finished. A field of 23 Spec Racer Fords were on hand to see who was going to finish at the front. The field was divided up into three classes, 15 SRF3, seven SRFH, and one SRF.

The contenders for SRF3 were Bill Booth, Greg Hoff, and Umberto Milletti. This race weekend was Milletti's first appearance with San Francisco Region of the SCCA for the 2023 season. We have yet to see Robert Sachs, who was a main player in the 2022 Regional Championship.

In SRFH the contenders were Michael Woolley, John Sollner, and Robert Brenton. The "H" at the end of the class designation refers to the "H" pattern transmission these cars have as opposed to the (newer) sequential transmission the SRF3 cars have.

With only one SRF car, Jake Woolley was obviously the main contender in that class.

As of late it seems a lot of the racers set a fast time and then come in. Maybe they do not want to put any more wear and tear on their car, or maybe they want to save their tires. Probably both. But in any case, Umberto Milletti was on the track for four laps which is about eight minutes of the 20 minute qualifying session. On the third lap he set his fastest time of 1:59.265. After setting that time he pulled into the paddock and parked the car. This ended up being good enough for the pole position. Greg Hoff was on the track five laps but he set his fastest time on the third lap too. His time was only .014 seconds slower than Milletti's. With the front row set the next question was how the rest of the field was going to line up. Next were Eric Hand and Sean O'Boyle. They set their fastest times on Lap Four and they too only ran half the session. Bill Booth ran the entire session and put in ten laps; but his fastest time was recorded on Lap Three just like Milletti and Hoff. Booth qualified sixth.

The SRF3 guys go to great pains to line-up next to someone they

know is fast. This session points out why they do this. They run faster together, but when their running mate pulls in, there is no need to continue. When Milletti pulled in, Hoff knew going faster was not going to happen. When Hand pulled in, O'Boyle did the same thing. Booth stayed out for the entire session; but set his best time when he was running with Milletti and Hoff.

The 23 cars took the green flag and Milletti grabbed the lead. Hoff fell in behind Milletti, and Hand was in third. But before the group could get into any kind of rhythm, the Safety Car was deployed. John Sollner's disabled car at Turn 9 was considered a hazard. It took three laps to get the field back under green flag conditions. When it did go green, Milletti stayed in the lead, Hoff stayed in second, and Hand was still in third. Bill Booth was the only racer at the front who was making progress up the leader board. Lap Seven O'Boyle bobbled in Turn 11 and fell three positions from fourth to seventh. Booth went off to avoid the bobbling O'Boyle, as did Jacobs. There was some body contact between Booth and Jacobs, but they both continued. Michael Woolley jumped two positions in all of the drama; and now the order was Booth fourth, Woolley fifth, Jacobs sixth, and O'Boyle seventh.

The green flag racing lasted only a couple more laps when the second full course caution came out for the day. But the sneaky Booth managed to pass Hand on the lap for third place before the caution. With the Safety Car deployed for a second time, the Stewards declared the race official and it ended under the caution flag.

Michael Woolley won the SRFH class. His chances of winning greatly increased when Sollner went out on the first lap. The second place SRFH car of Paul Luca was seven places behind Woolley.

Jake Woolley won SRF as he was the only car in the class.

Milletti and Eric Fulkerson both had the closed black flag waved at them for exceeding the track limits at Turn 12. They must have been out of the office when the memo was issued.





#51 Robert Brenton finished fourth both days in SRFH.



#67 Sean O'Boyle leads #57 Bill Booth through Turn 1.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	34	Umberto Milletti	SRF3	12	2:00.377	SCCA Spec Racer I	San Francisco CA	SFR	343482	Bulldog Motorsports & In
2	2	14	Greg Hoff	SRF3	12	2:01.274	SCCA Spec Racer I	Oakland CA	SFR	437964	John Cerini / Cornerstone
3	3	57	Bill Booth	SRF3	12	2:02.104	SCCA Spec Racer I	Cupertino CA	SFR	336219	Bulldog Motorsports
4	4	76	Eric Hand	SRF3	12	2:02.324	SCCA Spec Racer I	San Jose CA	SFR	545935	
5	1	8	Michael Woolley	SRFH	12	2:02.065	SCCA Spec Racer I	Newcastle CA	SFR	497355	Woolley Brothers and Da
6	5	67	Sean O'Boyle	SRF3	12	2:01.768	SCCA Spec Racer I	San Francisco CA	SFR	276755	
7	6	00	Joshua Jacobs	SRF3	12	2:02.024	SCCA Spec Racer I	Houston TX	Hous	382875	Flat Out Racing
8	7	116	Sean Saint	SRF3	12	2:03.430	SCCA Spec Racer I	SAN DIEGO CA	SFR	670863	AccelRaceTek
9	8	49	Bruce Richardson	SRF3	12	2:03.073	SCCA-E Spec Race	Los Gatos CA	SFR	340127	Accelracetek
10	9	66	Brandon Lewis	SRF3	12	2:03.670	SCCA Spec Racer I	San Francisco CA	SFR	436461	HSE Racing
11	10	21	Paul Mantiply	SRF3	12	2:04.353	SCCA Spec Racer I	Columbia CA	SFR	670923	
12	2	83	Paul Luca	SRFH	12	2:04.504	SCCA Spec Racer I	Sonoma CA	SFR	193814	
13	3	12	Hank Raymond	SRFH	12	2:04.980	SCCA Spec Ford R	Gardnerville NV	SFR	404034	TahoeAutoRepair.com
14	11	141	Eric Fulkerson	SRF3	12	2:03.536	SCCA Spec Racer I	Walnut Creek CA	SFR	528732	Golden State Orthopedics
15	12	71	Jerry Aplass	SRF3	12	2:03.902	SCCA Spec Racer I	Newcastle CA	SFR	404463	Burrell Consulting Group
16	13	79	EJ Abed	SRF3	12	2:04.546	SCCA Spec Racer I	Mountain View CA	SFR	695378	
17	4	51	Robert Breton	SRFH	12	2:06.097	SCCA Spec Racer I	Ukiah CA	SFR	149841	CSR Performance
18	5	41	Ken Woolley	SRFH	12	2:07.407	SCCA Spec Racer I	Newcastle CA	SFR	150687	Woolley Brothers and Da
19	14	55	Sam Bhaumik	SRF3	12	2:10.297	SCCA Spec Racer I	San Mateo CA	SFR	286954	
20	15	37	Dean Crowe	SRF3	12	2:05.919	SCCA Spec Racer I	Los Gatos CA	SFR	639565	Accelracetek
21	6	24	David Wright	SRFH	12	2:13.421	SCCA Spec Racer I	Roseville CA	SFR	210244	
22	1	33	Jacob Woolley	SRF	11	2:14.078	SCCA Spec Racer I	Newcastle CA	SFR	696278	Woolley Brothers and Da
DNF	DNF	18	John Sollner	SRFH			SCCA Spec Racer I	Sonoma CA	SFR	648504	Sollner and Sons Racing



*The fight for the SRFH lead. Michael Woolley #8 leads #18 John Sollner out of Turn 1.*

The Sunday Qualifying for a lot of the SRF group lasted only three laps. Here again the fast guys lined up together and here again they posted fast times. Umberto Milletti grabbed the pole position, with Bill Booth taking second. Sean O'Boyle was third and Saturday's second place qualifier, Greg Hoff, was all the way down in sixth. The three laps were barely enough time for the group to get any kind of flow going and the lap times were not quite as good as they were on Saturday. For example, Milletti posted a 1:59.265 time on Saturday while on Sunday he did a 2:00.839, roughly a second slower. It is hard to blame the three lap session solely for the cause of the slower lap times, but I suspect it had something to do with it.

In SRFH Michael Woolley qualified first with John Sollner second. Maybe they would get a chance to race each other on Sunday.

The Sunday race got started when the outside temperatures were well past 100 degrees Fahrenheit. The temperature was quite a shock to even the most seasoned Thunderhill veteran, because up until this weekend, people were still raiding the local Walmart for sweatshirts.

Temperatures like this don't really affect the SRFs because they have adequate cooling. It does affect the lap times, and it does affect the drivers, even in a 25 minute race.

The Sunday race beginning was nearly a repeat of Saturdays race beginning. Milletti took the lead, and after one lap there was a full

course caution. This time, the caution was for the disabled car of Sean O'Boyle, who was not having the best of weekends.

After two laps, the track went green again and Milletti maintained his position at the front, followed by Booth. Third place was Fulkerson; and Hoff was fourth, having gained two positions, one because O'Boyle's retirement, and one by getting past Eric Hand.

Hoff and Hand would see their races fall apart shortly after racing resumed. On Lap five, Hoff spun and fell all the way to the back of the pack. Hand spun on Lap Seven and fell back to 11th. In the meantime the only movement for the front running car was when a driver had an off. There was no on-track passing.

The race ended with Milletti taking the win over Booth by a large margin. Booth had his mirrors full of Fulkerson but he did maintain his position.

Michael Woolley won the H pattern class. The race between he and John Sollner never materialized, as Sollner was stuck racing with Jerry Aplass. They finished several seconds behind Woolley.

Jacob Woolley finished the race and won the SFR class, and later got his Log Book signed off by Chief Steward Dave Deborde, one more step towards getting his Novice Permit signed off and exchanged for his Competition License.





Umberto Milletti took home two race wins this weekend.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	34	Umberto Milletti	SRF3	11	2:01.706	SCCA Spec Racer I	San Francisco CA	SFR	343482	Bulldog Motorsports & In
2	2	57	Bill Booth	SRF3	11	2:03.269	SCCA Spec Racer I	Cupertino CA	SFR	336219	Bulldog Motorsports
3	3	141	Eric Fulkerson	SRF3	11	2:03.286	SCCA Spec Racer I	Walnut Creek CA	SFR	528732	Golden State Orthopedics
4	4	00	Joshua Jacobs	SRF3	11	2:02.674	SCCA Spec Racer I	Houston TX	Hous	382875	Flat Out Racing
5	1	8	Michael Woolley	SRFH	11	2:03.120	SCCA Spec Racer I	Newcastle CA	SFR	497355	Woolley Brothers and Da
6	5	71	Jerry Aplass	SRF3	11	2:04.784	SCCA Spec Racer I	Newcastle CA	SFR	404463	Burrell Consulting Group
7	2	18	John Sollner	SRFH	11	2:04.347	SCCA Spec Racer I	Sonoma CA	SFR	648504	Sollner and Sons Racing
8	6	66	Brandon Lewis	SRF3	11	2:04.435	SCCA Spec Racer I	San Francisco CA	SFR	436461	HSE Racing
9	7	49	Bruce Richardson	SRF3	11	2:04.063	SCCA-E Spec Race	Los Gatos CA	SFR	340127	Accelracetek
10	8	76	Eric Hand	SRF3	11	2:03.643	SCCA Spec Racer I	San Jose CA	SFR	545935	
11	9	79	EJ Abed	SRF3	11	2:04.908	SCCA Spec Racer I	Mountain View CA	SFR	695378	
12	3	83	Paul Luca	SRFH	11	2:04.440	SCCA Spec Racer I	Sonoma CA	SFR	193814	
13	4	51	Robert Breton	SRFH	11	2:05.240	SCCA Spec Racer I	Ukiah CA	SFR	149841	CSR Performance
14	10	116	Sean Saint	SRF3	11	2:04.112	SCCA Spec Racer I	SAN DIEGO CA	SFR	670863	AccelRaceTek
15	11	37	Dean Crowe	SRF3	11	2:04.897	SCCA Spec Racer I	Los Gatos CA	SFR	639565	Accelracetek
16	12	14	Greg Hoff	SRF3	11	2:02.373	SCCA Spec Racer I	Oakland CA	SFR	437964	John Cerini / Cornerstone
17	5	12	Hank Raymond	SRFH	11	2:07.145	SCCA Spec Ford R	Gardnerville NV	SFR	404034	TahoeAutoRepair.com
18	13	21	Paul Mantiply	SRF3	11	2:04.943	SCCA Spec Racer I	Columbia CA	SFR	670923	
19	6	41	Ken Woolley	SRFH	11	2:08.353	SCCA Spec Racer I	Newcastle CA	SFR	150687	Woolley Brothers and Da
20	7	24	David Wright	SRFH	11	2:14.139	SCCA Spec Racer I	Roseville CA	SFR	210244	
21	1	33	Jake Woolley	SRF	11	2:14.383	SCCA Spec Racer I	Newcastle CA	SFR	696278	Woolley Brothers and Da
DNF	DNF	67	Sean O'Boyle	SRF3	1	2:04.597	SCCA Spec Racer I	San Francisco CA	SFR	276755	
Not classified											
DNF	NS	55	Sam Bhaumik	SRF3			SCCA Spec Racer I	San Mateo CA	SFR	286954	



*Greg Hoff and Alan Gjedsted lead the start of the Group 7 race on Saturday*



*#36 Joseph Carl and #195 Daniel Kulas take evasive action at Turn 5.*

A large field of 23 Miatas presented themselves for the Saturday morning qualifying session. I say morning, but it was actually 11 a.m. The day was already starting to get hot, and the volunteers were certainly looking forward to the end of the session so they could get a respite from the heat.

Group 7 has three classes competing in it. All the cars are Mazda Miatas, but they are prepared at different levels. The classes include SMT, which runs on a spec Toyo tire. It also has SM, which runs on the spec Hoosier tire that SCCA mandates. Then there is SSM, which is a sealed spec Miata. Sealed means the cars are put on a Dyno and tuned to a certain horsepower.

Qualifying for this group had Greg Hoff return to 2022 form by taking the pole position over Alan Gjedsted by .810 seconds. Third was Jared Korth .867 seconds behind and then Scott Story.

SSM Rookie Driver Matthew Singler took the pole over Daniel Kulas, who is making some really good strides in his pace this year.

The last race of the day on Saturday saw Hoff take the lead into the first turn. Korth fell in behind him with Story taking the last podium position. The three maintained this order until the Safety Car was deployed for David Covin, who was in parked in a hazardous position outside of Turn 11. Gjedsted fell to fourth; but after the restart he grabbed third from Story, and the two spent the next three laps fighting for the last spot on the podium. Unfortunately all good things come to an end, and Gjedsted had a mechanical issue retiring the car on Lap Ten.

The battle at the front was a matter of who would flinch; and with two laps to go, Korth got Hoff to do exactly that. Hoff flinched and Korth took the lead, winning the race by 2.02 seconds. Story took third, but had fallen several seconds back while fighting with Gjedsted.

Matthew Singler took SSM. His race was with cars not in his class, as second place in SSM Malon Brown had the SMT cars of Leeson Grant and Joseph Carl between him and Singler.





#71 Matthew Wyatt and #89 Kevin Carter side by side. Wyatt took fifth and Carter was sixth on Saturday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	27	Jared Korth	SMT	13	2:11.347	Mazda Miata	Clovis CA	SFR	675789	Leshers Motorsports / Mid
2	2	7	Greg Hoff	SMT	13	2:11.724	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
3	3	32	Scott Story	SMT	13	2:13.547	Mazda Miata	El Dorado Hills CA	SFR	624903	
4	4	85	Scott Carter	SMT	13	2:14.066	Mazda Miata	Suisun City CA	SFR	177333	Imports Unlimited
5	5	71	Matthew Wyatt	SMT	13	2:13.840	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercial R
6	6	89	Kevin Carter	SMT	13	2:14.190	Mazda Miata	Elk Grove CA	SFR	437616	Imports Unlimited
7	1	33	Matthew Singler	SSM	13	2:14.470	Mazda Miata	Red Bluff CA	SFR	545761	
8	7	03	Leeson Grant	SMT	13	2:14.226	Mazda Miata	Danville CA	SFR	404684	Competition Autowerks
9	8	36	Joseph Carl	SMT	13	2:15.156	Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's Repair
10	2	16	Malon Brown	SSM	13	2:16.240	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
11	3	195	Daniel Kulas	SSM	13	2:17.030	Mazda Miata	Sunnyvale CA	SFR	483501	Larry Oka
12	4	155	Nuno Goncalves Pede	SSM	13	2:16.701	Mazda Miata	Half Moon Bay CA	SFR	478234	
13	9	96	Joan Linehan	SMT	13	2:19.045	Mazda Miata	Clayton CA	SFR	445423	Competition Autowerks
14	10	8	Alex Mancano	SMT	13	2:18.814	Mazda Miata	roseville CA	SFR	694740	formula jake
15	11	44	Anand Ramachandra	SMT	13	2:19.258	Mazda Miata	Pleasanton CA	SFR	694860	A+ Racing
16	5	66	Caitlyn Singler	SSM	13	2:17.884	Mazda Miata	Provo UT	SFR	652640	
17	6	91	Michael Cheney	SSM	13	2:20.941	Mazda Miata	Pleasanton CA	SFR	695266	Larry Oka Racing/Valley F
18	12	55	Aravind Ramachandr	SMT	13	2:19.269	Mazda Miata	Cupertino CA	SFR	694910	A+ Racing
19	7	41	David Samuel	SSM	13	2:26.782	Mazda Miata	Fresno CA	SFR	501035	Larry Oka Racing
20	13	34	David Vrane	SMT	12	2:13.714	Mazda Miata	San Jose CA	SFR	623200	
21	14	2	Frederick Greis	SMT	12	2:29.694	Mazda Miata	Center Moriches NY	NYR	653804	
22	15	49	Joel Odelson	SMT	12	2:33.120	Mazda Miata	LIVERMORE CA	SFR	672613	
23	8	76	Andy Goldberg	SSM	12	2:36.001	Mazda Miata	San Jose CA	SFR	547914	Gallery Framing
24	16	14	Alan Gjedsted	SMT	11	2:12.787	Mazda Miata	San Francisco CA	SFR	402683	Larry Oka Racing
25	17	20	David Mccoy	SMT	11	2:26.318	Mazda Miata		SFR	655391	A+ Racing
26	9	31	Bruce Burch	SSM	11	2:41.496	Mazda Miata	Kane'ohe HI	HI	663416	MCM Motorsports Race R
DNF	INF	54	David Covin	SMT	4	2:15.573	Mazda Miata	Piedmont CA	SFR	649280	Leshers Motorsports
DNF	INF	09	Nadeem Bari	SMT	3	2:22.188	Mazda Miata	Redondo Beach CA	STL	294506	
Not classified											
DNF	NS	168	Peter Phung	SMT			Mazda Miata	Daly City CA	SFR	545337	Slant I Motorsports/PHUN



*#29 David McCoy has #54 David Covin approaching. McCoy did not finish on Sunday. Covin came in second on Sunday.*



*#7 Greg Hoff leads #27 Jared Korth down the front straight.*

Group 7 was the last qualifying session of the morning. Twenty-three cars all fed out onto the track for their 20 minute qualifying session. Polesitter Kevin Carter used only eight minutes of that 20 to establish his best time of 2:11.485 seconds. Greg Hoff, who spent five laps around the track, qualified second, but his fastest lap was Lap Two at 2:11.65 seconds. Jared Korth qualified third with a 2:11.893 seconds. By the last qualifying session of Sunday morning, the stewards were having a heyday with the track limits issue. David Covin ended up having his fast time eliminated for exceeding the track limits, as did Michael Cheney. Like I said earlier, someone missed the memo.

Fastest among the SSM cars was Matthew Singler. He outperformed Malon Brown by .9 seconds. Daniel Kulas qualified third in SSM.

The 23 car field took the green flag with Greg Hoff jumping into the lead over Kevin Carter. Third place was Jared Korth, followed by Scott Story in fourth. Hoff maintained the lead for five laps; but on Lap Six, he inexplicably fell to fourth position, and was only able to recover one of those spots by the end of the race to finish third. The sixth lap saw the demise of Kevin Carter, who qualified on the pole. He fell to fifth by Lap Five and saw him retire on Lap Six. This left an opening

for Korth. He took it advantage of Hoff's and Carter's misfortune, and took over the lead on Lap Six. David Covin, who had suffered the wrath of track limits in qualifying, was busy moving up the order; and by the time Hoff and Carter exited, he was in second place. With Covin in second place, has set his sights on Korth, who has several car lengths ahead. Covin reeled off three laps in the 2:13 second range, while Korth was setting down times in the 2:14 range. It looked as though Covin was going to give Korth a serious challenge for the win; however, on Lap Nine, Covin was held up and his lap of 2:15 compared to Korth's 2:14 saw him fall back. The race ended with Korth taking the win by 1.4 seconds over Covin.

Scott Story had a good race, finishing Fourth; and Joseph Carl moved up three positions to finish fifth.

Rookie driver Matthew Singler took advantage of the fastest posted time in SSM, beating Malon Brown in the class. Brown was behind Singler on the track, but a good 20 seconds further off his pace. Third place in SSM was Caitlyn Singler, who is also a Rookie driver. She finished behind her brother, but I am sure she will have her day.





#76 Andy Goldberg enters turn 11 with Anand Ramachandran chasing him

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	27	Jared Korth	SMT	12	2:12.993	Mazda Miata	Clovis CA	SFR	675789	Leshor Motorsports / Mid
2	2	54	David Covin	SMT	12	2:13.232	Mazda Miata	Piedmont CA	SFR	649280	Leshor Motorsports
3	3	7	Greg Hoff	SMT	12	2:13.007	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
4	4	32	Scott Story	SMT	12	2:13.283	Mazda Miata	El Dorado Hills CA	SFR	624903	
5	5	36	Joseph Carl	SMT	12	2:13.893	Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's Repair
6	6	85	Scott Carter	SMT	12	2:14.632	Mazda Miata	Suisun City CA	SFR	177333	Imports Unlimited
7	7	34	David Vrane	SMT	12	2:15.049	Mazda Miata	San Jose CA	SFR	623200	
8	8	71	Matthew Wyatt	SMT	12	2:14.900	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercial R
9	1	33	Matthew Singler	SSM	12	2:15.272	Mazda Miata	Red Bluff CA	SFR	545761	
10	2	16	Malon Brown	SSM	12	2:16.529	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
11	3	66	Caitlyn Singler	SSM	12	2:16.780	Mazda Miata	Provo UT	SFR	652640	
12	9	149	Nadeem Bari	SMT	12	2:17.103	Mazda Miata	Redondo Beach CA	STL	294506	
13	10	8	Alex Mancano	SMT	12	2:16.990	Mazda Miata	roseville CA	SFR	694740	formula jake
14	11	114	Keira Howard	SMT	12	2:19.177	Mazda Miata	Pleasanton CA	SFR	479084	
15	4	91	Michael Cheney	SSM	12	2:18.606	Mazda Miata	Pleasanton CA	SFR	695266	Larry Oka Racing/Valley f
16	5	155	Nuno Goncalves Pedi	SSM	12	2:17.355	Mazda Miata	Half Moon Bay CA	SFR	478234	
17	6	195	Daniel Kulas	SSM	12	2:16.573	Mazda Miata	Sunnyvale CA	SFR	483501	Larry Oka
18	7	41	David Samuel	SSM	11	2:28.428	Mazda Miata	Fresno CA	SFR	501035	Larry Oka Racing
19	12	2	Frederick Greis	SMT	11	2:28.079	Mazda Miata	Center Moriches NY	NYR	653804	
20	8	76	Andy Goldberg	SSM	10	2:39.385	Mazda Miata	San Jose CA	SFR	547914	Gallery Framing
21	9	31	Bruce Burch	SSM	10	2:43.521	Mazda Miata	Kane'ohe HI	HI	663416	MCM Motorsports Race R
22	13	89	kevin Carter	SMT	6	2:13.004	Mazda Miata	Elk Grove CA	SFR	437616	Imports Unlimited
DNF	NF	29	David Mccoy	SMT	5	2:28.271	Mazda Miata	Modesto CA	SFR	655391	A+ Racing
Not classified											
JNS	NS	03	Leeson Grant	SMT			Mazda Miata	Danville CA	SFR	404684	Competition Autowerks
JNS	NS	14	Alan Gjedsted	SMT			Mazda Miata	San Francisco CA	SFR	402683	Larry Oka Racing
JNS	NS	44	Anand Ramachandra	SMT			Mazda Miata	Pleasanton CA	SFR	694860	A+ Racing
JNS	NS	49	Joel Odelson	SMT			Mazda Miata	LIVERMORE CA	SFR	672613	
JNS	NS	55	Aravind Ramachandr	SMT			Mazda Miata	Cupertino CA	SFR	694910	A+ Racing
JNS	NS	96	Joan Linehan	SMT			Mazda Miata	Clayton CA	SFR	445423	Competition Autowerks
JNS	NS	168	Peter Phung	SMT			Mazda Miata	Daly City CA	SFR	545337	Slant I Motorsports/PHUN



#5 Martin Lauber has #4 Nicolas Colyvas stalking him. Colyvas came in fifth on Saturday and fifth on Sunday.

The Cross Flow Cup made its San Francisco region debut this weekend. What a debut, with 27 entries lined up for the first qualifying session.

The Cross Flow Cup is a group of racers that race vintage Formula Fords, 1972 to 1982 eligible, and they run based on 2016 Monoposto Rules for Formula Ford. The idea behind the group is to have fun racing FF, where camaraderie and sportsmanship take precedence over winning.

Obviously, this is a very popular combination of clean, affordable racing that has brought back names from the past. Looking at the entry list, you see guys like Bob, Lesnett, Brian Forster, and Neil Porter entered. These are guys were involved in Formula Ford racing in its heyday, which was the late 70s through early 90s. And there were even more familiar faces amongst the crews of these fine vintage machines. it was like the good old days of SFR FF racing.

Speaking of names from the past, fastest qualifier in the group was none other than Bob Lesnett. He out-qualified Art Hebert by a scant .38 seconds. Another .1 of a second behind Hebert was series founder, Andrew Wait.

The group is divided into two classes, Vintage Club Ford and Vintage Formula Ford. The vintage Formula Fords are cars built before 1972 and the Club Fords are cars built up to 1982.

The inaugural Cross Flow Cup race with the San Francisco region had a 2:35 p.m. start time, so, by that time of the day, it was very hot. Even hotter was the pace that the front row brought to the 27 car field down the front straight for the start of the race. The pace initially appeared to be a problem with the starter; however the real problem was a car spun in Turn 14, and it was positioned in a hazardous spot. Not knowing if the car would be cleared by the time the field came around, the start of the race start had to be aborted.

The second lap around the field got the green flag. Bob Lesnett took the initial lead with second place qualifier Andrew Wait dropping down to fifth position. Steve Romak took second and Nicholas Colyvas was in third. Fourth was Martin Lauber. The top five started pulling

away from sixth place Neil Porter. Four laps of nose to tail racing ensued. Wait passed two cars on the second lap, and was feeling the heat from the exhaust of Romak. On the third lap, as the top group came to Turn Five, Martin Lauber had an issue. He pulled over to the drivers right hand side of the exit and stopped his car. This created a hazardous situation, and the Safety Car had to come out. The cleanup of Lauber's car lasted a lap and a half, and on Lap Seven the field got the green flag. It was now a three-lap sprint to the finish that had Wait close enough to see how much fluid was in the overflow tank of Lesnett's car. Wait had Romak equally close. The three cars held station and on the last lap down the front street Wait had a run on Lesnett. The two cars passed the start finish flag stand with Lesnett about a half a car length ahead. While it appeared Lesnett had failed to remember that the timing loop was another 30 feet past the start finish stand, not so. He said afterwards his car just didn't have the steam to hold back Wait, who pulled into the lead and crossed the timing stripe first...just barely.

If you're feeling bad for Lesnett, you can stop. Because Wait was driving a vintage Formula Ford, and Lesnett had a vintage Club Ford, they both won their respective races. Wait just won overall.

Neil Porter came in fourth place and second in Vintage Club Ford. Nicolas Colyvas fell from third to fifth. Hard Charger of the race was Brian Swanson, who started at the very back of the field, due to transponder issues.

The timing loop - appropriately designated by a broad checkered flag stripe - is one of the little idiosyncrasies about Thunderhill Raceway Park. I have been to numerous drivers schools and drivers meetings where it has been pointed out that the race is not over until your car passes the timing loop. Think of it as ground rules at a baseball diamond. Each professional baseball diamond has rules as to what is considered a home run, what is considered a ball in play, and what happens if a ball gets stuck somewhere. For example, at Wrigley Field the outfield wall is lined with Ivy. If the ball rolls up and gets stuck in that ivy, play is stopped and the base runner is given the next available base.





#56 Neil Porter had two second place finishes in Vintage Club Ford.



#7 Brian Swanson overcame transponder issues to win the Vintage CF race on Sunday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	23	Andrew Wait	VFF	9	2:00.717	Titan Mk 6	Greenbrae CA	SFR	489401	John Anderson Racing
2	1	10	Bob Lesnett	VCF	9	2:01.041	Crossle 32F	Novato CA			Lesnett Motorsports
3	2	19	Steve Romak	VFF	9	2:00.526	Titan MK 6	Benicia CA	SFR	237579	
4	2	56	Neil Porter	VCF	9	2:00.908	Ford Crossle' 35	Merced CA	SFR	79330	Porter Racing / Pacific Cr
5	3	4	Nicholas Colyvas	VFF	9	2:02.441	Ford Titan Mark 4	San Francisco CA	SFR	320083	
6	4	8	William Jackson	VFF	9	2:02.527	Titan MK6	Santa Barbara CA	CSCC	496399	
7	3	7	Brian Swanson	VCF	9	2:01.435	Van Diemen RF80	Petaluma CA	SFR	264046	
8	5	119	Tim Monahan	VFF	9	2:02.619	Titan Mark 6	Pacific Palisades CA		320054	na
9	4	83	Brian Forster	VCF	9	2:02.173	Tiga FFA77	Sebastopol ca	SFR	122369	Brili Enterprises
10	5	2	Tom Duncan	VCF	9	2:02.253	PRS RH02F	"Chico, CA 95926 CA"	SFR	147849	Road Runner Racing
11	6	12	John Plavan Jr.	VCF	9	2:04.278	Ford Crossle 30F	Park City UT	SanD	323075	
12	7	66	Max Minshull	VCF	9	2:03.004	Crosslé 35F	Palos Verdes Peninsu	CSCC	624060	
13	6	17	Jack Wilson	VFF	9	2:03.569	Winkelman WDF3	San Francisco CA			None
14	7	72	Chris Schoap	VFF	9	2:04.953	Titan Mark VI	Eugene OR			
15	8	98	Eric Verdin	VFF	9	2:03.352	Ford Titan MK6	Mill Valley CA			
16	8	79	Jim Lynn	VCF	9	2:08.941	Crossle 35F	Carmichael CA	SFR	612600	Edward Towne
17	9	81	Daniel Wise	VCF	9	2:09.907	Crossle 25F	Benicia CA	SFR	336409_1	Scuderia Cowbell Volante
18	10	77	Tom Minnich	VCF	9	2:09.589	Ford Tiga	Pebble Beach CA	SFR	360627	SRS
19	11	94	Michael T. Malone	VCF	9	2:11.246	Van Diemen RF79	Oakland CA	SFR	377009	Margo Malone/OverBudg
20	12	175	Alan Dezzani	VCF	9	2:11.083	Royale RP-24	Santa Clara CA	SFR	77851	DezzaniDigitalArt.com
21	13	6	Mark Keller	VCF	9	2:09.851	Crossle 45f	Snohomish WA	Nwst		Blackjack Racing
22	9	61	Jonathan Kitchen	VFF	9	2:12.147	Lotus 61	San Francisco CA	SFR	462939	
23	10	05	David Sandlin	VFF	9	2:13.932	Titan MK 6	San Jose CA	SFR	476630	
24	11	68	Art Hebert	VFF	8	2:00.891	Ford Titan Mk.6	Larkspur CA	SFR		Motorsports Market
DNF	INF	5	Martin Lauber	VFF	3	2:01.755	Titan Mk6a	Tiburon CA	SFR	344661	
DNF	INF	73	Alex Dodd	VCF	1	2:56.830	Crossle 16/20F	Sonoma CA	SFR	706823	
DNF	INF	14	Edward VanTassel	VFF			Titan Mk6	Klamath Falls OR			



*#79 Jim Lynn and #94 Michael Malone fight for position.*



*#23 Andrew Wait tries to get around #61 Jonathan Kitchen.*

The Sunday morning qualifying session for the Cross Flow Cup saw Andrew Wait take the pole with a time of 1:59.783. Wait set his best time on Lap Two. Art Hebert took second place, which was the same position in which he qualified on Saturday. The front row was represented by two vintage Formula Fords, and both drivers ran Titan MK6 race cars. The fastest of the Club Ford drivers was Brian Swanson, who qualified fourth with a lap time of 2:00.804 seconds. Swanson was driving a Van Diemen RF80. He was also reeling from the Saturday qualifying session where his transponder was not working. Saturday's polesitter, Bob Lesnett, qualified 21st overall with a lap time of 2:09.119 seconds. This was 10 seconds slower than his qualifying time during the Saturday session. He only turned in one lap during the Sunday qualifying session. The third place finisher from Saturday, Steve Romak, did not post a time.

Sunday race day was even hotter than Saturday. These cars do not like the heat on top. On top of that, a 30 minute race is cutting it close for a lot of these cars, because the fuel tanks are not big enough. Because of the heat and the fuel issue, the Sunday race was shortened to 20 minutes at the request of the Cross Flow Cup competitors.

The Sunday race got off to a good start with only one pace lap. Andrew Wait took the initial lead and held off Art Hebert for seven

laps. Slotted into third position was Nicholas Colyvas. All of the top three were in a vintage FFs. Fourth was Brian Swanson and first in the Vintage Club Ford class. On Lap Four Swanson got around Colyvas and had visions of an overall victory since he had the more modern car which theoretically would be faster. But Hebert and Wait are both very experienced vintage FF drivers, plus their equipment lacks nothing.

You could tell that Wait and Hebert were used to running with each other. They mirrored each other's moves on every corner with either one looking to seize an advantage. That advantage came Hebert's way on Lap Eight. He got a good run on Wait out of Turn 15 and made the pass for the lead going into Turn 1. Wait was looking for the over and under pass; however, he just did not have enough momentum. The top three were now Hebert, Wait, and Swanson. They held station for the rest of the race, but that does not tell the whole story. Both Wait and Swanson tried everything they could to get around Hebert, but Hebert drove a clean race. He was barely able to keep Wait behind him as the margin of victory was .064 seconds. Swanson finished a whopping .79 seconds behind (sarcasm.) Fourth place was Neil Porter and fifth was Nicholas Colyvas.





#68 Art Hebert won the Sunday Race in Vintage FF.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	Sponsor
1	1	68	Art Hebert	VFF	10	1:59.933	Ford Titan Mk.6	Larkspur CA	SFR		Motorsports Market
2	2	23	Andrew Wait	VFF	10	2:00.485	Titan Mk 6	Greenbrae CA	SFR	489401	John Anderson Racing
3	1	7	Brian Swanson	VCF	10	2:01.085	Van Diemen RF80	Petaluma CA	SFR	264046	
4	2	56	Neil Porter	VCF	10	2:01.638	Ford Crossle' 35	Merced CA	SFR	79330	Porter Racing / Pacific Cr
5	3	4	Nicholas Colyvas	VFF	10	2:01.363	Ford Titan Mark 4	San Francisco CA	SFR	320083	
6	4	8	William Jackson	VFF	10	2:01.748	Titan MK6	Santa Barbara CA	CSCC	496399	
7	3	10	Bob Lesnett	VCF	10	2:01.920	Crossle 32F	Novato CA			Lesnett Motorsports
8	4	83	Brian Forster	VCF	10	2:03.237	Tiga FFA77	Sebastopol ca	SFR	122369	Brili Enterprises
9	5	2	Tom Duncan	VCF	10	2:02.458	PRS RH02F	"Chico, CA 95926 CA"	SFR	147849	Road Runner Racing
10	5	14	Edward VanTassel	VFF	10	2:03.596	Titan Mk6	Klamath Falls OR			
11	6	12	John Plavan Jr.	VCF	10	2:04.441	Ford Crossle 30F	Park City UT	SanD	323075	
12	6	17	Jack Wilson	VFF	10	2:05.132	Winkelman WDF3	San Francisco CA			None
13	7	72	Chris Schoap	VFF	10	2:05.484	Titan Mark VI	Eugene OR			
14	8	98	Eric Verdin	VFF	10	2:06.749	Ford Titan MK6	Mill Valley CA			
15	7	6	Mark Keller	VCF	10	2:08.529	Crossle 45f	Snohomish WA	Nwst		Blackjack Racing
16	8	77	Tom Minnich	VCF	10	2:08.558	Ford Tiga	Pebble Beach CA	SFR	360627	SRS
17	9	175	Alan Dezzani	VCF	10	2:08.518	Royale RP-24	Santa Clara CA	SFR	77851	DezzaniDigitalArt.com
18	10	79	Jim Lynn	VCF	10	2:08.358	Crossle 35F	Carmichael CA	SFR	612600	Edward Towne
19	11	81	Daniel Wise	VCF	10	2:07.714	Crossle 25F	Benicia CA	SFR	336409	Scuderia Cowbell Volante
20	12	73	Alex Dodd	VCF	10	2:09.146	Crossle 16/20F	Sonoma CA	SFR	706823	
21	13	66	Max Minshull	VCF	9	2:11.976	Crosslé 35F	Palos Verdes Peninsu	CSCC	624060	
22	9	05	David Sandlin	VFF	8	2:13.534	Titan MK 6	San Jose CA	SFR	476630	
DNF	NF	119	Tim Monahan	VFF	1	2:11.158	Titan Mark 6	Pacific Palisades CA		320054	na
Not classified											
JNS	NS	5	Martin Lauber	VFF			Titan Mk6a	Tiburon CA	SFR	344661	
JNS	NS	61	Jonathan Kitchen	VFF			Lotus 61	San Francisco CA	SFR	462939	
JNS	NS	94	Michael T. Malone	VCF			Van Diemen RF79	Oakland CA	SFR	377009	Margo Malone/OverBudg
JNS	NS	19	Steve Romak	VFF			Titan MK 6	Benicia CA	SFR	237579	

## Regional 7 & 8 Conclusion

There were two very valuable commodities this race weekend: Water/Ice and Shade. One was a valued and welcome supply and we ran out of the other.

The addition of the Crossflow Cup added a nice change of pace for our racing community. These racers have nicely prepared cars and put on a great show. Having them all paddock together was cool because you could walk around and see their cars in one area of the paddock. And it was nice seeing so many familiar and friendly faces among their competitors and crews.

As Sunday unfolded, you could see the heat was taking its toll. The

grids were getting smaller as the temperature was getting higher.

You had to feel sorry for all of the volunteers. The Grid people only had a small canopy to fend off the heat. The Tech workers had little in the way of shady areas. The corner workers were stationed under the thin plywood roof of their flagging box. But the guy I felt for the most was Eric Diamond. He was the lone pit fire volunteer. Eric had no protection from the sun, plus he had to wear the heavy fire jacket that the pit fire guys wear. Even though he had to be uncomfortable, he greeted every group with a thumbs up as they entered the track for their race. Thank you Eric!

# That Races That Never Happened: Regional 9 and 10

Regional Races 9 and 10 were going to be the region's biggest race since the Runoffs came to the West Coast. Weathertech Raceway at Laguna Seca had just been repaved. We were going to be the first racing organization on the new surface. More than 240 entries were poised to try out the new ribbon of asphalt.

The region set the schedule up so that the weekend included a free test day on Friday, before the racing began on the weekend. The test day was set up so everyone was running with his/her run group. The day started out with people discovering the track had less grip than anticipated; but they were looking forward to the track rubbering up and unleashing some fabulous lap times.

The anticipation level for this weekend was so high Friday morning that the track limit was reached during a morning session. The maximum amount of drivers allowed per track length was reached, and no new cars could enter the course until another car exited. When did that ever happen recently?

Another 'first' on Friday was lack of body (car vs car) contacts. There were none!

Just as the schedule was about to get through the second round of

sessions for all the groups, the FA car of Rod Rice lost a motor. The motor went up with a big explosion, causing the body work of his beautiful Stohr F1000 car to catch fire.

Rice had to stop the car and jump out as the flames were engulfing all of the bodywork. He stopped the car on the flat area between Turns Seven and Eight. The fire crew responded and put out the fire.

Rice escaped without any injury. The car was badly damaged. In addition to the car, the track suffered some damage and Granite Construction had to be summoned to make a repair. They did a great job, but in the meantime the County of Monterey caught wind of the incident. They responded to the track first thing Saturday morning and shut us down.

So 244 racers had to go home. Millions of dollars were spent by the racers to attend the race. All of that was gone! Shops lost money, the volunteers were out hotel and transportation costs, and the region was out several thousand dollars.

The Irony was that four days later the track allowed motorcycles on the track for a three0day professional!



Group 4 lines up to go on the track. They never made it.



# ***CALIFORNIA AUTOCROSS CHAMPIONSHIP***



**2023**

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# SFR Solo II

## Round 7

The largest number of competitors so far this year came out for Round 7 of the SF Region's Solo II Championship Series, which was held on June 17, 2023, at Crows Landing. One-hundred fifteen drivers took to the course designed by Ben Martinez, with the event co-chaired by Brenda Barnes and Gordon White.



Arie Villasol waits his turn at the start line

Justin Bowen led the AS group in a 2014 Porsche Cayman S. He was followed by Darren Shortes in a '02 Chevrolet Corvette Z06,

while Edwin Garcia rounded out third in a '18 Mercedes Benz GTR.

The DS group saw Dhiraj Jadhav take first place in a '22 Subaru BRZ. Cody Mountjoy, in a '23 GR Corolla, came in second, with Ed Runnion taking the last podium spot in a '22 BRZ. The rest of DS included Andy Mathers, Christopher Smith, Craig Boyle, Micheal Scott, Jose Fait, Saurabh Kulkarni, Ryan Nguyen, and Jeromy Quach. Rebecca West ran uncontested in DS-L in a '17 Toyota 86.

The Solo Spec Coupe class was led by John Subosits in a '13 Subaru BRZ. Glenn Austin took second in a '14 BRZ, while Bill Charron finished third in a '15 BRZ. Dawn Danton and Eric Martin rounded out the rest of SSC.

Mark Lewis, in a '20 Mazda MX5, took first place in STR. Nipping closely



Isaiah Cruz takes his widebody 2017 Toyota 86 through the course

at his heels was Praneil Prasad in a '97 BMW M3. Arvind Govindaraj took the last podium spot in a '20 MX5.

The rest of STR included Rich Lee, Erik Acks, Glen Anderson, Philip Ma, Kevin Bui, Dennis Quilantang, Matt Francavilla, Megan Anderson, Jarrett Isaacson, Joey Zhu, Kevin Quach, Andrew Santos, and Ahmed Shmara. Connie Lu ran uncontested in STR-L in a '97 M3.

Justin and Mack Tsang finished one-two, respectively, in STU in a '06 Subaru STI. Steve McLaughlin rounded out third in a '07 Nissan 350Z. Paul Tibbals and Jeremy Eaton rounded out the rest of STU.

Teddie Alexandrova ran uncontested in STX in a '15 BRZ.

Rob Luis led the Classic American Muscle group in a '19 Chevrolet Camaro. Hal Dorton, in a '17 Ford Mustang GTPP, came in second, while Gordon White finished third in a '23 Mustang GT. The rest of CAM included James Way, Leon Weinroth, Greg Back, and Bret Treece. Danielle Whitehead ran uncontested in CAM-L in a '23 Mustang GT.

The Modifieds group saw Ben Martinez take the top spot in a '84 Van Diemen RF84. Boris Vujasinovic took second in a '95 RD, with Sy Danton finishing third in a '84 Ford Van Diemen. Maurice Velandia, Ryan Cirillo, Sean Velandia, Michael Lella, and Dennis Loshier rounded out the rest of Modifieds. Alex Kang ran uncontested in M-L in a '84 Van Diemen.

Nicholas Young led the Novice class in a '22 Hyundai Elantra N. He was closely followed by Caden Farley in a '16 BMW M4. Eric Zhao rounded out third in a '14 Ford Fiesta ST. The rest of the Novice class included Kris Hicks, Bryan Rivera, Vin Narayan, Nathan Louie, Jonathan Fung, Thomas Perales, Gavin Flint, Donald Wright, Nikunj Chokshi, and Terry Dalziel.

Lisa and Eric Gnesa took first and second, respectively, in the Prepared class in a '09 Porsche Cayman S. James Leano, in a '90 Miata, took the last podium spot. Derek Boyd and Brandon Flowers rounded out the rest of the Prepared class.

Eric Lam, in a '15 Porsche GT3, finished in first place in S1. He was followed by Derek Punch in a '20 Porsche GT4, with Alex Ottoboni rounding out third in a '18 Tesla 3.

The S2 class was led by Zach Heidepriem in a '11 BMW M3. Gary Fazekas, in a '22 Mustang, finished in second place, while Rich Bishop took third

in a '17 BMW M240ix. John Osgood rounded out the rest of S2.



Bret Treece in a 1966 Chevelle

Eric Nielsen ran uncontested in S3 in a '99 Miata.

Kaustav Acharya, in a '22 Volkswagen GTI, took the top spot in S4. James West took second in a '20 Honda Civic Si, with Rob Krider rounding out third in a '18 Honda Civic Sport. The rest of S4 included James Rowney, Samuel Galindo and Al Andersen. Kristen Acharya took the top spot in S4-L over Kristen Barnes. Acharya was in a '22 GTI while Barnes was in a '13 Mini Cooper Coupe.

Matt Ales led the SMP class in a '11 BMW M3. He was followed by Scott Mullens in a '16 MX5, with Cliff Fong taking third in a '93 Honda Civic. Jaime Mendoza, David Chau, Darrell Moskowitz, Arie Villasol, Frank Perez and Isaiah Cruz rounded out the rest of SMP.

ST2, STM, XS

Todd Winstanley led the ST2 class in a '91 Miata. He was closely followed by Wyatt Taylor in a '90 Miata, while Shaun Luis rounded out third in a '97 Miata. The rest of ST2 included Brenna Comacchio and Tristen Wu.

Phil Castro and Christian Mesina took first and second, respectively, in STM. Castro was in a '15 Mitsubishi Lancer Evo X, while Mesina was in a '03 Lancer Evo 8.

Jake Obniski, in a '07 Lotus Exige, finished in first place in the XS class. Hot on his heels was Andrew Vo in a '05 Lotus Elise, with Khoa Cao rounding out third in a '07 Honda S2000. Kelly Prior and Jason Hammond rounded out the rest of the class.



Edwin Garcia pilots his 2018 Mercedes Benz GTR around the course



## Round 8

Round 8 of the SFR Solo II championship series was attended by 98 drivers on June 18, 2023, at Crows Landing. The event was co-chaired by Gordon White and Brenda Barnes, with the course designed by Ben Martinez.



Dwayne Komush in a 1970 Ford Escort Mexico

in second, while Boris Vujasinovic took third in a '95 RD. The rest of Mods included Sy Danton, Douglas Hargrove and Sean Velandia. Alex Kang ran uncontested in M-Ladies in a '84 Van Diemen.

Kris Hicks took the top spot in the large Novice contingent in a '12 Mini Cooper S. Brandon Williams and Coby Hartman finished second and third, respectively, both driving '91 Mazda Miatas. Micheal Lane, Jerry Wong, Tiffany Dao, Calvin Le, Chris Rosier, Donald Wright, Yagiz Savas, Terry Dalziel, Clark Zhang, Harald Jiang, Zachary Tanner, David McLaren and Yulin Liu rounded out the rest of the Novice class.



Darrell Moskowitz in a 1994 Honda Prelude

Eric and Lisa Gnesa finish first and second, respectively, in Preps class in a '09 Porsche Cayman S. James Laeno rounded out third in a '90 Miata. The rest of Preps included Derek Boyd, Darrel Lunge, Dwayne Komush and Brandon Flowers.

Derek Punch eeked out first place in S1 in a '20 Porsche GT4. Eric Lam finished second in a '15 Porsche GT3.

Gary Fazekas handily took the top spot in S2 in a '22 Ford Mustang. John Osgood took second place in a '13 Cadillac CTS-V.



Brandon Flowers in a 1984 Ford Thunderbird

Danee Kenyon, in a '16 Miata, took the top spot in S3. Levon Samvelyan finished in second place in a '02 Toyota MR2 Spyder.

James Rowney led the hot hatch contingent in S4 in a '22 Volkswagen GTI. Christopher Smith, in a '21 Honda Civic Type R, finished in second place, with Gracie Smith rounding out third in a '15 Ford Fiesta ST. The rest of S4 included Sean Murray and D P. Kristen Barnes led co-driver Danielle Whitehead in S4-L. They shared seat time in a '13 Mini Cooper

Coupe.

Matt Ales finished in first place in SMP in a '11 BMW M3. Darrell Moskowitz, in a '94 Honda Prelude, took second place.

The ST2 class was led by Tristen Wu in a '17 Subaru Crosstrek. Paul Mattish, in a '04 Dodge SRT-4, finished in second, while Armando Armijo rounded out third in a '04 Subaru Forester XT.

Jake Obniski took the top spot in XS in a '07 Lotus Exige. He was followed by Scott Mullens in a '16 MX-5, while Kelly Prior took third in a '07 Exige. Jason Hammond and Paul Rangel rounded out the rest of XS.

Justin Bowen, in a '14 Cayman S, took first place over Darren Shortes in a '02 Chevrolet Corvette.

Alex Muresan led the DS class in a '19 Civic Type R. Hot on his heels was Mark Scroggs in a '23 Hyundai Elantra N, while Cody Mountjoy took third in a '23 GR Corolla. The rest of DS included Lloyd Feaver, Tiberiu Muresan, Kevin Bui, Eileen Blando, Ed Runnion, Craig Boyle, Michael Scott, Fred Campbell and Jose Fait.



Armando Armijo in a 2004 Subaru Forester XT

The Solo Spec Coupe class was led by John Subosits in a '13 Subaru BRZ. Glenn Austin, in a '14 BRZ, was a close second, while Eric Martin finished third in a '13 Scion FRS. Suze Morrison, Dawn Danton and Kevin Chauvin rounded out the rest of SSC.

Mark Lewis, in a '20 MX5, took the top spot in STR. Arvind Govindaraj finished in second place in a '20 MX5, with Praneil Prasad rounding out third in a '97 BMW M3. The rest of STR included Rich Lee, Erik Ackes, Glen Anderson, Megan Anderson, Matt Francavilla, Ahmed Shmara, Andrew Santos, John Bautista and John Bautista IV. Connie Lu ran uncontested in STR-L in a '97 M3.



Paul Mattish in a 2004 Dodge SRT-4

Justin and Mack Tsang finished one-two, respectively, in STU in a '06 Subaru Sti. Steve McLaughlin took third place in a '07 Nissan 350Z. Paul Tibbals and Jeremy Eaton rounded out the rest of STU.

Teddie Alexandrova took the top spot in STX over Jay Haksar. Alexandrova was in a '15 BRZ while Haksar was in a '14 FRS.

Hal Dorton took first place in Classic American Muscle in a '17 Mustang GTPP. He was followed by Gordon White in a '23 "Justa GT" Mustang, while Leon Weinroth and Greg Back rounding out the rest of CAM. Brenda Barnes ran uncontested in CAM-L in a '23 "Justa GT" Mustang.



Sy Danton in a 1984 Van Diemen

# Fresno Chapter July Autocross

## Krider Classic 100

On a blistering hot July 15, 2023, the Fresno Chapter held its seventh regional event of the 2023 season which was the Krider Classic 100 autocross and poker run. The concept of the annual Krider Classic 100 event is to bring some of the fun of 1970s car rallies with some of the pageantry bestowed on national level road racing events, and inject them into the sport of autocross. Participants were provided dash plaques, event stickers, track maps, and patches at registration. Top three finishers in each class were awarded trophies with the driver's names on them. Event win stickers went to class winners and a champagne spray celebration was setup for the top three PAX drivers on a Formula 1 style podium.



Rob Krider clinched the State Championship title in H-Street in the California Autocross Championship with the win

Eighty-seven competitors braved the extreme Central Valley temperatures for the Krider Classic 100, which started an hour earlier than most regional events to try and beat the heat. To keep the vibe at the track festive, Adam Haro worked the DJ booth playing automotive themed high energy music between run groups. The Fresno SCCA went above and beyond to take care of course workers by providing canopies for the worker stations along with individual coolers filled with ice, water, and zero sugar Gatorade. Double Nickel Nine Motorsports provided donuts at the drivers meeting and a relaxing station with two large canopies, chairs, a swamp cooler and water for attendees. The first run group cars were placed on grid and the engines were turned off for the official call, "Ladies and Gentlemen, START YOUR ENGINES!" With the growl of thirty race cars firing up at the same time the Krider Classic



Brandon Griggs won the Index class and took the Top PAX spot in his 2020 Mazda Miata

100 had begun.

The well flowing course, designed by Rob Krider, had names for each of the corners and elements like Turn Uno, The Mc Left, Carl's Chicane, Commode Corner, Cone Death Slalom, This Corner Sucks and Happy Pedal Curve. As drivers completed each of their five runs, they received a Krider Classic 100 "unofficial" timing slip along with a Krider Classic 100 playing card. The event wasn't just an autocross, but also a poker run. After five runs, each driver would have a poker hand (some good, some not so good.) At the end of the event it was a flush hand held by Robert Douglas that took home half the pot, \$335, with the other half of the pot going to support the chapter. The competition on course was fierce, with drivers vying for the opportunity to earn a Krider Classic 100



Rebecca West clinched the State Championship title in D-Street in the California Autocross Championship with the win

plate trophy. There was also competition for awards you didn't want to earn, like DFL (Dead Last) which was a necklace with a toilet bowl on it, or the DNF award which was a hot wheel track with an MGB hot glued on it for the driver who made their own track on course. Additional awards that were being fought after were Fastest Porsche (a Lego Porsche,) Fastest Japanese car (a Lego Supra) and Fastest American car (a screaming bald eagle.)

Some of the trophies were personalized license plates with a Krider Classic 100 license plate frame sourced by Aaron Douglas.

At the end of competition award winners had the chance to stand on the podium alongside cardboard cutouts of Max Verstappen and Ricky Bobby. Here are a list of some of the fun awards and their recipients:

**Top Time of Day (TTOD License Plate) Phil Castro**  
**Fastest Lady (FASTCHK License Plate) Audrey Tan**  
**Poker Run (\$335 and Deck of Krider Classic 100 Cards) Robert Douglas**  
**Fastest Japanese Car (Lego Supra) Phil Castro**  
**Cone Slayer (CONESLYR License Plate and Cone) James West**  
**Fastest Porsche (Lego Porsche) Matt Britter**  
**Check Engine Light (CEL Framed Photo) Chris Sochan**  
**Best Dressed (Oscar with Barbie Clothes) Brad Dawson**  
**Fastest American Car (Bronze Eagle) Richard Schmidt**  
**Repeat Offender (2022/2023 Sticker) Aaron Douglas**  
**Best Spin (MAYTAG License Plate and I/O Port Racing Supplies Sweatshirt) Chris Rodriguez**  
**Fastest Wagon (Foam Brick) Jerry Kell**  
**DNF (Hot Wheel Track with MGB) Corey Bradley**  
**Loudest Car (LOUDNESS License Plate) James Collins**  
**Fastest Electric Car (Trophy Plate with Extension Cord on it) Jorge Diaz**  
**Best Car (BESTCAR License Plate and Checkered Blanket) Yang Moua**

Once the fun awards were handed out, it was time to get to the serious matter of bringing the top three drivers of each class to the podium so they could receive their Krider Classic 100 platter style trophies. That evening anyone who won a plate trophy could take it to Tactical Ops Brewing in Clovis and earn a free pint of beer during the "Plates for Pints" night celebrating the drivers of the Krider Classic 100. And to mention



Ric Quinonez, driving the golf cart, handled Safety Steward duties.



Adam Haro was the official DJ during the Krider Classic 100.  
Photo by Rob Krider





Andrew Padua, Brandon Griggs and Rob Krider enjoyed the spoil of victory with a champagne shower

just a few of the drivers who were celebrated: David Jackson driving his 2006 Lotus Elise winning A-Street, Yang Moua driving his 2023 Toyota Corolla winning B-Street, Richard Schmidt driving his 2018 Ford Shelby GT350R winning CAMC, John Rowe driving his 2019 Honda Civic Type-R winning D-Street, Craig Boyle driving his 1994 Mazda Miata R winning E-Street, Gary Fazekas driving his 2022 Ford Mustang winning F-Street, James West driving his 2020 Honda Civic Si winning G-Street, Sam "Terp" Galindo driving his 2018 Honda Civic Sport winning H-Street, Kelsey Stoltenberg driving her 1999 Mazda Miata winning Ladies Index, Taylor Coon driving his 2018 Porsche Cayman winning Novice Index, Phil Castro driving his 2015 Mitsubishi Lancer Evo X winning Street Mod, and Andrew Padua driving his 2017 Honda Civic Si winning Street Touring Hatch.

When it was all said and done for the different classes there was one more podium to recognize, the Top PAX drivers, who would receive gold colored plates for trophies. The overall event PAX winner would get an Indy 500 style wreath and win a watch. After a small drumroll... in third place, Rob Krider, second place, Andrew Padua and the winner of the 2023 Krider Classic 100, by a mere 15 thousandths of a second... Brandon Griggs! Brandon drove his 2020 Mazda Miata perfectly and picked up his second, and consecutive Krider Classic 100 overall win. The champagne sprayed, the music played and that was the end to a really special event for the

Fresno Chapter.

#### California Autocross Championship Round 4

Fresno Chapter's Round 7, the Krider Classic 100, was also the fourth round of the California Autocross Championship. The statewide championship series utilizes a Formula 1 style point system using results from some of the premiere autocross events throughout the year. Drivers who choose to compete in the series can register through MotorsportReg and receive a t-shirt, a dash plaque and participant stickers for their cars. After each round, registered drivers who won their class also receive Event Winner stickers. To be considered for an end of the year trophy registered drivers need to attend three of the five different events. Of the five events, the driver's lowest score will be dropped. With the Krider Classic 100 being the fourth event on the California Autocross Championship calendar there was an opportunity for drivers to clinch their class prior to the final event of the season (the Bill Fleig Enduro at Thunderhill with the Sacramento Chapter October 15, 2023.)

When the champagne was sprayed in Fresno at the end of the event, two drivers clinched their respective classes with undefeated seasons (each driver won all four of the first four of five rounds:) Rebecca West won D-Street Ladies and Rob Krider won H-Street. The fourth round of the series saw some shake up in the standings in many of the classes, but most classes won't have a defined State Champion until the last round in October. For drivers who want to see where they are currently ranked and/or register for the series, go to [www.calautocxchamps.com](http://www.calautocxchamps.com). Drivers can register for the series up to one week prior to the last event of the season and any points they earned prior to registering still count toward the championship.



PAX & SM winners, and a few fun award winners

# Thunderhill Report

By David Vodden

With over 31 years in the books I am proud to say that Thunderhill Park is doing far better than most people thought it would when it began. Here is the current report. While income is down for the month of May by 10%, year to date income, January through May, is up 18%. Expenses for this same period were only up 2%, which I know defies all claims by those wanting increases in their prices or to get a raise. This result is because of good management and the realization that the money we make is not ours, but belongs to the track to use in order to ensure its long-term financial success and survival. Our June Billing Report, that tabulates our billings to customers for the month, was up 27% over the same June month in 2022. The Balance Sheet remains solid, the kind of "solid" that financial analysts love. We still have no debt, and we have money in the bank for proper maintenance and expansion. The track is on the books for \$23 million, but would draw many times that if appraised in the marketplace and compared to other tracks around the country. Thunderhill has always made a profit at the end of the year since 1994.

The 2023 booking schedule shows 314 days rented on the 3-mile, 255 rented on the 2-mile, and 336 rented on the skid pads. This means we have achieved the equivalent of 905 days of rentals counting each surface as a rental day. There is still time to rent a lot more.

The big news going on right now is the changing of the guard at the top level. My last day as your CEO and visionary will be December 31, 2023. Matt Busby, formerly of Kentucky Raceway Park and New Orleans Louisiana, a track called NOLA in deference to the nick name for the city, will take over January 1, 2024. Matt and his wife Courtney have moved into a home in downtown Willows where he plans to stay for some time. When next the SFR/SCCA appears at Thunderhill, Matt will be well along the way in taking over the operation of the track and the vision for its future. Wish him well and get to know more about how he found his new mission in his racing business career by taking on the "Mission of Thunderhill Park!"

My plans after retirement are unconfirmed at this time, but will surely be in the business of motorsports. One cannot help but learn good stuff when you have the opportunities that I have had for the past 60 plus years. I find the business of motorsports fascinating. I have also enjoyed some meaningful successes along the way. Come say goodbye if you want at the final SFR/SCCA race of the 2023, October 25-27. I am trying to race a Miata on that final weekend as a way of putting a cap on that side of my racing passion as well. I need a ride!

Before I leave the position of CEO, I hope to have the 23 garages that are rising from the ground ready and 100% occupied. The first bank of ten garages is all rented with deposits, but there seems to be some churn going on regarding the upper 13 garages. I have some deposits on those garages but not all. Some have said they want, which does not count until the deposits are paid and the leases signed. When rented these garages will add over \$200k as a new revenue stream to help keep the park open. Also, before I go, I plan to enclose the canopy that is on the north side of the big club house in order to have more office space. The deadline by the end of the year may be optimistic; but it will be started and, hopefully, far along!

After over 35 years of working the mission of Thunderhill 24/7 there are so many people to thank not only for the opportunity, but for their unselfish help along the way. As is typical of a Club, there were many people in the early days who thought the Club should not build a track. Some did not like the people behind the effort including me and Tom McCarthy. Some could only see Thunderhill Park for what it could do for them. The majority, however, shared and supported my long-term vision of making the track a solid player in the recreational motorsports industry. That is what we did, and we positioned Thunderhill to be on target to get even better in many other ways. The track is mostly turn-key with a good book of business, great reputation and staffing to keep things going and on an upward trend.

I truly hope that everyone along the way and especially those who come to Thunderhill in the future, enjoy and support the track. The business will change and Thunderhill will change and be on the cutting edge of what comes down the chute, so as to maximize its value to Thunderhill Park and generate even more new and profitable adventures.

There was a time in the late 80's when a small group of Club members stood on top of a hill in Glenn County that overlooked the Thunderhill Ranch. The grassy rolling hills looked the same everywhere around them. It had looked that way since the 1800's when the then residents traveled up the two-lane road out front going from Willows to Elk Creek, Chrome, and Stonyford Lake. For a few present those hills looked like a beautiful, prosperous, potentially great racetrack. I was one of those few. It has been fun, rewarding, challenging and at times, frustrating; but now it is done, at least for me!



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We have had all these garages spoken for, but since those early commitments changes have allowed us to offer you a chance at having a garage at Thunderhill Park. Garages will be rented on a first-come, first-deposit-in-place basis. Call now because I know that these garages along with the others we have here will, sooner than later, be fully rented. We offer one year leases as well as longer term. Rental fees are locked in with a 3% annual increase only as long as the lease remains in effect.

Call now 530-220-2186 or 530-934-5588 Extension 101 and get on the Thunderhill family team. You will be glad you did and you can be moved in before the end of the year. Act now! Call David Vodden or e-mail @ [dvodden@thunderhill.com](mailto:dvodden@thunderhill.com). You can also text the 530# above.





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Street legal SCCA racecar, ITE class

4.26.2003 current mileage 63095

993 Six cylinder conversion, 245 RWHP

other items

• big brakes, no parking brake • shifter box upgrade • two sets wheels, minilites and cookie cutter

Some history:

- 1.6.2023 "Roselli" fluids filters air duct
- 12.17.2016 "Suspension Performance" trans o'haul w/ LSD odo (?) • 2.1.2007 Install 993 in car with 59852 on car • 1.11.2007 993 engine from Los Angeles Dismantler with 23624mi • January 2001 apx purch from Brad Roberts build to SCCA ITA specs chassis o'haul • 1991-1993 HPH Hans odo 30941 • 1.1.91 "High Performance House" HPH, Rich Bontempi, past owner Hans J, stuff, odo 10054 • 6.9.1986 Garretson Enterprises engine rebuild 98000 mi apx. I just took it for a spin up Mt Hamilton Road. What a fun car. Hauls ass. email motobutch@gmail.com



2011 Subaru WRX

Has been extensively modified for track use and racing. Interior has been gutted. Enkei RC-G4 Sport wheels, Stoptech brakes with 2-piece rotors, Sparco seat, Short shifter, STi axles and hubs, Aluminum hood, Plexiglass windows, Tein Super Racing Spec Type N1 suspension package-coilovers, camber plates, Urethane suspension bushings, Chrome moly 10-point roll cage, Cold air intake with Cobb Tune, CSF aluminum radiator and oil cooler, Crawford oil separator, Killer B oil pan and new Hankook RS-4 tires. 30,000 miles asking \$15,000; call 530-682-6095 or email ardenoji@gmail.com

## STREET/AUTO-X/TRACK



1959 Austin Healey. This was George Snively's 100-6 which he campaigned until the mid-sixties. (George was the founding father of Snell. Lots of pics and info online.) George heavily modified this Healey when he quit racing in the later sixties. 327 Vette motor, Richmond t10 trans, Ford 9 inch posi, disc brakes, disassembled and updated 15 years ago. Runs & drives excellent - fast. \$50,000. if interested, can send lots of pics. Phone if you like. 530-994-3307 or e-mail bobnruthsavy@yahoo.com. Robert Savarino

## TRAILER/TOW

Have an enclosed Trailer?

Want to Haul two Cars?

Aluminum stacker rack (w/electric 120 V winch), Rack is fully disassembled but is in great condition. Came out of a 46' Pace Shadow GT goose neck trailer.

I believe it was a factory installation and would have cost several thousand dollars when new.

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Rob Fuller 510 329 2817 (Hayward CA)

2000 TPD 24' Auto Trailer w/options, White Vortech TP3, Triple Axel: \$14,000  
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## TOOLS/ EQUIPMENT/ MISC FOR SALE

FF spec rain tires, purchased 2017 and run one session. Remarkably they are still softer than new dry tires. Price is \$0 but you have to pick them up or ship them.  
Mike Bernstein (510) 701-9292 cell

Formula car parts: Single element aluminum rear wing, 42.5" x 23" as seen on 1972 F5000 cars. \$100

new SPD mild steel 4 into 1 merge collector, 2" to 2.5" \$200

4 Revolution 3 piece modular race wheels for Ralt RT-1 supervee, 8"/10", centerlock, peg drive 4 on 3.5" \$600/set

New Hyperco 2.5" ID, 8", 275# chassis

springs \$80/pair

Motive Products pressure bleeder \$25

Cosworth BDA ignition wire set, 3 new caps,

2 rotors, Howards ignition crankfire pulley

and pickup, 2 Billet BDA distributor bodies

and parts. \$100/all • John 916 454 1115

## BUSINESS OPPORTUNITIES

Business Opportunity: Locate your business at Thunderhill Park as part of the new "HUB" Center at the raceway. Office space, showroom, conference rooms and more available for the right business partner. Ideally located in the center of over 700 days of activity that can feed your business. \$1.00 per square foot first year offer. Move in now. Call for more details but do not wait. This is a once in a life-time offer to locate your business in the best possible venue for expanded sales and growth. Contact:

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

## GET ON THE TRACK

TRACK DAYS AND SKID PAD DAYS

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



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The skid pads at Thunderhill are available for Vehicle Development, Drifting, Car Control, Autocross and more! Just tell us your idea, and we'll help you make it happen! Small Pad Rental Fees: (size 540 x 310 feet)

Weekend day; weekday

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

Big Pad Rental Fees: (size 662 x 363 feet)

Weekend day; weekday

Small skid pad - 1-5 cars \$1000; each additional car \$150

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

Rates include insurance.



## SERVICES

FOOD SERVICE AT THE TRACK FOR YOU!:

Look smart and save money and time by having the team at Thunderhill Park provide your race team and group with hot food, cooked to order, drinks and snacks throughout your weekend. It is easy, inexpensive when compared to the time and waste involved in transporting your food stock to the track, and everyone will be impressed. Call Jim Thompson and arrange to have his excellent certified food handlers prepare and serve your weekend needs for food and drink. Jim can be reached on: 530-934-5588 Ext-112 Or by cell @ 530-519-2201.

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

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

SPEC MIATA & SPEC E30: TFB Performance's winning alignment service has expanded to include race prep and "arrive and drive" trackside support for SCCA/NASA and HPDE/ track days. Rent clean, safe, front-running cars or bring your own. Run your first race or win a championship! Contact Tim Barber at 415.205.2222 or tim@tfbperformance.com.



## SHOP/STORAGE SPACE

Trailer/RV storage at  
Thunderhill Park in Willows

## RACE CAR RENTALS



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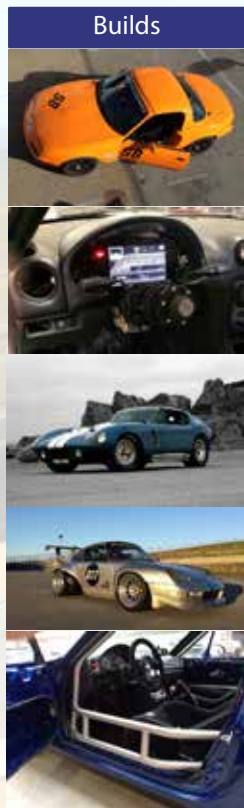
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# *The Scoundrel*

*"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

