



The wheel



VOL. 63 | AUGUST 2022

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



- Regional 11 & 12
p. 8
- SFR Solo II 7 & 8
p. 38
- Fresno Chapter 9
p. 40
- Sacramento Round 7
p. 42

ACCERaceTek

Rentals, Arrive &
Drive, & Support

We will be at all key races
All regional races
Most west coast Majors
COTA Pro race in November
The Runoffs

- SpecRacer & Prototypes (P1&2)
- Fast and reliable cars
- Large fleet of GEN2 & 3 Rentals - 7 Cars
- Driver coaching - Our rookies win races
- Experience support team ASE certified



www.accelracetek.com

Phone: (669) 232-4844
Email: support@accelracetek.com

 **Wine Country
Motor Sports**
RACE GEAR AND EQUIPMENT
Established 1992

SONOMA RACEWAY (800) 708-RACE
WWW.WINECOUNTRYMOTORSPORTS.COM
ASK ABOUT OUR SCCA SPECIALS!

**ARE YOU READY FOR THE NEW RULE REQUIRING FORWARD FACING CAMERAS?
WE ARE! SPECIALS FOR SCCA!**

 GoPro Hero 7 Silver
\$199⁹⁹
FREE 32GB SD CARD

 GoPro Hero 8 Black
\$399⁹⁹
FREE ROLL BAR MOUNT

 AIM Smartycam HD
\$999
FREE ROLL BAR MOUNT

CALL 800-708-7223 TO ORDER - GET IT SHIPPED TO YOU AT NO EXTRA COST!



  
AUTO RACING SUITS
10-30% OFF

 CAMLOCK
HARNESSES
15% OFF
Start at \$159⁹⁵





#11 James Ingram driving the other Norma in ASR. Photo Sierra Lacey

Cover: #66 Wyatt Couch stormed from the rear of the pack to take the SMX victory on Sunday. Photo Steve Bohac

FEATURES

- 6 Confessions of a Cone Slayer
- 7 RE Report
- 8 Regional 9 & 10
- 38 SFR Solo II 5 & 6
- 40 Fresno Chapter 8
- 42 Sacramento AutoX Round 7
- 44 Notes from the Archives
- 47 Thunderhill Report

IN EVERY ISSUE

- 4 Calendar
- 4 Travel Tech
- 46 Race Car Rentals
- 47 The Garage: Classified Ads

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

SAN FRANCISCO REGION SCCA

REGION OFFICE

MAILING ADDRESS

PO Box 308, Willows, CA 95988

LOCATION

5250 Hwy 162, Willows, CA 95988
 530 934 4455
 530 934 7275 fax
 office@sfrscca.org

The Wheel is the Official publication of the San Francisco region of the Sports Car Club of America located at 5250 Hwy 162, Willows, California 95988. It is published monthly by Wheel Publications, 6185 Riverbank Circle, Stockton, California 95219. Opinions expressed herein are those of the author and not necessarily those of the San Francisco Region, Wheel Publications, The Wheel, it's staff or advertisers. Material submitted to The Wheel that is slanderous, libelous, profane, pure inflammatory criticism offering no constructive alternatives, sexually explicit or material as directed by The Board, such as competitive series schedules, ads, etc. shall not be published.

Permission to reprint materials from The Wheel is hereby granted to all SCCA regional publications with the agreement that full credit be given to the author and The Wheel.

The Wheel • ISSN 0888-1103 • USPS 0625-160 • is published monthly for \$15 per year for the San Francisco Region of the Sports Car Club of America, 5250 Hwy 162, Willows, California 95988. Periodicals Postage paid at Willows, CA and at additional mailing offices.

BOARD OF DIRECTORS

TIM SULLIVAN Regional Executive
 Timbo0724@msn.com

LINDA ROGASKI Secretary
 lrogaski@hotmail.com

BLAKE TATUM Director
 wheel@sfrscca.org

JOE MONTANA Director
 joemontana@gmail.com

CHRISTOPHER LINKOUS Director
 sonomacal@gmail.com

BILL BOOTH Director
 bill@sfrscca.org

SETH REID Director
 reidseth@gmail.com



PUBLISHER: THE WHEEL PUBLICATIONS

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

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

CONTRIBUTING WRITERS

- Blake Tatum • Rob Krider • Joe Stephan
- Lynne Huntting • Yang Moua • Sherry Grantz
- Ryan Panlilio • Charlie Berndt

CONTRIBUTING PHOTOGRAPHERS & ARTISTS

- Rob Krider • Lynne Huntting • Paul Tibbals
- Trevor Fechner • Davey Drouin • Steve Bohac
- Sierra Lacey • Jim Sitz

POSTMASTER, Please send address changes to:

The Wheel
 P.O. Box 308
 Willows, CA 95988

CALENDAR

2022 FRESNO CHAPTER SOLO SCHEDULE

Event 10 - **Sept 10**

Event 11 - **Sept 11**

Event 12 - **Nov 12**

Event 13 - **Nov 13**

More dates may be added; visit www.FresnoSCCA.com for an up-to-date calendar

All events held at Fresno Fairgrounds except February

**Famoso Raceway

SAN FRANCISCO REGION'S 2022 SOLO II CHAMPIONSHIP SCHEDULE

Rounds 11 & 12 - **October 8-9**

Rounds 13 & 14 - **November 12-13**

Most events held at Crows Landing, unless noted.

RENO REGION SCCA SCHEDULE

Sept 10

Oct 15

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

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

SCCA SACRAMENTO AUTOCROSS SCHEDULE

Rounds 13-14 - **September 24-25**

Enduro Practice - **October 8**

Enduro - **October 9**

Events held at Thunderhill Raceway Park



Roger Kraus Racing - www.rogerkrausracing.com
2896 Grove Way, Castro Valley Ca.
1-510-582-5031 or 1-800-510-7223

Racing tires for SCCA, Vintage, Club Racing, Auto Crossing, Hill Climbing.
Servicing Races since 1972-2022, 50 Years in Business

2022

2022 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

SEPTEMBER 3-4

REGIONAL 13&14 - SONOMA RACEWAY

SEPTEMBER 9-11*

INDY CAR - WEATHERTECH RACEWAY
LAGUNA SECA

OCTOBER 13-16*

VELOCITY INVITATIONAL - WEATHERTECH
RACEWAY LAGUNA SECA

OCTOBER 28-30

REGIONAL 15,16,17 - THUNDERHILL
RACEWAY

** Pro Race Support for Volunteers*

*** Pro Support-E Crew only*

**** Double points*

***** Subject to change*



Regional Races 13 & 14
3 - 4 September 2022

SONOMA RACEWAY

SCCA Sports Car Club of America



Regional Races 15, 16 & 17
28-30 October 2022

THUNDERHILL RACEWAY PARK
3 & 5 Mile

SCCA Sports Car Club of America

Confessions of a Cone Slayer

By Rob Krider



Mustang Madness

As my first born son's sixteenth birthday approached, I had a big decision to make. What kind of car to buy him? I wasn't buying him a car to spoil him. I was buying him a car to spoil myself. I was sick and tired of driving him all over town.

Previous to his birthday I had spent the last year of his life discussing the perfect car for a sixteen year old boy. His first choice was a glorious one: Ferrari. Obviously that was not going to happen. I explained to him we couldn't afford the air inside the tires of a Ferrari. His second choice? He said he would settle for a PT Cruiser. PT Loser? Really? Not my son. We have a motorsports reputation to uphold at our house.

After strategically placing issues of Hot Rod magazine in his bedroom and near the toilet (where the real reading gets done,) he finally decided he wanted a muscle car. I was pleased. Every sixteen year old boy should have the chance to own an overpowered, gas guzzling, noisy, poor handling vehicle to drive to high school in. It is a rite of passage. Since we are Americans that meant he had two choices: Camaro or Mustang.

Personally, I grew up in a deeply religious household. Some families are Baptist; my family was Chevrolet. We had numerous Camaros, Corvettes, Chevilles and even an El Camino (the "mullet" of transportation - business in the front, party in the back.) If it didn't have a 350 cubic inch Chevy small block for an engine, it didn't park in our driveway. If anyone even thought about parking a Ford product next to the curb in front of our house my dad would have it towed away. So, what was the first car I bought as soon as I moved out of my dad's house? A Ford Mustang, of course. And to be an even bigger pain in my father's ass, I modified the car and made sure it was faster than his own Corvette. Suddenly my invitation to Thanksgiving dinner got lost in the mail.

Once I told my son about the time his old man took a Mustang and beat Grandpa's Corvette at the drag strip, he decided he wanted a Mustang. Now I'm not a total moron. There was no way I was going to put my son in a car as fast as a Mustang GT. Those cars have way too much horsepower, and with great horsepower comes great responsibility—something 16 year old boys don't possess. Mustang GT's with their V8 engines were not an option for my son. Instead, we started looking for a lesser powered V6, the Junior Varsity model, as I like to call it.

We test drove a few and hadn't quite found a good one at the right price. Even though I wasn't satisfied, my son loved every single Mustang that he saw.

"I'll take it, I'll take it," is all he would say. "Son, this one has been in an accident and it won't start." "I like the color, I'll take it."

My son was way too eager in front of the sellers for me to catch a bargain, so finally I devised some baseball signals where

he would touch his nose if he didn't like the car, or he would pull on his ear if he did like the car. The only problem with this method was my son had some nervous twitches and I realized after two minutes at a car dealership that he touches his nose and pulls on his ears constantly, which completely confused me as I was trying to haggle on a price. He had me so confused at one point I darn near bought him a Pontiac Aztec.

We test drove one particular Mustang for a total of about 100 yards. We found a seller on Craig's List who met us at a grocery store parking lot. The seller handed me the keys and said, "I don't need to go with you, go enjoy the test drive." Big mistake, Sir. My unsupervised test drives are more like qualifying sessions for Formula One. I run a car hard at the onset and see if it holds together. This one didn't. I jumped on the gas, rowed through the gears and blew the plastic thermostat housing apart. I made a quick U-turn, and limped the car back to the parking lot with the engine leaking green coolant all over the road. I gave the keys back to the seller and said, "Thanks, but we aren't interested."

My son thought it was an unethical move to hurt someone's car and then just give it back to them. He's probably right, but at the time I actually thought it was the coolest test drive I had ever been on. But Karma, that moody lady, paid me back big time. We finally decided on a V6 Mustang, bought it, and everything was good. Yes, my son liked the color. One week later, while I was driving it, with my wife in the passenger seat, I left a stop light hard, romped on the gas and the exact thermostat housing failure occurred again, spilling coolant all over the ground. Standing on the side of the road, my wife, whom I love, began to chastise me, "You blew up your son's car before he got his driver's license to drive it!" She was mad at me for everything, driving irresponsibly, being a bad dad, even global warming. Full disclosure...I deserved almost all of it.

Once I got the car home, and after looking under the hood, I called my dad for some mechanical advice. He only had this to say, "I know what the problem is, it's written right on the front of the car, it's a FORD!"

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



RE Report

By *Tim Sullivan*



Hi Everyone,
 Summer is almost done. We have our last Sonoma race in a little more than week. Then a couple of Pro events, including IndyCar where we will see

our own SRF3's as the Support Race. Finally, our end of year "Finale at Thunderhill," where we will race three tracks in one weekend. We will also have our annual BBQ, where yours truly and a few others will prepare all the hot dogs and burgers you can consume. We will also be having a live band this year, as well as a car show and autocross. It will be a great weekend.

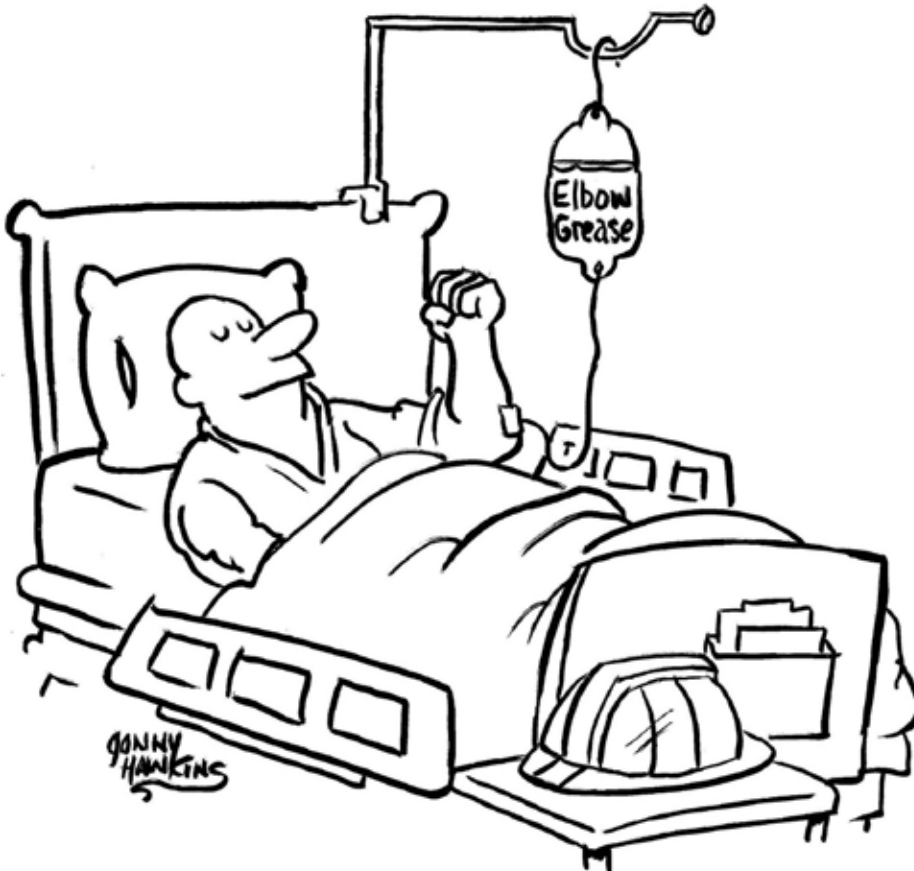
Our annual Board elections are coming up. Petitions to run for the Board are available from the office or emailed to you and you print! There are three positions open, as well as the Regional Executive.

We are still in need of volunteers for our Specialties. If you are interested in volunteering, or know someone who is, please let the office know and we will put you in touch with a Chief.

The "New" Gift Shop should be in service by our October races at Thunderhill. Hopefully, the old one will be gone as well. I must say it looks really nice. Another reason to come on down to Thunderhill in October.

The 2023 Schedule is now being worked on. Look for updates in the next "Wheel"

Until then.... Tim



FANTASY JUNCTION

- | | |
|--------------------------------------|----------------------------------|
| Alfa Romeo '56 Sprint Veloce | Ferrari '67 33 GTS |
| Alfa Romeo '62 Sprint Speciale | Ferrari '71 365 Daytona |
| Aston Martin '58 DBR2 recreation | Ferrari '76 308GTB |
| Aston Martin '67 DB6 Volante | Ferrari '80 308GTSi |
| Aston Martin '07 DB9 Volante | Ford '32 Roadster |
| Benjamin '04 1948 Special | Ford '65 Shelby GT350 #342 |
| Bentley '00 Continental R Mulliner | Lagonda '39 V12 Rapide Drophead |
| BMW '66 2000ti race car | Lamborghini '67 400GT |
| Bristol '55 Model 404 | Lancia '52 Aurelia B52 Vignale |
| Cadillac '37 Model 85 V-12 | Lola '71 T212 |
| Concours '63 Mk1 race car | Marendaz '32 Special 13/70 |
| Devin '59 SS | Maserati '49 A6 1500 coupe |
| Ferrari '54 500 Mondial 0408 | Maserati '70 Ghibli |
| Ferrari '54 500 Mondial 0430 | Mercedes '56 300SC sunroof coupe |
| Ferrari '55 750 Monza | Mercedes '63 300SL roadster |
| Ferrari '58 250 TdF 0881 | Porsche '58 356A Outlaw |
| Ferrari '58 250 TdF 0899 | Porsche '61 356B T5 1600S coupe |
| Ferrari '58 250 TdF 1031 | Porsche '63 356B race car |
| Ferrari '59 250 GT Series I PF Coupe | Porsche '65 356C coupe |
| Ferrari '62 250 GTE 2+2 Series II | Porsche '78 911SC Targa |
| | Porsche '70 914/6 Targa |
| | Porsche '89 Speedster |

FANTASY JUNCTION
 BRUCE TRENER
 1145 Park Avenue Emeryville, CA 94608
 Phone (510) 653-7555 Fax (510) 653-9754
www.fantasyjunction.com



REGIONAL 11 AND 12



SAE Gang debriefing Sunday afternoon

The July Regional 11 & 12 was held at WeatherTech Raceway Laguna Seca. Friday was a SFR-sanctioned test day and it had the best test day turnout so far this year - more than 100 cars. Some of the cars were only testing and not racing, including some exotic cars. The regional race turn out also was more than 200 cars, so it was a nice showing all around. And we had visitors, including some NASA drivers and a contingent of SSC5 Corvettes making their annual trek. We also had a flock of MX-5 cars having a race within a race. It was great to see larger fields in some of our under-subscribed classes. And the worker crews were enriched by an injection of San Jose State SAE students, who also brought their two race cars for paddock display and lunchtime exhibition laps on course.

It seemed as though it was a full moon all weekend, based on the on-track behavior. There was perhaps a new record set for the number of BFA's - Black Flag All situations, Full Course Yellow scenarios, and the Safety Car took the checkered flag first more than it should. Time

for that SCCA G2C initiative to kick in - Green to Checker mentality needs to spread. Friday's Test Day schedule had to be tweaked due to so many cars "falling off the track" and the need to allow more time for retrieval.

Once the fog burned off the weather was warm and sunny for test day. Saturday didn't pan out to be as warm as hoped and Sunday was mild. But the fog never got in the way of an on-time start.

The Worker Crews were slim but not bare bones and it was nice to have a nice crowd of SAE students joining us - some returning and some new. Their willing enthusiasm was appreciated by the Chiefs. The Tech crew did the largest number of Annual Tech Inspections they've done in a long time. The E Crew was kept busy all weekend rescuing drivers and cars and cleaning up aftermaths. The flaggers got a workout with all the black and yellow flags, not to mention the blue flagging in the larger groups with such a variety of classes. Worker



SAE Race Cars



SM drivers, twins Christian & Christine Mali

appreciation was shown by FA3 driver, Joe Briggs, who again donated cash for workers whose names were drawn each day. Thank you Joe! And the SFR BoD gifted all the registered Workers with a Gift card. Another perk for newbie workers is a Pace Car ride, and the Dance Card, as it's called, was filled up both days.

The SAE students brought their two race cars to Laguna - an

electric car and a combustion car. They were on display Sunday in the paddock, and at lunch the two cars did exhibition laps. These are cars that the students planned, designed, built from scratch and raced in the annual International Competition in Detroit.

The Drivers were all invited to a Friday night Social in the AcelRaceTek paddock with a large raffle and lots of valuable prizes, donated by various sponsors. Two race teams donated Pole Awards for Saturday and Sunday - Bull Dog Racing and Flat Out Racing. Saturday night all the drivers and their crews joined the Workers for dinner. And RE Tim Sullivan was reminded he was a year older.

One of the pleasant activities Saturday and Sunday afternoon took place in Race Admin as drivers came to pick up

their trophies and/or have their log books signed off by the Chief Steward, Bill Kirkwood. The Race Admin ladies fussed over and appropriately congratulated the drivers. And oh how nice to see the young drivers - our future!



Tim Sullivan's Birthday Cake

The schedule was for qualifying each morning and racing each afternoon for the seven race groups.



Formula SAE Electric Car



SAE Combustion Car

Group 1 (FA, FA2, FM, FX)



Edd Ozard FA3 winner on Sunday. Photo Steve Bohac

The outcome of this race was determined in qualifying. Chip Romer took the pole only .643 seconds faster than Rod Rice. But the problem for Rice was that he had a steering block break causing him to go straight into the tires at Turn 6. The resulting damage was too much for Rice to fix by race time.

With Rice out, Romer was not challenged and had a wire-to-wire victory.

The race for second, but more importantly first in FA2, was between David Hollander and G. Scott Vreeland. Hollander had the position tied up the entire race, but Vreeland was making him work for it. Unfortunately for Vreeland the compressor that runs the paddle shifting gave out and he lost the ability to select gears. He ended up stuck in

first gear and had to retire with a couple of laps left.

Bill Weaver got his FM mojo back and held off the advances of Christian Okpysh. Weaver was about .6 faster in qualifying, which he parlayed into race pace, keeping the rest of the six-car field of FM cars in his rearview mirrors.

FX was a bust for the two drivers entered in the class. Doron Dreksler qualified ninth overall and Frank Russell qualified 14th. But Dreksler did not make the grid unknown reason. As for Russell, he crashed when his left rear tire went off into the dirt at Turn 4. The car got sideways and when Russell corrected the car hooked and went into the tire wall.



#29 Christian Okpysh came in second in FM on Saturday and won FM on Sunday. Photo Steve Bohac

Group 1 Points

FA		Jay Henry Horak	221	FA3		C.J. Ray	128
Rod Rice	135	Dan Decker	183	Edd Ozard	138	Derry O'Donovan	95
Chip Romer	75	Sean Prewett	71	Joe Briggs	121	Stew Tabak	87
Jim Mali	42	G Scott Vreeland	69	FM		Ritchie Hollingsworth	68
Graham Rankin	35	Dave Hollander	46	Bill Weaver	205	John Ertel	31
FA2		Frank McCormick	31	Christian Okpysh	188	Lisa Devlin	25
		Nick Persing	25	Lars Jensen	130		

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	71	Chip Romer	FA	11	1:23.370	Swift 016	Lake Havasu City AZ	SFR	512461	Michelob Ultra
2	1	5	David Hollander	FA2	11	1:28.736	Ligier F3	PIEDMONT CA	SFR	352350	Liberty Group
3	1	9	Joe Briggs	FA3	11	1:29.836	Mazda Pro Formula Mazda	Healdsburg CA	SFR	486357	Briggs Consulting/C
4	2	11	Dan Decker	FA2	11	1:29.685	Ligier JS F3	Sonoma CA	SFR	653277	Decker Apartments
5	2	16	Edd Ozard	FA3	11	1:30.047	Mazda Pro Mazda	Auburn CA	SFR	20453-1	PacWest Solutions
6	1	67	Bill Weaver	FM	11	1:31.433	Star Mazda Formula Mazda	Fresno CA	SFR	272665_1	James G. Parker In
7	2	29	Christian Okpysh	FM	11	1:31.739	Mazda Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and Maint
8	3	75	C.J. Ray	FM	10	1:33.126	Mazda Star Formula	Huntington Beach CA	SFR	616127	Sen's Car Wash and
9	4	63	Lars Jensen	FM	10	1:33.337	Star Formula Mazda	San Ramon CA	SFR	424700	Dig This Inc.
10	5	88	Randy Sturgeon	FM	10	1:32.346	Mazda Star Formula Ma	Ridgecrest CA	CSCC	486093	
11	6	20	John Ertel	FM	10	1:39.700	Star Mazda Formula Mazda	Half Moon Bay CA	SFR	343118	
12	3	51	G Scott Vreeland	FA2	9	1:28.607	Ligier JS F3	Livermore CA	SFR	416774	VRE Motorsports/B
NF	DNF	46	Frank Russell	FX	1	1:39.057	Formula Speed 2.0 Formu	Hollister CA	SFR	466034	KT Machine Werks
Not classified											
NS	DNS	33	Rod Rice	FA			Stohr F1000	Austin TX	SFR	339064	
NS	DNS	70	Doron Dreksler	FX			formula speed formula sp	Mill Valley CA	SFR	313137	spire architecture



#46 Frank Russell had a tough weekend with two DNFs. Photo Steve Bohac

Fifteen cars set a qualifying time for the Sunday afternoon race for the large bore formula car group.

Chip Romer from Lake Havasu AZ, took the pole. Romer has been getting more and more seat time in his Swift 016 Mazda powered machine and the seat time is paying off. Romer out qualified his main rival in Formula Atlantic, Rod Rice. Rice was hoping for a repeat of the previous event where he took two poles and a victory on Sunday afternoon, but according to one of my sources he was having a hard time getting the Avon tires on his Stohr F1000 car stick like glue. Qualifying third was Joe Briggs representing the FA3 class and the fourth place qualifier was Scott Vreeland in a FA2 car.

The race got underway with Romer in the lead. Rice, Vreeland and David Hollander were next in order and in pursuit of Romer. But once Romer got in the lead he put down a series of laps in the low 1:24 and 1:23 seconds a lap range. While Romer was being mister consistent Rice was struggling with a few laps in the 1:27 seconds range. Needless to say Romer stretched out a good size lead and was never threatened by Rice. Rice would later tell me that the repairs they had to make after the Saturday crash in qualifying made the car eat up the front tires.

While Romer was driving away, Vreeland and Briggs were having a good tussle: Vreeland holding Briggs off with his 300 HP Liger JS F3 and Briggs trying everything he could to get around him. Unfortunately on Lap 7 Vreeland had the back end of his car step out

on him just as he was applying the loud pedal for the short run to turn nine. The resulting spin caught Briggs up too, as he picked the wrong direction to go in order to avoid Vreeland's car. The resulting contact disabled both cars and a full course caution was displayed to clean up the wreckage. With over half the race distance completed there was not enough time to clean up the carnage and go back to green flag racing. The race finished under the caution flag with Romer leading wire to wire.

Vreeland later found out that the rear suspension failed causing the rear tire to turn the car completely around.

Dan Decker was able to avoid the Vreeland/Briggs wrecking yard and finished third overall but first in FA2. He made up three positions from his starting spot.

Edd Ozard, who ran as far back as eighth, recovered to finish fourth overall and first in FA3.

In FM, Bill Weaver did not have his usual stellar performance. Weaver, who has won more FM races than anyone in our region, had to deal with a very racy Christian Okpysh and Randy Sturgeon. Weaver out qualified both Okpysh and Sturgeon, but during the race, Okpysh got the jump on the opening lap over Weaver to take the early class lead. Sturgeon did not get by Weaver until Lap 6 and once by, the full course caution came out eliminating any chance Weaver would have had to retake the positions.



#5 David Hollander won the race on Saturday in FA2. photo Steve Bohac



Bill Weaver was back on form winning FM on Saturday. Photo Steve Bohac

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	71	Chip Romer	FA	9	1:23.113	Swift 016	Lake Havasu City AZ	SFR	512461	Michelob Ultra
2	2	33	Rod Rice	FA	9	1:23.703	Stohr F1000	Austin TX	SFR	339064	
3	1	11	Dan Decker	FA2	9	1:29.887	Ligier JS F3	Sonoma CA	SFR	653277	Decker Apartments
4	1	16	Edd Ozard	FA3	9	1:30.434	Mazda Pro Mazda	Auburn CA	SFR	20453-1	PacWest Solutions
5	1	29	Christian Okpysh	FM	9	1:32.384	Mazda Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and Maint
6	2	88	Randy Sturgeon	FM	9	1:32.506	Mazda Star Formula Ma	Ridgecrest CA	CSCC	486093	
7	3	67	Bill Weaver	FM	9	1:32.111	Star Mazda Formula Mazd	Fresno CA	SFR	272665_1	James G. Parker In
8	2	5	David Hollander	FA2	8	1:30.038	Ligier F3	PIEDMONT CA	SFR	352350	Liberty Group
9	4	63	Lars Jensen	FM	8	1:34.364	Star Formula Mazda	San Ramon CA	SFR	424700	Dig This Inc.
10	5	20	John Ertel	FM	8	1:39.508	Star Mazda Formula Mazd	Half Moon Bay CA	SFR	343118	
11	1	70	Doron Dreksler	FX	7	1:31.417	formula speed formula sp	Mill Valley CA	SFR	313137	spire architecture
12	3	51	G Scott Vreeland	FA2	5	1:29.681	Ligier JS F3	Livermore CA	SFR	416774	VRE Motorsports / B
13	2	9	Joe Briggs	FA3	5	1:29.436	Mazda Pro Formula Mazd	Healdsburg CA	SFR	486357	Briggs Consulting/C
NF	DNF	46	Frank Russell	FX			Formula Speed 2.0 Formu	Hollister CA	SFR	466034	KT Machine Werks
Not classified											
NS	DNS	75	C.J. Ray	FM			Mazda Star Formula	Huntington Beach CA	SFR	616127	Sen's Carnash and

Group 2 (P1, P2, FE2, S2, ASR, DSR)

Group 2 Points

FE2

Jerry Kroll	124
John Yeatman	100
Caleb Shrader	50
Eric Boucher 17	

P1

Chris Vian	214
Joe Viso	209
John Manfroy	139
Jim Devenport	50
John Shine	63
Jim Devenport	50

P2

Eddy Chan	86
Jaime Gonzalez	71
Fernando Fabian Okonski	42
Kevin Mitz	68
Tim Day Jr.	50
John Howarth	39
John MacIntyre	25

DSR

Gary Guethlein	75
Steve Bresee	25

S2

Troy Tinsley	71
Steve Gomas	46



#25 Vasilli Stratton made his return after a long lay off. Unfortunately he DNF'ed on Saturday and did not race on Sunday.

Photo Sierra Lacey



#49 Chris Vian going down the corkscrew. Photo Sierra Lacey

Jim Davenport dusted off his Norma and brought it to Laguna for Regional 11 and 12. Devenport's usual ride, the newer DP01 Elan was being prepared for an assault on the Runoffs, making it unavailable for this weekend. Besides, Jim likes driving the Norma. It is just easier on the body, the ride is not as harsh, the down force is not as great, and the steering is not as heavy. Overall, it is more enjoyable to drive. Whether it is the Norma or the Elan, Devenport is always fast. This weekend he took on Joe Viso and John Manfroy, beating them out for the pole position. But since Devenport was entered as an ASR, Manfroy and Viso were still duking it out for the top spot in P1. Devenport set a new ASR track record.

P2 had two entries - Fernando Fabian Okonski and Kevin Mitz. Okonski has been missing in action for a while, so it was nice to see him again. He out-qualified Mitz by about .3 of a second.

FE2 Had four cars entered. John Yeatman out-qualified Paul Marino, Jerry Kroll, and Matthew Romer. Yeatman was about .5 of second faster than Marino.

When the race began, to nobody's surprise Davenport jumped out in the lead and tried to drive away. But Manfroy had other ideas. He has really found some pace in his Dauntless-Stohr-P07d. Manfroy tried to stay close to Davenport; but at the end of the day finished a little over three seconds back. He did out run Viso though, which I am sure was his primary goal.

The P2 race was a close one between Mitz and Okonski. They traded positions on Lap 5, but swapped right back on Lap 6. Mitz ended up with the checkered flag with a whopping .144 of a second to spare!

John Yeatman and Paul Marino had a good race for the FE2 class win. Marino was leading until Lap 8, when Yeatman slipped on past.

Gary Guethlein driving a DSR and Stu Hanssen driving a S2 car had no one to run with, and took their respective class wins.

Vasili Stratton made his return to San Francisco Region racing. He ended up having car problems and had to retire after only three laps.



#11 James Ingram and #6 Fernando Fabian Okonski drag race out of turn 11. Photo Sierra Lacey



#13 Kevin Mitz took P2 honors on Saturday. Photo Sierra Lacey

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	23	Jim Devenport	ASR	11	1:24.522	Norma M20FC	Alamo CA	SFR	370871	Cranbrook Group /
2	1	08	John Manfroy	P1	11	1:24.419	Dauntless-Stohr P07d	San Jose CA	SFR	388822	Kevin Mitz Motorsp
3	2	52	Joe Viso	P1	11	1:24.949	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go Motorsp
4	1	13	Kevin Mitz	P2	11	1:30.927	Stohr WF1	CAMPBELL CA	SFR	242014_1	Kevin Mitz Motorsp
5	2	6	Fernando Fabian Okonski	P2	11	1:30.925	STOHR 01D/WF1	Los Gatos CA	SFR	329299	SCUDERIA FOKO
6	1	22	John Yeatman	FE2	11	1:30.992	SCCA Enterprises FE2	Cave Creek AZ	SFR	412619	Bulldog Motorsport
7	2	44	Paul Marino	FE2	11	1:31.313	SCCA Enterprises FE2	Chatsworth Ca	CSCC	139146	Impress Communic
8	2	11	James Ingram	ASR	11	1:27.185	Norma M20FC	Park Cty UT	SFR	281975	
9	3	29	Matthew Romer	FE2	11	1:30.710	Van Diemen FE2	Lake Havasu City AZ	CSCC	635768	
10	3	49	Chris Vian	P1	10	1:33.037	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises-T
11	1	27	Gary Guethlein	DSR	10	1:35.128	A-Mac AM-6	Livermore CA	SFR	189231	
12	4	21	Jerry Kroll	FE2	10	1:35.699	Van Diemen FE2	Vancouver BC	SFR	384912	Jevitty Life Science
13	1	73	Stu Hanssen	S2	10	1:40.442	Swift DB 5	Santa Ynez CA	CSCC	154732	Hanssen Racing
NF	DNF	25	Vasili Stratton	P1	3	1:34.548	Wolf	San Jose CA	SFR	513121	
Not classified											
NS	DNS	10	Richard Gray	ASR			Mazda Elan NP01	Moorpark CA	CSCC	320789	Range Realty



#27 Gary Guethlein in his AMAC DSR at the infamous Laguna Seca Corkscrew. Photo Steve Bohac



#23 Jim Devenport running his trusty Norma won ASR both days. Photo Sierra Lacey

With 13 cars establishing a qualifying time, the Group 2 race prospects looked like it was going to be an exciting race. Especially since the pole sitter was John Manfroy in his Dauntless Stohr P07d. He out-qualified Jim Devenport who was driving his Norma instead of his Elan; and he out-qualified Joe Viso, who up until a couple races ago, seemed to have Manfroy's number. Manfroy's pole time was over a half a second faster than Devenport and whopping 1.4 seconds faster than Viso.

John MacIntyre took the pole for the P2 class with John Yeatman establishing the FE2 benchmark.

As the field took the green flag, it was a drag race into Turn 2. Devenport had a good run and looked as though he would wrestle the top spot from Manfroy; but he locked up his tires and Manfroy slipped into the lead. Joe Viso, seeing the lock up by Devenport, looked to capitalize on Devenport's error, but did not have enough speed out of the turn to take second away from Devenport.

At the end of the first lap, it was Manfroy, Devenport, Viso, and MacIntyre-who was leading the P2 cars. Manfroy stretched out his lead and had a comfortable margin over Devenport, who in turn, was not being threatened by Viso. James Ingram was renting one of Devenport's Normas and was starting to get a handle on the car; but not to the point that he was giving Viso anything to worry about.

In P2, MacIntyre lead the class the entire distance, but had Fernando Fabian Okonski matching him for lap times. This could have been an interesting finish had the race not finished under the caution flag.

The race was progressing quite orderly with the hardest fought battle going on between Matthew Romer and Kevin Mitz. Mitz got around Romer at the start of the race, and from that point on Romer was doing everything he could to get back around. On Lap 9, Romer's opportunity presented itself when Mitz's car had a hiccup on the short straight between Turns 2 and 3. Romer jumped on the opportunity and went by. But Mitz recovered quickly and was pressuring Romer. When the two cars got to Turn 6, Romer turned in and the car got unsettled causing him to grab a handful of opposite lock. Mitz made it through the turn at full speed and the drag race to the Corkscrew was won by Mitz. On the way down the hill, Mitz was coming up on the lapped S2 car of Stu Hanssen. He was well out of the way, allowing for the faster cars to go through. Unfortunately when Mitz turned in, his car snapped around. Mitz found himself going backwards on the track. Romer, who was right on Mitz's tail, had no where to go and hit the left front tire of Mitz's P2 car sending him flying into the air. The resulting uncontrolled Romer car gathered up Stu Hanssen whose efforts to stay out of the way did not pay off. Romer's car landed with the left front tire resting on Hanssen's roll bar. Fortunately no one was hurt in the accident. This accident brought out the Safety Car, and this race, just like the previous four, ended under the caution flag.

Manfroy took the overall win and P1 class victory. Devenport finished second and took ASR and set another new track record for ASR (1:23.026). MacIntyre, who only raced Sunday, took P2, and Yeatman won FE2.



#29 Matthew Romer beached his FE2 at turn 2. Photo Steve Bohac

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	08	John Manfroy	P1	14	1:23.792	Dauntless-Stohr P07d	San Jose CA	SFR	388822	Kevin Mitz Motorsp
2	1	23	Jim Devenport	ASR	14	1:23.896	Norma M20FC	Alamo CA	SFR	370871	Cranbrook Group/
3	2	52	Joe Viso	P1	14	1:25.158	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go Motorsp
4	2	11	James Ingram	ASR	14	1:25.931	Norma M20FC	Park City UT	SFR	281975	
5	1	33	John MacIntyre	P2	14	1:30.045	Stohr WF1	San Jose CA	SFR	528343	Spectator Cap, Hea
6	2	6	Fernando Fabian Okonski	P2	14	1:29.492	STOHR 01D/WF1	Los Gatos CA	SFR	329299	SCUDERIA FOKO
7	1	22	John Yeatman	FE2	14	1:30.552	SCCA Enterprises FE2	Cave Creek AZ	SFR	412619	Bulldog Motorsport
8	2	44	Paul Marino	FE2	13	1:30.560	SCCA Enterprises FE2	Chatsworth Ca	CSCC	139146	Impress Communic
9	3	21	Jerry Kroll	FE2	13	1:32.176	Van Diemen FE2	Vancouver BC	SFR	384912	Jevitty Life Science
10	1	27	Gary Guethlein	DSR	13	1:31.927	A-Mac AM-6	Livermore CA	SFR	189231	
11	3	49	Chris Vian	P1	13	1:32.177	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises-T
12	3	13	Kevin Mitz	P2	10	1:30.662	Stohr WF1	CAMPBELL CA	SFR	242014_1	Kevin Mitz Motorsp
13	4	29	Matthew Romer	FE2	10	1:30.462	Van Diemen FE2	Lake Havasu City AZ	CSCC	635768	
14	1	73	Stu Hanssen	S2	9	1:39.675	Swift DB 5	Santa Ynez CA	CSCC	154732	Hanssen Racing
Not classified											
NS	DNS	10	Richard Gray	ASR			Mazda Elan NP01	Moorpark CA	CSCC	320789	Range Realty
NS	DNS	25	Vasili Stratton	P1			Wolf	San Jose CA	SFR	513121	

Group 3 (AS, EP, GT2, GT3, ITE, MC, N3, SMX, T1, T3)

Group 3 Points

AS		Bob Murillo	29
Anthony Bonino	84	Adrian Mulhall	29
Dan Cullinane	50	Svilen Kanev	29
Mikhail Butenko	50	Steve Villata	25
Michael Smith	50	Anthony Bonino	25
Michael Thompson	42	Behram Soonawala	18
Jeff Sutton	25	James Sean Thibodaux	18
EP		Randall Mackintosh	16
Glen McCready	50	Wilson Powell	13
Kurt Frieztsche	50	Martin Tagliavani	9
Richard Apodaca	42	MC	
GT1		Bill Pryor	96
Joe Montana	75	Robert Luster	83
Mike Tompkins	50	Michael Lowe	68
Charles Laster	25	Matt Insley	43
GT2		Gary Ludlum	42
Robert Roumimper	96	Charles Laster	25
Timothy Lynn	89	Richard Pryor	21
Andy Kwitowski	71	Lynne Griffiths	18
Igor Lyustin	71	Joe Montana	17
Mike Fine	55	SMX	
Bryan Macmillan	50	Clayton Ketcher	46
Lars Mapstead	50	Wyatt Couch	46
Mark Kibort	21	Steve Borlik	33
Skip Rebozzi	21	Wesley Mollno	30
Mitch Marvosh	18	Sophia Story	25
GT3		Andy Chittum	22
Dan Payne	100	SP	
David Witkowski	5	Casey Mcloed	121
Jeff Francis	46	Jeff Francis	92
Guy Laidig	21	Mike Enos	50
GTX		Dan Kowaleski	25
Charles Laster	25	T1	
Joe Montana	25	Clark Nunes	204
ITE		Tim Sullivan	117
Gustavo Greco	272	Igor Gandzjuk	105
Lenny Celiberti	120	Don Van Nortwick	81
Sal Molinare	88	Wilson Powell	78
Andy Kwitowski	86	Ian Barberi	42
Jason Beacham	70	Tristan Littlehale	50
Justin Sprugasci	42	Kristofer Olson	25
Scott Smith	33		
Connor Lydon	33		



#15 Steve Borlik has #70 Wesley Mollno on his bumper. Photo Steve Bohac



#116 Ricardo Arruda is the lead car in the train of SMX cars. Photo Steve Bohac

Group 3 was the first race of the weekend with 37 starters representing 10 different classes; I am not counting one class because the lone car entered was classified as a non-finisher. Qualifying large bore multiple cylinder cars first thing on Saturday morning can be quite tricky, especially when there are remnants of the fog layer still clinging to the racing surface. But on this day the track was fast and the group was able to put down some good times. Fastest was the GT2 car of Tim Carroll. He drives a TA2 Dodge Challenger. This was Tim's first trip to Laguna in this car, a recent purchase. It was also his first time racing with the San Francisco Region, so welcome Tim.

Second fastest was Sal Molinare in his ITE Mustang. He out-qualified Clark Nunes' T1 Camaro.

Embedded in the large group of cars were 11 MX5 Miatas. Clayton Ketcher was the fastest of the SMX class racers; and by virtue of being a very mixed bag of classes, he was able to put three cars from different classes between him and Wyatt Couch, who was the second fastest SMX driver.

In the Muscle Car ranks Bill Pryor out-qualified Gary Ludlum and Lynne Griffiths.

When the field took the green flag, it was Clark Nunes taking the lead. Nunes drove

hard and was taking advantage of Carroll's inexperience with the car. By the fifth lap of the 20 minute race, he was enjoying a sizable lead.

But the Ford Mustang of Norm Benson was experiencing some mechanical issues and oiled the track, After one car spun, the track was placed under yellow flag conditions so it could be cleaned up. The large lead at which Nunes worked so hard was now gone; and Carroll was getting more familiar with his new car. The race resumed at the fifteen-minute mark, which meant there were about four laps left if the race ended on time. Once the racing resumed, Carroll was harassing Nunes. According to Nunes, the lighter, more powerful car would pass him on the way up to the Corkscrew; but Nunes would out brake him before the turn-in point. The race was eventually decided by a drag race out of turn 11 to the start finish line, which Carroll won. I did talk to Carroll and he reiterated Nunes contention about the braking; because by that time of the race, his brakes were overheated. Carroll said he had to pump the brakes every time he used them, especially in the later laps.

The Spec MX5 Challenge Series used Regional 11 and 12 as one of their six events for the year. Eleven cars took the green; and we were treated to some very intense racing. Good thing these guys



#79 Clark Nunes would have won on Saturday if it wasn't for a late caution. Photo Steve Bohac

have fenders! Clayton Ketcher took the class win, but it was not without a fight, Wyatt Couch was hell-bent on winning the race; but in the process had contact with two cars. First he went side by side through Turn 3 with class winner Ketcher, and then had body contact with Thomas Annunziata on the start finish straight. Annunziata was not able to finish. The stewards determined that Couch made an unsafe pass per GCR6.11.1 and imposed a six lap penalty.

The T3 race was also one to watch. Two BMW drivers Jared Zakem and Casey Mashore fought each other hard the entire race distance. Zakem held the advantage the entire race, but Mashore worked hard to close the gap which got down to a few car lengths at the end.

The MC group never got close enough to each other to put on an exciting race. Bill Pryor won, with Gary Ludlum finishing with seven cars between him and Pryor.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	46	Tim Carroll	GT2	11	1:35.513	Dodge Challenger	Santa Ana CA	CSCC	680309	
2	1	79	Clark Nunes	T1	11	1:35.767	Chevrolet Camaro	San Jose CA	SFR	496417	Premier Homes/ Fa
3	1	7	Sal Molinare	ITE	11	1:38.176	Ford Mustang GT	Pleasanton CA	SFR	541643	Specfab Racing/ Co
4	2	18	Gustavo Greco	ITE	11	1:38.567	BMW M3	San Mateo CA	SFR	638584	Greco Racing/ TCO
5	3	50	Andy Kwitowski	ITE	11	1:38.757	BMW M3	Morgan Hill CA	SFR	655371	AK Development Er
6	4	45	Connor Lydon	ITE	11	1:40.023	BMW 325is	Sunnyvale CA	SFR	549166	
7	5	83	Jason Beacham	ITE	11	1:38.837	BMW M3	Santa Clara CA	SFR	680654	
8	6	25	Ian McCloghrie	ITE	11	1:40.569	BMW M3	Santa Clara CA	SFR	451688	
9	7	42	Justin Sprugasci	ITE	11	1:38.898	BMW BMW M3	Morgan Hill CA	SFR	681160	Scarlett Vision Med
10	1	16	Jared Zakem	T3	11	1:41.493	BMW BMW	Shingle Springs CA	SFR	615889	JDZ MOTORSPORT
11	2	61	Casey Mashore	T3	11	1:42.551	BMW 330ci	Brentwood CA			
12	1	32	Dan Payne	GT3	11	1:42.775	Mazda RX7	Petaluma CA	SFR	342989	Carr Racing Chassis
13	2	77	Wilson Powell	T1	11	1:42.472	BMW M3	Danville CA	SFR	338274	
14	3	8	Don Van Nortwick	T1	11	1:42.400	Ford S550 Mustang	Las Vegas NV	SFR	457397	ROF Racing/AV8 Su
15	2	54	Robert Roumimper	GT2	11	1:44.777	Datsun 240Z	Scotts Valley CA	SFR	97315	Rusty's Repair/ San
16	1	98	Michael Smith	AS	11	1:44.097	Ford Mustang	Broomfield CO	SFR	237577	M&L Racing
17	3	1	Duke Zander	T3	11	1:42.755	BMW	Placerville CA	SFR	493352	JDZ Motorsports
18	1	2	Clayton Ketcher	SMX	11	1:43.649	Mazda MX-5	Sacramento CA	SFR	632914	Charlie Hayes Racir
19	1	12	Joe Carr	EP	11	1:45.927	Mazda MX-5 Miata	Petaluma CA	SFR	498797	Carr Racing / Joe's
20	2	67	Jon Davies	SMX	11	1:44.533	Mazda Miata SMX 5	Hood River OR	Ore	341238	Columbia River Ins
21	4	59	Nevin Spieker	T3	11	1:47.038	BMW E46	Menlo Park CA	SFR	548125	
22	1	27	Bill Pryor	MC	11	1:46.883	Chevrolet Camaro Z28	Phoenix AZ	SFR	639975	NEWTON BROS TIR
23	3	15	Steve Borlik	SMX	11	1:45.723	Mazda MX-5	Los Altos CA	SFR	290257	Haag Performance
24	4	70	Wesley Mollno	SMX	11	1:45.732	Mazda Spec MX5	Glendora CA	SFR	403801	Right of Way - ROW
25	5	131	Antonio Zarcone	SMX	11	1:46.395	Mazda Miata MX5	Las Vegas NV	CSCC	651238	
26	8	68	Lenny Celiberti	ITE	11	1:48.030	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
27	6	116	Ricardo Arruda	SMX	11	1:46.417	Mazda MX-5	Oxnard CA	CSCC	482789	Haag Performance
28	7	123	Sophia Storey	SMX	11	1:46.924	Mazda MX-5	Solvang CA	SFR	684414	
29	8	132	Michael Travers	SMX	11	1:46.098	Mazda MX5	Rio Rancho NM	RioG	462778	
30	2	73	Gary Ludlum	MC	11	1:50.740	Chevrolet camaro	Seaside CA	SFR	648805	natales auto maxx
31	9	99	Andy Chittum	SMX	11	1:47.783	Mazda MX5	San Jose CA	SFR	497869	Le Mans Karting Sil
32	3	31	Lynne Griffiths	MC	11	1:48.587	Ford Mustang GT	Menlo Park CA	SFR	39299	Competition Autow
33	2	133	Richard Apodaca	EP	10	1:57.677	Ford Rx7	Campbell CA	SFR	182911	Dynasty Homes Inc
34	1	115	Bill Okell	N3	10	1:58.950	Mazda Miata Roadster	Victoria BC	Ore	104799	Larry Oka Racing/
35	10	11	Thomas Annunziata	SMX	9	1:43.518	Mazda Mx5	Colts Neck NJ	NNJ	661390	Hard focus energy/
36	2	52	Guy Laidig	GT3	8	1:41.779	Mazda RX7	Woodside CA	SFR	406906	Mazda / Goodyear
NF	DNF	66	Wyatt Couch	SMX	5	1:43.694	Mazda MX-5	El Dorado Hills CA	SFR	597815	MAAS BROTHERS P
NF	DNF	43	Norm Benson	T2	2	1:56.379	Ford Mustang GT	Paso Robles CA	CSCC	510588	Level 3 Wires.Com



#43 Norm Benson was a DNF on Saturday and did not make the race on Sunday. Photo Steve Bohac

Qualifying for the Sunday Group 3 race saw three different classes represent the first three starting positions. Tim Carroll in a GT2 Dodge Challenger took the pole by 1.7 seconds over Sal Molinare in his ITE classified Mustang. Molinare in turn had about .5 seconds in hand over Clark Nunes who was piloting a T1 Camaro. With nine classes setting a qualifying time, keeping track of who was going to collect a checkered flag was going to be a problem.

When the race got underway, Nunes was looking to grab the lead into the all-important Turn 2. The pole sitter Carroll had other ideas and was able to hold Nunes off, but Nunes was able to grab second.

Carroll, who won on Saturday, already had a handful of Nunes the previous day, so he did his best to build a gap. Nunes had Molinare to worry about, but definitely wanted to avenge finishing second on Saturday. Due to such a wide variety of classes and speeds, it came down to who could get through the traffic the best.

Unfortunately for Nunes it was not him. As he was working his way through the pack, he came across a fierce MX5 race. Four cars running nose to tail right at the crest of Turn 1. As Nunes took the inside line into Turn 2, the lead MX5 car, Wesley Mollino, came across his nose and the two cars touched. Nunes was able to continue with only a bent rim, but he fell victim to a stewards action in Impound and was

penalized two positions for avoidable contact. The resulting chain reaction caused Richard Arruda to make contact with Mollino. Mollino continued, but he fell several positions. Arruda continued for a couple more turns, but pulled off track and did not finish.

Eleven SMX cars took part in this race. Class winner Wyatt Couch took the class victory on the last lap of the race. He beat Clayton Ketcher. But there is more to the story. Ketcher had a commanding lead; but as the race laps ticked off, his car started misbehaving. By lap five Ketcher had an eight-second lead; however Couch started posting faster laps over nine of the next ten laps. It came down to the last corner of the last lap and who was going to get the better exit. It was Couch who got on the throttle a hair sooner and ended up winning by .061 seconds!

Sal Molinare led wire to wire in ITE. He held off five BMW M3s. For this race they could not coral Molinare's Mustang.

With Nunes getting penalized, Don Van Nortwick who finished eighth overall inherited the T1 victory.

Jared Zakem took the T3 victory. He was cruising with three cars between him and his class rival, Casey Mashore, until the final lap. Zakem lost the three positions and fortunately for him, he held off the advancing Mashore, who finished right on his bumper.



#32 Guy Laidig going into turn 11. Photo Steve Bohac



#83 Jason Beachem one of several BMW M3s in the race. Photo Steve Bohac

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	46	Tim Carroll	GT2	16	1:33.446	Dodge Challenger	Santa Ana CA	CSCC	680309	
2	1	7	Sal Molinare	ITE	16	1:36.842	Ford Mustang GT	Pleasanton CA	SFR	541643	Specfab Racing/ Co
3	2	18	Gustavo Greco	ITE	16	1:36.996	BMW M3	San Mateo CA	SFR	638584	Greco Racing/ TC D
4	3	50	Andy Kwitowski	ITE	16	1:38.159	BMW M3	Morgan Hill CA	SFR	655371	AK Development Er
5	4	42	Justin Sprugasci	ITE	16	1:37.932	BMW BMW M3	Morgan Hill CA	SFR	681160	Scarlett Vision Med
6	5	45	Connor Lydon	ITE	16	1:38.613	BMW 325is	Sunnyvale CA	SFR	549166	
7	6	83	Jason Beacham	ITE	16	1:39.262	BMW M3	Santa Clara CA	SFR	680654	
8	1	8	Don Van Nortwick	T1	16	1:39.861	Ford S550 Mustang	Las Vegas NV	SFR	457397	ROF Racing/AV8 Su
9	2	77	Wilson Powell	T1	16	1:42.106	BMW M3	Danville CA	SFR	338274	
10	3	79	Clark Nunes	T1	16	1:36.339	Chevrolet Camaro	San Jose CA	SFR	496417	Premier Homes/ Fa
11	2	71	Igor Lyustin	GT2	16	1:37.202	Chevrolet Corvette	San Francisco CA	SFR	389964	Driving Ambition
12	1	32	Dan Payne	GT3	16	1:41.385	Mazda RX7	Petaluma CA	SFR	342989	Carr Racing Chassis:
13	1	16	Jared Zakem	T3	15	1:41.850	BMW BMW	Shingle Springs CA	SFR	615889	JDZ MOTORSPORT
14	2	61	Casey Mashore	T3	15	1:42.806	BMW 330ci	Brentwood CA			
15	1	12	Joe Carr	EP	15	1:43.939	Mazda MX-5 Miata	Petaluma CA	SFR	498797	Carr Racing / Joe's
16	1	66	Wyatt Couch	SMX	15	1:43.921	Mazda MX-5	El Dorado Hills CA	SFR	597815	MAAS BROTHERS P
17	2	2	Clayton Ketcher	SMX	15	1:43.106	Mazda MX-5	Sacramento CA	SFR	632914	Charlie Hayes Racir
18	3	131	Antonio Zarcone	SMX	15	1:44.210	Mazda Miata MX5	Las Vegas NV	CSCC	651238	
19	4	11	Thomas Annunziata	SMX	15	1:44.095	Mazda Mx5	Colts Neck NJ	NNJ	661390	Vert focus energy /
20	5	15	Steve Borliik	SMX	15	1:44.639	Mazda MX-5	Los Altos CA	SFR	290257	Haag Performance
21	6	67	Jon Davies	SMX	15	1:44.237	Mazda Miata SMX 5	Hood River OR	Ore	341238	Columbia River Ins
22	3	59	Nevin Spieker	T3	15	1:45.034	BMW E46	Menlo Park CA	SFR	548125	
23	7	70	Wesley Mollno	SMX	15	1:44.209	Mazda Spec MX5	Glendora CA	SFR	403801	Right of Way - ROW
24	8	132	Michael Travers	SMX	15	1:44.909	Mazda MX5	Rio Rancho NM	RioG	462778	
25	9	123	Sophia Storey	SMX	15	1:45.907	Mazda MX-5	Solvang CA	SFR	684414	
26	3	188	Robert Kelley	GT2	15	1:45.388	Dodge VIPER	Huntington Beach CA	CSCC	63994	UPRACING.COM
27	1	48	Bill Pryor	MC	15	1:47.362	Pontiac Firebird	Phoenix AZ	SFR	639975	NEWTON BROS TIR
28	2	73	Gary Ludlum	MC	15	1:48.205	Chevrolet camaro	Seaside CA	SFR	648805	natales auto maxx
29	10	99	Andy Chittum	SMX	15	1:47.136	Mazda MX5	San Jose CA	SFR	497869	Le Mans Karting Sil
30	2	133	Richard Apodaca	EP	13	1:55.958	Mazda Rx7	Campbell CA	SFR	182911	Dynasty Homes Inc
31	1	155	Bill Okell	N3	13	1:57.896	Mazda Miata	Victoria BC	Ore	104799	Larry Oka Racing/
32	4	1	Duke Zander	T3	11	1:43.345	BMW	Placerville CA	SFR	493352	JDZ Motorsports
33	11	116	Ricardo Arruda	SMX	9	1:44.333	Mazda MX-5	Oxnard CA	CSCC	482789	Haag Performance
NF	DNF	25	Ian McCloghrie	ITE	5	1:43.420	BMW M3	Santa Clara CA	SFR	451688	
Not classified											
NS	DNS	68	Lenny Celiberti	ITE			Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
NS	DNS	31	Lynne Griffiths	MC			Ford Mustang GT	Menlo Park CA	SFR	39299	Competition Autow

Group 4 ((FC, FF, FFT, CF, FV))

Group 4 Points

FC

Paul Rodler	167
Jeffrey Pietz	158
Henry Kenneth Rozeboom	126
Lyn Greenhill	60
Daniel Swanbeck	38
James Hakewill	34
William Jordanov	19

FF

Denny Renfrow	202
David Jalen	185
Charles Horn	132
Doug Learned Jr.	118
Michael Bernstein	49
Mikhail Kalugin	33
Dalmo De Vasconcelos	29
Jerry Pacheco	16

FFT

Eric Little	42
-------------	----

FST

FV

Ron Wake	126
Chris Poncin	69
Brent J. Milner	46
Donald Manthe	36



#91 Kinnon Marshall one of several FFT cars visiting us from Southern California. Photo Steve Bohac



#80 Jeffrey Pietz came in third on Sunday. Photo Steve Bohac

Eighteen cars showed up to run in the small bore formula group. Good thing, because this group has been suffering when it comes to car count; so it was nice to see a full field.

Six FC cars posted qualifying times with the well-traveled Hunter Tatman taking the top spot. Second was Jeffrey Pietz, who has found some pace since the last time he ran at Laguna Seca. Third was Peter West.

In FF and FFT, the two guys from out of town, Kinnon Marshall and Stewart Patterson, driving in the FFT class (same rules as FF but they run on the old bias ply Hoosier tires instead of the new radial spec tire) took first and second. Denny Renfrow and Doug Learned Jr., entered as FF, were next.

In FV Ron Wake out-qualified Brent Milner by .137 of a second.

When the race got underway, Tatman put the throttle down and drove away. He was never challenged and won by over 20 seconds. Pietz held on to second spot, until he spun in Turn 5 on the last lap. West, Rozeboom, and Greenhill slipped by before Pietz could get going again.

Stewart Patterson took control of the FF/FFT race and was leading Doug Learned Jr. Kinnon Marshall slotted in behind Learned with Denny Renfrow harassing Marshall.

Unfortunately, there was trouble with the leader. Course observers reported smoke coming out of Patterson's car; and by the fifth lap Patterson had to retire. Small consolation that he set a new FFT track record. In the meantime, Renfrow and Marshall were really going at it, and the two banged wheels coming out of Turn 11. Shortly afterwards Marshall retired his car. This left Learned Jr. a chance to drive away, without the constant threat of being passed. He was able to keep his nose clean and took his first win in FF! Renfrow finished second.

Stewart Patterson's brother Andy, who took advantage of the attrition in front of him to claim the first place trophy for FFT.

Brent Milner passed Ron Wake on lap two for the FV class led and never relinquished it.

Ray Stubber was the only CF in the field he finished 12th overall.



A solid field of FF race towards the start finish line. Photo Steve Bohac



#21 Peter West was the winner on Sunday. Photo Steve Bohac

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	122	Hunter Tatman	FC	8	1:31.564	Van Diemen RF06	Windsor CO	Colo	613050	Tatman Motorsport
2	2	21	Peter West	FC	8	1:34.435	Van Diemen RF05	Malibu CA	CSCC	166282	Racing Optics/Alpin
3	3	81	Henry Kenneth Rozeboo	FC	8	1:34.226	Van Diemen DP08	Crockett CA	SFR	22056	Porter Racing
4	4	88	Lyn Greenhill	FC	8	1:33.920	Van Diemen RF02	Rocklin CA	SFR	454636	DynaTech Engineer
5	5	80	Jeffrey Pietz	FC	8	1:34.208	Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infant Ca
6	1	17	Doug Learned Jr.	FF	8	1:36.201	Piper DL7 FF	Marina CA	SFR	392361	Fast Forward Comp
7	2	11	Denny Renfrow	FF	8	1:36.215	Swift DB6	Kelseyville CA	SFR	203432_1	Chuckwagon Racin
8	1	28	Andy Paterson	FFT	8	1:37.125	Swift	Fallbrook CA	CSCC	351062	Picks Racing Engine
9	3	48	Eric Poulsen	FF	8	1:37.647	Piper DL7-Honda	Clovis CA	CSCC	527187	
10	2	5	Eric Little	FFT	8	1:37.409	Swift DB-1	Placentia CA	SFR	511202	Pick's Racing Engin
11	4	50	David Jalen	FF	8	1:38.107	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin'
12	1	56	Ray Stubber	CF	7	1:44.275	Crossle 35	Marmion AUS	SFR	678190	VARIVAC
13	3	19	Mike Callas	FFT	7	1:48.586	Van Diemen RF-79	Burbank CA	CSCC	519501	
14	1	02	Brent J. Milner	FV	7	1:50.920	M4 Mysterian	Salinas CA	SFR	191431	none
15	2	41	Ron Wake	FV	7	1:50.835	Mysterian M4	Lafayette CA	SFR	50380	
16	5	9	Jerry Pacheco	FF	6	1:55.050	Whitfill Special	Newcastle CA	SFR	12352	Antiquark Imports
17	4	27	Stewart Paterson	FFT	5	1:36.528	Swift DB6	Fallbrook CA	CSCC	311666_0	Paterson Motorspor
18	5	91	Kinnon Marshall	FFT	4	1:37.194	Swift DB1	Laguna Beach	CSCC	547188	Fast Orange Hand I



#123 Hunter Tatman had the speed to win both days. A stalled car on the grid prevented him from doing so. Photo Steve Bohac



#19 Mike Callas raced only on Saturday. Photo Steve Bohac

Hunter Tatman qualified for the pole by 1.6 seconds over Peter West. So Logic would tell you if Tatman makes the start he would have a pretty good chance to win the last race of the day.

Tatman did make the grid, but the car stalled on the track as the group was lining up behind the Pace Car. Fortunately, when the car stalled Tatman was on a downhill section of the race track; and some how he was able to bump start the car. But now he was starting at the back of the second group of cars in this race which had a spilt start.

When the first group of cars, the FC cars, took the green, Peter West jumped into the lead. He had Henry Kenneth Rozeboom hot on his heels. West worked on stretching the lead, knowing that the ultra fast Tatman was making serious headway into closing the gap between him and the FC leaders. By the fourth lap Tatman disposed of all of the FVs and FF cars. He ran as high as fifth overall and within a couple of laps of catching the tail end of the FC group. But this day everything lined up against Tatman. He spun coming out of Turn 3 on the seventh lap. Tatman was able to continue and with the help of a full course caution (thrown for Tatman's spin) he lined back up right behind the leading FF cars.

The race resumed after two caution laps, and West maintained his lead. Rozeboom kept him honest, but was never able to get by. West took the win, with Rozeboom second. Even though Tatman was obviously the fastest car on the track, he was not able to advance to the lead group.

The FF affair was quite interesting. The FF cars were represented by three different classes, FF, FFT, and CF.

The start of the race had FF driver Denny Renfrow taking the lead, followed by the FFT car of Kinnon Marshall. Renfrow looked poised for the win, but Kinnon Marshall and Doug Learned Jr. were not rolling over and playing dead. The race changed for Renfrow when the full course caution ended. As the race restarted, Learned got around Marshall and set his sights on Renfrow. By the 12th lap Learned had caught up to Renfrow, and was in position to make a pass, going the long way around in Turn 2. Learned got to the point where his back tires were even with Renfrow's front tires, and it looked as though Learned was going to make the unlikely pass stick. Unfortunately the two cars touched wheels, causing Learned and Renfrow to spin. Then with nowhere to go, Marshall's tires touched Learned's car, breaking Marshall's suspension. With the top three cars in FF/FFT temporarily disabled, Stewart Patterson weaved his way through the carnage and took the lead and the FFT class win. Renfrow was able to get going again, but at this point he was several spots back with no chance for the victory. Dave Jalen ended up the benefactor of the Renfrow/Learned/Marshall contact and won in FF.

In FV Ron Wake passed Brent Milner on Lap 5 and from there stretched out his lead. Wake took FV, with Milner second.

Ray Stubber was the lone CF. finishing 12th overall, which was the same position he finished on Saturday.



#17 Doug Learned Jr. took his first win on Saturday. Photo Steve Bohac



#56 Ray Stubber was the lone CF in the field. Photo Steve Bohac

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	21	Peter West	FC	15	1:33.360	Van Diemen RF05	Malibu CA	CSCC	166282	Racing Optics/Alpin
2	2	81	Henry Kenneth Rozeboo	FC	15	1:33.326	Van Diemen DP08	Crockett CA	SFR	22056	Porter Racing
3	3	80	Jeffrey Pietz	FC	15	1:33.826	Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infant Ca
4	1	27	Stewart Paterson	FFT	15	1:36.554	Swift DB6	Fallbrook CA	CSCC	311666_0	Paterson Motorspoi
5	2	5	Eric Little	FFT	15	1:37.741	Swift DB-1	Placentia CA	SFR	511202	Pick's Racing Engin
6	1	50	David Jalen	FF	15	1:37.504	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin'
7	3	28	Andy Paterson	FFT	15	1:36.748	Swift	Fallbrook CA	CSCC	351062	Picks Racing Engin
8	2	48	Eric Poulsen	FF	15	1:36.996	Piper DL7-Honda	Clovis CA	CSCC	527187	
9	3	11	Denny Renfrow	FF	15	1:35.640	Swift DB6	Kelseyville CA	SFR	203432_1	Chuckwagon Racin
10	4	12	Michael Bernstein	FF	15	1:38.650	Piper DF5	San Ramon CA	SFR	100211	Karen Bernstein
11	4	88	Lyn Greenhill	FC	14	1:33.864	Van Diemen RF02	Rocklin CA	SFR	454636	DynaTech Engineer
12	1	56	Ray Stubber	CF	14	1:42.318	Crossle 35	Marmion AUS	SFR	678190	VARIVAC
13	5	17	Doug Learned Jr.	FF	13	1:35.456	Piper DL7 FF	Marina CA	SFR	392361	Fast Forward Comp
14	4	91	Kinnon Marshall	FFT	13	1:35.463	Swift DB1	Laguna Beach	CSCC	547188	Fast Orange Hand
15	1	41	Ron Wake	FV	13	1:50.925	Mysterian M4	Lafayette CA	SFR	50380	
16	5	122	Hunter Tatman	FC	13	1:30.079	Van Diemen RF06	Windsor CO	Colo	613050	Tatman Motorsport
17	2	02	Brent J. Milner	FV	13	1:49.362	M4 Mysterian	Salinas CA	SFR	191431	none
NF	DNF	9	Jerry Pacheco	FF	2	1:55.652	Whitfill Special	Newcastle CA	SFR	12352	Antiquark Imports
Not classified											
NS	DNS	19	Mike Callas	FFT			Van Diemen RF-79	Burbank CA	CSCC	519501	

Group 5 (B-Spec, GTL, ITA, ITX, SMG, SSC5, STL, STU, T4)



#173 Marc LaCorte took the overall victory on Sunday. Photo Steve Bohac

Group 5 Points

B-Spec		Jayceton Lapid	65	April Halliday	30	Matthew Wyatt	150	SMG	
Thomas Lepper	100	Wa Huang	64	Phillip Holfield	30	Taz Oka	138	Jeff Sutton	125
Carl Young	39	Scott Story	55	Scott Carter	28	Nuno Goncalves Pedro	107	Dan Cullinane	88
E30		Frank Zucchi	55	Chris Lee	28	Terrance Underwood	86	Anthony Bonino	60
Charles Dehoney	96	Fabrice Gallez	53	Ernesto Acevedo	27	Malon Brown	52	Michael Smith	50
Marguerite Williams	25	Daniel Deluna	50	Nathan Pope	26	Aaron Garfinkel	51	SMX	
HP		David Vrane	50	Ron Bond	23	Jared Korth	50	Clayton Ketcher	46
John Faull	146	Dan Pruzan	49	Taylor Vance	21	Derek Stewart	42	Wyatt Couch	46
Lee Fleming	75	Eric Fulkerson	49	Gregory Smoot	17	Scott Story	42	Steve Borlik	33
Donovan Helfrich Sr.	21	Scott Smith	43	Dwayne Komush	16	John Paul Jose	34	Wesley Mollno	30
ITA		Andres Prieto	39	Michael Herbert	14	Mark Wiseberg	35	Sophia Story	25
Rob Fuller	204	Joe Kou	39	Richard Bailey	12	April Halliday	30	Andy Chittum	22
Peter Phung	179	Lynsie Zellmer	37	ITR		Greg Powell	30	SSC5	
Suzanne Cobos	124	John Stuart	34	Andy Bougler	50	Steve Borlik	21	Tim Sullivan	151
Christopher LaBouff	117	Tim Wright	34	ITX		Kurt Frietsche	16	Kevin Jones	26
Ross Lindell	85	Eliana Lipilina	33	David Covin	300	Joshua Schachter	14		

This event is the annual trek to Northern California by the Spec Corvette contingent. With nine cars, mostly from Southern California, showing up, they put on an impressive show. Impressive especially when you consider the first non Spec Corvette on the starting grid was Mike Smith in an AS Mustang starting eighth.

Marc Lacorte was the fastest of the fiberglass flotilla (corvette is a small warship designed for convoy escort duty.) Riding on his bow was Craig Dale, a mere .158 seconds in arrears.

For the Saturday race the Corvettes assumed the rear admiral position and let the rest of the field start in front of them. In a split start race, the second group is usually the slower of the two. But for this race, the slowest group took the green flag first.

With the race only being 15 minutes long, it was going to be nearly impossible for one of Corvette drivers to take the overall victory.

When the first group took the green flag, Wilson Powell, who was lined up third, took the lead of the race. Lining up in the second spot was Mike Smith, with Steve Borlik taking third, having made up three spots on the opening lap. Powell and Smith never relinquished their positions, and finished first and second. Borlik held onto third for two laps before Antonio Zarcone and Wesley Molino made it by him. With

the reduced time allotment, it meant that the race would only go nine or ten laps. So the Corvette drivers really had to dam the torpedo's.

Instead of LaCorte leading the brigade, it was Craig Dale. Dale was cutting through the rough seas with LaCorte affixed to his stern for the entire distance. By Lap 5 Dale was 14th. By Lap 7 he had worked his way up to fifth. By Lap 9 Dale worked his way onto the podium in third place. Pretty impressive! In nine laps Dale passed 30 cars! LaCorte finished right on Dale's bumper in fourth, just .3 of a second behind. Even though he did not win his class, Marc LaCorte set a new track record for SSC5 with a time of 1:38.46 seconds.

Molino took first in STL and sixth overall in his MX5 Miata.

The ITA race is usually the race within the race. With a large pack of cars in this class, it is usually very entertaining to watch. Rob Fuller had the ITA group basically covered, if you consider he led the class the entire way. But Harry Voight was right on his bumper until the last lap, when he went off in Turn 6, ending his day. Turn 4 was claiming victims all weekend, and this race was no exception. John Stuart spun and went off in the turn, which caused some damage. He limped around and pitted retiring from the race.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	77	Wilson Powell	STU	9	1:42.569	BMW M3	Danville CA	SFR	338274	
2	1	98	Michael Smith	SMG	9	1:44.265	Ford Mustang	Broomfield CO	SFR	237577	M&L Racing
3	1	78	Craig Dale	SSC5	9	1:39.040	Chevrolet Corvette	Pomona CA	CSCC	389132	
4	2	173	Marc LaCorte	SSC5	9	1:38.461	Chevrolet Corvette	Stevenson Ranch CA	CSCC	506559	Schecter Guitar Re:
5	3	128	Jean Meynet	SSC5	9	1:38.845	Chevrolet Corvette	WOODLAND HILLS CA	CSCC	392327	Bommer Racing
6	1	70	Wesley Molino	STL	9	1:45.721	Mazda Spec MX5	Glendora CA	SFR	403801	Right of Way - R O W
7	2	131	Antonio Zarcone	STL	9	1:46.009	Mazda Miata MX5	Las Vegas NV	CSCC	651238	
8	4	122	Oli Thordarson	SSC5	9	1:40.167	Chevrolet Chevrolet	Trabuco Canyon CA	CSCC	375061	Alvaka/Ransomwar
9	3	116	Ricardo Arruda	STL	9	1:45.313	Mazda MX-5	Oxnard CA	CSCC	482789	Haag Performance
10	5	08	Greg Nester	SSC5	9	1:41.508	Chevrolet Z06	Nipomo CA	CSCC	611117	
11	4	15	Steve Borlik	STL	9	1:46.797	Mazda MX-5	Los Altos CA	SFR	290257	Haag Performance
12	1	49	Rob Fuller	ITA	9	1:47.093	Mazda Miata	San Jose CA	SFR	496932	i Car Garage / Larr
13	5	99	Andy Chittum	STL	9	1:47.202	Mazda MX5	San Jose CA	SFR	497869	Le Mans Karting Sil
14	2	119	Wa Huong	ITA	9	1:47.657	Mazda Miata	Union city ca	SFR	528626	Slant i Motorsports
15	1	54	David Covin	ITX	9	1:47.697	Mazda Miata NB	Piedmont CA	SFR	649280	
16	3	111	Tim Wright	ITA	9	1:48.073	Mazda Miata	Piedmont CA	SFR	278776	Larry Oka Racing
17	6	63	Donny Yorke	SSC5	9	1:42.173	Chevrolet corvette	Camarillo CA	CSCC	676232	CRP Motorsports
18	2	27	Jared Korth	ITX	9	1:48.903	Mazda Miata	Clovis CA	SFR	675789	
19	7	113	Greg (Jr) Cavouras	SSC5	9	1:43.288	Chevrolet Corvette	Vancouver BC		672177	
20	4	109	Peter Phung	ITA	9	1:50.255	Mazda Miata	Daly City CA	SFR	545337	
21	8	58	Tim Sullivan	SSC5	9	1:50.323	Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Autor
22	6	123	Sophia Storey	STL	9	1:49.386	Mazda MX-5	San Francisco	SFR	684414	Solvang
23	3	11	Terrance Underwood Jr	ITX	9	1:51.029	Mazda Miata	Wildomar CA	SFR	673864	
24	5	32	Fabrice Gallez	ITA	9	1:51.275	Mazda Spec Miata	Campbell CA	SFR	624531	
25	6	76	Daniel Williams	ITA	9	1:48.057	Mazda Miata	Scottsbluff NE	NE	483095	Exfactor racing
26	7	43	Michael Herbert	ITA	9	1:51.527	Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire f
27	8	25	Nathan Pope	ITA	9	1:52.541	Mazda Miata	Fremont CA	SFR	447559	
28	9	39	Kevin Jones	SSC5	9	1:46.320	Chevrolet Corvette Z06	Fairfield CA	SFR	660490	
29	9	30	Richard Bailey	ITA	9	1:52.549	Mazda Miata	Foster City CA	SFR	449378	
30	1	36	Tony Kiratsous	T4	9	1:53.064	Scion FR-S	San Jose CA	SFR	628106	EPMware Racing
31	10	0	Suzanne Cobos	ITA	9	1:52.447	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
32	11	168	Harry Voight	ITA	8	1:47.164	Mazda Miata	Lone Tree	CO	497160	SCR Performance
33	1	21	Thomas Lepper	B-Spec	8	1:54.022	Mazda 2	Benicia CA	SFR	98815	Thomas Lepper As:
34	12	114	David Humphreys	ITA	8	1:53.544	Mazda Miatta	Buellton CA	CSCC	647252	A+Racing + Humpl
35	2	156	Thomas Pendergrass	B-Spec	8	1:54.831	Mini Cooper	Rancho Santa Margarit	CSCC	489397	G-LOC Brakes
36	3	74	Carl Young	B-Spec	8	1:55.733	Mazda Mazda 2	Salinas CA	SFR	333636	Off Line Racing
37	1	133	Richard Apodaca	GTL	8	1:55.839	Mazda Rx7	Campbell CA	SFR	182911	Dynasty Homes Inc
38	13	59	Garrett Humphreys	ITA	8	1:57.490	Mazda Miata	Buellton CA	CSCC	647259	A+Racing - Humph



#39 Kevin Jones puts the power down out of turn 11. Photo Steve Bohac

Qualifying for Group 5 came down to which SSC5 Corvette was the fastest. The guys driving the fiberglass two-seaters occupied eight of the nine top spots. Marc LaCorte beat out Craig Dale for the pole by .413 of a second. Wilson Powell broke up the SSC5 juggernaut by qualifying eighth in his STU BMW M3. Group 5 is usually about two distinct races. The race involving the faster classes and then the race involving the ITA and ITX Miatas.

Top ITA qualifier was Daniel Williams from Nebraska who beat out Harry Voight of Colorado. Williams and Voight were getting track time in anticipation of the NASA Nationals, which were just a few weeks away.

When the race got under way, second place starter Dale took the lead and had LaCorte hot in pursuit. Dale held on to the lead for only one lap. As the two leaders came out of Turn 2, it appeared as though Dale let LaCorte past. I do not know for sure, but the speed differential in that short chute between Turns 2 and 3 was so big that it was either an intentional swap of positions, or Dale missed a shift.

Either way, with LaCorte in the lead, he and Dale put on a great show for the top spot in the group. These SSC5 Corvettes have a lot of power and not very much tire. So as the race starts peeling off laps the tires peel off rubber. The drivers are really having to drive these machines, which makes for a very entertaining race to watch.

The two leaders built about a ten-car length lead over the third and fourth C5 Corvettes of Jean Meynet and Oli Thordarson. With the tires visibly going away Dale was putting pressure on Lacorte at every passing opportunity. It appeared as though it was only going to be a matter of time before Dale made his way back into the front. Appearances can be deceptive, because just when it looked as

though Dale was going to pounce, he spun on the exit of Turn 5, high siding the car momentarily. He did get it pointed in the right direction and got back on the track to resume his racing; but as he headed towards Turn 6 a huge ball of fire erupted from underneath his car and Dale had to pull over on the steep hill going towards the Corkscrew. With his car being consumed in flames, he quickly exited. Fortunately, several fire extinguishers were near by and the flames were smothered before the car burnt to the ground. Unfortunately, the resulting full course caution meant the racing was over and the group would finish the race under the caution flag.

In the ITA race, top qualifier Williams did not make the race. This was good news for Rob Fuller as he filled the void left by the Williams no-show. The race got underway with Fuller taking the lead into Turn 2. But Voight got a better run off of Turn 2 and took control of the class at Turn 3. Control of the ITA lead is usually a very temporary situation. This race was no different as Fuller retook the lead on the very next lap. But just as Fuller thought he would be able to hold off Voight, he slipped back into the lead three laps later. Again Fuller was not having anything to do with being in second place, and on the very next lap Fuller was again leading the field of ITA racers. Fuller only had to hold onto the lead two more laps before the full course caution came out for Dale's burning car.

B-Spec had three competitors. The Mini Cooper of Thomas Pendergrass took the initial class lead over the Mazda 2 of Thomas Lepper and Carl Young. The lead was very short lived as Pendergrass fell two positions on the second lap. He then spent the rest of the race chasing after Lepper and Carl Young. Lepper was in the lead when the caution came out and took the class victory.



#36 Tony Kiratsous took T4 both days. Photo Steve Bohac

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	173	Marc LaCorte	SSC5	12	1:38.361	Chevrolet Corvette	Stevenson Ranch CA	CSCC	506559	Schecter Guitar Re:
2	2	128	Jean Meynet	SSC5	12	1:39.706	Chevrolet Corvette	WOODLAND HILLS CA	CSCC	392327	Bommer Racing
3	3	122	Oli Thordarson	SSC5	12	1:39.864	Chevrolet Chevrolet	Trabuco Canyon CA	CSCC	375061	Alvata/Ransom war
4	4	08	Greg Nester	SSC5	12	1:41.026	Chevrolet Z06	Nipomo CA	CSCC	611117	
5	5	63	Donny Yorke	SSC5	12	1:41.061	Chevrolet corvette	Camarillo CA	CSCC	676232	CRP Motorsports
6	6	113	Greg (Jr) Cavouras	SSC5	12	1:42.074	Chevrolet Corvette	Vancouver BC		672177	
7	1	77	Wilson Powell	STU	12	1:41.763	BMW M3	Danville CA	SFR	338274	
8	7	39	Kevin Jones	SSC5	12	1:44.087	Chevrolet Corvette Z06	Fairfield CA	SFR	660490	
9	1	116	Ricardo Arruda	STL	12	1:45.200	Mazda MX-5	Oxnard CA	CSCC	482789	Haag Performance
10	2	15	Steve Borlik	STL	12	1:45.175	Mazda MX-5	Los Altos CA	SFR	290257	Haag Performance
11	1	49	Rob Fuller	ITA	12	1:47.905	Mazda Miata	San Jose CA	SFR	496932	I Car Garage Lar
12	2	168	Harry Voight	ITA	12	1:47.813	Mazda Miata	Lone Tree	CO	497160	SCR Performance
13	3	169	Wa Huong	ITA	12	1:46.846	Mazda Miata	Union city ca	SFR	528626	MFA
14	1	54	David Covin	ITX	12	1:47.866	Mazda Miata NB	Piedmont CA	SFR	649280	
15	4	22	Gregory Smoot	ITA	11	1:48.648	Mazda MIATA	San Jose CA	SFR	287845	Slant I Motorsports
16	5	111	Tim Sullivan	ITA	11	1:48.695	Mazda Miata	Piedmont CA	SFR	278776	Larry Oka Racing
17	6	109	Peter Phung	ITA	11	1:50.703	Mazda Miata	Daly City CA	SFR	545337	
18	7	32	Fabrice Gallez	ITA	11	1:51.434	Mazda Spec Miata	Campbell CA	SFR	624531	
19	8	25	Nathan Pope	ITA	11	1:50.960	Mazda Miata	Fremont CA	SFR	447559	
20	2	11	Terrance Underwood Jr	ITX	11	1:51.721	Mazda Miata	Wildomar CA	SFR	673864	
21	1	36	Tony Kiratsous	T4	11	1:50.443	Scion FR-S	San Jose CA	SFR	628106	EPMware Racing
22	8	58	Tim Sullivan	SSC5	11	1:49.094	Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Autor
23	9	0	Suzanne Cobos	ITA	11	1:53.437	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
24	1	21	Thomas Lepper	B-Spec	11	1:54.197	Mazda 2	Benicia CA	SFR	98815	Thomas Lepper As:
25	2	74	Carl Young	B-Spec	11	1:54.736	Mazda Mazda 2	Salinas CA	SFR	333636	Off Line Racing
26	3	156	Thomas Pendergrass	B-Spec	11	1:54.442	Mini Cooper	Rancho Santa Margarit	CSCC	489397	G-LOC Brakes
27	1	133	Richard Apodaca	GTL	11	1:56.214	Mazda Rx7	Campbell CA	SFR	182911	Dynasty Homes Inc
28	9	78	Craig Dale	SSC5	10	1:38.496	Chevrolet Corvette	Pomona CA	CSCC	389132	
NF	DNF	27	Jared Korth	ITX	3	1:49.574	Mazda Miata	Clovis CA	SFR	675789	
Not classified											
NS	DNS	76	Daniel Williams	ITA			Mazda Miata	Scottsbluff NE	NE	483095	Exfactor racing
NS	DNS	99	Andy Chittum	STL			Mazda MX5	San Jose CA	SFR	497869	Le Mans Karting Sil
NS	DNS	30	Richard Bailey	ITA			Mazda Miata	Foster City CA	SFR	449378	
NS	DNS	68	John Stuart	ITA			Mazda Miata	San Carlos CA	SFR	650334	All Reasons Moving
NS	DNS	43	Michael Herbert	ITA			Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire i
NS	DNS	59	Garrett Humphreys	ITA			Mazda Miata	Buellton CA	CSCC	647259	A+ Racing - Humph
NS	DNS	70	Wesley Mollno	STL			Madza Spec MX5	Glendora CA	SFR	403801	Right of Way - R O W

Group 6 (SRF,SRF3)

Group 6 Points

SRF		
Darrell Anderson		55
Bruce Richardson	229	John Black 50
Erich Woolley	146	Dean Crowe 43
Dylan Arthaud	119	Paul Mantipty 36
Ed Coyne	54	Haydn Fischer 32
Mark Lueker	36	Sean Sorrell 32
Bert Aramburu	35	Tao Takaoka 29
Alexander Lueker	34	James Chartres 28
Andrew Moore	32	Frank Valente 28
Sean Saint	21	Tom Fischer 28
Dave Potter	18	Scott Monroe 26
Paul Mantipty	15	Nevin Spieker 24
SRF3		
Sean Saint		22
Robert Sachs	177	Ken Woolley 20
Bill Booth	171	Neal Wiebmer 18
Umberto Milletti	156	Jim Ricketts 17
Greg Hoff	152	Tim Weaver 16
Michael Woolley	140	Todd Butler 16
Lee Douglas	100	Michael McGarry 14
Eric Hand	99	Sam Bhaumik 13
Jerry Aplant	83	Noah Hambayi 11
Caleb Shrader	78	Dustin Decker 10
Federico Mosconi	75	Jesse Babbitz 10
Justin Meretab	72	Kevin O'Connor 8
Brandon Lewis	70	Andrew Moore 8
Bill Jordan	64	Paul Goudy 7
Sean O'Boyle	63	Michael Boyle 6
John Sollner	58	Steven Angus 5
Paul Luca	57	Daniel Olmstead 2



#188 Judson Holt has #64 Jonathon Allen breathing down his back. Photo Steve Bohac



#05 Henry Tabor and #77 Andre Perre had a close race on Saturday. Perre finished one spot ahead of Tabor. Photo Steve Bohac



#99 Caleb Shrader keeps his foot in the throttle even though he has one wheel in the gravel. Photo Steve Bohac

A huge field of SRF and SRF3s showed up for the late July race at Laguna Seca. With 44 cars setting a qualifying time, everyone was hoping for a clean race. One of the reasons for such a large field was most of the drivers will be competing in the upcoming support race during the Indy car weekend at Laguna. With such a prestigious event on the horizon, the competitors really wanted to fine-tune their rides to make sure they put out their best effort.

The Spec Racer Ford class had an influx of young drivers show up for this race. Caleb Shrader, who has raced with us several times, is one of those young drivers. He took the pole. Just .3 behind Shrader was Taylor Harris, who is another young driver. Taylor beat out his dad, Todd, who was third, and his brother Calvin who was sixth. Another young hot shoe, Federico Mosconi racing out of the Bull Dog shop, qualified fifth. Past National Champion, Mike Miserendino qualified fourth. With a very talented field, the race was shaping up to be a good one.

Before the green flag dropped the Stewards adjusted the race time

from 20 minutes to 15. With only 15 minutes of race time or seven laps, this race was going to be more of a trophy dash than a sprint race.

Taylor Harris got the jump on Caleb Shrader at the start and led the first lap. Shrader then took over at the front for the second lap. Remember these are young drivers. These two changed positions three times over the next seven laps - neither one willing to play second fiddle. In the meantime, the wily veteran, Miserendino, was watching and waiting for his opportunity. That opportunity came on the last lap when Miserendino slipped by Shrader, taking second place. Harris held on for first, while Dad, Todd Harris, took fourth and brother Calvin Harris took sixth. Caleb Shrader set a new SRF3 track record.

SRF Gen 2 was a four-car race. Erich Woolley continues to dominate and finished with six SRF3s between him and Bruce Richardson. Michael Woolley, running a SRF3, finished sixth and was the first car running the transmission with the traditional "H" pattern.



#11 Mike Miserendino had a good weekend, Second place on Saturday and first place on Sunday, Photo Steve Bohac

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	22	Taylor Harris	SRF3	7	1:38.063	SRF 177	Portland OR	Ore	534768	Pro Drive Racing/Fl
2	2	11	Mike Miserendino	SRF3	7	1:37.859	SRF	Bakersfield CA	CSCC	312012	MBI Racing
3	3	99	Caleb Shrader	SRF3	7	1:37.783	SCCA Enterprises SRF3	Tigard OR	SFR	622464	Liquid Death/Flat O
4	4	04	Todd Harris	SRF3	7	1:38.373	SRF GEN3	Portland OR	Ore	230202	Pro Drive Racing/Fl
5	5	23	Federico Mosconi	SRF3	7	1:38.461	Enterprise Spec Racer For	San Mateo CA	SFR	442495	
6	6	42	Calvin Harris	SRF3	7	1:39.555	SCCA Enterprises Spec Ra	Portland OR	Ore	491080	Pro Drive Racing/Fl
7	7	57	Bill Booth	SRF3	7	1:39.220	SCCA Enterprises SRF3	Cupertino CA	SFR	336219	Bulldog Motorsport
8	8	8	Michael Woolley	SRF3	7	1:40.085	SCCA Enterprises Spec Ra	Newcastle CA	SFR	497355	Woolley Brothers a
9	9	114	Paul Marino	SRF3	7	1:40.102	SCCA Enterprises SRF Gei	Chatsworth Ca	CSCC	139146	MBI & Impress Con
10	10	0	Scott Monroe	SRF3	7	1:39.996	Ford Spec Racer Gen 3	League City TX	SFR	289372_1	Access Companies
11	11	35	Robert Sachs	SRF3	7	1:40.466	SCCA Enterprises Spec Ra	Napa CA	SFR	378223	Robert R. Sachs PC
12	12	14	Greg Hoff	SRF3	7	1:40.580	SCCA Enterprises SRF3	Oakland CA	SFR	437964	John Cerini / Corne
13	13	21	Justin Meretab	SRF3	7	1:39.985	Spec Racer Ford Spec Rac	SAN FRANCISCO CA	SFR	628101	
14	14	197	Mark Ballengee	SRF3	7	1:40.845	Ford SRF GEN3	Shafter CA	CSCC	267269	MBI RACING
15	15	77	Andre Perra	SRF3	7	1:40.591	SRF	Government Camp OR	Ore	461936	Senva Sensors
16	16	05	Henry Tabor	SRF3	7	1:40.477	SCCA Enterprises SRF3	West Linn OR	Ore	648825	Tabor Accounting G
17	17	27	Paul Goudy	SRF3	7	1:40.546	SCCA Enterprises SRF3	Portland OR	SFR	386600	Pro Drive Racing /
18	18	89	Dustin Decker	SRF3	7	1:40.627	SCCA Enterprises Spec Ra	Petaluma CA	SFR	464663	Decker Sports Raci
19	19	34	Umberto Milletti	SRF3	7	1:39.346	Ford SRF	San Francisco CA	SFR	343482	Bulldog Motorsport
20	20	69	Bryan Schubert	SRF3	7	1:42.113	SCCA Enterprises SRF 3	Huntington Beach CA	CSCC	527833	MBI Racing/ Simps
21	21	76	Eric Hand	SRF3	7	1:41.988	Ford Spec Racer Ford	San Jose CA	SFR	545935	
22	22	155	Jay Rosenthal	SRF3	7	1:41.977	SCCA Enterprises SRF3	Woodland Hills CA	CSCC	507814	MBI / Southland In
23	23	64	Jonathon Allen	SRF3	7	1:41.496	Ford SRF Gen3	Laguna Beach CA	SFR	415860	Off Constantly Raci
24	24	67	Sean O'Boyle	SRF3	7	1:41.484	SCCA Enterprises Spec Ra	San Francisco CA	SFR	276755	
25	25	66	Brandon Lewis	SRF3	7	1:42.275	SCCA Enterprises SRF3	San Francisco CA	SFR	436461	
26	26	164	Noah Hambayi	SRF3	7	1:42.627	SCCA Enterprises Spec Ra	Trabuco Canyon CA	SFR	514290	Alphio Information
27	27	188	Judson Holt	SRF3	7	1:42.459	SCCA Enterprises SRF3	Houston TX	SFR	641180	Lupe Tortilla
28	28	41	Ken Woolley	SRF3	7	1:43.046	SCCA SRF Spec Racer For	Newcastle CA	SFR	150687	Woolley Brothers a
29	29	13	Nevin Spieker	SRF3	7	1:41.588	SCCA Enterprises SRF3	Menlo Park CA	SFR	548125	Spieker Investment
30	30	48	Paul Mantiply	SRF3	7	1:43.555	SCCA Enterprises Spec Ra	Columbia CA	SFR	670923	
31	31	7	Zach Wright	SRF3	7	1:43.664	Ford SRF 3	Eugene OR	Ore	533890	
32	32	83	Paul Luca	SRF3	7	1:44.423	SCCA Enterprises Spec Ra	Sonoma CA	SFR	193814	
33	1	33	Erich Woolley	SRF	7	1:44.568	SCCA Enterprises Spec Ra	Newcastle CA	SFR	547685	Woolley Brothers a
34	33	37	Dean Crowe	SRF3	7	1:43.803	SCCA Enterprises SRF Gei	Los Gatos CA	SFR	639565	Accelracetek
35	34	2	Lee Douglas	SRF3	7	1:41.144	SRF Gen3	Portland OR	SFR	370148	LADCO Pipe & Pili
36	35	49	Walter Kuhn	SRF3	7	1:45.085	Ford SRF3	Bigfork MT	BSky	547995	Accel Race Tek
37	36	40	James E Nelson	SRF3	7	1:45.928	Spec Racer Ford SRF3	Westminster CO	Colo	158169	LaRue Motorsports
38	37	45	Tom Burt	SRF3	7	1:41.395	SCCA Enterprises SRF3	Woodway WA	SFR	190965	Flat Out Racing



#35 Robert Sachs spins in front of #57 Bill Booth. Photo Sierra Lacey

Forty-two cars set qualifying times for the Spec Racer Ford Sunday event. With the SRF being featured at the upcoming IndyCar event, the field in attendance was packed full of hotshot drivers. Caleb Shrader, racing out of Flat Out Racing, took the pole over Federico Mosconi, who hails from San Mateo CA. Former National Champion in SRF, Mike Miserendino qualified third with Umberto Milletti and Bill Booth, racing out of the Bulldog kennel, fourth and fifth. First through fifth were separated by a mere second, which made the prospect of an exciting race very enticing.

Shrader led the field up to the green and held onto the lead through the all-important Turn 2. But Miserendino is not a National Champion by accident. He followed young Shrader and made the pass for the lead on the back half of the track, outside of my view. Once in the lead, Miserendino used his year's worth of experience to keep Shrader at bay. The fact that the race was interrupted by two full course cautions gave Miserendino a chance to catch his breath between charges by Shrader. But the full course cautions also took the mystery of the outcome away. Miserendino led wire to wire, winning the race.

The dominant group from Saturday's race, the Harris family from Oregon, fell victim to the San Francisco Region's new qualifying rules. The new rules line up drivers on the qualifying grid based on region points. Since the entire family is not a member of SFR, they had to start qualifying buried in the field. As it turned out qualifying was interrupted by a full course caution, which only gave them five laps to establish a time. Taylor started 22nd, Calvin started 19th, and Todd started 17th.

One of the caution periods was for Mark Ballengee from Cal Club, who went off at the exit of Turn 4 and had to park his car on the side of the track. The other caution was for the cars of Dean Crowe and Walter Kuhn who had troubles at Turn 3. Kuhn was able to continue, but Crowe had to get a pull tow to make the track safe.

Unfortunately the two caution periods ruined the chance for the good wheel-to-wheel racing for which everyone was looking forward.

Erich Woolley continued his dominance of SRF, taking the class win over Bruce Richardson. Mark Lueker was third in SRF.

Seeing the results from the Saturday race made me curious as to whom this family was which basically dominated a very competitive field of drivers in a very competitive class. So I called Dad, Todd Harris.

Dad operates Pro Drive Racing, which is a driving school at Portland International Raceway. The only cars they use are Spec Racer Fords. His two sons, Calvin 23, and Taylor 19, are both instructors at the school. Todd Harris is an accomplished racer in his own right, having won the SRF National Championship in 2016.

But he is most proud of his boys. Todd tells me it has come to the point where they are beating him more than he is beating them. He could not be happier.

Both boys started racing at the age of 15. They never really did go-karts, they started in Spec Racer Fords. He said that both boys are very competitive and neither one seems to have an advantage over the

other. They have both won major races; and both boys are very clean racers.

Todd went on to say that his boys have been instructors for some well established race car drivers. He said that all these established drivers were impressed with his son's knowledge, especially when it came to learning the nuances of PIR.

It is exciting to see the family tradition SCCA is most famous for being passed on to the next generation. It is even more exciting to see these young men compete at a very high level

Next time you see the Harris family on the entry, list stop by and say hello; but also pay attention. They most likely will be at the front of the field stealing victories.



#34 Umberto Milletti spins at turn 11. Photo Steve Bohac



#05 Henry Tabor mixes it up with several cars. Photos Steve Bohac

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	11	Mike Miserendino	SRF3	10	1:38.784	SRF	Bakersfield CA	CSCC	312012	MBI Racing
2	2	99	Caleb Shrader	SRF3	10	1:38.723	SCCA Enterprises SRF3	Tigard OR	SFR	622464	Liquid Death/Flat C
3	3	34	Umberto Milletti	SRF3	10	1:39.548	Ford SRF	San Francisco CA	SFR	343482	Bulldog Motorsport
4	4	23	Federico Mosconi	SRF3	10	1:39.726	Enterprise Spec Racer For	San Mateo CA	SFR	442495	
5	5	04	Todd Harris	SRF3	10	1:39.276	SRF GEN3	Portland OR	Ore	230202	Pro Drive Racing/Fl
6	6	0	Scott Monroe	SRF3	10	1:39.498	Ford Spec Racer Gen 3	League City TX	SFR	289372_1	Access Companies
7	7	57	Bill Booth	SRF3	10	1:40.186	SCCA Enterprises SRF3	Cupertino CA	SFR	336219	Bulldog Motorsport
8	8	2	Lee Douglas	SRF3	10	1:40.138	SRF Gen3	Portland OR	SFR	370148	LADCO Pipe & Pili
9	9	42	Calvin Harris	SRF3	10	1:40.109	SCCA Enterprises Spec Ra	Portland OR	Ore	491080	Pro Drive Racing/Fl
10	10	114	Paul Marino	SRF3	10	1:40.751	SCCA Enterprises SRF Gei	Chatsworth Ca	CSCC	139146	MBI & Impress Con
11	11	14	Greg Hoff	SRF3	10	1:40.318	SCCA Enterprises SRF3	Oakland CA	SFR	437964	John Cerini/ Corne
12	12	22	Taylor Harris	SRF3	10	1:39.982	SRF 177	Portland OR	Ore	534768	Pro Drive Racing/Fl
13	13	8	Michael Woolley	SRF3	10	1:40.762	SCCA Enterprises Spec Ra	Newcastle CA	SFR	497355	Woolley Brothers a
14	14	89	Dustin Decker	SRF3	10	1:41.540	SCCA Enterprises Spec Ra	Petaluma CA	SFR	464663	Decker Sports Raci
15	15	21	Justin Meretab	SRF3	10	1:40.812	Spec Racer Ford Spec Rac	SAN FRANCISCO CA	SFR	628101	
16	16	05	Henry Tabor	SRF3	10	1:40.931	SCCA Enterprises SRF3	West Linn OR	Ore	648825	Tabor Accounting G
17	17	35	Robert Sachs	SRF3	10	1:40.975	SCCA Enterprises Spec Ra	Napa CA	SFR	378223	Robert R. Sachs PC
18	18	69	Bryan Schubert	SRF3	10	1:41.601	SCCA Enterprises SRF 3	Huntington Beach CA	CSCC	527833	MBI Racing/ Simps
19	19	155	Jay Rosenthal	SRF3	10	1:40.906	SCCA Enterprises SRF3	Woodland Hills CA	CSCC	507814	MBI / Southland In
20	20	27	Paul Goudy	SRF3	10	1:41.696	SCCA Enterprises SRF3	Portland OR	SFR	386600	Pro Drive Racing /
21	21	64	Jonathon Allen	SRF3	10	1:41.700	Ford SRF Gen3	Laguna Beach CA	SFR	415860	Off Constantly Rac
22	22	77	Andre Perra	SRF3	10	1:41.607	SRF	Government Camp OR	Ore	461936	Senva Sensors
23	23	45	Tom Burt	SRF3	10	1:41.740	SCCA Enterprises SRF3	Woodway WA	SFR	190965	Flat Out Racing
24	24	13	Nevin Spieker	SRF3	10	1:41.553	SCCA Enterprises SRF3	Menlo Park CA	SFR	548125	Spieker Investment
25	25	41	Ken Woolley	SRF3	10	1:42.452	SCCA SRF Spec Racer For	Newcastle CA	SFR	150687	Woolley Brothers a
26	26	188	Judson Holt	SRF3	10	1:42.772	SCCA Enterprises SRF3	Houston TX	SFR	641180	Lupe Tortilla
27	27	66	Brandon Lewis	SRF3	10	1:42.436	SCCA Enterprises SRF3	San Francisco CA	SFR	436461	
28	28	164	Noah Hambayi	SRF3	10	1:43.017	SCCA Enterprises Spec Ra	Trabuco Canyon CA	SFR	514290	Alpha Information
29	29	67	Sean O'Boyle	SRF3	10	1:43.342	SCCA Enterprises Spec Ra	San Francisco CA	SFR	276755	
30	30	76	Eric Hand	SRF3	10	1:42.840	Ford Spec Racer Ford	San Jose CA	SFR	545935	
31	31	7	Zach Wright	SRF3	10	1:43.566	Ford SRF 3	Eugene OR	Ore	533890	
32	1	33	Erich Woolley	SRF	10	1:45.762	SCCA Enterprises Spec Ra	Newcastle CA	SFR	547685	Woolley Brothers a
33	32	83	Paul Luca	SRF3	10	1:46.051	SCCA Enterprises Spec Ra	Sonoma CA	SFR	193814	
34	33	39	Sam Bhaumik	SRF3	10	1:47.099	SRF Spec Racer Ford Renl	San Mateo CA	SFR	286954	
35	34	40	James E Nelson	SRF3	10	1:46.711	Spec Racer Ford SRF3	Westminster CO	Colo	158169	LaRue Motorsports
36	2	5	Bruce Richardson	SRF	10	1:47.882	SCCA Enterprises Gen2	Los Gatos	SFR	340127	
37	35	6	Jonathan Scher	SRF3	10	1:51.024	SCCA Enterprises SRF Gei	Santa Cruz CA	SFR	639018	
38	36	49	Walter Kuhn	SRF3	10	1:44.752	Ford SRF3	Bigfork MT	Bsky	547995	Accel Race Tek

Group 7 (SM, SMT, SSM)



#32 Fabrice Gallez exiting turn 11. Photo Steve Bohac

Greg Hoff took the pole, beating out 44 other drivers who would have loved to have started Saturday's race from that position. Despite being an out-of-towner and not having sufficient regional points to line up in the preferred grid slot, Jason Rawlins qualified second. His road warrior buddy, Will Schrader, did not fair as well, qualifying eighth, which was at least seven position lower than he would normally qualify. Implementing the grid slots based on regional points has made it a priority to get regional points.

Unfortunately, qualifying was going to be the highlight of the day for this group. On the second lap of the race, with the mid-pack going through Turns Three and Four, several cars made contact. The accident damaged three cars severely, so the track went under full course caution. The race never resumed and Greg Hoff took the win over Tim Weaver. Tommy McCarthy won SM and Doug Alvis won SSM.

Group 7 Points

SM						SSM			
Malon Brown	160	Eric Fulkerson	166	Jared Highman	42	Mike Ray	15	Douglas Alvis	205
Tommy McCarthy	113	Rob Fuller	140	Juan Graziosi	39	Richard Bailey	13	Matthew Wyatt	196
Tim Weaver	100	David Covin	139	Kirk Williams	37	Alan Gjedsted	13	Taz Oka	123
Joe Schubert	68	Wa Huong	130	Suzanne Cobos	34	Scott Smith	13	David Samuel	101
John Anderson	50	Joe Kou	110	Jared Korth	34	April Halliday	11	Nuno Goncalves Pedro	99
Joel Odelson	42	Joseph Carl	98	Phillip Holifield	33	Lynsie Zellmer	9	Steve Borlik	50
Ryan Gutile	39	Gregory Smoot	71	Taylor Vance	32	Scott Carter	8	Mark Wiseberg	41
Gerald Schiefferly	39	Donald Ahn	69	Joan Linehan	30	Scott Story	7	Aaron Garfinkel	38
John Riewerts	35	Kevin Carter	62	Alberto Goncalves	28	Dan Pruzan	7	Scott Story	36
Christian Mali	35	Peter Phung	62	Ron Bond	28	Daniel Deluna	6	Steve Whitaker	36
Catherine Mali	34	Brian Cross	62	Bradley Oneto	27	Frank Zucchi	5	Greg Powell	32
Taz Oka	33	Andres Prieto	57	Jayceton Lapid	24	David Rahemi	4	Mark Means	18
Ari Ichinaga	25	Justin Casey	54	David Vrane	24	Eric Lamascus	4	Andrew Wozencroft	16
Andres Prieto	21	Tim Wright	53	Joseph Ysais	22	Sierra Lacey	3		
David Rahemi	18	Ross Lindell	47	Derek Stewart	21	Eddie Dupee	3		
Eric Lamascus	16	Aaron Jeansonne	46	Steve Meyers	21	Martin Tagliavini	3		
		Tim Weaver	46	Michael Herbert	19	Craig Yates	3		
		Mike LaBouff	43	Stephen Ichinaga	16	Mark Lenney	2		
		Tim Barber	43	Charles Barr	15	John Kriesa	1		



#168 Harry Voigt and #119 Aaron Jeansonne. Photo Sierra Lacey

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member ID	Sponsor
1	1	7	Greg Hoff	SMT	4	1:49.020	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
2	2	75	Tim Weaver	SMT	4	1:49.138	Mazda miata	Carmel CA	SFR	285957	
3	3	76	Daniel Williams	SMT	4	1:49.319	Mazda miata	Scottsbluff NE	NEB	483095	X-Factor Racing
4	4	2	Jason Rawlins	SMT	4	1:48.249	Mazda Miata	Gaston OR	Ore	411054	Miatacage.com G
5	5	24	Travis Wiley	SMT	4	1:48.839	Mazda Miata	Moresville NC	LnSt	615414	X-Factor
6	6	119	Aaron Jeansonne	SMT	4	1:48.686	Mazda Miata	Fishers IN	IND	534667	Slanti Motorsports
7	7	85	Justin Casey	SMT	4	1:48.727	Mazda Miata	Santa Clara CA	SFR	526839	X-Factor Racing / M r
8	8	87	Will Schrader	SMT	4	1:50.017	Mazda Miata	Happy Valley OR	Ore	343433	Miatacage.com / M
9	1	23	Tommy McCarthy	SM	4	1:50.912	Mazda Miata	Mountain View CA	SFR	10581_3	
10	9	6	Joe Kou	SMT	4	1:49.743	Mazda Spec Miata	Walnut Creek CA	SFR	528297	Competition Autow
11	10	54	David Covin	SMT	4	1:50.035	Mazda Miata NB	Piedmont CA	SFR	649280	
12	11	168	Harry Voigt	SMT	4	1:50.602	Mazda Miata	Lone Tree CO	Colo	497160	SCR Performance
13	12	169	Brian Cross	SMT	4	1:51.050	Mazda Miata	San Francisco CA	SFR	438200	
14	13	49	Rob Fuller	SMT	4	1:51.126	Mazda Miata	San Jose CA	SFR	496932	I Car Garage Larr
15	14	111	Tim Wright	SMT	4	1:51.148	Mazda Miata	Piedmont CA	SFR	278776	Larry Oka Racing
16	15	199	Juan Graziosi	SMT	4	1:52.045	Mazda Miata	San Jose CA	SFR	520832	
17	16	36	Joseph Carl	SMT	4	1:53.289	Mazda Miata	Santa Cruz CA	SFR	402223	Rustyâ€™s Repair
18	17	27	Jared Korth	SMT	4	1:52.387	Mazda Miata	Clovis CA	SFR	675789	
19	18	44	Phillip Holfield	SMT	4	1:52.453	Mazda Miata	Manteca CA	SFR	376090	Haag Performance/
20	19	99	Frank Zucchi	SMT	4	1:52.073	Mazda Miata	Oakdale CA	SFR	335337	FZ Vapor Honing
21	20	22	Gregory Smoot	SMT	4	1:54.655	Mazda MIATA	San Jose CA	SFR	287845	Slant I Motorsports
22	21	37	martin tagliavini	SMT	4	1:53.252	Mazda MIATA	San Jose CA	SFR	681012	Supertech
23	22	03	Leeson Grant	SMT	4	1:55.817	Mazda Miata	Danville CA	SFR	404684	Competition Autow
24	23	39	Donald Ahn	SMT	4	1:53.032	Mazda spec miata	San Rafael CA	SFR	529358	AutoLogic/ SpeedSI
25	24	30	Richard Bailey	SMT	4	1:54.793	Mazda Miata	Foster City CA	SFR	449378	
26	25	43	Michael Herbert	SMT	4	1:56.505	Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire i
27	26	86	Cooper Hicks	SMT	4	1:56.035	Mazda Miata	Simi Valley CA	CSCC	686439	Dave's Mobile Worl
28	27	109	Peter Phung	SMT	4	1:55.655	Mazda Miata	Daly City CA	SFR	545337	
29	28	20	Kirk Williams	SMT	4	1:57.706	Mazda Miata	Palo Alto CA	SFR	673105	
30	29	0	Suzanne Cobos	SMT	4	2:00.717	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
31	30	82	Dale Pestes	SMT	4	1:59.628	Mazda Miata	Gresham OR	SFR	498961	
32	2	16	Malon Brown	SM	4	2:01.389	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
33	31	25	Nathan Pope	SMT	4	1:59.032	Mazda Miata	Fremont CA	SFR	447559	
34	32	32	Fabrice Gallez	SMT	4	1:58.365	Mazda Spec Miata	Campbell CA	SFR	624531	
35	33	65	Darrell Edwards	SMT	4	2:01.606	Mazda miata	Kapaa HI	HI	538246	
36	1	133	Douglas Alvis	SSM	4	1:59.867	Mazda Miata	Roseville CA	SFR	194182	Cut 2D Creative CN
37	34	55	Eddie Dupee	SMT	4	2:00.342	Mazda Miata	SANTA CLARA CA	SFR	648509	
38	35	28	Stephen McHenry	SMT	4	2:02.657	Mazda Miata	Morgan Hill CA	SFR	477678	Angry Tortoise Raci



#23 Tommy McCarthy kicks up some dirt . McCarthy took SM both days



#49 Rob Fuller accelerates to the start finish line. Photo Sierra Lacey

Thirty-nine cars took the green flag for Sunday's version of the Group Seven cars, which is nothing but Mazda Miatas. Unlike the Saturday race, Sunday the group went flag to flag without a full course caution.

Tim Weaver qualified on the pole .087 of a second faster than Jason Rawlins. In fact, the first five competitors were less than half a second off the pole time. Based on the qualifying times, you knew the race would be a barnburner.

Tim Weaver led the group up to the green flag at a steady pass, anticipating the starter's signal to begin racing. When that signal came, Weaver was ready, converting his pole position into the lead going into Turn Two. Rawlins did not start the race, and that left the door open for Harry Voigt, who was only making his second start at Laguna Seca. Voigt made the trip to California from Lone Tree Colorado to get some seat time at Laguna in anticipation for the NASA Nationals.

With Weaver in the lead, and an angry pack of fuel-injected four cylinder imports behind him, you knew it was going to be an interesting race.

Luckily for Weaver, some of his main competitors had several people to get by before they could contest him for the lead.

One of the fastest cars in the field was Will Schrader. He visits the San Francisco Region from Oregon, and fell victim to the regions new qualifying rule, which aligns competitors for qualifying based on regional points. Schrader ended up 12th on the grid, which hampered his ability to get to Weaver's rear bumper.

Another contender for the top spot was Aaron Jeansonne. He qualified sixth, which in a Miata race is close enough to the front to win; but he lost some ground going wide in Turn Four on the fifth circuit. He then lost more ground when he was involved in a three car drag race into Turn 6. It was Justin Casey, David Covin and Jeansonne. The three cars were side by side, with no one wanting to give an inch. When it came time to take the turn, true to form no one lifted. Obviously there was not enough asphalt for three cars through the turn. Jeansonne and Covin lost out by taking to the dirt on the exit, while Casey was able to continue.

Even though the field was stacked with some quality racers, Tim Weaver was able to hold them all off the entire race. When he pulled into Impound, he got out of his car physically exhausted. As Weaver caught his breath, I asked him how he was able to keep everyone behind him for entire 28:54 minutes of the race. He just shook his head and said he was not sure how he did it, but one thing for sure, he was happy he did.

NASA-bound Harry Voigt finished second in a rented car, while Will Shrader worked his way up to third.

With only four cars running in SM, Tommy McCarthy had no one in his class to worry about as he converted his 17th starting position into seventh overall and first in SM.

SSM had only two cars, with Douglas Alvis taking the win.



#119 was shared by Aaron Jeansonne and Wa Huong during the weekend. Jeansonne took 6th while Huong came in 17th. Photo Sierra Lacey

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	75	Tim Weaver	SMT	14	1:47.335	Mazda miata	Carmel CA	SFR	285957	
2	2	168	Harry Voigt	SMT	14	1:47.102	Mazda Miata	Lone Tree CO	Colo	497160	SCR Performance
3	3	87	Will Schrader	SMT	14	1:46.559	Mazda Miata	Happy Valley OR	Ore	343433	Miatacage.com / M
4	4	7	Greg Hoff	SMT	14	1:47.039	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
5	5	24	Travis Wiley	SMT	14	1:47.408	Mazda Miata	Moresville NC	LnSt	615414	X-Factor
6	6	49	Rob Fuller	SMT	14	1:47.693	Mazda Miata	San Jose CA	SFR	496932	i Car Garage / Larr
7	1	23	Tommy McCarthy	SM	14	1:47.209	Mazda Miata	Mountain View CA	SFR	10581_3	
8	7	76	Daniel Williams	SMT	14	1:47.747	Mazda miata	Scottsbluff NE	NEB	483095	X-Factor Racing
9	8	85	Justin Casey	SMT	14	1:46.934	Mazda Miata	Santa Clara CA	SFR	526839	X-Factor Racing/W r
10	9	6	Joe Kou	SMT	14	1:47.985	Mazda Spec Miata	Walnut Creek CA	SFR	528297	Competition Autow
11	10	199	Juan Graziosi	SMT	14	1:48.111	Mazda Miata	San Jose CA	SFR	520832	
12	11	111	Tim Wright	SMT	14	1:47.984	Mazda Miata	Piedmont CA	SFR	278776	Larry Oka Racing
13	12	169	Brian Cross	SMT	14	1:48.052	Mazda Miata	San Francisco CA	SFR	438200	
14	13	36	Joseph Carl	SMT	14	1:47.841	Mazda Miata	Santa Cruz CA	SFR	402223	Rustyâ€™s Repair
15	14	44	Phillip Holfield	SMT	14	1:48.621	Mazda Miata	Manteca CA	SFR	376090	Haag Performance/
16	15	27	Jared Korth	SMT	14	1:48.795	Mazda Miata	Clovis CA	SFR	675789	
17	16	54	David Covin	SMT	14	1:47.218	Mazda Miata NB	Piedmont CA	SFR	649280	
18	17	119	Wa Huong	SMT	14	1:48.193	Mazda Miata	Union city ca	SFR	528626	Slanti Motorsports
19	18	37	martin tagliavini	SMT	14	1:49.429	Mazda MIATA	San Jose CA	SFR	681012	Supertech
20	19	22	Aaron Jeansonne	SMT	14	1:46.911	Mazda Miata	Fishers IN	IND	534667	Slanti Motorsports
21	20	86	Cooper Hicks	SMT	14	1:49.621	Mazda Miata	Simi Valley CA	CSCC	686439	Dave's Mobile Worl
22	21	99	Frank Zucchi	SMT	14	1:49.987	Mazda Miata	Oakdale CA	SFR	335337	FZ Vapor Honing
23	22	39	Donald Ahn	SMT	14	1:49.422	Mazda spec miata	San Rafael CA	SFR	529358	AutoLogic/ SpeedSl
24	23	03	Leeson Grant	SMT	14	1:49.518	Mazda Miata	Danville CA	SFR	404684	Competition Autow
25	24	43	Michael Herbert	SMT	14	1:49.402	Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire I
26	25	109	Peter Phung	SMT	14	1:50.331	Mazda Miata	Daly City CA	SFR	545337	
27	26	25	Nathan Pope	SMT	14	1:51.824	Mazda Miata	Fremont CA	SFR	447559	
28	27	20	Kirk Williams	SMT	14	1:51.812	Mazda Miata	Palo Alto CA	SFR	673105	
29	28	82	Dale Pestes	SMT	14	1:51.937	Mazda Miata	Gresham OR	SFR	498961	
30	2	16	Malon Brown	SM	14	1:53.040	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
31	29	32	Fabrice Gallez	SMT	14	1:51.524	Mazda Spec Miata	Campbell CA	SFR	624531	
32	30	65	Darrell Edwards	SMT	14	1:52.786	Mazda miata	Kapaa HI	HI	538246	
33	1	133	Douglas Alvis	SSM	14	1:53.032	Mazda Miata	Roseville CA	SFR	194182	Cut 2D Creative CN
34	31	0	Suzanne Cobos	SMT	14	1:52.692	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slanti I Motorsports
35	32	55	Eddie Dupee	SMT	13	1:52.170	Mazda Miata	SANTA CLARA CA	SFR	648509	
36	33	28	Stephen McHenry	SMT	13	1:58.125	Mazda Miata	Morgan Hill CA	SFR	477678	Angry Tortoise Raci
37	3	56	Christian Mali	SM	13	1:57.892	Mazda Miata	Morgan Hill CA	SFR	457302	Bojali Consulting
38	2	41	David Samuel	SSM	12	2:04.155	Mazda Miata	Fresno CA	SFR	501035	Larry Oka Racing

It was a busy full weekend of racing. Official Race Results are included, and also this issue updated Regional Points Standings for each Group, which were formatted by SFR Worker Charlie

Berndt. The next Regional races are 13 & 14 at Sonoma Raceway September 3-4, 2022. Friday's test day is privately run.

SFR Solo II Round 7 & 8

Round 7

One-hundred and eleven drivers participated in Round 7 of the SFR Region's Solo II championship series held on July 23, 2022, at Crows Landing. The event was co-chaired by Todd Winstanley and Brenna Comacchio, with Glenn Austin designing the course.

Justin Tsang led the AS group in a 2014 Porsche Cayman S. He was followed by Carl Winkler in a '15 Cayman S, while Rory Marin took the



Manny Pretti

third spot in a '08 Chevrolet Corvette Z06. Vernon Head, Darren Shortes, William Cheng, Al Anderson, Nate Berlant and Trish Berlant rounded out the rest of AS.

The largest group of the day, the DS group, was led by Alex Muresan in a '19 Honda Civic Type R. John Rowe took second place in a '19 Civic Type R, while Lloyd Feaver rounded out the top three in a '20 Ford Mustang. The rest of DS included Eileen Blando, Ed Runnion, Christopher Smith, Tiberiu Muresan, Dennis Quilantang, Jay Haksar, Fred Campbell, Kevin Bui, Gordon White, Jose Fait, Brenda Barnes, Haoshen Yang and Kristen Barnes.

Glenn Austin led the Solo Spec Coupe group in a '14 Subaru BRZ. Eric Martin took second in a '13 Scion FRS.

Mark Lewis took the top spot in STR in a '20 Mazda MZX-5. He was followed by Praneil Prasad in a '97 BMW M3, with Eric Acks rounding third in a '22 BRZ. Glen Anderson, Ed Burghardt, Khoa Cao and Megan Anderson rounded out the rest of STR.

Matt Ales, in a '11 BMW M3, took the top spot in STU. Steve McLaughlin took second in a '07 Nissan 350Z, while Paul Tibbals finished third in a '06 Subaru Sti. Brant Ballantyne rounded out the rest of STU.

Jonathan Lugod bested co-driver Adrian Cardenas in STX. They split seat time in a '19 BRZ. Dan Correll took third in a '04 BMW 330Ci. The



Todd Winstanley 97STX, claims these aren't wings

rest of STX included Todd Winstanley and Brenna Comacchio. Jessica Yeung took first place over co-driver Catherine Tran in STX-L. They were in a '19 BRZ.

Classic American Muscle was led by Hal Dorton in a '17 Mustang GTPP. Mick Maier, in a '04 Corvette Z06, finished second while Bryan Stewart took third in a '04 Z06. Michael Gardner, Greg Back, Adam Craig, Andy Craig, Randy Grohosky, Leon Weinroth and Anthony Shahin rounded



Eric Kowalski's Morgan Plus8, a gas pit bike, electric scooter, a Tesla, and a tow rig out the rest of CAM.

Ben Martinez led the Modified group in a '84 Van Diemen. Co-driver Jaime Mendoza took second, while Jake Obniski finished third in a '17 Exomotive Exocet. The rest of the group included Douglas Hargrove and Kelly Prior.

The Novice group was led by Frederick Ernest in a '06 Mazda RX8. Andrew Mathers, in a '22 Toyota GR86, took second, with Stefan Glembocki finishing third in a '19 Civic Type R. Abdulmajid Saleh, Jarrett Isaacson, Siddharth Sridharan, Bashirulla Mirzada, Jawwaad Saleh, Benjamin Blecherman, Tristen Wu, Eric Kowalski, Sameer Mirzada, Jangiboy Rozibai, Mark Rossetti and Cha Xiong rounded out the rest of the Novice group.

Michael Maier led the Prepared group in a '65 Mustang GT350. Jonathon Stewart took second in a '65 Shelby, while Steven Lau took third in a '10 Cayman. The rest of the group included Tara Shapowal-Lau, James Laeno, Michael Sutton, Derek Boyd, Matt Ales, Dwayne



Course designer Glenn Austin 98SSC

Komush and Richard Rossmassler. Deanne Caraballo ran uncontested in P-Ladies in a '82 Toyota Starlet.

Monty Pack, in a '18 Porsche GT3, took first in S1. He was followed by Derek Hui in a '17 Corvette Grand Sport, while Derek Punch took third in a '20 Porsche GT4. David Mills rounded out the rest of S1.

Maurice Velandia led the S2 class in a '06 Cayman S. Rich Bishop finished second in a '17 BMW M240ix, while Daniel Marien took third in a '11 BMW 1M. The rest of S2 included Maggie Elorza, Gary Fazekas, Jeremy Eaton and Daniel London.

Craig Boyle took first place in S3 in a '94 Mazda Miata. Thomas Frecentese took second in a '20 MX5, while Ravi Haksar finished third in a '16 Miata. Danee Kenyon rounded out the rest of S3.

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

The SMP group was led by Rob Boynton in a '02 Porsche GT2. Eric Gnesa finished second in a '09 Cayman S, while Steve Forshay took third in a '19 GT3 RS. The rest of SMP included Lisa Gnesa and Manny Pretti.

Mike McCrory led the STM group in a '95 Civic. Cheng Li took second in a '18 BRZ, while Tristan Myklebust finished third in a '06 Porsche Carrera S. David Myklebust rounded out the rest of STM.

Round 8 of the SF Region's Solo II Championship series was held on July 24, 2022, at Crows Landing. Eighty-five drivers were treated to a course designed by Glenn Austin, with Todd Winstanley and Brenna Comacchio as Event co-chairs.

The AS group was led by Justin Bowen in a 2014 Porsche Cayman S. He was followed by Darren Shortes in a '02 Chevrolet Corvette Z06, while Al Andersen rounded out the top three in a '12 Porsche Boxster.



Justin Bowen 48AS

John Rowe led the DS group in a '19 Honda Civic Type R. Lloyd Feaver took second in a '20 Ford Mustang, while Christopher Smith finished third in a '21 Civic Type R. The rest of DS included Arvind Govindaraj, Ed Runnion, Kevin Bui, Fred Campbell, Gordon White, Kristen Barnes, Brenda Barnes and Rebecca West.

Dhiraj Jadhav led the Solo Spec Coupe class in a Subaru BRZ. He was followed by Glenn Austin in a '14 BRZ, while Eric Martin rounded out third in a '13 Scion FRS.

The STR class was led by Praneil Prasad in a '97 BMW M3. Mark Lewis took second place in a '20 Mazda MX5, while Eric Acks finished third in a '22 BRZ. The rest of STR included Glen Anderson, Ed Burghardt, Matt Francavilla, Megan Anderson and Joseph Macy.



Brian Stanaway 5STX

Steve McLaughlin took first place in STU in a '07 Nissan 350Z. Nipping at his heels was Brant Ballantyne in a '09 Porsche Boxster S, while Paul Tibbals rounded out third in a '06 Subaru Sti.

Jonathan Lugod took first place over co-driver Adrian Cardenas in STX. They were splitting seat time in a '19 BRZ. William Stanaway finished third in a '13 FRS. Brian Stanaway, Todd Winstanley and Brenna Comacchio rounded out the rest of STX. Catherine Tran and Jessic Yeung finished first and second, respectively, in STX-Ladies. They split seat time in a '19 BRZ.

Hal Dorton took first place in Classic American Muscle in a '17 Ford Mustang GT PP. He was followed by Michael Gardner in a '16 Mustang GT350, while Andy Craig rounded out third in a '05 Corvette. The rest of CAM included Anthony Shahin, Bryan Stewart, Adam Craig, Leon Weinroth, Greg Back and Mick Maier.

The Modifieds class was led by Ben Martinez in a '84 Van Diemen. Martinez' co-driver, Jaime Mendoza, took second, while Jake Obniski finished in third place in a '17 Exomotive Exocet. Douglas Hargrove, Ricardo Quinonez, Kelly Prior, Eileen Blando and Garret Lievens rounded out

the rest of the class.

Jacob Fenenga, in a '14 Honda Civic Si, took first place in the Novice class. He was followed by Benjamin Blecherman in a '10 MX5, while Jawaad Saleh rounded out third place in a '22 Toyota GR Supra. The rest of the Novice class included Siddharth Sridharan and Tristen Wu.

Michael Maier led the Prepared class in a '65 Mustang GT350. Maier's co-driver, Johnathon Stewart, took second, with Steve Lau finishing in third place in a '10 Cayman. Tara Shapowal-Lau, James Laeno, Michael Sutton, Derek Boyd and Richard Rossmassler rounded out the rest of the class. Dianne Caraballo ran uncontested in P-Ladies in a '82 Toyota Starlet.

Monty Pack, in a '18 Porsche GT3, took first place in S1. He was followed by Derek Punch in a '20 Porsche GT3, while Derek Hui took third in a '17 Corvette Grand Sport.

Maurice Velandia took first place in S2 in a '06 Cayman S. Maggie Elorza took second in a '22 Toyota GT Supra, while Gary Fazekas finished in third place in a '19 Mustang. Jeremy Eaton rounded out the rest of S2.

Thomas Frecentese led the S3 class in a '20 Miata. He was followed by Craig Boyle in a '94 Miata, while Mark Kallos took third place in a '06 Mazda RX8. Julia Pastic ran uncontested in S3 Ladies in a '06 RX8.

The SMP class was led by Rob Boynton in a '02 Porsche GT2. Eric and Lisa Gnesa finished in second and third, respectively, in a '09 Cayman S, while Steve Forshay rounded out the rest of SMP.

Mike McCrory took first place in STM in a '95 Civic. Cheng Li took second place in a '18 BRZ, while D'John Keith finished third in a '02 Volkswagen GTI.



Thomas Frecentese 16CS

Fresno Chapter Event 9



Gary Whitmire patiently waiting his turn at the start. Photo by Yang Moua

Event 9 on August 20th was another scorching one for the Fresno Chapter; with a forecast for the day of 107 degrees. The 60 brave drivers found ways to cool off and made it through the day with four runs each. Event chairs Corky and Pamela Schroeder designed a course that was technical yet fun.

CAMC driver Michael Gardner has been on a roll. He backed up his performance from the previous event with another TTOD in his 2016 Ford Mustang GT350. Paul Newton in a 2016 Mazda MX-5 was second, followed by Phil Castro in his 2015 Mitsubishi Lancer Evolution X, David Jackson in his 2006 Lotus Elise, and Brandon Griggs in his 2020 Mazda Miata. Anthony Topalian, Christian Mesina, Roger Oaks, Dan Correll and Yang Moua rounded out the top ten. PAX winner went to Paul Newton in a 2016 Mazda MX-5, followed by Michael Gardner in his 2016 Ford Mustang GT350, Brandon Griggs in his 2020 Mazda Miata and David Jackson in his 2006 Lotus Elise. Dan Correll, Jason Hansen, Dexter Jones, Chris Rodriguez and Anthony Topalian rounded out the top ten in PAX.

A good mixture of cars competed in A Stock. David Jackson in his 2006 Lotus Elise took the win over Jason Hansen in his 2021 Toyota GR Supra, and Chris Rodriguez and co-driver Sal Rodriguez in a 2004 Chevy Corvette. In D Stock, Brad Dawson walked away with the win in his 2015 Subaru WRX over Patty Jeschien and Gary Whitmire. The NA

Miata battle in E Stock went to Steve Carlson over Gary Lieb. Quinn Ringgold in his 2015 BMW M235i led F Stock over Corky Schroeder and John Marihart. Kyle Matsumura led Al Andersen in G Stock. Christopher Sochan in his 1997 Subaru Legacy took the

win in H Stock over Frachiseur Shelton.

In STS, Josh Pinckney in his 1994 Mazda Miata took the win over Adam Haro in his 2003 Mitsubishi Eclipse. Dylan Myers in his 2015 Ford Fiesta



Dexter Jones taking the win in Novice.

ST led Chris Donnelly in DSP. Gary Emenhiser (STR,) Alex Neufeld (STU,) Dan Correll (STX,) Erick Castro (BSP,) and Lance Kampffhenkel (KM) all ran uncontested.

Phil Castro in his 2015 Mitsubishi Evolution X took the win in Street Mod



John Marihart in his 2017 Infiniti Q60 S

followed by Christian Mesina, Jerry Kell, Abel Ojeda, Brandon Xiong and Luis Perez. Yang Moua in his 1989 Honda Civic led SMF over Mas Vang in his 1994 Nissan Sentra SE-R.

Two Mustangs battled in CAMC, with Michael Gardner coming out on top over Leon Weinroth. CAMS had three Corvettes fighting for the top spot. Anthony Topalian took that honor over Roger Oaks and Travis Miranda.

Sandra Hermans in a 2004 BMW 330Ci led Kelsey Stoltenberg, Pamela Schroeder and Falina Marihart in the Ladies Class.

In Novice Class competition, Dexter Jones in his 2020 Subaru WRX led all 14 drivers. Second was James Franks followed by Trevor Fechner, Timothy McDonald, Alexander Wood, Rishi Kundu, Bert Schneider, James Collins, Joel Calderon, Nicholas Sultana, Cha Xiong, Cameron Avila, Chris Pocaroba, and Abigail Kampfhenkel.

Paul Newton took the win in Index Class, followed by Brandon Griggs, Audrey Tan and Jayman Topalian.

There are only four more scheduled events remaining, and the season championships in each respective class are up for grabs. Hope to see everyone at the next event in September.



Gary Emenhiser in his 2022 Subaru BRZ



Phil Castro taking the win in competitive SM Class



Lance Kampfhenkel in his Top Kart 80



Dylan Myers putting the Ford Fiesta ST in tripod mode. Photo by Yang Moua

Sacramento AutoX Round 7



Bill Richter

If you can leave two black stripes from the exit of one corner to the braking zone of the next, you have enough horsepower. --- Mark Donohue

I have told my wife many times that a bad day racing is far better than a perfect day at work. What can I say? I know where I belong. Starting from the top.

Super Street had seven drivers and cars: six cars running on gasoline and one on electricity. The top three drivers were simply tenths of a second away from each other. Third place went to Susan Fontaine with a 53.290. Second place went to Jeff Glorioso with a 53.155. The winner for the day was E.J. Fontaine with a 53.123.

A Street had three entries, which makes your chances of getting a first, second or third place finish pretty good. Third place went to Robert Ghiselli with a 57.089 in a Viper. Second place went to Robert Foster in a Corvette with a run of 53.917. First place went to Rory Marin with a 53.160 in a Corvette.

Five people signed up for D Street, but only two actually showed up. First rule of racing is you can't win if you don't show up. The two drivers that showed up both had four cylinder turbo cars: Bills Tubbs in a Mini Cooper S and Eric Martin in an EcoBoost Mustang. Now these two have been chasing each other all year. Like in the past, the big Mustang was able to hold a tighter line. Eric took place first with a run of 56.660.

F Street had a Bimmer, GTO and a Charger. In the past F Street was full of American pony cars. With the shuffle and reclassing of cars, unfortunately, the BMW is just faster than those that race against it. Third place went to Josh Collins with a 66.211 in a Charger. Andrew Barrious in a cyclone metallic gray GTO ran a 59.449, which was good for second place. First and champion for the day was Rafa Soto in his Alpine white M3. Rafa was able to trip the lights with a run of 58.725.



Chariotte Pelker



Robert Ghisell



Jared Javier

Street Touring U was full of both German and Japanese imports. Bill Richter snagged third with a 57.107. Second went to Paul Tibbals and his white STI with a time of 54.546. Winner for the day was a little VW Golf R

54.235. The problem is that Bob has driven many different cars over the years, but Ken has been driving the same yellow Corvette forever. Seat time is the key to victory. Ken ran a 53.007 and took the win.



Rory Marin

The following drivers raced uncontested which gave them a pretty good chance of getting first place; XSA Demetrius Javier; XSB Steve Mill; CS Edward Pelker; ES Blake DeWit; GS Chris Estrada; STX Alexander Agraan; STR Troy Dewell; STH Narayan Hammari; FSP Eric Williams; CAMT Robert Tyler; XP Carl Graf; CP Michael Ansell; DP Josh Garcia; SM Dan Gallmeister; AM Dave Green; FM Douglas Hargrove; CSL Charlotte; DSL Maureen Martin; STUL Tina McKay; FSPL Donora Wichmann; CAM-TL Rachele Tyler; and XPL Korynne Smith.

driven by Kris Bruington with a 54.262 run.

Super Street Prepared had a pair of Corvettes giving everything they had to get the win. With every run Micheal Huber was shaving more and more time off. The problem was that his best run of 53.929 was just not fast enough to beat John Lawrence. John took the win with his fourth and final run which was a 51.707.

Classic American C had a pair of Ford Ponies running the course. The winner for the day was Hal Dorton with a run 56.061. Second place went to Jarred Javier with a 57.239.

The last class of competing cars was Classic American S. The great Bob Weisickle and Ken Yeo riding sharing one yellow Corvette that we all know so well. Bob is a great driver and nailed a

Winner for PAX for the day was Rory Martin, and top time of the day was Douglas Hargrove with a 51.162

A great weekend of racing and friends, what more could anybody want?



Robert Foster

NEW NATIONAL SUPER TOUR RACE AT THUNDERHILL



Racers West for a piston packing National Event. By taking full advantage of Thunderhill Raceway Park, the weekend format will use all configurations of the East Course and the Full 5-mile Course. Planned for May 2023 the Western Shootout weekend starts with Thursday practice sessions, a Friday Cup Race on the 2-mile short East Course, a Hoosier Super Tour Sprint Race#1 on the 3-mile East course on Saturday, ending with the main Hoosier Super Tour Feature Race #2 event Sunday using the full 5-mile course. Unique to the Western Shootout Super Tour event will be the naming of 2 championship titles. The first being the traditional Hoosier Super Tour Titles awarded

San Francisco Region is proud to announce that we will host an all-new Hoosier Super Tour event for 2023 called the WESTERN SHOOTOUT. This exciting development has been a work in progress with SCCA to create national enthusiasm during the western swing of the Hoosier Super Tour. Our core themes being to provide all racers with the most on-track time, excellent competition, and draw East Coast

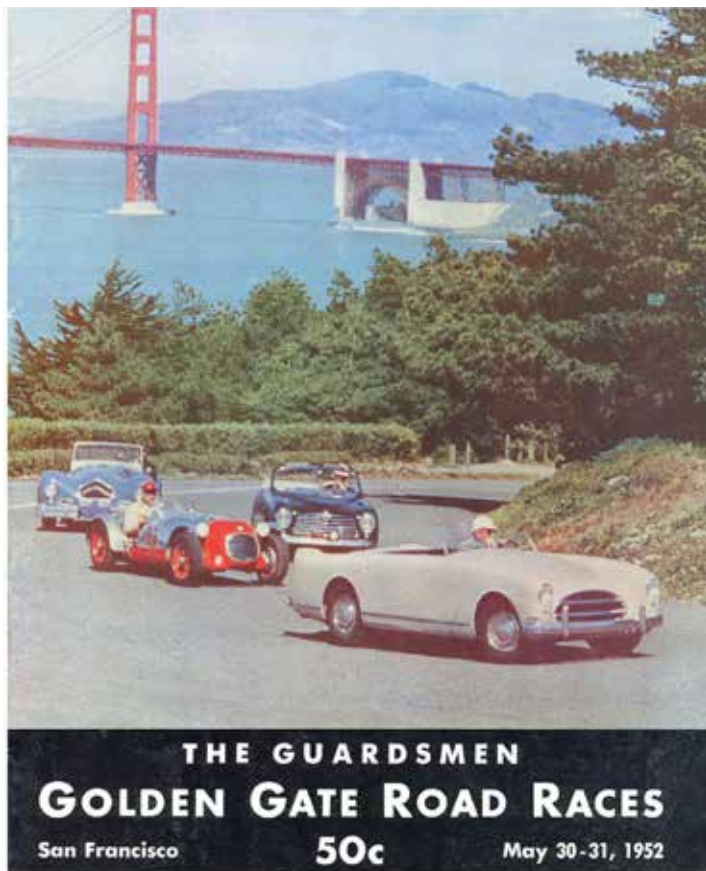
for the Saturday and Sunday Races and a special second award to the Western Shootout Champion. To win the coveted Western Shootout Title the racer having gained the most points from the combined three races - The Cup Race, The Sprint Race and the Feature Race - will capture the title for each competing class. No other race event has more track time, more courses and more awards than our San Francisco Region Western Shootout. This will be a spectacle, drawing the best National racers from around the country to our home turf for a fun filled weekend. Competition should be fierce, the excitement extreme and the thrills to last throughout the event leading up to the Western Shootout Championship trophy ceremony on Sunday.

San Francisco SCCA has secured the requisite approvals and is currently advancing plans to host the event May 2023. We are also creating an interactive website - westernshootout.com - to be launched in the coming weeks. News releases are scheduled for the site, the region and the greater Sports Car Club of America homepage with write-ups occurring regularly both in The Wheel and SportsCar Magazine, as well as, on the scca.com website for national release. Additionally, to attract racers, provide information and create global recognition we are building a YouTube Channel for Livestream broadcasting and exclusive videos.

Your help to plan for and promote the event will be essential for its initial success and its growth over the coming years. Mark your calendar now to become the first Western Shootout Champion. Spread the word and encourage your friends from around the country to come out West for this memorable racing event. This is a multi-year commitment from San Francisco Region SCCA to its members, to attract the best, to boost participation, while stimulating National participation and making The Western Shootout a sought-after annual destination.



NOTES from the ARCHIVE



By 1952 SCCA's San Francisco Region was on a roll. First there were several successful airport races, followed by Pebble Beach Nationals on real roads.

It was about that time a group of businessmen went to the City of San Francisco. They met with then Mayor Elmer Robinson, as well as Parks & Recreation. Their proposal for a charity racing event received an enthusiastic reception.

An organization called the Guardsmen would ask each of those present for a one dollar donation. Though that was a substantial amount of money back then, the funds collected were used to take underprivileged city children to a summer camp in the country.

Under the auspices of SFR, racing sports cars were soon hitting over 100 mph around a three-mile loop inside Golden Gate Park. Picture this: it was right in the city in front of 100,000 enthusiastic spectators lining the blocked off public roads. In addition to class races, the 100-mile feature events were included on early SCCA Nationals calendars. They were contested by name drivers, teams, and car makes from across the country.

The inaugural meet in 1952 was topped by two-time Pebble Beach winner Bill Pollack, driving his Cadillac-Allard to victory over Phil Hill's Ferrari 212. Interesting to note

is the 12th place finish of legendary racing car builder Bill Stroppe's Willys-powered MG-TD. Stroppe became Ford's go-to guy in the days of the Mexican Road Race, when their Lincoln's were unbeatable in the stock car division. Same took place for Mercury stock cars in AAA, USAC, NASCAR, and up Pikes Peak. He returned to Mexico when the Baja 1000 came about, building and riding "shotgun" in Ford pickups and Parnelli Jones' Broncos. In between, he drove in early sports car racing and in later historic racing events.

That's exactly what happened in 1954. Stroppe, driving a Mercury-powered Kurtis (two-seater sports car version of the first "off-set" Indy 500 roadsters,) led a good portion of the way. However, a late race off-course excursion into the hay bales resulted in two pit stops for a tire and fender repair, dropping him to third. Jack McAfee was the winner in his Ferrari over Bill Pollack in his Allard-Cadillac.

Driving a C Type Jaguar, 1953 winner Masten Gregory -- known as the "Kansas City Flash" -- provided the annual event with its most prestigious victor. Gregory was from an upper class family where, despite his thick eye glasses, he was quite sophisticated and well dressed. He was heir to their insurance fortune, but his real love was racing. His repeated street antics and run-ins with the law led to his walking out of a private high school - by mutual agreement. He took his money with him.



Masten Gregory photos courtesy Jim Sitz

From his inheritance he purchased a Mercury-powered Allard in 1952, which he drove in his first SCCA race, a 50-miler on an airport in Caddo Mills, Texas. With a newly installed Chrysler hemi engine he next drove the Allard to his first-ever victory in only his third race, in Stillwater, OK. A few months later Gregory and his Jaguar won the Guardsmans Trophy in Golden Gate Park.

And then he won another major event, this time over Carroll Shelby who was driving an ex-factory team Ferrari 340 Mexico Coupé. Organized by sports car racing enthusiast and Allard-owning Air Force General Curtis LeMay, a series of runway races at various locations around the country were used to show off his new Strategic Air Command (SAC) air bases and jet bomber fleet, with the proceeds benefitting their benevolence funds. This one took place at SAC Headquarters, Offutt Air Force Base,





in Omaha, Nebraska. The Grand Marshall and starting flagman that day was Eddie Rickenbacker, who drove in the first Indy 500 before becoming an Ace fighter pilot and Medal of Honor winner in the First World War.

By 1954 Gregory had earned a reputation as fast and fearless and was soon racing internationally. His first outing was the 1,000 kilometer street race in Buenos Aires, Argentina, but the car's engine failed while leading. He closed out that year by winning the inaugural Nassau Trophy at the Bahamas Speed Week. In-between he drove races in Europe at the wheel of various Ferraris. By 1956 he was back in America driving SCCA races and often winning. In 1957 he returned to South America and won the 1000 kilometers of Argentina.

That was where he was offered a drive with a top privateer Formula One team. His first race for them was at the wheel of a Maserati 250F in no less than the Monte Carlo Grand Prix. The 25-year old quickly put himself on the map when he scored an impressive third-place finish. He became the first American to stand on a Formula One podium, no less alongside Juan Manuel Fangio, on his way to his last of seven World Championships, and British perennial Tony Brooks. He went on to record a number of good finishes that year, including a pair of fourths in the Pescara and Italian Grands Prix. Though he only contested half the races, Gregory showed up sixth in the final season championship points.

His next three years were hindered by injuries caused by the flimsy nature of sports and formula cars back then. Because they were literally



NORMAN RACING GROUP

Jon Norman - Dan Marvin - Dennis Etcheverry
www.alfapartscatalog.com

One-off Machine Work and Fabrication Services

- TIG welding - aluminum / magnesium
- Aluminum / Magnesium casting repair
- Cylinder head repair and rebuild
- Monocoque / Tubular structures
- Suspension / Chassis repair / mods
- Exhaust header fabrication

Please Call 510-525-1164

i/o port
RACING SUPPLIES

YOUR LOCAL RACING EQUIPMENT SOURCE!





















www.ioportracing.com

14 JUNIPER DRIVE, LAFAYETTE, CA 94549
1-800-949-5712

WORLD SPEED
motorsports

29687 Arnold Drive Sonoma, CA 95476

- Formula and Sport Racer Specialists
- Race Car rentals, and Arrive & Drive Programs
- Race Car Prep, Sales, Parts, Service, & Transportation
- Driver Coaching
- Learn more at www.worldspeedinc.com

Call to schedule a visit: (707) 722-3628



E

STANDING

Notes from the ARCHIVE continued



rolling gas tanks, drivers didn't wear seat belts, believing it safer to be thrown clear. In Gregory's case he would actually try to stand and "bailout" when a crash was imminent. But he did manage a fourth place at the '58 Italian Grand Prix, and a 6th in the last GP of that year, a high-speed road circuit in Morocco.

In 1959, driving for Cooper-Climax alongside Jack Brabham and Bruce McLaren, he finished third at the Dutch Grand Prix and a career-best second at the Portuguese Grand Prix. He finished eighth in the points with teammate Brabham, winning the World Championship and Cooper taking its first Constructor's Championship. Driving for them in a non-Championship race at Aintree in England, Gregory scored the pole position and set a course record in the race.

In that year's German Grand Prix, held on the high-speed Avus track with its treacherous high-banked, brick-paved main turn, he ducked the smaller Cooper in behind the much faster Ferraris and stayed right along with them in their "slipstream." He was driving with one hand on the wheel and holding his helmet's visor closed with the other! No less than Carroll Shelby, who drove Aston-Martin's short-lived, little known F1 car as well as their championship sports cars, called Masten Gregory the fastest American to ever drive a Grand Prix car!

Between 1957 and 1965, mostly competing as a privateer, Gregory drove in 43 World Championship races, and numerous Non-Championship F1 events. He was not only fast in everything he drove, but he had the respect of his fellow drivers. A young, just starting out Jim Clark went as far as calling Gregory a hero after the way he was lapped by him in a sports car race at Spa which Gregory won. Clark said he almost quit racing because of it!

Gregory continued to drive F1 cars, but for mainly uncompetitive independent teams. His best finish was a sixth at the 1962 USGP at Watkins Glen in a Lotus 24. In that same year's French Grand Prix he was running fourth, right on the tail of eventual winner Dan Gurney, when the ignition quit. He did win a Non-Championship race that year in Sweden.

Driving sports cars, he set the overall fastest lap in 1960's 24 Hours of Le Mans. In 1961 he won the

Nürburgring 1000 km race, co-driving a Maserati Tipo 61 "birdcage" with American Camoradi Racing Team owner Lloyd "Lucky" Casner. That same year at Le Mans, Gregory finished fifth overall and first in class, co-driving a Porsche RS61 Spyder with American Bob Holbert. In 1962 Gregory won the Canadian Grand Prix sports car race at Mosport in a Lotus 19 Climax.

The biggest win of his career came in 1965 when he teamed with Austrian Jochen Rindt, the man who was to become 1970 Formula One World

Champion. Together they won the 24 Hours of Le Mans driving a North American Racing Team (NART) Ferrari 250 LM to a winning average speed of 121 mph. That included spending 25 minutes in the pits due to engine trouble—during which time Rindt nearly quit and tried to leave the circuit in a taxi to go home! Not only did they regroup and finish, but in topping the factory team, they recorded Ferrari's last-ever win at Le Mans.

In 1966 Gregory finished second in the Monza 1000 km race co-driving a Ford GT-40 with multi-British champion, Sir John Whitmore. But following Rindt's posthumous world title in 1970, and driver Jo Bonnier's death in 1972, Gregory retired to Amsterdam where he became a diamond merchant.

In 1985 Masten Gregory passed away in his sleep at age 53. He left a wife, four children, and a lengthy legacy. He was inducted into the Missouri Sports Hall of Fame, the Kansas City Central Auto Racing Boosters Hall of Fame, the Watkins Glen Walk of Fame, and the Motorsports Hall of Fame of America. Shelby said he should be in every Hall of Fame!

But most of all, he is a member of a select, distinct group. He is one of only 19 drivers who have competed in all three legs of the Triple Crown of Motorsport and who have at least one of these events: the Indianapolis 500, 24 Hours of Le Mans, and the Monaco Grand Prix. The



SFR Archive - Al Moss Collection

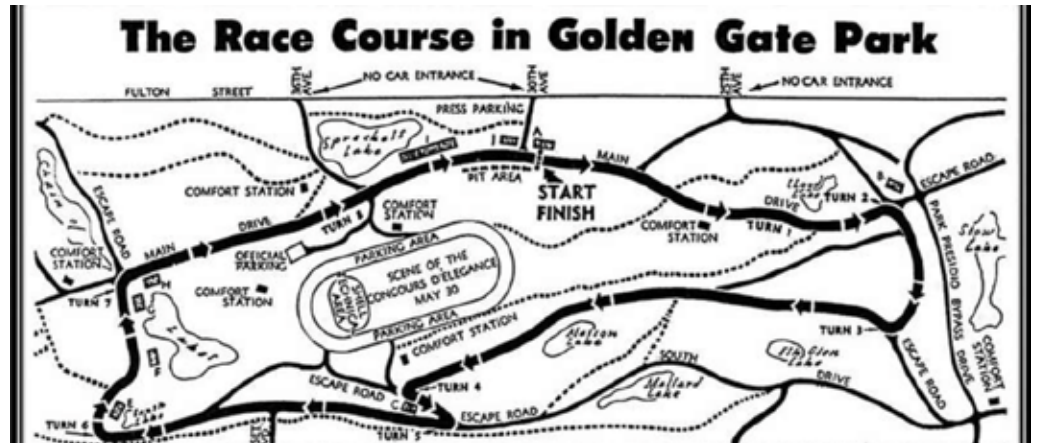
others are: Louis Chiron, Jack Brabham, Jim Clark, Dan Gurney, Jochen Rindt, Mario Andretti, Mark Donohue, Jackie Stewart, Denny Hulme, Danny Sullivan, Vern Schuppan, Stefan Johansson, Michele Alboreto, Eddie Cheever, Jacques Villeneuve, Juan Pablo Montoya, and Fernando Alonso. Twice World Champion Graham Hill is the only driver to win all three.

Gregory drove in the '65 Indianapolis 500. Starting from the back of the grid he worked his way up to fifth before retiring when the engine went bad.

His brother Ridelle, a racer himself, in accepting all those accolades, noted Masten got his start racing in Kansas City.....against the police!

The Golden Gate Park races were a tremendous success. The Guardsmen sent over 5,000 kids to camp. However, the odds soon became stacked against them and the races were ended due to noise, environmental, and safety complaints. Though the general public had every day the rest of the year, I

guess people couldn't adapt to cars once a year going 100+ mph down roads they usually walked on Sundays. Being the motor racing "addict" I am, I know I wouldn't have had a problem. Neither would Masten Gregory, someone who started at the bottom, raced anywhere, any time, all the way to the top. Being the socialite that he was, I'm sure he fit right into the San Francisco sphere.



THUNDERHILL REPORT

BY SHERRY GRANTZ

Thunderhill needs your help! Please take our Economic Impact Survey. It will take you a mere five minutes. YOUR data is important to us. The survey will be available through September 30.

To understand the economic impact of Thunderhill Raceway on the local community and economy, we are conducting this survey to research track participant activities in the local economy.

You can find the survey link at the top of the www.thunderhill.com home page. Here is the link if you want to go direct: https://csuchico.sjc1.qualtrics.com/jfe/form/SV_e3XdQrjsV8Zybcj

New Bigger, Better Retail Store Opening Soon

SCCA members visiting Thunderhill for the season finale October 28-30 will do their shopping in a brand-new gift shop and snack center. The 1100 square foot store is located right across from the Thunderhill Grill with easy access for those under the canopy enjoying good Thunderhill food service. As before, Nancy Mendes will be inside the pristine, new store



Destruction of the old store in progress



TH Store gone: The old store is no more

ready to greet you and make your visit a happy one. She expects to have an event tee shirt for this final SCCA race for all to buy, along with pre-packaged snacks, ice cream and lots of cold drinks.

The new store is the latest in a long list

of improvements made in the park over the last twenty-nine years. Shortly following the opening of the new store, there will be a big shade canopy added to the area where the old store once stood.

The former store was the oldest building on the property having started life as an overflow classroom in the Tracy area. When it got to the track in the nineties, it was used as the business office. When the Roger Eandi Club house was built, the team switched to the second floor there. The old office became the new [?] retail store which it remained until late August when it was unceremoniously bulldozed down. To be fair the old store leaked pretty badly and there was some concern that it might fall down. The unit originally came in three pieces which we bolted together and which continually allowed the rain to drip in.

For a time, we registered testers at the side window which was why



The beautiful new Thunderhill retail store on August 18, 2022

Thunderhill Report continued

we had an awning over one side. I once signed up Danica Patrick there when she was in Formula Mazda with Kent Stacy coaching.

When Nancy joined the team as the store manager, she put her heart and decorating skill into the effort and the store enjoyed a boom in sales and friendly outcomes. In 2021 the old store with Nancy at the helm, did over \$150,000 in retail sales. Many of these sales spread the name of Thunderhill Park across the land and overseas in some cases. With the beautiful new store coming online Nancy and the rest of the Thunderhill Park team are hopeful that sales will increase and more nice things will be said about the ongoing improvements in the park that are all part of what David calls, "a work in progress."

August 6 Car Control Clinic

August 6 was the last summer car control clinic and the students had a



Busy ski pad and lane change exercises

great time. They arrived with trepidation and uncertainty in their driving skills. They left with smiles on their faces and a feeling of control in scary driving situations.

Although the clinic is targeted towards the teen driver, all ages and experience levels are welcome. This time ages ranged from sixteen to 60 plus.

The remaining clinics on November 25 and December 11 are filling up quickly. If you want your young driver to learn some valuable driving skills this year, register now. Credit cards are not charged until the week of the clinic, so you have wiggle room on a firm commitment. For more information and registration forms see: <https://thunderhill.com/teen-car-control-clinics>

Student comments from the August 6 Teen Car Control Clinic



Braking exercise with Luke Cirullo instructor (tie dye guy)

Great! More tie dye guy (braking exercise instructor).

It was great becoming experienced and figuring out the limits of my car

Very fun. Helps you feel control over the vehicle

I loved the slalom, skid pad and the track drive. All of the exercises pushed me out of my comfort some in a good way

It was great!

I was very nervous at first but at the end I felt very comfortable and had fun

I loved it. I still feel like I'm in the car

Super fun

It was OK

It was fun and I learned some good skills from it

Super fun

Very awesome. Maybe some pointers on how to get sideways on the skid pad

Everyone was extremely nice. I had such a great time and even got to know some interesting things about people I didn't know

Great time

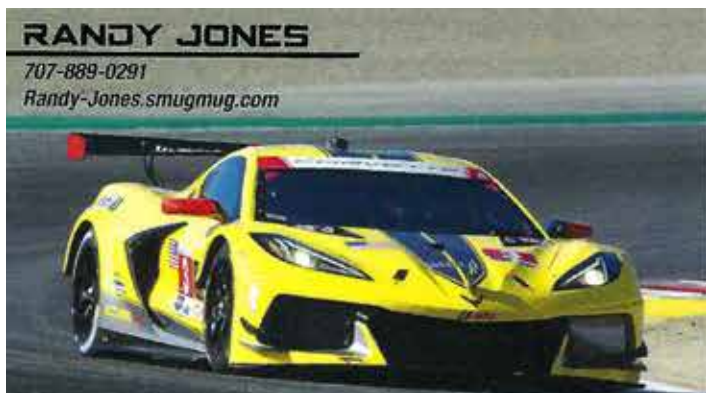
Really amazing program. Definitely will recommend to friends

That was fun

Very fun!

It was amazing

Should be mandatory



RANDY JONES

707-889-0291

[Randy-Jones.smugmug.com](https://www.randy-jones.smugmug.com)

PHOTO GALLERY LINKS

Robert Watt

www.robertwattphoto.com

Sierra Lacey

www.behindthewall.com

Randy Jones

www.randy-jones.smugmug.com

LIST OF ADVERTISERS

EXOTIC CARS

Mercedes-Benz of Stockton
10777 Trinity Parkway
Stockton
855-999-4082
www.mbofstockton.com

Fantasy Junction
1145 Park Avenue
Emeryville
510-653-7555
www.fantasyjunction.com

FABRICATION

McGee Motorsports
29121 Arnold Drive,
Sonoma
707-996-1112

Norman Racing Group
1221 Fourth Street,
Berkley
510-525-9435
www.alfapartscatalog.com

PARTS

I/O Port Racing Supplies
14 Juniper Drive, Lafayette
800-949-5712
www.loportracing.com

Ground Control
530-677-8600
www.ground-control-store.com

RACE CAR RENTALS

A+ Racing Spec Miata Rental
www.aracing.org
Contact Al Angulo
530 277 6311
alangulo530@gmail.com

AccelRaceTek.com
Spec Racer Fords
(669) 232-4844

Larry Oka Racing Services
11771 Foothill, Sunol
925-862-0172
cel: 925-890-3555

Leshler Motorsports
LeshlerMotorSports.com
MiataRental.com
831-240-5347

SERVICES

Sampson Racing Communications
Racing Radios
866-396-7231
www.SampsonRacing.com

Frank Valente Real Estate
www.FrankValente.com

Bavarian Motorsports
1025 Sinclair Frontage Road
Milpitas CA
408-956-1662
www.bavarianmotorsport.net

Hartzel Automotive
510 California Avenue
Sand City
831-394-6002
www.hartzelautomotive.com

Roger Kraus Racing
2896 Castro Valley Road
Castro Valley
510-582-503
1 800-510-RACE (7223)
510-886-5605
www.rogerkrausracing.com

AIM Tires
At Sonoma Raceway
707-938-9193
www.AIMTIRE.com

Wine Country Motorsports
Sonoma Raceway
800-708-RACE
west@
winecountrymotorsports.com

TRACK EXPERIENCES

WorldSpeed Motorsports
www.worldspeedinc.com
707-722-3628
503-720-3290

RENTAL RACE CARS

LARRY OKA RACING SERVICES

SM, ITX, ITA
Larry Oka
Sunol
925-890-3555
Larryokaracing@gmail.com

DAVE HARRIMAN

San Jose
SRF, SRF3
HSE Racing
dave@specracer.com (408)507-1531

BULLDOG MOTORSPORTS

FE, SRF3
Jason Hohmann
Modesto
209-857-8181
Bulldogmotorsport@hotmail.com

CERINI MOTORSPORTS

SRF, SRF3
John Cerini
Sonoma
707-938-3979
jcm4@pacbell.net

CSR PERFORMANCE

SRF
Rick Heer
Rescue
530-672-2629

LESHER MOTORSPORTS, INC

Ryan Leshler
SM, SMT, ITA, ITX
Salinas
(831) 240-5347
info@leshermotorsports.com
www.MiataRental.com

EL DORADO MOTORSPORTS

STL, ITE
Mike Lock
Cameron Park
831-801-6803
mikeski38@hotmail.com

ACCELRACETEK LLC

SRF, SRF3
Bruce Richardson
Los Gatos
(408) 499-7266
www.accelracetek.com
brichardson@accelracetek.com

PORTER RACING

FF, CF, FC
Neil Porter
Merced
209-722-7373
neil@porterracing.com

A+ RACING

SM, ITA, ITX
Al Angulo
Grass Valley
530-277-6311 aracing.org

AUTO SPA RACING SERVICE

707 938-8727
auto-spa.com

DIG Motorsports

SMG/T2
Jeremy Cuthbertson
822 North 13th st.
San Jose, Ca. 95112
530-605-5150

DIETSCH WERKS

Lotus Elise, SM, Boxster S
Vacaville
707-724-9250
dietschwerks.com

rob@lotusraceshop.com

OFF LINE RACING

Morgan Hill
SM, ITA, ITX
Ali Naimi
408-679-7143
ali@OffLineRacing.com

TED ARKEN

San Jose
408-286-5060
DSR
Ted47dsr@sbcglobal.net

Miatas for Rent

Lilbit Racing
Jim Hull
Lilbit Racing61@gmail.com

Spec Miata SM, ITA, ITX

Edgar Lau
669-216-2668
Morgan Hill
www.argmotorsports.com
info.argmotorsports@gmail.com

"What are your plans for 2022?"

Miata Race Car Rentals
Contact Doug at 916-960-9779
dalvisgt@gmail.com or
lan at 805-305-0452

Classified Advertising in The Wheel is a service provided to the membership by the SF Region. Ads are free for members. Ad should be 75 words maximum and may include a photo. Ads will run for three months, after which time they shall be removed. They may be resubmitted.

Submit your ad by email to editor, Blake Tatum: wheel@sfrscca.org

OPEN WHEEL AND SPORTS RACERS



1988 Msagro CV3 P1/P2/DSR
05/06 GDRE, Wilwood Brakes, Aero Package.

This car was raced in Southern and Northern CA. Three sets of wheels, all body molds, lots of spares. Comes with Homologation Papers. Will need some love to return to the track. Car located in Modesto CA.
\$10,000

Contact: chrisp5@yahoo.com



1982 CROSSLE CLUB FORD RACER
Open wheel racecar - fresh engine rebuild
SCCA Podium Finisher - Spares Included
\$13,000obo Justin 530-368-0306



1972 Royale RP 16 FF, chassis #04, Ivey motor
9 events csrg, svra & hmsa, up-to-date safety equipment. Car is clean, in sfbay area, no issues! \$17500, more info, email, t.nissan@aol.com or text Troy @707-372-7162.

SRF3 #865: Built 2009, Converted by Cerini Motorsports Jan 2017. Gearbox rebuilt Jan 2017, Butler Seat & new style Butler "HALO", AIM MXL Pro 05 Dash, New Style UCAs, New Style Toe Adjusters, 2 Sets New Style Wheels, Laguna Muffler, AMB Transponder, Thermal coated headers, PBS Quick Jack, MSR Alignment Bars. SPARES: Nose, Uprights, Hubs, LCAs, Steering Arms & Box, Spare Half Shafts, & much more
\$35,000 415-298-3917 1803



Royale RP 18A Formula Superveree, 1972.
Former Robert Bosch Gold Cup car 1972- 74. Eligible CSRG, VARA, HMSA etc. Tub monocoque/rear drivetrain tubing frame. Wing set up not mounted has sports car configuration. New bottom end rebuild, line bore, less than 30 minutes, new Avons, spare Avon roll around/practice days, new belts. Some spares, extensive history file/pictures, three log books. Extremely clean! Run with twin cams for VW pushrod money! Hewland geared for Laguna, one additional gear set.
\$14000 obo. Call 831-917-5952

SRF3 #865: Built 2009, Converted by Cerini Motorsports Jan 2017. Gearbox rebuilt Jan 2017, Butler Seat & new style Butler "HALO", AIM MXL Pro 05 Dash, New Style UCAs, New Style Toe Adjusters, 2 Sets New Style Wheels, Laguna Muffler, AMB Transponder, Thermal coated headers, PBS Quick Jack, MSR Alignment Bars. SPARES: Nose, Uprights, Hubs, LCAs, Steering Arms & Box, Spare Half Shafts, & much more
\$35,000 415-298-3917 1803



2010 formula enterprise race car in great condition.
Several podium finishes SF regional races.
Call Brad Shaffer for more information
\$19,000 (415) 317-1860

FENDERED RACE CARS

2006 Mazda MIATA MX5 with new engine in December 2021. \$11,500.00
2.5 Dynotronics swap in 12/21, Bryan crower stage 2 cams, Bryan crower stage 2 valve springs and lifters, Cold air intake Mishimoto radiator, Skunk2 racing 4-2-1 Catless header, Racing Beat mid pipe with resonator, Obx racing muffler, New rear axels, Blackbird fab works wing, Gv style lip with splitter rods, Enkei rp1, Steel braided brake lines, Ebc yellow stuff track pads Slotted rotors, MeisterR Coilovers DND bucket seat, Street aero carbon fiber suite wrapped wheel, Sparco side mount and base mount, 4 point harness, Hard dog roll bar, Full speakers and sub, Carbon Miata quilted interior, Ecutek tune. Has been tuned for most output on pump 91
Please contact Dave at 916-690-2411 or email dcmoser70@yahoo.com

1972 MG Midget gt · Convertible · CLASSIC 1970 MG midget. Milage un known. Scca Closed corse car. Off highway only. Fiber glass body needs some minor repairs removable from clip pined doors and hood. Custom adjustable front suspension. Raced on the east coast and mid west sprints. As well as the Indiana northwest regional where it took first place. Proformance engine built for race fule. Race trans and clutch. Race lock steering wheel. Plumbed for fire suppression. Fiber glass straight pipe exhaust. 4 wheel disk brakes Mallory fule pump accusump oil accumulator. I don't know much about the cars history other than what I found inside the car. I picked it up at an estate sale. the old guy who had it passed away and all the knowledge about the car went with him. It does run and is a blast to drive. Comes with two sets of extra steel rims. For it to be track ready it will need a new 5point harness, fresh tires, and probably a new bladder for the fuel cell. And a few other minor details depending on track regulations. As well to pass track inspection
\$ 9500 obo



1979 Mercury Capri Vintage A Sedan Road-race car, 302 engine, 5 speed transmission, 2 sets of rims with tires. Legal for SCCA, HMSA, SVRA, CSRG. Beautiful car, well maintained, pictures upon request. \$15000.00.
Steve Barber. 925-698-5820. Barber_s@sbcglobal.net



2005 Mustang GT with Log Book
Ready to Go Racing, Spec Mustang, A/S Turn Key Ready to Race Updated For New Rules. Dig Motor Sports Prepared with Extra Set of Wheels.
\$30,000.00 Adam 805 331-1800



LIGHTNING #95
1999 Camaro-Weaver take off.
GT-1/SP Fresh 358 SBC-Jerico, New set BBS wheels, spare body parts, fiberglass molds for body, too many spares to list.
\$45,000.
bob@rdavisca.com 209-532-5548



Be a winner, buy a winner! For sale - my BSpec 2013 Mini Cooper, 9 wins, current lap record at Laguna Seca, broke previous record by 3 seconds. Removable steering wheel, AIM data logger with auto start front facing Smarty Cam camera.
2 sets of wheels. \$12,500 or best offer.
Contact Clint deWitt at: clintdewitt@com-cast.net or (916) 622-6678.



2 Cars for sale:
GT3 / EP TR6
\$15,000 or Best offer.
FP MkIII Spitfire
\$5,000 or Best offer.
Both proven reliable runners for years.
Many parts and wheels for both.
Must Sell!
Contact Don 415-297-5194



2010 WEAVER CHASSIS CORVETTE
Ready To Go!
• 2019 Trans Am Presented by Pirelli West-Coast Championships 2nd Place Overall and Rookie of the Year Car!! Trans Am Series Legal / GT1 • DEERHAG CARBON FIBER C6 CORVETTE BODY / Black with Trans Am Carbon Fiber Rear Wing • PME Power (Pro Motors Engines) SB2 CHEVY Motor • Weismann Transmission Freshened with ZERO Time • (3) Sets Polished BBS Wheels with Black Inners on Good Mounted Pirelli Slicks • BREMBO Calipers and Rotors • Driver Air Blower "Cool Box" • 9" Rearend • Penske 7800 Series Shocks • Defogger System And More!!
SPARES Package: • A Second FRESH Weismann W/ZERO HOURS! Comes with Hundreds of Extra Gears and Parts!!! • NEW BREMBO ROTORS AND PFC THICK PADS ALL NEW STILL IN THE BOX! • SPARE REAR-END HOUSING • SPARE DRIVELINE • SPARE SWAY BARS • SPARE HUBS • SPARE FRONT BUMPER W/Framing And More!
\$125,000
Contact: Steve Nagai: (916) 508-8720



1967 MINI COOPER SSTREET LEGAL RACECAR - 100 MILES ON ENGINE REBUILD
Raced at the Rolex Reunion - very clean and modified for racing
Has seating for 4 still in it currently \$40,000 obo Justin 530-368-0306



1995 Winston Cup Ford Thunderbird
Steve Kinser's old Car Jerico 4speed Transmission
358 Engine-700hp@7900rpm - 525 ftlb-torque@6750rpm
22 gallon Fuel tank Runs on 110 octane weighs 3414#
Contact Justin 530-368-0306

1990 Spec Miata. Race motor by Haag Performance, in 2016. Four weekends on motor. In Feb. 2017, complete suspension set up by TFB Performance, at cost of \$2,195: new Bilstein shocks front and rear, new Fat cat kit and 99 top hats; attach sway bars with no pre-load, four wheel alignment (TFB worksheet available). Tech inspection in 2017. GPS track data. Trailer, ramps, and straps go with car. \$7,000. John Myers 916-342-2141. jmyers@pacific.edu 1804



1991 Oldsmobile Sunoco Winston Cup Car
Race Winner at Watkins Glen with Terry La Bonte
Set up for road racing-Used as a track day car
This is an amazing piece of history and will not disappoint.
\$40,000 obo Contact Justin - 530-368-0306



1971 Datsun 510 in near immaculate condition • Clear title 2.0L engine 5 speed
Fresh paint and a clean interior
Several spares included
\$35,000 OBO Justin 530-368-0306



Vintage H-Mod mid-50's Jabro Mk1
750 Crosley Engine, Rib Case Gear Box, Fuel Safe Cell, Log Books VARA, CSRG, HMSA • Not raced in 15 years. Needs new Flywheel Ring Gear. Other Crosley gear available.
For more info: bbhillsantacruz@gmail.com

STREET/AUTO-X/TRACK

Two-owner, 1979 Porsche 911 SC with 98K miles for sale. The car has been continuously garaged by our family for the last 40 years; has new tires and is a 'real' sports car. Has the following: upgraded '82 clutch, upgraded '82 timing chain oiler, and European headlight system. Please call Steve Hussey at 650-823-9927 for more details and photos. Price - \$40K



Restored 1986 944 Turbo for sale. Asking \$20k. Nick Persing 408-205-1372

TRAILER/TOW

TOOLS/ EQUIPMENT /MISC FOR SALE



Hoosier slicks, 20x9-13. R25B compound, approximately 50% tread left. Set of four for \$200. Contact Rich at conerunner@yahoo.co

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



Brand New Sparco ProAdv QRT Racing Seat. Never used, never mounted. I purchased it and found that it doesn't fit in my car, so unfortunately, I have to sell it. Will sell for \$800 (list price \$995) I also have steel Sparco mounting

brackets, also unused \$60 (list \$75)
I also have steel Sparco mounting brackets for sale.
Al Gjedsted • 415-694-8519
alan.gjed@gmail.com
alangj@comcast.net



2 Vertex Standard radios. 15 channel. Can be used right away or programmed to frequencies of your liking. \$300 for both, including the 2 radios, 2 antennas, 2

charging docks & bricks.
Contact Bill at whbooth@gmail.com

Mk4 Triumph Spitfire parts for sale: steel hood, engine blocks, cams, timing covers, suspension pieces, body trim pieces, much more.
Richard Spencer 510-774-8834

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

SHOP/STORAGE SPACE

Trailer/RV storage at Thunderhill Park in Willows

Car storage in Garage #3 at Thunderhill: Adjacent to main paddock with possible tool/equipment share. Room for two cars – must be running. \$200 to 300 per month depending on the size of the car. Contact: David Ray at 925-683-1991

SHOP SPACE in Santa Clara, 2600 sqft of available space with 2 lifts. Perfect to keep and work on your race or track cars. Suitable for small to medium size teams as well. Trailer storage also available. Bathroom and small office. Lots of storage racks. Izzy 650.279.7252 or izzysanchez78@yahoo.com. 1808

Shop Space: Morgan Hill/San Martin. 2400 Square foot shop with outside trailer parking available. Clean shop less than 1 mile from Highway 101. Space available to work on your racecar. Long or short term available. Trailer storage also available. 110/220. Restroom. Rod @ 415-298-3917 or Steel.Blue.Rod@gmail.com

Trailer/RV storage. Gated area, security guards/locked main gate. Keep your gear where you use it. Call Schuyler 530-934-5588 x 103.

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.



Need space for car test and tune? Rent a Skid Pad at Thunderhill: 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 1-4 cars = \$2,000; \$1500 5-9 cars = \$2,500; \$2,000 10+ cars = \$3,000; \$2,500



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.

RACE CAR RENTALS



"What are your plans for 2022?" Miata Race Car Rentals. Contact Doug at 916-960-9779 dalvisgt@gmail.com or Ian at 805-305-0452 iancook@sbcglobal.net

Spec Miata SM, ITA, ITX Edgar Lau 669-216-2668 Morgan Hill www.argmotorsports.com info.argmotorsports@gmail.com

Miatas for Rent Lilbit Racing Jim Hull Lilbit Racing61@gmail.com

Larry Okan

Race car Rentals that are competitive and reliable. Everything from preparation to transportation is handled by professionals. From Driver's School to your first pro race, we can help you achieve your goals. Learn to race and have fun then leave the race car responsibilities to us. Rentals in Improved Touring and Formula Ford cars and trackside support for Formula Atlantic, Formula Ford and Improved Touring Cars. Racing Services 11771 Foothill Rd. P.O. Box 350, Sunol, CA 94586 925-890-3555



A+ Racing Spec Miata Rental, Service and Support. We have over a dozen Spec Miatas to suit your needs. All of our cars are designed to be Safe, Fast, and Reliable. We race what we rent so you know all of our cars are ready to win. Beginner rates start at \$550 a day and Racer rates start at \$700 a day. Discounts for multiple days and multiple cars. Includes, Track Support, Competition Tires and Fuel. See us at www.aracing.org Contact Al Angulo at 530 277 6311 or alangulo530@gmail.com

Auto Spa Racing Service - In our 25th year, still located at Sears Point / Sonoma Raceway, continues to provide our customers with full service race car fabrication, restoration and trackside support. We have always strived to maintain the highest level of support to all our customer's needs. Don't hesitate to inquire regarding a full alignment, transaxle service or any fabrication project you might have. We can now offer race car storage, long or short term. Call Steve 707 938-8727, auto-spa.com

Mazda Miata Rentals
 Good Times Racing- Ron Carroll and Donna Gilio. We have front running, winning Miata's for rent for all SCCA and Nasa events, SMT SM ITA ITX PTE. Arrive and drive with full support, coaching also available.
 Contact Ron 530-210-3848
 recmotorsports@gmail.com or Donna 775-781-3385 racecarbetty5@gmail.com



SPECRACER RENTALS & SUPPORT:
 AccelRaceTek has fast cars for rent and offers great arrive and drive trackside support. Rental cars are well maintained and have the latest upgrades. Trackside support includes more than just getting your car to the track, we will help you get faster. Our attention to detail and experience will give you a competitive advantage. Our rigorous service and preparation results in reliable cars, we don't have any DNF's due to poor maintenance. AccelRaceTek is now the SFR CSR and can support any SpecRacer driver with parts and support at the track. www.accelracetek.com. Bruce Richardson @ (408) 499-7266 or brichardson@accelracetek.com 1607

TRACKSIDE SERVICE: Bulldog Motorsports offers Formula Enterprise full trackside support. Join in on the fun of one of the most affordable/ fastest classes in SCCA. The Spec Class with class. Bulldog Motorsports is the place for full CSR support. Call Jason at (209) 892-5747.

SPEC RACER FORDS: Available for nationals, regionals, schools & test days. Well equipped with data acquisition, video, and radios. Enthusiastic crew to help a beginner get started in SCCA racing or setup a car to a more experienced driver's specifications. Dave Harriman (408) 507-1531 dave@specracer.com

JOBS

PAID FLAGGING Opportunities-
 Daily and weekends, year round. Some benefits and more.
 Contact Schuyler 530-934-5588 x103.

ATTENTION

"Book 2022 TRACK DAYS AT THUNDERHILL PARK NOW.
 Call 530-934-5588 Ext 103 to get first choice of the best dates.

Tired of staying at home, worried about social distancing? Volunteer with the SCCA. Plenty of fun things to do while maintaining your social distance! Contact Lynne Huntting for details presssnoop@aol.com

Dedicated to Saving Young Lives

Friends of Thunderhill Foundation is a 501 C-3 charitable/tax-deductible foundation whose mission is to invest in teen driving safety, improved automotive safety, industry education and community outreach primarily through presenting Teen Car Control Clinics that give students real-world, hands-on experience behind the wheel of their own cars.

As a motorsports enthusiast, if you engage in making charitable donations to non-profit programs that matter to you, what better program to support than Friends of Thunderhill, dedicated to improving young driver safety. The Foundation's only expenditures have been for the Teen Car Control Clinics.

You can easily make a donation to Thunderhill Properties Foundation by mailing a check to PO Box 966, Willows, CA. 95988; or going to the donation website: <https://www.friendsofthunderhill.org/take-action> Donations can be in any amount; \$129 funds one scholarship.

Are you good with Numbers? Car numbers to be exact? Work in the Air Conditioned room in Timing and Scoring. Be the first to know who is on the pole, who won the photo finish, who set the track record. Timing and Scoring has a chair with your name on it. Contact Lynne Huntting presssnoop@aol.com

Earn entry fees while volunteering at SFR events. Talk about having your cake and eating it too! Volunteer at any San Francisco Event and earn a DRAFT card. DRAFT cards can be redeemed for entry fees or testing time at Thunderhill. Contact Lynne Huntting for details presssnoop@aol.com

WANTED

Searching for old issues of The Wheel to buy from the mid 1970s through the early 1990s. Please contact Marshall Pruett by phone or email: 510.967.1917 marshall@marshallpruett.com

Robert Watt
 photography

Hartzel Automotive
www.hartzelautomotive.com



Spec-Miata
Components Service
Preparation Coaching

Hartzel Automotive is the first and last word in Miata performance for racing and the street. Barry Hartzel has set a standard of excellence in Spec-Miata Racing that is unmatched. Call 831-394-6002 or email barry@hartzelautomotive.com to find out how years of experience and uncompromising quality equal victory on the track.

510 California Avenue | Sand City, CA 93955 | 831.394.6002 | www.hartzelautomotive.com

GROUND CONTROL

- I/T Shock Mounts
- Camber/Caster Plates
- I/T Legal Coilover Kits
- Double Adjustable Struts
- Spherical Bearing Kits
- Racing Sway Bar Sets

530 • 677 • 8600 M-F 9-5 PST
ground-control-store.com

FV
FRANK VALENTE
Driven to Excel

FRANK VALENTE REAL ESTATE
www.FrankValente.com • Frank@FrankValente.com

For SCCA clients and referrals, I will donate 10% of my proceeds to the Worker Appreciation Fund!

BREA 01365213

SRC SAMPSON RACING COMMUNICATIONS
www.SampsonRacing.com
866.396.7231

NO MORE STATIC!

With DIGITAL, there is never any static. Your communications are totally private and you will enjoy twice the battery life.

UPGRADE TO DIGITAL RACING RADIOS NOW
SAVE \$100

Finally affordable Digital Racing Radios!



**5watt Digital System
ONLY \$999**

**With digital there is never any static issue!
You have full Communications at all times!
www.sampsonracing.com**

SRC SAMPSON RACING COMMUNICATIONS
Official 2-Way Radio Company For Mazda Raceway At Laguna Seca

**Go DIGITAL With Your Racing Communications!
What About Wireless?**

Finally affordable digital racing radios. With DIGITAL, there is never any static issue. Your communication is totally private. You have full communications at all times and almost twice the battery life.

SRC SAMPSON RACING COMMUNICATIONS



LESHER MOTORSPORTS

RENT A RACE CAR!

Mazda Raceway, Sonoma, Thunderhill, & Buttonwillow
SCCA, NASA, Corporate / Private Events or Track Days.

Arrive and Drive, Track Support, Indoor Storage,
Coaching, Fabrication, Builds & Repairs,
Parts & Upgrades

Office: (831) 240-5347

Fax: (831) 422-0500

LesherMotorSports.com

MiataRental.com

Info@LesherMotorSports.com



LESHERMOTORSPORTS.COM



Roger Kraus Racing - www.rogerkrausracing.com
2896 Grove Way, Castro Valley Ca.
1-510-582-5031 or 1-800-510-7223

Racing tires for SCCA, Vintage, Club Racing, Auto Crossing, Hill Climbing.
Servicing Races since 1972-2022, 50 Years in Business



MERCEDES-AMG EQS



Spontaneous

WITHOUT THE COMBUSTION

Driving an AMG has always been electrifying. Now it's electric.



ELECTRIC MOTOR
Dual Permanently Excited
Synchronous (PSM)



OUTPUT
649 horsepower
700 lb-ft torque



ACCELERATION
0-60 mph in 3.4 sec



Mercedes-Benz
of Stockton

A Berberian Company



MBofStockton.com

10777 Trinity Parkway, Stockton, CA 95219

Follow us on social: