



The wheel[®]



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Regional 9 & 10
p. 8

SFR Solo II 5 & 6
p. 38

Fresno Chapter 8
p. 40

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#11 Dan Decker taking turn 6 at Weathertech Raceway Laguna Seca, Robert Watt photo

Cover: #22 John Yeatman lifts the right front tire as he descends the world famous Corkscrew at WeatherTech Raceway Laguna Seca. Steve Bohac photo

FEATURES

- 6 Confessions of a Cone Slayer
- 7 RE Report
- 7 Worker Appreciation Program
- 8 Regional 9 & 10
- 38 SFR Solo II 5 & 6
- 40 Fresno Chapter 8
- 42 Notes from the Archives
- 45 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.

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CALENDAR

2022 FRESNO CHAPTER SOLO SCHEDULE

Event 9 - **Aug 20**
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 9 & 10 - **August 20-21**

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

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

Most events held at Crows Landing, unless
noted.

RENO REGION SCCA SCHEDULE

Aug 5*
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 11 & 12 - **August 27-28**

Enduro Practice - **October 8**

Events held at Thunderhill Raceway Park

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

Enduro - **October 9**



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2022

2022 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

AUGUST 13-14*

PRE REUNION - WEATHERTECH RACEWAY
LAGUNA SECA

AUGUST 17-20*

REUNION - WEATHERTECH RACEWAY
LAGUNA SECA

SEPTEMBER 2

TEST DAY (RUN BY HOOKED ON DRIVING) -
SONOMA RACEWAY

SEPTEMBER 3-4

REGIONAL 13&14 - SONOMA RACEWAY

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



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

3 & 5 Mile



SCCA
Sports Car Club of America

Confessions of a Cone Slayer

By Rob Krider



The Larry Park Memorial

Over the years as you race with the Sports Car Club of America, you will run into a lot of different people. These people within the SCCA generally have a ton of personality. Because of their often grandiose personality I like to refer to these people as 'characters.' Some of

these characters that you meet are fierce competitors. Some of these characters love things like rules. And some of these characters are just flat-out crazy. While hanging out in a paddock during a race weekend I have found the crazy characters are way more fun than the characters who love lots of rules.

One of these characters that I met, who certainly falls into the crazy category, was Larry Park. When I first met Larry he was already a well-established SCCA autocrosser, having earned numerous National Championships in B-Prepared while racing his wicked and well-prepared C4 Corvette. Being a Corvette guy, Larry found himself frustrated by tight and technical (that means slow) SCCA autocrosses designed by guys who drove things like Datsuns and other small cars (again, we are talking about slow). Larry didn't like rules. He liked to go fast. So, he decided to throw his own party (without SCCA rules) - an autocross racing group called the American Autocross Series, AAS. It probably should have been called the Autocross Social Series and then the acronym could have been ASS (you missed this opportunity, Larry.)

I was introduced to Larry Park and the AAS when I was just sixteen years old. I had convinced my dad that it would be a great drivers training opportunity for me to take his red 1986 Camaro IROC-Z to an autocross. My dad, being an SCCA racer, thought that was a good idea. Me, his Camaro, and a small parking lot with some cones. I would learn some basic car control skills in a safe and controlled environment. What was there to discuss? Well, instead of an SCCA autocross in a small parking lot, we landed at Larry Park's party at Crows Landing. The Autocross Social Series, where there were very limited rules and lots and lots of speed. The course had been designed by people who drive V8 muscle cars (namely Frank Stagnaro, who designed the course to highlight his mighty C-Prepared Mustang.) I went over 100 miles an hour in that "autocross" and have been hooked on the drug of adrenaline ever since. Thank you Larry and Frank. And thanks to the both of you and the cost of motorsports I have been in financial ruin ever since.

Those early outlaw days of AAS were very muscle car centric. The classes were specifically for Mustangs, Camaros and Corvettes. If you brought anything different Larry had a class for you, it was titled AOS, which stood for All Other Sh... Stuff? The courses were fast and the after party was even faster. Tragically, we lost Larry Park many years ago; however, due to the immense character that Larry was, his memory is still with a lot of us in the Bay Area motorsports community. Annually the AAS holds the Larry Park Memorial (LPM) at Crows Landing; and it is filled with tons of SCCA folks and lots of big horsepower muscle cars. I had the opportunity to attend this year's event on the weekend of July 2nd and 3rd, 30 years after my first AAS event in 1992, where I initially met Larry Park.

As I was preparing to go to the Larry Park Memorial, I wondered what I needed to bring for the race weekend. Spare tires? Maybe a different front sway bar? Nah. I packed a mobile bar, three cases of Double Nickel Nine IPA from Tactical Ops Brewing, a shot ski and the proper ingredients to make Kamikazes. That's how Larry would have wanted it.

During the Larry Park Memorial weekend at Crows Landing, where most competitors camped out, everybody raced hard and they partied hard. On Saturday night beers and barbeque were shared amongst friends along with many stories of the famed Larry Park. To commemorate the weekend, I rolled our mobile bar to the potluck, got out the shot ski and started pouring Kamikazes. On our team, the shot ski, a narrow board that holds four shot glasses, is referred to as the "board meeting." I promoted myself to the rank of Chairman of the Board (it's good to be the King.) I invited (some say I peer pressured) people into joining me for meeting after meeting and many a Kamikaze was consumed. Larry would have been proud.

On Sunday with a fuzzy head, but a never quit attitude I did exactly what Larry Park would have done. I drank some coffee, jumped in the race car and drove like a crazy maniac, earning the H-Street win in an American car. Thank you Larry, you will always be one of my favorite SCCA characters.

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





Hi All,

Well, our last weekend at WeatherTech Racing Laguna Seca for Club racing just finished. It was one of the best attended weekends this year. The weather was great and so was the racing. We had over 210 entries for the races and over 150 for the test day. Our Volunteers were out in force as well. The San Jose State SAE students were out and assisting and even

brought their own self-built racers. One was electric and the other combustion. They were able to run them at lunch time on Sunday. Those cars were amazing and weigh less than 300 pounds (well, maybe not the electric one.)

We also were able to finalize the 40 finalists to enter the IndyCar support race. All the drivers have been notified. They will be racing at the IndyCar Championship race in September at Laguna. This is a big deal, and congrats to those that qualified.

Our next race will be at Sonoma on the Labor Day weekend. It is a two-day event, and the weather should be mild. We will be staffing the Reunion and Pre Reunion at Laguna in August. If you want to volunteer to join us in staffing it, sign up on Motorsports Reg. We are always looking for Volunteers. If you are a Driver, this is a perfect opportunity to work in a flag station, or in Pit Lane. These historic cars are neat to see, and a good time is enjoyed by all.

We are already working on the 2023 schedule. Driving School will be Feb 10-12, 2023. We will also be hosting the Inaugural "Western Shootout" in May. It is a 4-day event May 4-7. It will be a Super Tour and utilize three track configurations. We hope this will be a recurring event drawing from all the Western States. More info to follow in the coming editions of the Wheel.

The new Gift Shop is almost complete at Thunderhill. I am told it might well be ready by our Season Finale in October. That will be great, as it will be next to the BBQ we have traditionally held there the past several years.

Thanks to all who attended the Bi-Annual meeting via Zoom. I hope all found it informative. The attendance was good and more than we typically have for "live meeting." Thanks again!

Also "Thanks" for the birthday wishes and cake on the 24th at Laguna. It was a real surprise when I found out that the billboard above the entrance to the track was wishing me Happy Birthday. I really couldn't understand why people were giving me Birthday wishes at 0 dark thirty in the morning. Then I was shown the Billboard. Thanks again to all!

Until next month! See you at the Reunion!

Tim

Worker Appreciation Program



Dave Allen donating \$2,000 to WAP fund Administrator, Rhonda Corbitt

The Worker Appreciation Program (WAP) was started more than 15 years ago to assist SCCA Volunteer workers with racing related expenses. As prices have increased over the years, more and more volunteers are finding the expense of working race events has put a strain on their budgets. The WAP Fund helps our workers by reimbursing travel-related expenses incurred when participating in events. The program is funded by donations from the drivers entered in the various San Francisco Region race events. We cannot play at the races without the drivers. And drivers cannot play without the volunteers staffing the events.

Over the years the number of volunteers using the fund has tripled, especially after COVID. This fund is a much needed assist for many of the workers.

Any volunteer may be reimbursed for event expenses by providing receipts for hotels or gas to:

Rhonda Corbitt, the WAP Fund administrator: rmsracer@gmail.com

No one other than the Fund administrator knows who is being reimbursed for expenses. This is completely confidential.

Anyone may donate to the WAP fund. When entering a race there is an opportunity for drivers to make a donation with the entry. A check may also be given to Race Administration or a Board member. The check should be made payable to Rhonda L. Corbitt.

A separate bank account is maintained for all WAP fund transactions. The administrator is the only person with access to that account. A summary of transactions with personal information removed is provided to the Board annually for audit purposes.

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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

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REGIONAL 9 AND 10

Group 1 (FA, FA2, FM, FX)

SFR Regional Races 9 and 10 were held July 2 and 3, which turned out to be a bad weekend for a race. Many people had plans for the Fourth of July holiday and decided that they could race in three weeks at the same track. Groups 2 and 4 had less than ten cars, and if it were not for the speed differential, they would have been combined. At least the Sunday traffic after the race was less than usual due to the Monday holiday.

Volunteer Worker turn out was at a bare minimum because many of these people made plans to be with their families over the holiday. The Pace Car driver assignment was rotated among two competitors - Tim

Sullivan and Charles Laster, with Marcy Crawford spelling them so they could race.

Even though the numbers were down there was quality racing especially in the FF class. There was also some less than spectacular racing when the SRF group only got one official green flag lap in their Saturday race. And the test day was busy.

The weather was cold and overcast in the mornings, especially Saturday with palpable proof, but the bright, sunny and chilly for the afternoon races.



#67 Bill Weaver and #74 Steve Martin fighting for first place. Robert Watt photo

With a fantastic group of open-wheeled cars present for the weekend, it was going to be interesting to see who was the dominate force. We had Rod Rice present in his Stohr F1000 car that runs as a Formula Atlantic. Then we had Chip Romer visiting us, who was driving his recently purchased 2016 Swift. We also had Graham Rankin in his Swift FA car, and Jim Mali in his newly-acquired Swift FA car. In the FA2 group, we had Jay Henry Horak, John Purcell, Scott Vreeland, Sean Prewett, Dan Decker, and Frank McCormick. Not to mention the FM and FX cars that added up 19 fast formula cars.

Qualifying saw Rice take the pole over Romer. The margin was a staggering 1.2 seconds. Rice's car was crazy fast. Watching him take Turn 4 at full throttle was pretty wild. FA2 had Horak at the top followed by Purcell about .7 seconds back. FM had Bill Weaver on the pole with Steve Martin taking second.

The group was granted a spilt start with the lead group consisting of

cars in FA, FA2. The cars in the second group were running in FM and FX.

At the start Rice jumped to the lead and was clearly the fastest car on the track. He was stretching out his lead when he got held up by either a mechanical problem or race traffic. Romer saw this as an opportunity and passed him for the overall lead. Rice was not worried because he had the fastest car. So, on the next lap he caught back up to Romer. They were exiting Turn 2 and Rice drove alongside of Romer at the turn in point for Turn 3. Romer did not back off, but he allowed Rice racing room. As the two went side by side through a difficult off-camber turn, you knew it was not going to come out well for either of them. Rice ended up on the short end of the stick, as his tight line through the turn was too much for the rear tires and his F-1000 Stohr spun around. Luckily for Rice, he did not hit anything or anyone and he continued, albeit in seventh place. Rice gathered it back together and worked his way up to fourth at the end.



#33 Rod Rice loses the rear end as he takes on #71 Chip Romer for the lead of the race. Chris Poncin photo

Romer was able to drive his race and take the overall win and the win in FA. Jim Mali started the race in fifth and was still getting the hang of his car when the race started. He finished second overall and second in FA several seconds behind Romer.

FA2 was a great race between Horak and Purcell. Horak had the faster qualifying time. But as the race got start, Purcell got the jump on him and was as high as third place. Horak was right on his wing for the first few laps until Mali started coming towards the front. When Mali got by Purcell, Horak used the opportunity to pass, also relegating Purcell to fifth and Horak moved up to fourth.

The second group of this race saw the FM cars of Bill Weaver and Steve Martin taking on the FX car of Doron Dreksler. Weaver and Martin were not really racing with Dreksler, as they were in a separate class; but they were all part of the second group in the split start. Weaver had the best of everyone at the beginning of the race, but those Formula Speed 2.0 cars are pretty fast, and they are hard to hold off, for even the best driven FM cars. Dreksler got by Weaver on the second lap of the race and stayed there until the end. Weaver then had to race with Martin. The two of them have been the dominate drivers in the class and this was going to be a showdown. Martin passed Weaver on the last lap of the race to take the FM class win.



#46 Frank Russell had #88 Randy Sturgeon chasing him down. Chris Poncin photo



#19 Graham Rankin came in third in FA on Sunday. Robert Watt photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	71	Chip Romer	FA	15	1:21.923	Swift 016	Lake Havasu City AZ	SFR	512461	Michelob Ultra
2	2	54	Jim Mali	FA	15	1:25.335	Swift 014	Morgan Hill CA	SFR	201092	bojali consulting
3	1	37	Jay Henry Horak	FA2	15	1:25.371	Ligier JS F3	Mesa AZ	SFR	450049	AutoEnginuity
4	3	33	Rod Rice	FA	15	1:22.003	Stohr F1000	Austin TX	SFR	339064	
5	2	14	John Purcell	FA2	15	1:26.006	Ligier JS F3	Vancouver BC	Nwst	519838	World Speed / Excl
6	4	19	Graham Rankin	FA	15	1:26.591	Swift 014	Livermore CA	SFR	251383	
7	3	51	G Scott Vreeland	FA2	14	1:28.432	Ligier JS F3	Livermore CA	SFR	416774	VRE Motorsports/ B
8	4	22	Sean Prewett	FA2	14	1:30.273	Ligier JS F3	Clovis CA	SFR	375663	Graham Prewett/ I
9	5	11	Dan Decker	FA2	14	1:29.305	Ligier JS F3	Sonoma CA	SFR	653277	Decker Apartments
10	1	70	Doron Dreksler	FX	14	1:31.343	formula speed formula sp	Mill Valley CA	SFR	313137	spire architecture
11	1	74	Steve Martin	FM	14	1:31.171	Formula Mazda Formula M	Rancho Santa Margarit	CSCC	504164	
12	2	67	Bill Weaver	FM	14	1:31.788	Star Mazda Formula Mazd	Fresno CA	SFR	272665_1	James G. Parker In
13	3	29	Christian Okpysh	FM	14	1:31.793	Mazda Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and Maint
14	6	15	Frank McCormick	FA2	14	1:30.497	Ligier JS F3	Sonoma CA	SFR	218232	World Speed Motor
15	4	28	Stew Tabak	FM	14	1:32.777	Mazda Formula Mazda	Stockton CA	SFR	177403_1	Tabak Law Firm
16	2	46	Frank Russell	FX	14	1:32.497	Formula Speed 2.0 Formu	Hollister CA	SFR	466034	KT Machine Werks
17	3	57	Carson Etter	FX	13	1:33.419	Ligier JS F4	VILLA PARK/ CA 92861	CSCC	673149	Direct Edge/ Red O
18	5	91	Ritchie Hollingsworth	FM	13	1:37.372	Mazda Formula Mazda	Fair Oaks CA	SFR	310455	FX/FM 89 Heal Siftl
NF	DNF	88	Randy Sturgeon	FM	5	1:33.556	Mazda Star Formula Ma	Ridgecrest CA	CSCC	486093	



#51 Scott Vreeland had #22 Sean Prewett filling his mirrors. Chris Poncin photo

Sunday morning came around and Rod Rice had to feel frustrated. His car had been performing flawlessly, it had been reliable, and he was fast! The only problem was that he did not win the Saturday race. Sunday was a new day, so a chance to make good on the potential of his car.

Qualifying went as planned - fastest time by 1.634 seconds over Chip Romer. Third fastest was Jim Mali who appeared to be enjoying his new car. Fourth was Henry Jay Horak in a FA2 car. The qualifying order was perfect. Three FA cars followed by three FA2 cars. It was shaping up to be a good race.

In the second group, Doran Dreksler was the fastest with Bill Weaver second. Dreksler races a FX car while Weaver drives a FM car. The winner of the Saturday FM contest, Steve Martin, must have had a problem because he was five second slower than Weaver.

Sunday's race got off to a good start for Rod Rice. He led the field up to the green and accelerated perfectly to take the lead into the first turn. Rice was driving on rails, and he started to drive away. Chip Romer was keeping Rice in sight and in fact was finding more speed in his Swift 016 FA car. The two leaders were significantly faster than the rest of the field and started lapping cars by Lap 5.

It was while lapping a car that Romer encountered some trouble. He got stuck in no mans land. Romer was coming down the hill towards Turn 10 and approaching the FM car of Steve Martin. Because of the closing speeds he had a decision to make. Dive in under Martin, hoping that he sees him, or wait until after the turn and pass on the straight to Turn 11. Romer, being a racer, chose the first option and unfortunately Romer only got as far as Martin's blind spot. Martin not knowing Romer was there, took his normal turn-in and the two touched. Both spun with Romer able to limp into the back paddock. The Safety Car had to be deployed until the track was safe to race again.

The safety crew was able to clean things up quickly and the Safety Car was only out for two laps. When the race restarted, Rice resumed the lead and made it to the checkered unchallenged. Jim Mali finished second in his debut weekend in his Swift 014 FA car.

The FA2 race was between Horak and John Purcell. Horak out-qualified Purcell by a little over a second. Based on the qualifying time, Horak seemed to have a significant advantage. Plus he already had bragging rights for the weekend. That's why we run the race. Purcell hassled Horak the entire race. The two raced each other hard all weekend, and for the Sunday race Purcell finally got the best of Horak, taking the FA2 class win.



#57 Carson Etter being chased by #15 Frank McCormick. Chris Poncin photo

Bill Weaver did not have Steve Martin to worry about this race. Martin had an issue in qualifying and his day went downhill from there. Weaver's day went much better. He had his mirrors full of Christian Okpysh the entire race. Okpysh turned the faster race lap, but Weaver turned in the better performance by winning the class.

Just like the Saturday race, the Sunday race had a spilt start. Doron Dreksler was the fastest car in the second group and led the way keeping Weaver and Okpysh behind him. Dreksler beat Frank Russell and Carson Etter in the FX class. Russell was driving a Formula Speed 2.0, while Etter was driving the slower Ligier JS F4.



#14 John Purcell took the FA2 victory on Sunday. Chris Poncin photo



#54 Jim Mali in his debut weekend in his Swift 014. Robert Watt photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	33	Rod Rice	FA	17	1:23.036	Stohr F1000	Austin TX	SFR	339064	
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5	3	19	Graham Rankin	FA	17	1:25.881	Swift 014	Livermore CA	SFR	251383	
6	3	22	Sean Prewett	FA2	17	1:29.402	Ligier JS F3	Clovis CA	SFR	375663	Graham Prewett/ I
7	4	11	Dan Decker	FA2	17	1:29.320	Ligier JS F3	Sonoma CA	SFR	653277	Decker Apartments
8	5	15	Frank McCormick	FA2	16	1:30.165	Ligier JS F3	Sonoma CA	SFR	218232	World Speed Motor
9	1	70	Doron Dreksler	FX	16	1:30.368	formula speed formula sp	Mill Valley CA	SFR	313137	spire architecture
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11	2	29	Christian Okpysh	FM	16	1:31.860	Mazda Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and Maint
12	3	28	Stew Tabak	FM	16	1:32.285	Mazda Formula Mazda	Stockton CA	SFR	177403_1	Tabak Law Firm
13	4	88	Randy Sturgeon	FM	16	1:32.072	Mazda Star Formula Ma	Ridgecrest CA	CSCC	486093	
14	2	46	Frank Russell	FX	16	1:32.594	Formula Speed 2.0 Formu	Hollister CA	SFR	466034	KT Machine Werks
15	3	57	Carson Etter	FX	16	1:32.935	Ligier JS F4	VILLA PARK/ CA 92861	CSCC	673149	Direct Edge/ Red O
16	5	91	Ritchie Hollingsworth	FM	15	1:37.176	Mazda Formula Mazda	Fair Oaks CA	SFR	310455	FX/FM 89 Heal Siftl
NF	DNF	71	Chip Romer	FA	6	1:22.927	Swift 016	Lake Havasu City AZ	SFR	512461	Michelob Ultra
NF	DNF	74	Steve Martin	FM	5	1:33.269	Formula Mazda Formula M	Rancho Santa Margarit	CSCC	504164	
Not classified											
NS	DNS	51	G Scott Vreeland	FA2			Ligier JS F3	Livermore CA	SFR	416774	VRE Motorsports/ B

Group 2 (FE2, P1, P2)



#52 Joe Viso with #08 John Manfroy chasing him. Robert Watt photo

The first race of the day was the Prototype cars combined with the FE2 cars. The four FE2 cars entered represented the largest number of the class that we have seen all year. P1 was represented by three cars. Everyone had someone to race. Qualifying saw Joe Viso take the pole with John Yeatman in the FE2 car on the outside of the front row. Making his road racing debut was the son of FA driver Chip Romer, Matthew, who was within 3 seconds of the front row driver Yeatman.

The race had an extra pace lap because the P2 car of Eddy Chan got stuck in between gears just as he pulled in behind the pace car. On the second pace lap the race got underway. Predictably, Joe Viso took the lead. Barring any unforeseen incidents, it looked as though Viso was going to win the race easily. But there is a reason we make the drivers run the entire distance. On Lap Two, there was a full course caution for Kevin Mitz oiling the track and Chris Vian blocking the pit lane with his disabled car.

At the start of the race most people did not notice John Manfroy was on the starting grid. As he did not post a qualifying time, he had to start at the back of the small field. By the time the caution came out Manfroy was in second place directly behind Viso.

Once the green flag came out, Viso took off with Manfroy in pursuit. Expecting Viso to pull away once the first lap was completed it was surprising to see Manfroy locked on the tail of Viso's Elan DP02. The next lap Manfroy passed Viso for the lead. This was exciting because we were about to witness a true race between the P1 cars. Lap after lap the two P1 cars were nose to tail. Accelerating hard out of Turn 11, the drag race to Turn 2 was fun to watch. Neither driver was giving an inch. When the starter waved the white flag, Viso knew he had limited opportunities to get by Manfroy. Viso picked the braking zone for the last turn (Turn 11) to make his move. Unfortunately, Viso spun and fell back several positions. Manfroy continued and took the checkered flag. If there was a sliver lining for Viso: he turned his personal best time in pursuit of Manfroy.

John Yeatman took advantage of his front row starting position and won the FE2 race. Matthew Romer took second in his very first race, Dad Chip was quite proud.

The P2 race fizzled out quickly, with the car of Eddy Chan not taking the green flag and then Kevin Mitz losing an engine coming out of Turn 11.



#92 Matthew Romer made his auto racing debut this weekend. Robert Watt photo



#08 John Manfroy had a great weekend with two victories. Steve Bohac photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	08	John Manfroy	P1	12	1:23.646	Dauntless-Stohr P07d	San Jose CA	SFR	388822	Kevin Mitz Motorsp
2	1	22	John Yeatman	FE2	12	1:28.801	SCCA Enterprises FE2	Cave Creek AZ	SFR	412619	Bulldog Motorsport
3	2	92	Matthew Romer	FE2	12	1:30.693	Van Diemen FE2	Lake Havasu City AZ	CSCC	635768	
4	2	52	Joe Viso	P1	11	1:23.480	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go Motors
5	3	21	Jerry Kroll	FE2	11	1:32.600	Van Diemen FE2	Vancouver BC	SFR	384912	Jevitty Life Science
6	4	9	Eric Boucher	FE2	8	1:30.100	SCCA Enterprises Mazda I	Auburn CA	SFR	302664	Curb Slayers Racin
NF	DNF	49	Chris Vian	P1	5	1:43.630	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises-T
NF	DNF	13	Kevin Mitz	P2	2	1:30.887	Stohr WF1	CAMPBELL CA	SFR	242014_1	Kevin Mitz Motorsp
NF	DNF	3	Eddy Chan	P2			Radical SR3 RS	Millbrae CA	SFR	670996	



#13 Kevin Mitz had engine problems on Saturday but came back Sunday to win P2. Robert Watt photo



#21 Jerry Knoll had a solid weekend with two third place finishes. Steve Bohac photo

Qualifying Sunday morning saw Viso take the pole by a couple of seconds over Manfroy. At least Manfroy made qualifying for the Sunday race. Also back for the Sunday race was Kevin Mitz. It had looked as though Mitz was done for the weekend; but whatever the problem was, he fixed it. The one driver that did not make it was Eddie Chan. Whatever his transmission problems were could not be fixed for the Sunday part of the weekend. John Yeatman was fastest in FE2. Unfortunately Matthew Romer lost all of his qualifying times due to a sound violation.

The race got under way with Manfroy jumping into the lead with Viso chasing after him. The two stayed that way the entire race. The last three cars on the track - Vian, Jerry Kroll, and Matthew Romer - all ran nose to tail during the entire race.

Not much action, but Manfroy was not complaining. He took two victories for the weekend, even when he did not have the fastest car.



#49 Chris Vian handling the Corkscrew. Randy Jones photo



#22 John Yeatman won FE2 both days. Robert Watt photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	08	John Manfroy	P1	18	1:22.917	Dauntless-Stohr P07d	San Jose CA	SFR	388822	Kevin Mitz Motorsp
2	2	52	Joe Viso	P1	18	1:22.895	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go Motorsp
3	1	22	John Yeatman	FE2	17	1:29.034	SCCA Enterprises FE2	Cave Creek AZ	SFR	412619	Bulldog Motorsport
4	1	13	Kevin Mitz	P2	17	1:27.229	Stohr WF1	CAMPBELL CA	SFR	242014_1	Kevin Mitz Motorsp
5	3	49	Chris Vian	P1	17	1:31.416	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises - T
6	2	21	Jerry Kroll	FE2	17	1:31.591	Van Diemen FE2	Vancouver BC	SFR	384912	Jevitty Life Science
7	3	92	Matthew Romer	FE2	17	1:30.134	Van Diemen FE2	Lake Havasu City AZ	CSCC	635768	
Not classified											
NS	DNS	3	Eddy Chan	P2			Radical SR3 RS	Millbrae CA	SFR	670996	
NS	DNS	9	Eric Boucher	FE2			SCCA Enterprises Mazda f	Auburn CA	SFR	302664	Curb Slayers Racin

Group 3 (EP, GT2, GTX, ITE, MC, SP, T1, T3)



#23 Charles Laster leads group 3 into turn 2. Robert Watt photo

Clark Nunes piloted his green Chevy Camaro to the pole of the Saturday Group 3 race. He beat out 17 other drivers who represented eight classes. Qualifying second was Charles Laster in his GTX Chevrolet. Lars Mapstead dusted off his GT2 Porsche GT3 Cup car and took the third starting position.

When the green flag flew for this group, Clark Nunes took the lead and never looked back. He walked away from the group and won by 15.9 seconds. Mapstead took control of second once the green flag was displayed. It looked like he would finish there, but Casey Mcloed, who charged his way up from sixth, snatched the second position from Mapstead on the last lap of the race.

Laster, who qualified second, spun in Turn 2, stalling the car momentarily. He was able to get his car re-fired, but did not get going

until he was in 16th place. Laster, in his efforts to reclaim his qualifying position, did a little dirt tracking on the exit of Turn 3, actually getting the car into a four-wheel drift on the straight leading towards Turn 4. Laster worked his way back to sixth overall.

Gustavo Greco took fourth overall and first in GT2. He worked hard, but was unable to get around Mapstead.

Robert Luster ended up the Muscle Car winner, which was a total surprise since he was in third place in the class most of the race. He was in 15th place overall while the two leaders in the class were racing each other a few positions higher. Matthew Insley had to acknowledge a mechanical black flag because his car was smoking. Richard Pryor spun and continued, allowing Luster to take the class win.



#17 Jeff Francis had a great race. Chris Poncin photo



#58 Timothy Sullivan and #68 Lenny Celiberti raced hard on Sunday. Robert Watt photo



#69 Lars Mapstead won on Sunday. Steve Bohac photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	79	Clark Nunes	T1	13	1:35.944	Chevrolet Camaro	San Jose CA	SFR	496417	Premier Homes/ Fa
2	1	22	Casey McLoed	SP	13	1:36.020	Ford Mustang	Placerville CA	SFR	625502	CORE Realty Group
3	1	69	Lars Mapstead	GT2	13	1:37.198	Porsche GT3 Cup	Aptos CA	SFR	402635	Legendary Speed/
4	1	18	Gustavo Greco	ITE	13	1:36.756	BMW M3	San Mateo CA	SFR	638584	Greco Racing/ TC D
5	2	119	Mark Kibort	GT2	13	1:39.399	Porsche 928S4	Saratoga CA	SFR	287966	eRACING MOTORS/
6	1	23	Charles Laster	GTX	13	1:36.500	Chevrolet Victory circle ch	Gridley CA	SFR	546543	Trish Jones, Death
7	2	15	Igor Gandzjuk	T1	13	1:39.782	Ford Mustang Boss 302s	Prunedale CA	SFR	521765	AV8 Super Cars
8	2	17	Jeff Francis	SP	13	1:39.047	Ferrari 488 Challenge	Fresno CA	SFR	212000	Finishmaster/ Team
9	3	54	Robert Roumimper	GT2	12	1:45.349	Datsun 240Z	Scotts Valley CA	SFR	97315	Rusty's Repair/ San
10	2	68	Lenny Celiberti	ITE	12	1:46.387	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
11	1	2	Thomas Mak	T3	12	1:46.869	Porsche Boxster	San Jose CA	SFR	400620	Spark Investments
12	2	19	Kris Foster	T3	12	1:47.140	Porsche Boxster	San Francisco CA	SFR	672633	
13	1	83	Carl Johnk	EP	12	1:50.719	Mazda RX7	Cardiff by the Sea CA	SanD	269100	Johnk Engineering/
14	1	86	Robert Luster	MC	11	1:54.194	Chevrolet camaro	Carmel CA	SFR	324482_1	
15	2	48	Richard Pryor	MC	11	1:52.298	Pontiac Firebird	Carmel CA	SFR	520180	MAXXIS TIRES/NEW
16	3	56	Matthew Insley	MC	11	1:49.517	Chevrolet Camaro	Royal Oaks CA	SFR	330841	
17	3	169	Christian Strain	T3	11	1:53.287	BMW spec e46	Sacramento CA	SFR	669819	Schatz & Krum
Not classified											
NS	DNS	58	Tim Sullivan	T1			Chevrolet Corvette	Danville CA	SFR	478946	T & S Classics
NS	DNS	27	Bill Pryor	MC			Chevrolet Camaro Z28	Phoenix AZ	SFR	639975	KANDY KORN



Muscle Car Mania! #48 Richard Pryor and #56 Matthew Insley. Steve Bohac photo

Casey Mcloed is starting to get the hang of his SP Mustang. He qualified for the pole, barely beating out Clark Nunes. Gustavo Greco took third with Lars Mapstead in the fourth position.

When the race got underway Mcloed took the lead with Nunes following. The race was running true to form in the early going, with the exception of Mapstead taking Greco's third position. In the Saturday race Mapstead lost out to Mcloed on the last lap of the race. During the Sunday race he was on a mission. First, he dispatched Greco for third. Mapstead then took five laps to get around Nunes. Now in second place, he was looking to get revenge from Mcloed. By the time Mapstead got into second place Mcloed had a significant lead. Mapstead was not deterred; he just kept working away at the gap. With five laps left in the race, Mapstead was breathing down the fiberglass bumper of Mcloed's SP Mustang. Mcloed for his part could see Mapstead coming and was driving as hard as he could to keep the charging Mapstead behind. The intense pace that Mcloed had to exert on his tires started to take its toll, and his car started under-steering



#2 Thomas Mak only raced on Saturday but he did win T3. Photo by Robert Watt

in the slower turns. With three laps left to go, Mapstead passed Mcloed going into Turn 2 and drove away. At the end of the race, a tired Mcloed knew Mapstead was coming and was looking for the checkered flag every time he passed the start finish line.

Only 12 cars participated in this race, which meant that there were not many races for class positions. The one interesting battle was between Jeff Francis in a SP Ferrari 488 and Igor Gandzjuk in a T1 Mustang. Francis had the straight-line speed, but Gandzjuk had the handling. Every lap Gandzjuk would get directly behind Francis through Turn 11 only to have the Ferrari out accelerate him up the hill towards the start finish line. All the hard work paid off for Gandzjuk as he was able to get around Francis on the final lap.



#15 Igor Gundzjuk had a exciting race with Jeff Francis. Igor came in second in T1 both days. Randy Jones photo



#79 Clark Nunes took T1 both days. He won overall on Saturday. Robert Watt photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	69	Lars Mapstead	GT2	16	1:34.412	Porsche GT3 Cup	Aptos CA	SFR	402635	Legendary Speed/
2	1	22	Casey McLoed	SP	16	1:35.994	Ford Mustang	Placerville CA	SFR	625502	CORE Realty Group
3	1	79	Clark Nunes	T1	16	1:36.223	Chevrolet Camaro	San Jose CA	SFR	496417	Premier Homes/ Fa
4	1	18	Gustavo Greco	ITE	16	1:37.206	BMW M3	San Mateo CA	SFR	638584	Greco Racing/ TC D
5	2	15	Igor Gandzjuk	T1	16	1:41.418	Ford Mustang Boss 302s	Prunedale CA	SFR	521765	AV8 Super Cars
6	2	17	Jeff Francis	SP	15	1:40.925	Ferrari 488 Challenge	Fresno CA	SFR	212000	Finishmaster/ Team
7	2	54	Robert Roumimper	GT2	15	1:46.550	Datsun 240Z	Scotts Valley CA	SFR	97315	Rusty's Repair/ San
8	3	58	Tim Sullivan	T1	15	1:45.358	Chevrolet Corvette	Danville CA	SFR	478946	T & S Classics
9	2	68	Lenny Celiberti	ITE	15	1:46.953	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
10	1	56	Matthew Insley	MC	14	1:51.730	Chevrolet Camaro	Royal Oaks CA	SFR	330841	
11	1	83	Carl Johnk	EP	14	1:51.837	Mazda RX7	Cardiff by the Sea CA	SanD	269100	Johnk Engineering/
12	2	86	Robert Luster	MC	14	1:54.385	Chevrolet camaro	Carmel CA	SFR	324482_1	
NF	DNF	48	Bill Pryor	MC			Pontiac Firebird	Phoenix AZ	SFR	639975	Maxxis/Newton Bro
Not classified											
NS	DNS	23	Charles Laster	GTX			Chevrolet Victory circle ch	Gridley CA	SFR	546543	Trish James. Death
NS	DNS	2	Thomas Mak	T3			Porsche Boxster	San Jose CA	SFR	400620	Spark Investments
NS	DNS	19	Kris Foster	T3			Porsche Boxster	San Francisco CA	SFR	672633	
NS	DNS	48	Richard Pryor	MC			Pontiac Firebird	Carmel CA	SFR	520180	MAXXIS TIRES/NEW
NS	DNS	119	Mark Kibort	GT2			Porsche 928S4	Saratoga CA	SFR	287966	eRACING MOTORSI
NS	DNS	169	Christian Strain	T3			BMW spec e46	Sacramento CA	SFR	669819	Schatz & Krum

Group 4 (FC, FF, FFT, FST)



This is what the FF race looked like both days. #99 Steve Grafton, #54 Charles Horn, #17 Doug Learned Jr., and #11 Denny Renfrow. Chris Poncin photo

With the smallest field at the event, a person would think this race group would have been the time to use the rest room or go get something to eat. The field consisted of one FC, four FFs, one FFT, and me in a FST. Normally it is hard to write about a race that you participated in when you are driving the slowest car in the field. But as luck would have it, I had to park the car on the first lap due to throttle issues.

But my bad luck made it so I could watch the race. I took full advantage of my unfortunate situation by climbing up into the flag station at Turn 6 and hanging out with Alan Mertens while the race played out.

Normally the FC car should have been on the pole, but Jeffrey Pietz qualified fifth, behind all of the FFs. Steven Grafton in a Ford-powered Swift took the pole, followed by Charles Horn in a Honda powered Swift.

Charles Horn got the jump at the start and led the four FFs into Turn Two. Grafton slotted into second, with Denny Renfrow and Doug Learned Jr in tow. Pietz in the faster FC car fell back a little at the start, and it looked like the four FFs would have a solid race between themselves.

With four evenly-matched cars, the first three laps were nose to tail, with each driver trying to figure out where they were faster and where they had to defend.

By Lap 4 Pietz was giving Learned a mirror-full and made it past him. From this point on, Learned and Pietz fought for every inch of asphalt and fell off the lead trio. With only three cars left in the tussle for first,

it looked as though it was going to take a mistake on Horn's part to relinquish the lead. That mistake came in the form of a spin in Turn 2 on Lap 9. Horn was feeling the heat being applied by Grafton and Renfrow, and the car went around on him in the middle of the turn. At the previous race, Horn had similar issues with the car suddenly spinning on him at Thunderhill - not sure if this was a repeat of the same problem. Grafton and Renfrow did not care, because they avoided the spinning Horn and continued down the road.

Grafton now in first, Renfrow second, and Horn a distant third. Renfrow now only had Grafton between him and the lead. So far this season Grafton held a five-to-one advantage over Renfrow in head to head racing. Knowing Renfrow, I am sure he was tired of seeing the white #99 Swift in front of him. On the very next lap, as the two came into Turn 2, Renfrow took advantage of his better exit speed out of 11 and out braked Grafton for the overall lead. Grafton was not done and he haunted Renfrow for the next couple of laps, looking to return the favor. But Grafton had other problems lurking in his past as Horn had recovered from the spin and rejoined the leaders. It took Horn only three laps to close the gap between him and Grafton. To demonstrate how determined he was to get back into the lead, Horn set a new track record running down Grafton and Renfrow. Horn was not able to reclaim the top spot, but he did get around Grafton and finished second. Renfrow took the win by .204 of a second over Horn.

Although it was the smallest field it was certainly the best race of the day. There was excellent car control in very tight racing action by all the drivers involved. Next time save the bathroom break for the lunch hour.



Defining moment of the Sunday Race. #99 Steve Grafton and #80 Jeffrey Pietz come together as #11 Denny Renfrow slips by. Steve Bohac photo



#17 Doug Learned Jr came in second on Sunday. Robert Watt photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	11	Denny Renfrow	FF	13	1:34.274	Swift DB6	Kelseyville CA	SFR	203432_1	Chuckwagon Racin
2	2	54	Charles Horn	FF	13	1:34.063	Swift/Honda DB6	Los Gatos CA	SFR	229541	Porter Racing/Hybe
3	3	99	Steven Grafton	FF	13	1:34.335	Swift DB-1	Jamul CA	CSCC	635695	Cement Cutting
4	1	80	Jeffrey Pietz	FC	13	1:34.989	Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infant C
5	4	17	Doug Learned Jr.	FF	13	1:36.860	Piper DL7 FF	Marina CA	SFR	392361	Fast Forward Comp
6	1	19	Mike Callas	FFT	11	1:48.721	Van Diemen RF-79	Burbank CA	CSCC	519501	
NF	DNF	7	Blake Tatum	FST			Crusader Formula First	Stockton CA	SFR	121119_1	Mercedes Benz of S



#80 Jeffrey Pietz was the lone FC car for the weekend. But he played a major role in the outcome of the races. Randy Jones photo

The Sunday race for Group 4 dwindled down to only six cars, as the FFT car of Mike Callas did not participate. Qualifying saw that one of the major players in the contest did not make it to the grid - Charles Horn. For the Sunday race, Jeffrey Pietz figured some things out and qualified on the pole. He beat out Steve Grafton by 1.156 seconds. With Pietz on the pole, the thinking was that he could take off and put some laps in by himself and let the FF guys duke it out.

When the green flag flew a lot of things happened. First off, Pietz did take the lead but he did not run away from everyone. Secondly, Horn shot into the lead at the apex of Turn 2. But the inside line was covered with gravel; and given the previous history in that turn, Horn surely had to be careful applying the throttle. Doug Learned Jr also got a good start, and had to delay his exit because Horn was directly in front of him. Grafton went wide into the turn and put a tire in the dirt on the exit of the turn. It looked as though he was going to take the lead into Turn 3. But Learned swung around the cautious Horn and around the traction-suffering car of Grafton to take the lead into Turn 3. The order was Pietz, Learned Jr inhaling Pietz's exhaust fumes, Grafton, Horn and Deny Renfrow.

The next passing opportunity was Turn 6. Learned did not have the straight-away speed of Pietz, so he could not attack for the lead. Instead he had to defend by taking the inside line going into the turn. Grafton still tried to dive inside of Learned Jr. He got about half way alongside of Learned Jr. But Learned Jr. did not back off. He held tight and defended the corner. Learned was feeling the pressure and really wanted to put the FC car of Pietz between him and the other FF guys. Still on the first lap, Learned got a great run out of the corkscrew and took a tight line through Turn 9. For a moment it looked like Learned was going to make the pass but Pietz shut the door on him holding onto the overall lead. The exit of Turn 11 saw Renfrow take advantage of a better exit speed and out drag Horn into Turn 2. Lap 2 Grafton decided second place was not okay with him, and he mustered all the

braking power of the Hoosier tires and the Swift chassis to out brake Learned Jr. into Turn 2. All in the very tight bunch the order was Pietz, Grafton, Learned Jr., Renfrow, and Horn. The group made it through to Turn 11 without any attempts to pass. But as they came down into the Turn 11 braking area, Grafton did what Learned Jr. could not do, and that was out-brake Pietz. He passed him on the entry to the turn. But it was to no avail, as Pietz used his superior power to re-pass Grafton on the run into Turn 2. Learned Jr. and Renfrow were still trying to get to the front; and by the time the three FFs crested the Turn 1 hill, they were three wide. Learned went deepest into Turn 2 and Grafton took the inside line. Renfrow backed off, to see how the turn was going to play out. Grafton's line still had gravel sprinkled on it, but Learned Jr. had to deal with the lower grip and off-camber aspect of Turn 2. Grafton held onto the lead with Learned Jr. anxiously looking to take over. The four cars hustled down the straight between Turns 4 and 5, and it looked as though they would stay in order. But Learned Jr. missed the apex of Turn 5 and the little bit of time he lost was enough for Renfrow to pull alongside and pass him into Turn 6. The resulting pass allowed Pietz and Grafton to stretch out about a ten-car length lead over Renfrow, Learned Jr., and Horn.

Grafton knew it was only a matter of a few laps before that lead would be gone if he was content with allowing Pietz to hold onto the lead. Pietz had a power advantage, but Grafton was faster through the back half of the track. The ten car length lead was quickly evaporating between Grafton and Renfrow. Grafton tried more and more attempts to put Pietz between him and Renfrow. Grafton was successful a few times going into Turn 11 only to be re-passed by Turn 2. Grafton really needed to be in front of Pietz coming back down the hill through Turns 9 and 10.

On Lap 7, with Renfrow looming in his mirrors, Grafton made a desperate move on the inside at the Corkscrew. Pietz did not realize Grafton was there, took his normal turn-in, causing the two to make

contact. The resulting spin happened just as Renfrow was going down the hill. Renfrow's quick reflexes made it so he barely missed right rear tire of Pietz's car. The two spinning cars got going again and only a local yellow was displayed. Now Renfrow had about six-car length lead over Horn and Learned Jr. Horn quickly closed the gap and the fight for the lead was back on with Renfrow, Horn, and Learned Jr. The pack stayed very close for the rest of the race, with Horn doing everything he could to pass Renfrow. On the last lap it looked like it was going to happen as Horn had a great exit off of Turn 11 and drafted alongside and slightly ahead of Renfrow into the best passing area of the track - Turn 2. The two went side-by-side at the turning point; but Renfrow had the preferred line, therefore holding onto the lead. Horn still had

another good passing opportunity and that was Turn 5. But in order for that pass to work, he needed a good exit off of Turn 4. As Renfrow went through the turn, he nailed it. When it was Horn's turn, he knew it had to be the best effort of the race and he laid it all out. Unfortunately his car needed about 12 inches more of asphalt, as he put a couple of tires in the dirt. Horn had to ease off the throttle which Learned jr. took advantage of and passed Horn for second. The race ended with Renfrow taking the win, followed by Learned Jr., and then Horn. Grafton pulled into the paddock after his encounter with Pietz. So after the weekend Grafton still holds the lead over Renfrow; but Renfrow cut into the match up severely. As it stands, the score is Grafton five Renfrow three.



#54 Charles Horn set a new FF track record on Saturday. Robert Watt photo



#19 Mike Callas' first time with SCCA at Laguna Seca. Robert Watt photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	11	Denny Renfrow	FF	16	1:34.617	Swift DB6	Kelseyville CA	SFR	203432_1	Chuckwagon Racin
2	2	17	Doug Learned Jr.	FF	16	1:34.276	Piper DL7 FF	Marina CA	SFR	392361	Fast Forward Comp
3	3	54	Charles Horn	FF	16	1:34.448	Swift/Honda DB6	Los Gatos CA	SFR	229541	Porter Racing/Hybe
4	1	80	Jeffrey Pietz	FC	16	1:34.556	Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infant Ci
5	4	99	Steven Grafton	FF	8	1:34.996	Swift DB-1	Jamul CA	CSCC	635695	Cement Cutting
NF	DNF	7	Blake Tatum	FST	7	1:48.666	Crusader Formula First	Stockton CA	SFR	121119_1	Mercedes Benz of S
Not classified											
NS	DNS	19	Mike Callas	FFT			Van Diemen RF-79	Burbank CA	CSCC	519501	

Group 5 (HP, ITA, ITX, SSC5, STL)



Beginning of the group 5 race. The field going around turn nine. Chris Poncin photo

Group 5 is fast becoming Group 7A. Most of the cars entered in Group 5 also run Group 7. With only three cars in the group that were not a Mazda Miata, you can see why I am making that claim. One of the three non-Miata cars was Lee Fleming, piloting a MG Midget. Back in the sixties MGs, Austin Healeys, and Triumphs made up the sport cars of SCCA racing. The Mazda Miata has become the MG of today. The Miata is a much more modern car and theoretically should be a faster car. Don't tell Fleming that. He qualified on the pole and led the race flag to flag. Fleming's best lap was about two seconds faster than the top-finishing Miata. The margin of victory was over 15 seconds. Needless to say Fleming is not buying into the idea that the more modern Miata should be faster.

The race for second became a question of which class of Miatas was going to take the spot. For Group 5 the Miatas can enter in either ITA or ITX. Traditionally all the SM and SMT Miatas entered ITA and the SSM Miatas entered ITX. But recently one of the SMT front runners, David Covin, has been entering ITX making the race for second overall questionable as to which class was going to take the best of the rest position.

Rob Fuller in the #49 black and gold Miata made sure an ITA car took second overall, and therefore first in class. David Covin took third overall and first in ITX. But looking at the lap chart does not really tell the story of the race. Sure, Fuller never relinquished the position; but it was not because of lack of effort on Covin's part. Covin had to come up from the sixth position at the start of the race. He made it up to third by the sixth lap, but fell down to fourth the next lap. On the very last lap of the race Covin and Kou made it past Andres Prieto.

Christopher Labouff qualified third; but on the second lap of the race went wide on the exit of Turn 6, dropping a couple of tires in the dirt. His car then hooked and darted across the track directly in the path of Eric Fulkerson. Fulkerson, for his part, did a great job of avoiding a major collision but did tap the rear bumper of Labouff's car with his front fender. The resulting tire rub ended the day for Fulkerson. Labouff also retired with an alignment issue.

Tim Sullivan came in seventh overall and first in SSC5. Chris Johnk won STL. He started 13th and was in thirteenth when he finished. The journey in-between saw him fall all the way down to 19th before he eventually worked his way back to his original starting position.



#00 Lee Fleming drove away with the Group 5 win on Saturday. He did not race Sunday. Robert Watt photo



#85 Scott Carter hitting the apex of turn eight. Robert Watt photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	00	Lee Fleming	HP	12	1:45.090	MG Midget	Lake Forest CA	SFR	159499	Joe Carr Racing / G
2	1	49	Rob Fuller	ITA	12	1:47.482	Mazda Miata	San Jose CA	SFR	496932	2 Car Garage / Larr
3	1	54	David Covin	ITX	12	1:47.247	Mazda Miata NB	Piedmont CA	SFR	649280	
4	2	6	Joe Kou	ITA	12	1:47.179	Mazda Spec Miata	Walnut Creek CA	SFR	528297	Competition Autow
5	3	2	Andres Prieto	ITA	12	1:47.389	Mazda Miata	Burlingame CA	SFR	549961	
6	4	168	Peter Phung	ITA	12	1:48.536	Mazda Miata	Daly City CA	SFR	545337	PHUNG Incorporate
7	1	58	Tim Sullivan	SSC5	12	1:47.728	Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Autor
8	2	155	Matthew Wyatt	ITX	12	1:49.022	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Comme
9	5	85	Scott Carter	ITA	12	1:48.975	Mazda Miata	Suisun City CA	SFR	177333	Imports Unlimited
10	6	26	Scott Story	ITA	12	1:49.548	Mazda Miata	El Dorado Hills CA	SFR	624903	Story Design and C
11	7	34	David Vrane	ITA	12	1:49.600	Mazda Miata	San Jose CA	SFR	623200	
12	3	15	Taz Oka	ITX	12	1:51.490	Mazda Miata	Sunol CA	SFR	635028	
13	1	83	Chris Johnk	STL	12	1:50.858	Mazda RX-7	Cardiff by the Sea CA	SanD	401147	
14	8	4	Dan Pruzan	ITA	12	1:50.968	Mazda Miata	Redwood City CA	SFR	526942	
15	4	116	Malon Brown	ITX	12	1:52.736	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
16	9	0	Suzanne Cobos	ITA	12	1:52.733	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
17	5	76	Nuno Goncalves Pedro	ITX	12	1:53.979	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
NF	DNF	51	Eric Fulkerson	ITA	5	1:47.255	Mazda Miata	Walnut Creek CA	SFR	528732	Competition Autow
NF	DNF	04	Christopher LaBouff	ITA	3	1:47.419	Mazda Miata	Los Gatos CA	SFR	428325	RA Motorsports
Not classified											
NS	DNS	11	John Faull	HP			Austin Healey Sprite	San Jose CA	SFR	4995	Goodyear

The dominant car in Saturday's race took Sunday off and was not part of the action. This left the door open for all the Miata-based cars to have the run of the group. Andrea Prieto took the pole position with Christopher Labouff taking second. With less than a couple thousandths of a second between them, you knew it was going to be a close race.

At the start Labouff tried to out-drag Prieto to the apex of Turn 2, but was not able to get the job done. Prieto held the lead and for the next ten laps looked to have the race in hand. On Lap 10 Rob Fuller, who was already having a bad weekend, brought out a full course caution. Once the caution was removed Labouff pounced and drafted Prieto into Turn 2. They went side by side into the turn and came out of the turn still side by side. They were still side by side into Turn 3. With neither one getting any significant advantage the side-by-side racing action continued until Turn 6 when Labouff was able to eke out the lead going into the corkscrew. From there, Labouff only had to hold off Prieto for one lap. He took the checkered and won the race by .804 seconds over Prieto.

Third place finisher Joe Kou spent the early part of the race in fifth place before getting past Fuller for fourth, and then Fulkerson on the last lap for third overall.

David Covin did not have as exciting a race on Sunday as his Saturday run. He spent the early part of the race behind Joe Kou and moved up to fifth, when Fuller fell back. He ended up winning ITX; but this time his competition, Matthew Wyatt, finished directly behind him. Wyatt, for his part was as far down as tenth position with one lap to go. He passed four people on the last lap to finish sixth overall and second in ITX.



#04 Christopher Labouff has the field stacked up behind him. Robert Watt photo



#6 Joe Kou and #54 David Covin raced each other hard all weekend. Steve Bohac photo



Group 5 start. Can you spot the cars that are not Miatas? Robert Watt photo



#11 John Faull did not make the Saturday race but he got it all fixed for the Sunday event. Steve Bohac photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	04	Christopher LaBouff	ITA	12	1:46.840	Mazda Miata	Los Gatos CA	SFR	428325	RA Motorsports
2	2	2	Andres Prieto	ITA	12	1:47.122	Mazda Miata	Burlingame CA	SFR	549961	
3	3	6	Joe Kou	ITA	12	1:47.703	Mazda Spec Miata	Walnut Creek CA	SFR	528297	Competition Autow
4	4	51	Eric Fulkerson	ITA	12	1:47.253	Mazda Miata	Walnut Creek CA	SFR	528732	Competition Autow
5	1	54	David Cowin	ITX	12	1:47.865	Mazda Miata NB	Piedmont CA	SFR	649280	
6	2	155	Matthew Wyatt	ITX	12	1:49.244	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Comme
7	5	168	Peter Phung	ITA	12	1:48.869	Mazda Miata	Daly City CA	SFR	545337	PHUNG Incorporate
8	1	58	Tim Sullivan	SSC5	12	1:47.932	Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Autor
9	3	15	Taz Oka	ITX	12	1:50.713	Mazda Miata	Sunol CA	SFR	635028	
10	6	4	Dan Pruzan	ITA	12	1:49.793	Mazda Miata	Redwood City CA	SFR	526942	
11	1	83	Chris Johnk	STL	12	1:51.281	Mazda RX-7	Cardiff by the Sea CA	SanD	401147	
12	7	0	Suzanne Cobos	ITA	12	1:51.799	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant 1 Motorsports
13	4	116	Malon Brown	ITX	12	1:54.235	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
14	8	49	Rob Fuller	ITA	11	1:47.368	Mazda Miata	San Jose CA	SFR	496932	1 Car Garage / Lari
15	9	85	Scott Carter	ITA	11	1:48.893	Mazda Miata	Suisun City CA	SFR	177333	Imports Unlimited
16	10	26	Scott Story	ITA	11	1:49.252	Mazda Miata	El Dorado Hills CA	SFR	624903	Story Design and C
17	1	11	John Faull	HP	11	2:04.055	Austin Healey Sprite	San Jose CA	SFR	4995	Goodyear
18	5	76	Nuno Goncalves Pedro	ITX	10	1:55.749	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
Not classified											
NS	DNS	00	Lee Fleming	HP			MG Midget	Lake Forest CA	SFR	159499	Joe Carr Racing / G
NS	DNS	34	David Vrane	ITA			Mazda Miata	San Jose CA	SFR	623200	

Group 6 (SRF,SRF3)



#13 Tim Weaver is followed by #37 Dean Crowe and coming up is #57 Bill Booth's. Robert Watt photo

Twenty-three cars were entered for the SRF race this weekend. Umberto Milletti showed up this weekend after his trip to the June Sprints. Also present was Federico Mosconi, who was making his Laguna Seca debut. Milletti took the pole and Mosconi qualified second, only .311 slower. Greg Hoff qualified third and Michael Woolley qualified fourth.

Three SRF Gen 2 cars were entered; and true to form, Erich Woolley was the fastest, followed by Ed Coyne and Bruce Richardson.

With a field full of top-notch racers, the race was shaping up to be a real barn burner. Unfortunately, the torch was blown out before a green flag lap was completed. Tim Weaver, Lee Douglas, and Robert Sachs got together in Turn 2 and made a mess of things. The Emergency crew was dispatched to clean up the mess and a full

course caution was needed so they could operate safely. It took three laps to get the track in racing condition and the race was ready to get underway on Lap 4. The three laps of caution took 11 minutes of the 20-minute race. When the green came out Milletti led the group into Yurn 2, followed by Mosconi and Michael Woolley. The leaders got as far as Turn 5, when Daniel Olmstead went off in Turn 4 and hit the tire wall. This brought out another full course caution. Another opportunity for the Emergency crew to pick up the pieces. The bad news was the clock was running on this race and it was obvious that the clean up could not be done before the clock ran out. The race finished under caution with only one official green flag lap. Milletti was first ... after the Safety Car. Talk about anticlimactic! The results weren't official until Sunday.



#71 Jerry Alass and #64 Federico Mosconi. Mosconi came away with two second place finishes. Robert Watt photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	34	Umberto Milletti	SRF3	7	1:43.445	Ford SRF	San Francisco CA	SFR	343482	Bulldog Motorsport
2	2	64	Federico Mosconi	SRF3	7	1:43.449	SCCA Enterprises Spec Ra	San Diego, CA	SFR	1725065	Alphio Information
3	3	8	Michael Woolley	SRF3	7	1:42.955	SCCA Enterprises Spec Ra	Newcastle CA	SFR	497355	Woolley Brothers a
4	4	14	Greg Hoff	SRF3	7	1:42.766	SCCA Enterprises SRF3	Oakland CA	SFR	437964	John Cerini / Corne
5	5	0	Scott Monroe	SRF3	7	1:43.024	Ford Spec Racer Gen 3	League City TX	Hous	289372_1	Access Companies
6	6	57	Bill Booth	SRF3	7	1:43.449	SCCA Enterprises SRF3	Cupertino CA	SFR	336219	Bulldog Motorsport
7	7	76	Eric Hand	SRF3	7	1:44.029	Ford Spec Racer Ford	San Jose CA	SFR	545935	
8	8	71	Jerry Alass	SRF3	7	1:45.474	SRF	Newcastle CA	SFR	404463	Burrell Consulting C
9	9	83	Paul Luca	SRF3	7	1:46.013	SCCA Enterprises Spec Ra	Sonoma CA	SFR	193814	
10	10	21	Todd Johnson	SRF3	7	1:45.820	SCCA Enterprises SRF3	Los Angeles CA	WDC	670315	
11	11	32	Sean Sorrell	SRF3	7	1:50.883	Ford Spec Racer Ford	San Francisco CA	SFR	545344	AccelRaceTek
12	12	42	Paul Mantiply	SRF3	7	1:51.092	SCCA Enterprises Spec Ra	Columbia CA	SFR	670923	
13	13	35	Robert Sachs	SRF3	7	1:48.031	SCCA Enterprises Spec Ra	Napa CA	SFR	378223	Robert R. Sachs PC
14	14	41	Ken Woolley	SRF3	7	1:47.257	SCCA SRF Spec Racer For	Newcastle CA	SFR	150687	Woolley Brothers a
15	15	188	Judson Holt	SRF3	7	1:50.918	SCCA Enterprises SRF3	Houston TX	Hous	641180	Lupe Tortilla
16	1	33	Erich Woolley	SRF	7	1:51.327	SCCA Enterprises Spec Ra	Newcastle CA	SFR	547685	Woolley Brothers a
17	16	37	Dean Crowe	SRF3	7	1:52.601	SCCA Enterprises SRF Gei	Los Gatos CA	SFR	639565	Accelracetek
18	17	84	James Schubert	SRF3	7	1:55.176	SRF3	Sedona AZ	CSCC	133192	
19	18	4	Frank Valente	SRF3	7	1:54.338	Ford SRF	Penryn CA	SFR	421471	Healdsburg Distiller
20	2	142	Ed Coyne	SRF	7	1:54.278	SCCA Enterprises SRF Gei	San Bruno CA	SFR	618101	
21	3	5	Bruce Richardson	SRF	5	2:00.513	SCCA Enterprises GEN2	Los Gatos CA	SFR	340127	AccelRaceTek
22	19	23	Daniel Olmstead	SRF3	4	1:48.425	Ford Spec Racer Ford	Sausalito CA	SFR	417241	Bulldog Motorsport
NF	DNF	13	Tim Weaver	SRF3			SCCA Enterprises SRF3	Carmel CA	SFR	285957	
NF	DNF	2	Lee Douglas	SRF3			SRF Gen3	Portland OR	SFR	370148	LADCO Pipe & Pili



#35 Robert Sachs was not able to make it three weekends in a row with a victory. His best finish was sixth on Sunday. Robert Watt photo

Group 6 was cursed this weekend. They did get in a full qualifying session which ended up being the best part of the day for these guys. The top three did not change from Saturday's race, but the fourth spot was awarded to Bill Booth for the time he turned in.

Just like Saturday's race the group had issues with Turn 2. Milletti took the lead and Mosconi was in second. Hoff was exiting the turn and his car got sideways. His car slapped the rear of Booth's car, causing him to spin directly in front of the on-coming field. Everybody had to scramble to avoid Booth's car, which was facing the field in the wrong direction. Once the dust settled the following cars were disabled:

#41 Ken Woolley, #2 Lee Douglas, #83 Paul Luca, #23 Daniel Olmstead, #188 Judson Holt and #0 Scott Monroe.

This was an Emergency Crew nightmare. Cars everywhere. Some of the cars that tried to continue wrecked as they were trying to get back to the paddock. A black flag All was needed to sort out the mess. The clean up took over 30 minutes to clean up. Since it was a black flag situation, and no laps were completed, the stewards determined that the race restart would be in their starting order. The clean up ate up all the time allotted for the race; but because this group already had a less than fulfilling weekend, they were allowed to race for ten minutes once everything was reset.

Ironically, the two cars at the epicenter of the accident were able to continue. Hoff lined up

third at the restart, and Booth lined up fourth, minus his rear body work.

On the restart Milletti took the lead, with Mosconi staged right behind him. The next lap Mosconi had Milletti in his rear view. Mosconi must have been happy leading the highly competitive SRF3 race his first time at Laguna Seca. Milletti was not sharing in Mosconi's happiness, and he swiftly overtook Mosconi. Milletti did not mess around for the rest of the shortened race. He drove away and won by 2.161 seconds. Mosconi was able to hold onto second, followed by Hoff and Booth.

Erich Woolley continues to extract the most out of his SFR Gen2 car. He won the class and was mixing it up with several drivers in SFR3 cars. Young Woolley is hoping to move up to Gen 3 once he wins the Gen 2 championship.



#5 Bruce Richardson has #35 Robert Sachs filling up his mirrors. Steve Bohac photo



#14 Greg Hoff and #8 Michael Woolley chased each other all weekend. Randy Jones photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	34	Umberto Milletti	SRF3	10	1:38.286	Ford SRF	San Francisco CA	SFR	343482	Bulldog Motorsport
2	2	64	Federico Mosconi	SRF3	10	1:38.533	SCCA Enterprises Spec Ra	San Diego, CA	SFR	1725065	Alpha Information
3	3	14	Greg Hoff	SRF3	10	1:40.229	SCCA Enterprises SRF3	Oakland CA	SFR	437964	John Cerini / Corne
4	4	57	Bill Booth	SRF3	10	1:39.547	SCCA Enterprises SRF3	Cupertino CA	SFR	336219	Bulldog Motorsport
5	5	13	Tim Weaver	SRF3	10	1:40.468	SCCA Enterprises SRF3	Carmel CA	SFR	285957	
6	6	35	Robert Sachs	SRF3	10	1:40.677	SCCA Enterprises Spec Ra	Napa CA	SFR	378223	Robert R. Sachs PC
7	7	8	Michael Woolley	SRF3	10	1:40.233	SCCA Enterprises Spec Ra	Newcastle CA	SFR	497355	Woolley Brothers a
8	8	76	Eric Hand	SRF3	10	1:42.019	Ford Spec Racer Ford	San Jose CA	SFR	545935	
9	9	21	Todd Johnson	SRF3	10	1:41.363	SCCA Enterprises SRF3	Los Angeles CA	WDC	670315	
10	10	71	Jerry Aplant	SRF3	10	1:42.076	SRF	Newcastle CA	SFR	404463	Burrell Consulting (
11	11	32	Sean Sorrell	SRF3	10	1:42.783	Ford Spec Racer Ford	San Francisco CA	SFR	545344	AccelRaceTek
12	1	33	Erich Woolley	SRF	10	1:44.247	SCCA Enterprises Spec Ra	Newcastle CA	SFR	547685	Woolley Brothers a
13	12	42	Paul Mantiply	SRF3	10	1:44.001	SCCA Enterprises Spec Ra	Columbia CA	SFR	670923	
14	13	4	Frank Valente	SRF3	10	1:45.859	Ford SRF	Penryn CA	SFR	421471	Healdsburg Distiller
15	14	84	James Schubert	SRF3	10	1:46.425	SRF3	Sedona AZ	CSCC	133192	
16	2	5	Bruce Richardson	SRF	10	1:46.182	SCCA Enterprises GEN2	Los Gatos CA	SFR	340127	AccelRaceTek
17	15	37	Dean Crowe	SRF3	8	1:45.661	SCCA Enterprises SRF Gei	Los Gatos CA	SFR	639565	Accelracetek
NF	DNF	0	Scott Monroe	SRF3			Ford Spec Racer Gen 3	League City TX	Hous	289372_1	Access Companies
NF	DNF	2	Lee Douglas	SRF3			SRF Gen3	Portland OR	SFR	370148	LADCO Pipe & Pili
NF	DNF	188	Judson Holt	SRF3			SCCA Enterprises SRF3	Houston TX	Hous	641180	Lupe Tortilla
NF	DNF	83	Paul Luca	SRF3			SCCA Enterprises Spec Ra	Sonoma CA	SFR	193814	
NF	DNF	23	Daniel Olmstead	SRF3			Ford Spec Racer Ford	Sausalito CA	SFR	417241	Bulldog Motorsport
NF	DNF	41	Ken Woolley	SRF3			SCCA SRF Spec Racer For	Newcastle CA	SFR	150687	Woolley Brothers a
Not classified											
NS	DNS	142	Ed Coyne	SRF			SCCA Enterprises SRF Gei	San Bruno CA	SFR	618101	

Group 7 (SM, SMT, SSM)



#155 Matthew Wyatt won SSM both days. Robert Watt photo

Thirty-three cars presented themselves for the first qualifying session for the one-make group of ex-grocery getters. Recent history has shown that the SM group was minuscule compared to the SMT group; but this event had a healthy eight competitors. SMT on the other hand had 21, so it still is the most popular way to wear out old Miata parts.

The performance difference between the two classes comes down to who gets the best lap in qualifying and for the Saturday version of Group 7, Rob Fuller out of San Jose, California took the pole by .001 of a second over Andres Prieto, in a SM car, who hails from Burlingame.

The start of the race Fuller took the lead followed by Greg Hoff. Fuller's lead was short-lived, as Hoff had a great run out of Turn 6 and passed him under braking at the corkscrew. But most of the time, the lead in Group 7 is a temporary condition; and on Lap 4, Fuller tried the same move on Hoff. But the outcome was not positive. Fuller locked up and slid into Hoff. Fuller went off track while Hoff was going down the corkscrew headed towards Carmel Valley.

Tim Weaver was Johnny on the spot and he took over the lead. Weaver pulled out a sizable lead and looked like he was going to be able to cruise to the win. Hoff, now in third, was looking for a way around Eric Fulkerson. On Lap 5 Hoff had a good run going into Turn 2. Fulkerson guarded the inside line and the two went side by side through the turn. They continued side by side through Turn 3 with Hoff now having the preferred inside line. Fulkerson did not back out, and

put a couple of tires in the dirt. Now it was time for Turn 4 and logic would have told you that Hoff had the turn; but logic does not apply to Miata racing and once the two came out on the other side of Turn 4 Fulkerson maintained his position.

It was to no avail though, as the very next lap Hoff got a better exit off Turn 11 and drove past Fulkerson into Turn 2 and into second place. Now Hoff could work on getting the lead back. But Weaver was now 15 car lengths in the lead. Remember I said it looked like Weaver was going to be able to cruise to the win. Hoff had other ideas, and as the laps ticked down, Hoff erased that large lead and on the final lap he was within striking distance. It all came down to the final corner. Hoff had a good run out of Turn 10 and got close enough to see the scratches in the paint of Weaver's rear bumper, but was not able to get the exit out of the turn to nip him at the start finish. Weaver held on to the win with Hoff finishing .267 seconds behind. This story has two happy endings, because Weaver and Hoff were racing in different classes. Hoff took SMT, while Weaver took SM.

Third place was Fulkerson, but it was not without a fight. Joe Kou drove a great race and closed the gap between the two in the latter stages of the race. It looked as though he needed one more lap to get by. Fulkerson took third overall and second in SMT, while Kou took third in SMT.

Second place qualifier Andres Prieto had some problem on grid and on the first lap was down in 21st position. He worked his way back up to sixth overall and second in SM.



#39 Donald Ahn has #89 Kevin Carter and #04 Mike Labouff trying to get by. Robert Watt photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	75	Tim Weaver	SM	12	1:46.923	Mazda miata	Carmel CA	SFR	285957	
2	1	7	Greg Hoff	SMT	12	1:46.667	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
3	2	51	Eric Fulkerson	SMT	12	1:47.255	Mazda Miata	Walnut Creek CA	SFR	528732	Competition Autow
4	3	6	Joe Kou	SMT	12	1:47.382	Mazda Spec Miata	Walnut Creek CA	SFR	528297	Competition Autow
5	4	36	Joseph Carl	SMT	12	1:47.609	Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's Repair
6	2	2	Andres Prieto	SM	12	1:46.822	Mazda Miata	Burlingame CA	SFR	549961	
7	5	89	Kevin Carter	SMT	12	1:47.444	Mazda Miata	Elk Grove CA	SFR	437616	Imports Unlimited
8	6	54	David Covin	SMT	12	1:47.874	Mazda Miata NB	Piedmont CA	SFR	649280	
9	7	11	Tim Wright	SMT	12	1:48.063	Mazda Miata	Piedmont CA	SFR	278776	
10	8	49	Rob Fuller	SMT	12	1:47.242	Mazda Miata	San Jose CA	SFR	496932	2 Car Garage / Lari
11	9	39	Donald Ahn	SMT	12	1:47.790	Mazda spec miata	San Rafael CA	SFR	529358	AutoLogic/ SpeedSI
12	10	169	Brian Cross	SMT	12	1:48.193	Mazda Miata	San Francisco CA	SFR	438200	MFA
13	11	04	Mike LaBouff	SMT	12	1:48.506	Mazda Miata	Los Gatos CA	SFR	428323	RA Motorsports
14	12	44	Phillip Holifield	SMT	12	1:48.868	Mazda Miata	Manteca CA	SFR	376090	Haag Performance/
15	13	85	Scott Carter	SMT	12	1:49.015	Mazda Miata	Suisun City CA	SFR	177333	Imports Unlimited
16	1	155	Matthew Wyatt	SSM	12	1:48.823	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Comme
17	14	26	Scott Story	SMT	12	1:49.023	Mazda Miata	El Dorado Hills CA	SFR	624903	Story Design and C
18	15	168	Peter Phung	SMT	12	1:49.179	Mazda Miata	Daly City CA	SFR	545337	PHUNG Incorporate
19	16	59	Mike Ray	SMT	12	1:50.084	Mazda Miata	Pacifica CA	SFR	546072	
20	3	06	Gerald Schiefferly	SM	12	1:51.515	Mazda Miata	Napa CA	SFR	631385	
21	17	30	Richard Bailey	SMT	12	1:51.140	Mazda Miata	Foster City CA	SFR	449378	
22	4	149	Joe Schubert	SM	12	1:50.586	Mazda Miata	Monterey CA	SFR	496988	FLATOUT MOTORSI
23	2	15	Taz Oka	SSM	12	1:51.636	Mazda Miata	Sunol CA	SFR	635028	
24	3	33	Douglas Alvis	SSM	12	1:52.651	Mazda Miata	Roseville CA	SFR	194182	Cut 2D Creative CN
25	18	0	Suzanne Cobos	SMT	12	1:52.268	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant 1 Motorsports
26	19	159	Eric Lamascus	SMT	12	1:53.029	Mazda Miata	Santa Cruz CA	SFR	672225	
27	5	116	Malon Brown	SM	12	1:53.918	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
28	20	65	Darrell Edwards	SMT	12	1:53.058	Mazda miata	Kapaa HI	HI	538246	
29	4	76	Nuno Goncalves Pedro	SSM	12	1:54.215	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
30	21	189	John Kreisa	SMT	11	2:01.385	Mazda Miata	Santa Cruz CA	SFR	673483	
31	22	4	Dan Pruzan	SMT	10	1:51.164	Mazda Miata	Redwood City CA	SFR	526942	
NF	DNF	34	David Vrane	SMT	4	1:52.831	Mazda Miata	San Jose CA	SFR	623200	
NF	DNF	73	Craig Yates	SMT	3	1:52.878	Mazda Miata	Santa Cruz CA	SFR	672239	



#51 Eric Fulkerson came home with a third and a fourth for his efforts. Robert Watt photo

Tim Weaver must really like WeatherTech Raceway at Laguna Seca because he certainly is fast there. For the Sunday race he took the pole position. This was a follow up to his Saturday race win, so he was on a roll. Greg Hoff took second and first in SMT followed by Eric Fulkerson and Rob Fuller, both driving in SMT.

The race got underway with a clean start. Weaver took the lead and Hoff slotted in behind him. Lap two saw Hoff getting passed by Andres Prieto going into Turn 2 and then, because of the slower-than-normal entry speed into Turn 2, he got passed by Kevin Carter going into Turn 3.

At the end of two laps, the order was Weaver, Prieto, Carter, Hoff, Fulkerson, and Kou. The good thing about a Miata races is a lot of things happen between the beginning of the race and the checkered flag. Halfway into Lap 3, Joe Kou went wide on the exit of Turn 6 and had four wheels in the dirt. Although the dirt tracking exploits are fun to watch, they do not do much for lap time. Kou fell all the way back to 12th place by the time he rejoined the black stuff.

Lap 3 saw Hoff get back a position from Carter and back into third place, but second in SMT. Carter was able to hold onto fourth for several laps. He did experience another setback on Lap 8 when he lost two positions. He would end up finishing sixth overall and fifth in SMT.

Weaver in the meantime maintained his lead over Prieto, but as qualifying times showed, no one had a significant advantage. Prieto took second, keeping Weaver honest. He finished only .693 seconds behind Weaver. Prieto, however, did take SMT honors.

Unfortunately, Mike LaBouff's race did not end well. He lost control of the car out of Turn 6 and ended up backwards against the wall, driver's right after the Michelin Bridge.

SSM was Matthew Wyatt's race to lose. He qualified five slots higher than Taz Oka who was the closest competitor to Wyatt in the class. Wyatt had a steady race and was never really threatened by Oka, even though Oka moved up several spots from his qualifying position.



#54 David Covin has Rob Fuller and Tim Wright looking for a way around. Covin came in 8th on Saturday and 5th on Sunday. Chris Poncin photo



#7 Greg Hoff leads a large filed of Miatas through turn 2 on the first lap. Chris Poncin photo.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	75	Tim Weaver	SM	14	1:47.080	Mazda miata	Carmel CA	SFR	285957	
2	1	2	Andres Prieto	SMT	14	1:46.925	Mazda Miata	Burlingame CA	SFR	549961	
3	2	7	Greg Hoff	SMT	14	1:46.669	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
4	3	51	Eric Fulkerson	SMT	14	1:47.391	Mazda Miata	Walnut Creek CA	SFR	528732	Competition Autow
5	4	54	David Covin	SMT	14	1:47.825	Mazda Miata NB	Piedmont CA	SFR	649280	
6	5	89	kevin Carter	SMT	14	1:47.299	Mazda Miata	Elk Grove CA	SFR	437616	Imports Unlimited
7	6	11	Tim Wright	SMT	14	1:48.464	Mazda Miata	Piedmont CA	SFR	278776	
8	7	39	Donald Ahn	SMT	14	1:48.194	Mazda spec miata	San Rafael CA	SFR	529358	AutoLogic/ SpeedSI
9	8	36	Joseph Carl	SMT	14	1:48.676	Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's Repair
10	9	6	Joe Kou	SMT	14	1:48.522	Mazda Spec Miata	Walnut Creek CA	SFR	528297	Competition Autow
11	10	44	Phillip Holifield	SMT	14	1:49.011	Mazda Miata	Manteca CA	SFR	376090	Haag Performance/
12	11	169	Rob Fuller	SMT	14	1:48.256	Mazda Miata	San Jose CA	SFR	496932	1 Car Garage / Larr
13	12	168	Peter Phung	SMT	14	1:49.301	Mazda Miata	Daly City CA	SFR	545337	PHUNG Incorporate
14	1	155	Matthew Wyatt	SSM	14	1:49.495	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Comme
15	13	59	Mike Ray	SMT	14	1:49.719	Mazda Miata	Pacifica CA	SFR	546072	
16	14	4	Dan Pruzan	SMT	14	1:50.178	Mazda Miata	Redwood City CA	SFR	526942	
17	2	15	Taz Oka	SSM	14	1:51.064	Mazda Miata	Sunol CA	SFR	635028	
18	2	06	Gerald Schiefferly	SM	14	1:50.807	Mazda Miata	Napa CA	SFR	631385	
19	3	149	Joe Schubert	SM	14	1:51.998	Mazda Miata	Monterey CA	SFR	496988	FLATOUT MOTORSI
20	15	65	Darrell Edwards	SMT	14	1:53.262	Mazda miata	Kapaa HI	HI	538246	
21	3	33	Douglas Alvis	SSM	14	1:52.696	Mazda Miata	Roseville CA	SFR	194182	Cut 2D Creative CN
22	16	0	Suzanne Cobos	SMT	14	1:52.859	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
23	4	116	Malon Brown	SM	13	1:54.220	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
24	17	159	Eric Lamascus	SMT	13	1:53.534	Mazda Miata	Santa Cruz CA	SFR	672225	
25	18	73	Craig Yates	SMT	13	1:57.454	Mazda Miata	Santa Cruz CA	SFR	672239	
26	4	76	Nuno Goncalves Pedro	SSM	13	1:56.060	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
27	19	04	Mike LaBouff	SMT	12	1:48.464	Mazda Miata	Los Gatos CA	SFR	428323	RA Motorsports
NF	DNF	189	John Kreisa	SMT	6	2:01.608	Mazda Miata	Santa Cruz CA	SFR	673483	
Not classified											
NS	DNS	169	Brian Cross	SMT			Mazda Miata	San Francisco CA	SFR	438200	MFA
NS	DNS	85	Scott Carter	SMT			Mazda Miata	Suisun City CA	SFR	177333	Imports Unlimited
NS	DNS	26	Scott Story	SMT			Mazda Miata	El Dorado Hills CA	SFR	624903	Story Design and C
NS	DNS	30	Richard Bailey	SMT			Mazda Miata	Foster City CA	SFR	449378	
NS	DNS	34	David Vrane	SMT			Mazda Miata	San Jose CA	SFR	623200	

Volunteers





Note to Competition Director, No races near the 4th of July weekend. Car count and staffing suffered. Spending time with the family at this time of year should be the priority.

After it was all said and done we survived and hopefully financially the club will come out okay.

The next race is three weeks away at Laguna Seca. It will be our

last club race at Laguna for a while, if the track goes ahead with it's re-paving and/or bridge replacement plans.

We still have pro-events to staff at Laguna, namely IndyCar and the three vintage events - Reunions and Velocity. If you are into the IndyCars or Vintage race cars and want to get a front row seat, contact the office about volunteering. It is a fun way to see the races; and you get to hangout with your SCCA friends

SFR Solo II Round 5 & 6



Patrick Drudge

Round 5 of the SF Region's Solo II Championship series was held on June 18, 2022, at Crows Landing. Ninety drivers participated in the event that was co-chaired by Lisa and Eric Gnesa. The course was designed by Arvind Govindaraj with help from Charlie Davis.

Shelly Monfort took the top spot in AS in a 2007 Chevrolet Corvette Z06. She was followed by co-driver Ken Mollenauer in second, while Justin Bowen finished third in a 2014 Porsche Cayman S. Jesus Villareal, Vernon Head, Keith Bullock, Darren Shortes and Al Anderson rounded out the rest of AS.

The DS class saw John Rowe take first place in a '19 Honda Civic Type R. Ed Runnion took second in a 2022 Subaru BRZ, with Kevin Bui taking the last podium spot in a '14 BRZ. The rest of DS included Dennis Quilantang and Fred Campbell.

Reed Gibson led the Solo Spec Coupe class in a '15 Scion FRS. Peter Loney came in second in a '15 FRS, and Bill Charron took third in a '15 BRZ. Eric Martin rounded out the rest of SSC. Kendra Mabie ran uncontested in SSC-L in a '15 FRS.

Praneil Prasad took the top spot in STR in a '97 BMW M3. Arvind Govindaraj was a very close second in a '20 Mazda MX-5, while Mark Lewis finished third in a '16 MX-5. The rest of STR included Glen Anderson, Ed Burghardt, Khoa Cao, Matt Francavilla, Megan Anderson and Steve Endo.

Justin and Mack Tsang took first and second, respectively, in STU. The Tsangs were driving a '06 Subaru Sti. Steve McLaughlin rounded third in a '07 Nissan 350Z. Kris Bruington, Paul Tibbals, Scott Garriss, Yon Visell and Katja Seltmann rounded out the rest of STU.

Bryan Heitkotter, in a '15 BRZ, took the top spot in STX. He was followed by Jonathan Lugod in a '19 BRZ. Jessica Yeung rounded out the top three in a '19 BRZ. The rest of STX included Teddie Alexandrova, Dan Correll and Charlie Davis.

Michael Gardner finished in first place in Classic American Muscle in a '16 Ford Mustang GT350 (-C.) Hal Dorton came in second in a '17



William Cheng

Mustang GTPP (-C.) while Greg Matthews took third in a '08 Corvette (-S.) James West, Leon Weinroth, Matt Roberts, Richard Tam and Randy Grohosky rounded out the rest of CAM.

Ben Martinez took the top spot in Modifieds over co-driver Jaime Mendoza. They co-drove a '84 Van Diemen RF84 (CM.) Douglas Hargrove took third in a '83 F500 R&D Special (FM.)

Frederick Ernest, in a '06 Mazda RX8 (CS,) took the top spot in the Novice class. He was followed by Stefan Glembocki in a '19 Civic Type R (DS,) with Richard Warner Jr. in third in a '06 Infiniti G35 (ES.) The rest of the Novice class included Richard Warner, Tristen Wu, and Siddharth Sridharan.



Hal Dorton

The Prepared class was led by James Laeno in a '90 Miata (XP.) Derek Boyd came in second in a '89 Miata (XP,) while Robert Marcy rounding out third in a '73 Datsun 1200.

Monty Pack led the S1 class in a '18 Porsche GT3. Karlton Lew took second in a '21 Porsche GT4, with Tom Ellam close behind in third in a '15 Porsche GT3. The rest of S1 included Eric Lam, Derek Hui, Donald Lew, Boris Elpiner and Lee Yu.

Gary Fazekas took the top spot in S2 in a '19 Mustang. Jeremy Eaton was a distant second in a '01 BMW M3, while Daniel London finished third in a '06 350Z.

The S3 class was led by Craig Boyle in a '94 Miata. William Cheng took second in a '92 Miata while Owen Bullock took third in a '90 Miata. Kimberly Coughren rounded out the rest of S3.

Kevin Chauvin ran uncontested in S4 in a '15 Ford Focus ST.

Isaac Acks took the top spot in SMP in a '06 Mitsubishi Lancer Evolution. He was followed by Eric Gnesa in a '09 Cayman S, with Patrick Drudge in third in a '06 Corvette. Lisa Gnesa rounded out the rest of SMP.

Andrew Padua, in a '17 Civic Si, took first place in ST2 over co-driver Erik Acks. Andre Piernot finished third in a '90 Miata. The rest of ST2 included Wyatt Taylor and Troy Bauman.

The STM class was led by Mike McCrory in a '95 Civic. Cheng Li took second in a '18 BRZ, while Darrell Moskowitz finished third in a '94 Honda Prelude.

Mark Allen ran uncontested in XS in a '19 Tesla 3.

Round 6 of the SF Region's Solo II Championship

series that was co-chaired by Eric and Lisa Gnesa was held on June 19, 2022 at Crow's Landing. The course was designed by Arvind Govindaraj, with help from Charlie Davis, and was attended by 74 drivers.

Monty Pack led the S1 class in a 2018 Porsche GT3. Tom Ellam took second place in a '15 Porsche GT3, while Eric Lam rounded out the top 3 in a '15 Porsche GT3. The rest of S1 included Derek Hui and Lee Yu.

The S2 class was led by Rich Bishop in a '17 BMW M240ix. He was followed by Gary Fazekas in a '19 Ford Mustang, with Daniel Marien in third place in a '11 BMW 1M. Jeremy Eaton rounded out the rest of S2.



Justin Bowen

Craig Boyle, in a '94 Mazda Miata, took the top spot in S3. William Cheng took second in a '92 Miata, while Owen Bullock finished third in a '90 Miata.

John Subosits took first place in S4 over James West. Subosits was in a '08 Honda Civic, while West was in a '20 Civic Si.

Shelly Monfort took the top spot in AS over co-driver Ken Mollenauer. They were driving a '07 Chevrolet Corvette Z06. Justin Bowen finished third in a '14 Porsche Cayman S. The rest of AS included Jesus Villarreal, Keith Bullock, Darren Shortes and Al Andersen.

The DS class was led by Alex Muresan in a '19 Honda Civic Type R. He was followed by John Rowe in a '19 Civic Type R, with Kevin Bui rounding out third place in a '14 Subaru BRZ. Tiberiu Muresan, Ed Runnion, Fred Campbell and Chris Suk rounded out the rest of DS.

Solo Spec Coupe was led by Reed Gibson in a '15 Scion FRS. Peter Loney finished second in a '15 FRS, while Dhiraj Jadhav finished third in a Subaru BRZ. Eric Martin rounded out the rest of SSC. Kendra Mabie ran uncontested in SSC-Ladies in a '15 FRS.

Nikbir Bath ran uncontested in SST in a '02 Corvette Z06.

Just .052 seconds separated first to third place in STR. Praneil Prasad, in a '97 BMW M3, took the top spot in STR. Nipping at his heels was Arvind Govindaraj in a '20 Mazda MX-5, while Erik Acks rounded out third in a '22 BRZ. The rest of STR included Ed Burghardt, Kaustav Acharya, Glen Anderson, Mark Lewis, Megan



Eric Martin

Anderson, Matt Francavilla and Thomas Tognoli.

Mack and Justin Tsang took first and second, respectively in STU. The Tsangs were driving a '06 Subaru Sti. Steve McLaughlin finished third in a '07 Nissan 350Z. Kris Bruington, Yon Visell, Katja Seltmann and Paul Tibbals rounded out the rest of STU.

Jonathan Lugod finished in first place over co-driver Jessica Yeung in STX. They split time in a '19 BRZ.

Rich Lee led the Classic American Muscle class in a '06 Corvette Z06. He was followed by Michael Gardner in a '16 Mustang GT350, while Akash Mohanan rounded out third in a '07 Corvette Z06. The rest of CAM included Hal Dorton and Leon Weinroth.

The Mods class was led by Ben Martinez in a '84 Van Diemen RF84. Martinez was followed by co-driver Jaime Martinez in second, with Douglas Hargrove in third in a '83 F500 R&D Special.

Michael Scott took the top spot in the Novice class in a '21 WRX, while Siddharth Sridharan finished second in a '21 VW Golf GTI.

James Laeno finished in first place in the Prepared class in a '90 Miata. He was followed by Derek Boyd in a '89 Miata, while Dwayne Komush took third in a '70 Ford Escort Mexico.

Patrick Drudge, in a '06 Corvette, took the top spot in SMP. Eric and Lisa Gnesa took second and third, respectively, in a '09 Cayman S.

Andre Piernot ran uncontested in ST2 in a '90 Miata.

Mike McCrory led the STM class in a '95 Civic, while Darrell Moskowitz took second in a '94 Honda Prelude.

Mark Allen ran uncontested in XS in a '19 Tesla 3.

Kristen Archarya enjoyed her solo outing in FUN in a '20 MX-5.



Matt Roberts

Fresno Chapter Event 8



Aaron Douglas in his 2013 Dodge Challenger R/T

Chris Rodriguez, Michael Bringetto and Yang Moua rounded out the top ten. Second place in PAX went to Jonathan Cadiente, followed by Paul Newton, Andrew Padua, Kyle Matsumura, Josh Cadiente, Richard Schmidt, Chris Rodriguez, Dan Correll, and Al Anderson

The Central Valley is known for some extreme heat throughout the summer months. Triple digits are common and a good working AC is a must in all vehicles. On a hot June 25th Saturday morning, the Fresno Chapter was back at it again for event 8. By the first run group, the temperature had already felt like triple digits. The most important thing was to stay hydrated and focus throughout the day. Big kudos to the Fresno Chapter for providing canopy tents with water misters to help cool off. The 64 brave drivers that came out to compete in the heat was rewarded with a fun and fast course by event chairs Trevor Fechnor and Chris Sochan. The heat did not slow down Michael Gardner though; he drove his 2016 Ford Mustang GT350 to TTOD and the win in PAX. Second quickest time of the day went to Jonathan Cadiente in a 2017 Honda Civic Si, followed by Christian Mesina in his 2003 Mitsubishi Lancer Evolution 8, Andrew Padua in his 2017 Honda Civic Si and Paul Newton in a 2016 Mazda MX-5. Phil Castro, Richard Schmidt,

rounded out the top ten.

There was not much action in Street, Street Touring and Street Prepared due to many classes being run uncontested. All drivers still drove fast



Roger Oaks in his 2010 Corvette

and had a blast. Steve Carlson had the faster NA Miata and took the win in E Stock over Gary Lieb. In F Stock, Gary Fazekas's 2019 Ford Mustang was quicker than Quinn Ringgold in his 2015 BMW M235i. Kyle Matsumura's 2018 Honda Civic Si led Al Andersen's 2016 Volkswagen GTI and Shawn McDuffee's BMW 330ci in G Stock. In a RWD vs FWD STS Class, Josh Pinckney's 1994 Mazda Miata took the win over Adam Haro's 2003 Mitsubishi Eclipse. Chris Rodriguez (AS,) Dave Warner (BS,) Richard Cadiente (CS,) Patty Jeschien (DS,) Christopher Sochan (HS,) Travis Miranda (STH,) Dan Correll (STX,) Arthur Cha (CSP,) Chris Donnelly (DSP,) and Adam Zakarian (SSP) all ran uncontested.

Christian Mesina in his 2003 Mitsubishi Lancer Evolution 8



TTOD and PAX winner Michael Gardner in his 2016 Mustang GT350

led the five drivers in Street Mod. Phil Castro in his 2015 Mitsubishi Evolution X took second followed by Michael Bringetto in his 1985 Toyota Levin, Abel Ojeda in his 2004 Mazda RX8 and Luis Perez in his 2003 Mitsubishi Lancer Evolution. Yang Moua took the win in SMF in his 1989 Honda Civic over Mas Vang in his 1994 Nissan Sentra SE-R and Joshua Stephens in his 1988 Honda CRX Si.



Chris Donnelly in his 1989 BMW 325is



Josh Pinckney taking the win in STS in his 1994 Mazda Miata

his 2020 Subaru WRX. Frederick Ernest came in second followed by James Franks, Trevor Fechner, Collins James, Bert Schneider, Bryttaine Caldwell, John Marihart, Gary Whitmire, William Hatzer, Joseph Pereyra, Joel Calderon, Alex Coronado, Falina Marihart, Adam Weaver, Bryan Cossette, Fuhu Xiao, Nelson Caballero and Curtiss Urnsbach.

Jonathan Cadiente co-drove a 2017 Honda Civic Si to the win in Index. Paul Newton came in second, followed by Andrew Padua, Josh Cadiente and Audrey Tan.

Thanks to all the drivers for sticking it out through the hot Central Valley heat. Hope to see everyone at the next event in August when the weather should be much cooler.

CAMC was led by the fast Mustang GT350 of Michael Gardner, followed by Richard Schmidt in his 2018 Mustang GT350R and Aaron Douglas in his 2013 Dodge Challenger R/T. Roger Oaks (CAMS) and Charles Grow (CAMT) both ran uncontested.

Kelsey Stoltenberg in her 2015 BMW 228i took the win in the Ladies Class over Sandra Hermans in her 2004 BMW 330Ci and Rebecca West in her 2017 Toyota 86.

The race party was over at the Novice Class. Nineteen drivers competed for top honors. After a long hot day, Dexter Jones came out victorious. He led the group in



Collins James in his 2009 Mazda RX8



Adam Zakarian pushing his 2017 Porsche 911 GT3 to the limit

NOTES from the ARCHIVE



Life in the early 1950s was changing. World War 2 was in the past. The times were becoming good. Though wages weren't much people had money to spend. They were able to buy cars once again so getting out & around was a natural.

"Car Mecca" California led the way. Though there weren't many entertainment choices, over 100,000 people would regularly pack the Los Angeles Coliseum and the Rose Bowl to watch Midget car racing on specially-built banked racing tracks. Every form of racing you can think of was created and took place everywhere. In many areas racing went on at different tracks every night of the week.

I remember as a young boy going to an oval on a Tuesday night that had packed stands & 100 cars in the pits. The whole racing scene literally exploded. It was a big, hidden contribution to where all racing is today!

And after several successful airport races showed Northern California Sports Car Racing was here to stay, SFR decided to put on a major event. It would take place on a 2.1 mile loop of narrow Pebble Beach roads, in the Del Monte Forest nestled between Monterey & Carmel. There, Italian Ferraris, OSCAs, Maseratis; German Porsches & Mercedes; English Allards powered by a selection of American V8 engines; and Jaguars joined MGs in fighting for racing superiority. They were "man-handled" by at the time top drivers like Phil Hill, Bill Pollack, an on his way up Carroll Shelby, California Sports Car Club founder & western Porsche importer John Von Neumann, SCCA President & board member Jim Kimberly, English "hot shot" Ken Miles, Roger Barlow, Sterling Edwards, Fred Knoop, Jack McAfee, Pete Lovely, and others.

In 1950 Phil Hill became the first Pebble Beach Road Race winner driving an XK-120 Jaguar. He also that weekend won the first Pebble Beach concours. The then quite small event gave a special award for the best racing car to compete in both events. Hill won that prized award twice. In later retirement he opened an upscale shop that restored some of the world's most priceless cars, including ones that became Pebble Beach Concours de Elegance winners.

Word was soon out about Pebble Beach which made 1951's second running bigger & better. It was also the second-ever SCCA National. Top drivers & teams came from across the nation. The race got coverage in daily media & racing publications alike.

Though SCCA legend Jim Kimberly drove a rare to America Ferrari and Phil Hill a pre-war Alfa Romeo 8C 2900 B, it was Bill Pollack's overhead valve Cadillac-powered Allard J2 that came home first. Wealthy Sportsman John Fitch, who had a vacation home in Pebble Beach, drove Cunninghams & Jaguars to the first SCCA National Championship. He would soon become the only American who has driven for the factory Mercedes-Benz team.

In 1952, Phil Hill showed with a new Ferrari 212. Because he had already lined up a Jaguar XK-120 to drive, he took the Gentleman's way and raced the Jag. His friend

Arnold Stubbs drove the Ferrari to second behind repeat winner Pollack's Allard, beating Hill in the process.

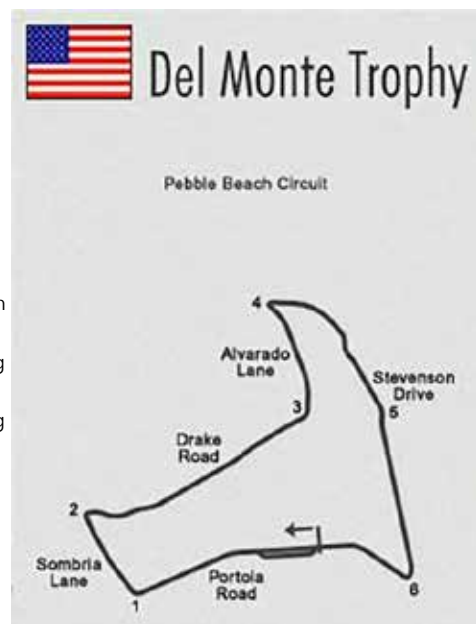
In the 1953 race Hill drove a new Ferrari 250MM to Victory. Bill Spear drove a Ferrari 340 Mexico Spyder to second. They caravanned their two cars to the race and afterwards drove them back to Los Angeles.

In 1954 Sterling Edwards, who had been on the original Pebble Beach Race organizing committee, drove a Ferrari 340 America Spyder the win. It included fighting his way back thru the field after a first lap spin on the narrow roads.

In 1955 Phil Hill became the first three-time winner driving a Ferrari 750 Monza (Sterling Edwards followed in another). Ferrari became the marque Hill would see his greatest success in. At the wheel of factory team cars he won the Le Mans 24 Hours three times, and In 1961 became the first American to win the Formula One Grand Prix World Driving Championship.

The 1956 race saw a new car called Corvette serve notice they were going to be a hard competitor. But there were no less than seven Ferrari Monzas of various engine sizes & models racing for the Del Monte Trophy. It was Carroll Shelby who collected the accolades at the wheel of the previous year's winning Monza, with Phill Hill second in the Sebring-winning 860 Monza, and Jack McAfee driving an 857S to 3rd. In a short time Ferrari had become the dominating make.

In that race Ernie McAfee (no relation





Here's a young Carroll Shelby awaiting the start of the Del Monte Trophy Race (April, 1956) in Pebble Beach with Alan Guibersen (center) and a young Jim Hall (left) looking on prior to the start.

to Jack) was fatally injured. His devastating crash at the wheel of a 121 LM Scaglietti Spyder, combined with the growing number of houses and population in the race area, soon brought an end to the Pebble Beach Road Races.

By that point racing had become a major event. Not wanting to lose it, nor the money it brought to the area, a permanent track was soon in the works. A 1.9 mile road course was constructed on spare land then belonging to the US Army's Ft Ord. Though basic & "crude" in the beginning, Laguna Seca Raceway is today an international landmark..

A few years ago, with the help of Tam McPartland (tamsoldracecarsite.net), I was able to find & drive around the now gone course the greats once raced on. The flat-out downhill run from turns 4 to 6, where -- on narrow tires & drum brakes -- a tight, right hairpin awaited them, would have been a real thriller! In an era when safety was poor, you can today visually see just how brave the racing drivers of then really were. It was a humbling experience. Many Thanks Tam for keeping racing history alive!



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2. What date do you want? Take a look at the Thunderhill calendar to find an open date: <https://thunderhill.com/event-schedule>
3. How many people do you have and what services do you want?
4. The Rental page - <https://thunderhill.com/renting/tracks> - will give you all the info you need to answer these questions. After taking a look at the information, contact Schuyler and he will help you plan your day!

Make Sure You Get Track Rentals in 2023

If you did not know, Laguna Seca officials have confirmed the track will be closed for six months starting this November through June 1, 2023 in order to make repairs and improvements.

Get on the list of renters at Thunderhill Park for November and December 2022 in order to have precedence for track rental dates in 2023 when Laguna Seca shuts down for major modifications to their track.

If you want a track rental date during this period, Thunderhill Park may be your best choice. Think about it and call now so that we know what you want and when.

Thunderhill Park is fortunate to have a host of loyal, regular customers who help fill our calendar. Some of these customers also rent Laguna

Seca. If you are not on our customer list and want to be able to test, put on a club activity, or host a press event, please note that we have two road courses, two skid pads and a dirt area out front for events such as Rally Cross. For us to plan better for all of our customers, the sooner you make your needs known to us the better chance you have of joining our family of loyal Thunderhill Park customers. Call now 530-934-5588 Ext 103.

Want More Track Time?

There are a lot of new clubs on the block when it comes to track events. If you want to get some track time and you cannot find a date or event that fits your schedule, consider SpeedSF, On Grid, Turn 8, or Corsa Club for an outing that you'll never forget. These organizations offer track time for you when Hooked on Driving, Track Masters, and Northern California Racing Club do not match your needs. You can also get track time with Porsche Club, Shelby Club, or Lotus Club, if your addiction to on track adrenalin is extreme.

Use Google to investigate and make sure all of your open track experiences occur at the Thrill of the Hill, Thunderhill Park in Willows.

There is always something happening at Thunderhill Park so check our calendar to learn more: thunderhill.com/event-schedule



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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



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Trailer/RV storage at Thunderhill Park in Willows

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



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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 Hunting pressnoop@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 Hunting for details pressnoop@aol.com

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