



# The wheel<sup>®</sup>



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



Regional 7 & 8  
p. 8

Sacramento Autocross 5  
p. 32

Fresno 6 & 7  
p. 34



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JUNE 2022

Jamie Gonzalez went from last to fifth during Sunday's race.

Cover: #42 Paul Mantiply has his mirrors full with an unidentified driver as they prepare for turn 11.

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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](http://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 7 & 8 - **July 23-24**

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

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Contact: Andy Ross [duetto\\_67@hotmail.com](mailto:duetto_67@hotmail.com)

## SCCA SACRAMENTO AUTOCROSS SCHEDULE

Rounds 9 & 10 - **July 30-31**

Rounds 11 & 12 - **August 27-28**

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

Enduro Practice - **October 8**

Enduro - **October 9**

Events held at Thunderhill Raceway Park



# 2022

## 2022 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

JULY 1-3

REGIONAL 9&10 - WEATHERTECH  
RACEWAY LAGUNA SECA

JULY 22-24

REGIONAL 11&12 - WEATHERTECH  
RACEWAY LAGUNA SECA

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

SEPTEMBER 9-11\*

INDY CAR - WEATHERTECH RACEWAY  
LAGUNA SECA

OCTOBER 13-16\*

VELOCITY INVITATIONAL - WEATHERTECH  
RACEWAY LAGUNA SECA

OCTOBER 28-30

REGIONAL 15,16,17 - THUNDERHILL  
RACEWAY

**\* Pro Race Support for Volunteers**

**\*\* Pro Support-E Crew only**

**\*\*\* Double points**

**\*\*\*\* Subject to change**



# Confessions of a Cone Slayer

By Rob Krider



## Have Helmet Will Travel

I recently had the privilege (thanks to a gracious SCCA member named Sam Karp) to arrive and drive a 2020 Honda Civic Sport at an autocross in Indiana. During this year's racing season, I have been chasing points for the inaugural running of the SCCA National Tour National

Championship. This year-long season championship allows drivers to accumulate points at different solo National Tour races across the country. I had the luck to earn H-Street class wins in Las Vegas and Crows Landing early in the season, which sent me down the rabbit hole of finding more events I could attend. This resulted in me begging for rides, traveling long distances and driving like a maniac to try to earn more points. You could imagine my wife's enthusiasm when I told her, "I have an autocross next weekend... in Peru, Indiana."

California to Indiana is no small jaunt. Since I am not a professional race car driver (I actually do have a real job) I didn't have the vacation time to drive my Fiesta ST to Indy and back. I would need to fly in, arrive and drive, earn some championship points and fly back to Cali before my boss realized I was out of state. That meant I needed to borrow somebody's (anybody's) car. I needed a competitive H-Street car, specifically to gain points in that class. Luckily, the digital age we live in made this quite easy. I saw who was registered for the event online, cyber-stalked them on Facebook and made them an offer they couldn't refuse: "Please, please, please let me borrow your car! I have cash! I have stickers! I have tires!" Because our little car club, the SCCA, has great people in it, I was able to convince a complete stranger to let me drive his car in anger. Thank you Internet, it turns out you're not just for porn.

Sam Karp, from Wisconsin (and yes, Sam from Wisconsin loves cheese) was the guy who literally opened his door for me to race in Indiana. I had never experienced the "arrive and drive" thing. I've always campaigned my own vehicle and been in control of every aspect of the car setup. Some of my friends have said that I'm a bit of a control freak. That isn't accurate. I'm one-hundred-percent absolutely an obsessed, overzealous dictator of complete control. So losing that control was going to be a challenge for me, aside from the challenges of driving an unknown car at an unknown venue at a National Tour where you only get three laps. That is the exact definition of racing pressure.

As my trip to Indiana began, I immediately lost control when American Airlines was kind enough to lose control of my luggage for me. Thanks American! The good news was I took my helmet as my carry-on (because it's my personal brain bucket and I always want to ensure it's taken care of.) Flying into Indianapolis while carrying a helmet bag was a surreal thing. I looked like a professional race car driver...or maybe a professional bowler? Someone in the airport asked me about my Krider Racing t-shirt and if I was racing at Indianapolis Motor Speedway. I felt like I let them down when I told them I flew in to drive a stock Honda Civic around some cones in a parking lot. "Sorry, I'm not an IndyCar driver. No autograph required." Even though my luggage was lost, my spirits were up because I had my helmet and I could still race. All was good. I would just be racing in dirty underwear. Of course, this is something my mother would not approve of. Shhh, don't tell her.

I picked up my rental car at the airport. It was supposed to be a mid-sized sedan, but I was told "we're out of those" and was

given a teeny tiny Chevy SUV called a "Trax." Ironically, the Trax did not track, it pulled to the right and had a warped front rotor. Nice work Team Chevrolet. I swung by a Walmart, picked up some new chonies and a case of water and headed to Grissom Air Reserve Base to meet up with my benefactor/car owner, Sam Karp.

Sam was the man. His Honda Civic was immaculate. It was hands-down the cleanest race car I've ever driven. The car was so clean, every time I shut the driver's door I could see my fingerprint in the car's finish. I immediately used my shirt to wipe away evidence I touched the door handle. This dude was meticulous. I did my best to keep his car clean and also drove it like I stole it.

Day One of the two-day race resulted in me in second place with Sam in third. We had work to do for Sunday if we wanted to win. Somebody pulled me aside and asked, "You aren't beating the car owner are you?" I didn't know how to respond. Is it customary to make sure the car owner wins? I had never been in this situation before. I'm just a racer. I race to win. I would flip one of own children over during the last lap of a race if it meant I could grab a trophy. I answered him, "Uh, well it's close, but we will see what happens on Sunday."

That night, Sam and I and some more Wisconsin drivers found a bar in Kokomo (no, not the Kokomo The Beach Boys were singing about. This place in Indiana was much less... Caribbean). At the bar, we bench raced, drank way too much Tequila and the boys from Wisconsin ate lots of cheese (this really happened.) Sunday morning I woke up with a little Tequila cloud hanging over me and decided, "I've come this far, screw it! I'm here to win!" I jumped in the Honda, laid down a fast lap and won the 2022 SCCA Peru National Tour in H-Street in Sam's car. "Sorry Sam! And thank you Sam!" Sam moved up in the standings too, and finished second! We were one-two! It was awesome! At the awards ceremony they handed me a big plaque, which I carried on the plane (American Airlines is not going to lose my new trophy) and flew home to make it to work on time. The experience was an "arrive and drive and win." That was a first for me. Thank you Sam Karp for making it happen. I couldn't have done it without you.

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







Hi All,

We are halfway through the year already. Our next races will both be at Laguna Seca. We will then staff the two Reunion weeks before we do our final Sonoma weekend. After that we have the Indy Car weekend. SRF3 will be the support race for Indy. The Drivers will be selected by July 15.

I have recently read some feedback from folks on Social Media regarding costs, fees, track time and more. Someone also mentioned the money that is donated to the volunteers via Driver registration

I want to address the Volunteer donations first. Many years ago a fund was set up for the Volunteers. (Worker Appreciation Fund) It was set up by the Volunteers to assist the Volunteers and their travel costs, food costs, etc. It is administered by the Volunteers. Rhonda Corbitt is the current administrator of the fund. If Volunteers need assistance, they submit a request to Rhonda, and she then can assist them with funds. This Fund is a separate account and is not on the books for the region. It is administered solely by the Volunteers. (Rhonda) I want to emphasize that this is not a "tip" fund distributed to all workers like a tip jar at Starbucks. The Region also assists Volunteers. With the skyrocketing costs of Hotels in the Monterey Area, the Region also helps subsidize rooms at Laguna. Last year we funded over \$60,000 in hotel subsidies. We also have dinners and lunches for them. That also is a hefty cost. When we add in the Pro events we support, we are looking at close to \$80,000 for food. A typical weekend can run between \$6,000 - \$8,000. We are looking at ways to get this amount down, but prices lately have risen and we are trying to keep it from rising even further. We can't run a race without our volunteers, so we have to make sure that we can give them the support they need. I feel it is necessary that folks know how the Worker Appreciation Fund works, as well as the costs incurred by the Region to make sure we have the Volunteer staff and they are able to come to the races.

In regards to the costs of the races, I would like to address the costs at Laguna Seca. Laguna Seca is the most expensive track to run at. Everything we get there is "ala carte." While we have negotiated some items, like paddock parking, other items are nonnegotiable. Having tow ambulances there is mandatory. AMR does this for us and we contract them. Prices have gone up this year and we are currently paying \$275/hour for them. We typically pay \$8-9k per weekend at Laguna for their services. We pay the sound and communication company, McCune, almost \$11k for a weekend - as opposed to \$1-2k per weekend at Sonoma or Thunderhill. We also pay the Porta Potty folks for pumping and the Garbage folks who get us the trash cans. Add the food, drinks, fuel and other items and the price goes up pretty high. A typical Laguna Seca weekend ends up costing about \$40-45k. We have an arrangement with them regarding renting the asphalt, but if we were to pay for the asphalt, a three day weekend at Laguna Seca would run \$115-120k for the weekend. I hope this explains some of the costs of running a race weekend at Laguna Seca.

Sonoma is somewhat the same. Sonoma is not "ala carte." Their price includes most services. Track Operations for a two day event there runs the Club around \$80,000, This includes the food from the vendor (Levy's) as well as the ambulances, fuel, supplies and everything else.

Our track, Thunderhill, is cheaper for us, which is why the entry fees are cheaper. We are currently looking at opportunities to get more of a return on investment from our Club owned track to contain costs for the club.

Yes, prices are going up everywhere. The vehicle replacement fund was set up so we can have a fund from which we don't have to dip into our operating fund. Truck prices are through the roof. As they get older, so are maintenance costs. The vehicle replacement fund was set up so we could have a pre-funded cash account to get ahead of this cost for the future. I know it is an added cost to a race weekend. We have tried to keep any extra costs to a minimum, as myself and other BoD members are very cognizant of the impact of added fees for a weekend of racing.

We have seen a couple of groups of cars have very low turnouts at times. In order to make sure we don't have sessions with 3-4 cars on track, we recently had to eliminate a group and move them into another. While this is not what we really want to do, it is the only fair thing to do. In this case we added extra time to all of the other Groups sessions. A run Group, when we have 7 of them, has a net cost of between 12-14,000 per event. If a run group only has a few cars, it isn't really feasible to have that time allotted to them. Groups 6 and 7 are usually way over the break even. Groups 1, 3, and 5 are usually at break even or better. Groups 2 and 4 have been hit and miss. We will be monitoring this for the rest of the year and making changes if necessary. We are also looking at, for the 2023 season, perhaps dropping a race for group 2 and 4 at one race weekend in the season. Your feedback on this is important.

Finally, we have scheduled a "Zoom" Mid-Year Meeting. We had said we would be doing this at the Annual meeting earlier in the year. An email will be sent out to all membership to give everyone the link.

Lots of things happening this year, and I would like to have everyone that can attend the meeting on July 9th at 1:00 pm.

I hope everyone has a great holiday, and if I don't see you at Laguna next weekend, I will see you on the 9th via Zoom.

Thanks All!

Tim

## FANTASY JUNCTION



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Alfa Romeo '62 Sprint Speciale	Ferrari '71 365 Daytona
Aston Martin '58 DBR2 recreation	Ferrari '76 308GTB
Aston Martin '67 DB6 Volante	Ferrari '80 308GTSi
Aston Martin '07 DB9 Volante	Ford '32 Roadster
Benjamin '04 1948 Special	Ford '65 Shelby GT350 #342
Bentley '00 Continental R Mulliner	Lagonda '39 V12 Rapide Drophead
BMW '66 2000ti race car	Lamborghini '67 400GT
Bristol '55 Model 404	Lancia '52 Aurelia B52 Vignale
Cadillac '37 Model 85 V-12	Lola '71 T212
Concours '63 Mk1 race car	Marendaz '32 Special 13/70
Devin '59 SS	Maserati '49 A6 1500 coupe
Ferrari '54 500 Mondial 0408	Maserati '70 Ghibli
Ferrari '54 500 Mondial 0430	Mercedes '56 300SC sunroof coupe
Ferrari '55 750 Monza	Mercedes '63 300SL roadster
Ferrari '58 250 TdF 0881	Porsche '58 356A Outlaw
Ferrari '58 250 TdF 0899	Porsche '61 356B T5 1600S coupe
Ferrari '58 250 TdF 1031	Porsche '63 356B race car
Ferrari '59 250 GT Series I PF Coupe	Porsche '65 356C coupe
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# REGIONAL 7 AND 8

## Group 1 and 2 (P1, DSR, FA2, FM, FX, F4)



*#37 Jay Henry Horak leads #52 Joe Viso, and #14 John Purcell.*

Regional Races 7&8 were held at Thunderhill Raceway, with a track test day on Friday. The weekend weather ranged from the hit-and-run rain sprinkles and shower on Friday afternoon to summer heat by Sunday. The turnout was about half of what had been anticipated.

When we have regionals that are under-subscribed, the first groups that show the pains of the under-attendance are the open wheel and prototype groups. Prior to the weekend, Group Two only had three cars entered; so basically there was no choice in the matter and the chief steward modified the schedule combining Groups 1 and 2. This meant adding some time to some sessions and ending earlier.

The fastest car in the group was Joe Viso in his Elan Mazda DP02. The DP02 was designed to run as a spec car in IMSA Cooper Tire prototype series. They are a carbon composite monocoque and are built to meet the FIA's F3 safety standards. With a front splitter, a rear tunnel diffuser, and a rear wing that generates over 700 pounds of downforce, a driver has to really get into top physical shape to extract the maximum out of the cars.

Watch Viso drive the car through Turn One at Thunderhill and you will see what I am talking about when I say you have to be in top physical shape to drive the car. Seeing the speeds the DP02 goes through a very high speed Turn, like Turn One, is astonishing. At first you think the car is going way too fast and it is going to crash. But lap after lap you become a believer and let yourself be amazed at the grip the car has.

Needless to say, the race for the overall winner in the combined group was never in question. Viso won by over 69 seconds.

With two FA2 cars entered,

the battle for the winner of the open wheeled cars was between Jay Henry Horak and John Purcell. This battle never really amounted to any close racing, as the two drivers got into a rhythm early on then maintained roughly the same gap. Horak got into the lead and was never threatened by Purcell and won by over nine seconds. Enroute to his victory, Horak set a new track record for FA2 with a 1:45.459.

The best race in the group was the race for the Formula Mazda glory. Steve Martin out-qualified Bill Weaver by .3 of a second. When the green flag flew, Martin got a good jump and Weaver fell back several car lengths. Weaver had a Derry O' Donovan breathing down his neck and CJ Ray was also throwing his hat into the mix.

For a few laps the gap from Martin to Weaver was shrinking and I was hoping for a good race between two of the best FM drivers the region has to offer. But before my wishes could be answered, O'Donovan tapped the back of Weaver and sent him into a spin.

Weaver fell back three spots and never was able to recover back



*#74 Steve Martin won FM both days.*



to second in the class. Martin took his third victory of the year, with O'Donovan taking second in the class. After the race O'Donovan sought out Weaver and apologized for the contact. Neither car suffered any damage and they both were ready to run on Sunday.

With four F4 cars entered in this race, it had the potential for some good racing action; but John "Jack" Holmes was able to get the P1 car of Chris Vian and the FX car of Frank Russell between him and Carson

Etter. The two never got to engage in any meaningful wheel to wheel racing. Etter did have the rest of the F4 cars tucked in behind him, and had a good race with Alexander Cornfield and Frank Russell. Cornfield took a turn ahead of Etter and Etter took a turn in front of Russell in the FX car. They finished with Russell ahead winning FX, followed by Etter coming in second in F4 and the Cornfield third in F4.



#74 Steve Martin was in charge of FM all weekend.



Chris Vian from Auburn California in his Elan DP02.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	52	Joe Viso	P1	15	1:39.209	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go Motors
2	1	37	Jay Henry Horak	FA2	15	1:45.459	Ligier JS F3	Mesa AZ	SFR	450049	World Speed Motor
3	2	14	John Purcell	FA2	15	1:46.143	Ligier JS F3	Vancouver BC	Nwst	519838	World Speed / Excl
4	1	74	Steve Martin	FM	14	1:50.749	Formula Mazda Formula M	Rancho Santa Margarit	CSCC	504164	
5	2	77	Derry O'Donovan	FM	14	1:51.056	Formula Ma FM	Napa CA	SFR	229422	
6	3	75	CJ Ray	FM	14	1:50.697	Mazda Star Formula		SFR		Sem's Carwash and
7	4	78	Brad Drew	FM	14	1:51.496	Mazda Formula	Camas WA	Ore	221118	Coast Lighting & Te
8	5	67	Bill Weaver	FM	14	1:51.283	Star Mazda Formula Mazd	Fresno CA	SFR	272665_1	James G. Parker In
9	6	29	Christian Okpysh	FM	14	1:51.398	Mazda Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and Maint
10	1	17	John, "Jack" Holmes	F4	14	1:53.503	Ligier JS F4	Novato CA	Ore	624987	THEOREM, ONDIEP
11	2	49	Chris Vian	P1	14	1:53.064	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises - T
12	1	46	Frank Russell	FX	14	1:53.900	Formula Speed 2.0 Formu	Hollister CA	SFR	466034	KT Machine Werks
13	2	57	Carson Etter	F4	14	1:53.217	Ligier JS F4	VILLA PARK, CA 92861	CSCC	673149	Direct Edge, Red O
14	3	00	Alexander Cornfield	F4	13	1:54.466	Ligier JS F4	New York NY	NYR	533727	
15	4	1	Warren Stacy	F4	13	1:59.302	Ligier JS	Albuquerque NM	Texas	660920	
16	1	41	Steve Bresee	DSR	12	2:05.900	Radical ProSport	Petaluma CA	SFR	136372	Monograms Plus
NF	DNF	27	Tao Takaoka	FX	1	1:59.048	F S 2.0 F S 2.0	Richmond CA	SFR	437817	Reyes Racing
Not classified											
NS	DNS	16	John Shine	P1			STOHR WF1	Anacortes WA	SFR	403445	Lis Robin Farm / Ce



*#67 Bill Weaver going the wrong direction with several cars headed towards him.*

The Sunday race for the combined Groups One and Two saw Viso take the pole by about four seconds. Horak occupied the outside of the front row and Purcell took third. Chris Vian qualified fourth with an almost five second improvement over his best race time on Saturday. FM Martin qualified ahead of Weaver by .5 seconds.

When the race started Horak was feeling racy after setting a new track record and took the lead into the first turn. It was a short-lived lead, and Viso took over for good on the second lap. Viso took off and no one got close until the full course caution with four laps to go. The full course caution was for Christian Okpysh who high centered on the curbing of Turn One after a spin.

The race for FA2 looked like it was going to be a repeat of Saturday ,but with the full course caution Purcell was able to close up on Horak. When the green flag was waved for the second time in this race, Purcell used the opportunity to pass Horak and he then held onto the lead for the rest of the ride. Horak finished .6 tenths of a second behind Purcell.

FM looked like the race between Steve Martin and Bill Weaver was finally going to happen; but on the pace lap Weaver pulled in. Martin had Derry O'Donovan left as his main competition, which Martin was able to handle. Martin took the win both days with O'Donovan getting second both days.

F4 John "Jack" Holmes looked like he was going to win both races this weekend; but the lap the full course caution came out Carson Etter improved two positions and passed Holmes. When the green flag signaled the resumption of racing, Holmes slipped past Etter; but on the last lap, Etter returned to the favor winning the class.

FX ended up being a race to see who would complete the most laps. Class winner Frank Russell ended up completing seven laps and had to retire. Tao Takaoka had a weekend to forget as his car was overheating, and he did not even start the race.

Jaime Gonzalez did not race on Saturday and did not set a qualifying time; therefore he started in the back of the pack. By the time the race ended, he moved all the way up to fifth overall and he won P2.



*#17 John "Jack" Holmes goes off track at the Eagles Nest.*





#37 Jay Henry Horak won FA2 on Saturday, came in second on Sunday.



#78 Brad Drew from Camas WA.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	52	Joe Viso	P1	16	1:38.829	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go Motors
2	1	14	John Purcell	FA2	16	1:45.538	Ligier JS F3	Vancouver BC	Nwst	519838	World Speed / Excl
3	2	37	Jay Henry Horak	FA2	16	1:45.708	Ligier JS F3	Mesa AZ	SFR	450049	World Speed Motor
4	2	49	Chris Vian	P1	16	1:50.395	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises - T
5	1	55	Jaime González	P2	16	1:55.616	Radical SR 8	Santa Cruz CA	SFR	674519	Na
6	1	74	Steve Martin	FM	16	1:51.868	Formula Mazda Formula M	Rancho Santa Margarit	CSCC	504164	
7	2	77	Derry O'Donovan	FM	15	1:51.742	Formula Ma FM	Napa CA	SFR	229422	
8	1	57	Carson Etter	F4	15	1:53.468	Ligier JS F4	VILLA PARK, CA 92861	CSCC	673149	Direct Edge, Red O
9	2	17	John, "Jack" Holmes	F4	15	1:53.155	Ligier JS F4	Novato CA	Ore	624987	THEOREM, ONDIE
10	3	00	Alexander Cornfeld	F4	15	1:55.006	Ligier JS F4	New York NY	NYR	533727	
11	4	1	Warren Stacy	F4	15	1:57.117	Ligier JS	Albuquerque NM	Texas	660920	
12	3	29	Christian Okpys	FM	10	1:51.820	Mazda Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and Maint
13	4	78	Brad Drew	FM	8	1:54.996	Mazda Formula	Camas WA	Ore	221118	Coast Lighting & Tc
NF	DNF	46	Frank Russell	FX	7	1:53.514	Formula Speed 2.0 Formu	Hollister CA	SFR	466034	KT Machine Werks
NF	DNF	75	CJ Ray	FM	6	1:53.674	Mazda Star Formula		SFR		Sam's Carwash and
NF	DNF	67	Bill Weaver	FM			Star Mazda Formula Mazd	Fresno CA	SFR	272665_1	James G. Parker In
Not classified											
NS	DNS	27	Tao Takaoka	FX			F S 2.0 FS 2.0	Richmond CA	SFR	437817	Reyes Racing
NS	DNS	16	John Shine	P1			STOHR WF1	Anacortes WA	SFR	403445	Lis Robin Farm / Ce
NS	DNS	41	Steve Bresce	DSR			Radical ProSport	Petaluma CA	SFR	136372	Monograms Plus

## Group 3 (AS, GT1, GT2, GT3, GTX, ITE, MC, SP, T1, T2, T3, VTA)



#19 Kris Foster has #99 Marvin Epps attached to his bumper.

Race Group 3 had 12 classes competing and only had 20 different competitors. Needless to say there were more than a few racers that were running with no one to beat. With such a wide variety of classes, it is interesting to see what car combination is the fastest. It is interesting to watch this group as several different cars or cars from several different classes seem to do well in the group. For this weekend, Kristofer Olson was the man to beat. The last time Olson ran with us was during the season finale and he was running the same Acura NSX, but he was entered as a GT2 car. This weekend he made some changes and entered as a T1 car. Both times he was on the pole, but his time as a T1 car was about .5 seconds quicker.

Whether the faster time could be attributed to modifying the car to run in the different class, or if it was due to track conditions, it did not matter. Olson was on the pole both times.

When the race started Olson took charge and never had anyone occupying his mirrors. Olson led every lap and ended up with a 42 second cushion between him and second place finisher Joe Montana.

However boring Olson's runaway victory was, the next three position made up for it. The next three were Montana, Casey Mcloed, and Gustavo Greco. These three had a great race, with Montana and Mcloed really going at it. From my point of view, Montana appeared to be better on the front part of the track and Mcloed seemed better on the back half. Greco was doing good just keeping up with the V8 powered cars ahead of him in his 6 cylinder BMW.

Greco did not need to get past Montana and Mcloed because they were in different classes. Greco's biggest concern was the guy directly behind him which was Sal Molinare. Molinare and Greco were both vying for the top spot in ITE. As it turned out Greco did not have to work too hard, as he beat Molinare by 17 seconds.

I ran into Wilson Powell before the race and found that his trusty BMW M3 was parked in favor of his ITE Corvette. Powell had to park the BMW because of a mechanical issue. He really missed the BMW since that car is capable of winning this group overall. Wilson finished third in T1.

Mike Smith ran both Group 3 and Group 5. In Group three he entered his Mustang in A Sedan, which he won beating Anthony Bonino, who was also in a Mustang. Smith almost did not make the race as a clutch problem was repaired just in time for the race.

T3 had three competitors. Kris Foster driving a Porsche Boxster took the class victory. He beat Andy Boulger who was driving a BMW 325is by two overall positions. The third-place finisher Christian Strain who was several positions behind the class leaders.

There were two new track records during this race. Joe Montana in GTX and Cory Newlon in VTA.



#17 Larry Cooper was never able to race but he won the award for the coolest car!





#71 Igor Lyustin and #18 Gustavo Greco lead group three up to the start during Sunday's race.



Cory Newlon in his Vintage Trans Am Z/28 Camaro

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	49	Kristofer Olson	T1	13	1:53.564	Acura NSX (T1)		SFR	389018	
2	1	88	Joe Montana	GTX	13	1:57.386	Chevrolet Monte Carlo	Grass Valley CA	SFR	494434	Purple Lightning Se
3	1	22	Casey McLoed	SP	13	1:57.052	Ford Mustang	Placerville CA	SFR	625502	CORE Realty Group
4	1	18	Gustavo Greco	ITE	13	1:57.389	BMW M3	San Mateo CA	SFR	638584	Greco Racing, TC D
5	2	7	Sal Molinare	ITE	13	1:57.907	Ford Mustang GT	Pleasanton CA	SFR	541643	Specialty Racing, C
6	2	15	Igor Gandzjuk	T1	12	2:01.707	Ford Mustang Boss 302s	Prunedale CA	SFR	521765	AV8 Super Cars
7	3	9	Wilson Powell	T1	12	2:03.217	Chevrolet Corvette	Danville CA	SFR	338274	
8	1	98	Michael Smith	AS	12	2:04.861	Ford Mustang	Broomfield CO	SFR	237577	M&L Racing
9	3	52	James Sean Thibodaux	ITE	12	2:05.920	Ford Mustang	Fallon NV	SFR	527484	Black Helmet Racin
10	1	99	Marvin Epps	T2	12	2:09.222	Ford Mustang	Huntington Beach CA	CSCC	511477	Digs Motorsports
11	1	75	Cory Newlon	VTA	12	2:10.540	Chevrolet Z/28	Turlock CA	SFR	547428	Vintage Trans Am er
12	1	19	Kris Foster	T3	12	2:11.848	Porsche Boxster	San Francisco CA	SFR	672633	
13	1	12	Mike Tompkins	GT1	12	2:10.136	Ford Thunderbird		SFR		Social Security
14	2	46	Andy Boulger	T3	12	2:13.613	BMW 325is	Sacramento CA	SFR	673840	
15	2	06	Anthony Bonino	AS	11	2:08.427	Ford Mustang	Novato CA	SFR	427325	
16	1	27	Michael Lowe	MC	11	2:14.836	Chevrolet Camaro	Hayward CA	SFR	497261	Richard Pryor
17	4	58	Tim Sullivan	T1	11	2:14.011	Chevrolet Corvette	Danville CA	SFR	478946	T & S Classics
18	1	32	Dan Payne	GT3	11	2:14.195	Mazda RX7	Petaluma CA	SFR	342989	Carr Racing Chassi
19	3	69	Christian Strain	T3	11	2:24.600	BMW spec e46	Sacramento CA	SFR	669819	Schatz & Krum
20	1	71	Igor Lyustin	GT2	7	1:55.952	Chevrolet Corvette	San Francisco CA	SFR	389964	Driving Ambition
Not classified											
NS	DNS	17	Larry Cooper	ITE			Ford GT40	Sparks NV	SFR	168135	Half Bald



*#32 Dan Payne has #06 Anthony Bonino chasing him down.*

Sunday's version of the Group 3 race saw Saturday's winner repeat. But it also saw a grass fire cause a full course caution and end the race prematurely (only six laps of green flag racing.) Then after the race two penalties were handed out for passing under the yellow which caused a shake up in the final results. In addition to all the drama during the race, eight drivers from the Saturday race decided that they needed to catch an early flight out of town and did not make the starting grid.

With only 13 cars taking the green the overall winner was never in doubt. Kristofer Olson made it a clean sweep for the weekend, and the only real question in my mind is what class he will enter in next time around.

Sal Molinare was credited with second place overall, but he was one of the drivers that the Stewards determined made a passing infraction and lost three positions. In addition he received four points on his racing license.

Wilson Powell moved up to second overall and seemed to be getting used to the roar of the American V8 in his Corvette . Now he has a decision to make, which car to race at the next event. Does he fix the BMW which he loves to drive or smash the pedal on the Vette and listen to the V8 roar. Tough call!



*#88 Joe Montana had a good race with Casey Mcloed on Saturday.*





#52 James Sean Thibodaux has Montana, Mcloed, and Greco in his mirrors.



#58 Tim Sullivan checks his mirrors to see Gustavo Greco closing in.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	71	Igor Lyustin	GT2	10	1:56.699	Chevrolet Corvette	San Francisco CA	SFR	389964	Driving Ambition
2	1	7	Sal Molinare	ITE	10	1:58.768	Ford Mustang GT	Pleasanton CA	SFR	541643	Speedfast Racing, Co
3	2	18	Gustavo Greco	ITE	10	1:58.183	BMW M3	San Mateo CA	SFR	638584	Greco Racing, TC D
4	1	15	Igor Gandzjuk	T1	10	2:01.799	Ford Mustang Boss 302s	Prunedale CA	SFR	521765	AV8 Super Cars
5	1	22	Casey McLoed	SP	10	1:57.982	Ford Mustang	Placerville CA	SFR	625502	CORE Realty Group
6	2	9	Wilson Powell	T1	10	1:58.893	Chevrolet Corvette	Danville CA	SFR	338274	
7	1	99	Marvin Epps	T2	10	2:08.330	Ford Mustang	Huntington Beach CA	CSCC	511477	Digs Motorsports
8	1	46	Andy Boulger	T3	10	2:11.089	BMW 325is	Sacramento CA	SFR	673840	
9	1	32	Dan Payne	GT3	10	2:10.959	Mazda RX7	Petaluma CA	SFR	342989	Carr Racing Chassis
10	2	19	Kris Foster	T3	10	2:11.551	Porsche Boxster	San Francisco CA	SFR	672633	
11	1	75	Cory Newlon	VTA	10	2:11.877	Chevrolet z\28	Turlock CA	SFR	547428	Vintage Trans Amer
12	1	27	Michael Lowe	MC	10	2:12.923	Chevrolet Camaro	Hayward CA	SFR	497261	Richard Pryor
13	3	58	Tim Sullivan	T1	9	2:17.139	Chevrolet Corvette	Danville CA	SFR	478946	T & S Classics
Not classified											
NS	DNS	88	Joe Montana	GTX			Chevrolet Monte Carlo	Grass Valley CA	SFR	494434	Purple Lightning Sa
NS	DNS	52	James Sean Thibodaux	ITE			Ford Mustang	Fallon NV	SFR	527484	Black Helmet Racin
NS	DNS	06	Anthony Bonino	AS			Ford Mustang	Novato CA	SFR	427325	
NS	DNS	12	Mike Tompkins	GT1			Ford Thunderbird	Grass Valley CA	SFR	311111	Social Security
NS	DNS	17	Larry Cooper	ITE			Ford GT40	Sparks NV	SFR	168135	Half Bald
NS	DNS	49	Kristofer Olson	T1			Acura NSX (T1)	Grass Valley CA	SFR	389018	
NS	DNS	69	Christian Strain	T3			BMW spec e46	Sacramento CA	SFR	669819	Schatz & Krum
NS	DNS	98	Michael Smith	AS			Ford Mustang	Broomfield CO	SFR	237577	M&L Racing



#41 Ron Wake has #56 Steve Roux behind him. Roux checks his mirror and sees #54 Chuck Horn closing in.

Paul Rodler took the pole in Group 4 by almost one second over Henry Kenneth Rozeboom. Charles Horn in a FF qualified third and Jeffrey Pietz took fourth in a FC. The big question was how far back Denny Renfrow was from Horn because if this race had any chance of a good race it was going to be between Horn and Renfrow.

The start of the race did not produce any drama until the second half of the first lap. Rodler jumped into the lead, followed by Rozeboom, and then we had Pietz. Horn was in fourth and Renfrow was just behind, in fifth. Horn was thinking back to the last time he had run with these guys, and remembered that he could really run some of the FC cars in the turns; but because of a HP disadvantage, he not able to pass down the straights. So Horn wanted to lay back some and let the three FC cars get out ahead. Renfrow had no idea what Horn's plan was and was pedaling his car as fast as he could to stay up with the FF leader.

In Renfrow's haste to stay on Horn's gearbox, he took Turn Nine a little too quickly, taking evasive action to the outside of the turn. His car ended spinning and coming to rest driver's left in the infield section of the back half of the track.

Renfrow's car was far enough off the racing line that the Chief Steward could have let the race continue, but he must have been worried about the fire danger with all of the dry grass, so a full course caution was implemented.

It took the E-crew two laps to clean up Renfrow's car and once the track was safe again the green flag was thrown for the second time in this race.

Rodler took control at the start and never really was threatened. A little past the midway point Rozeboom was closing the gap; but when Rodler's wife told him over the radio that Rozeboom was closing, Rodler just turned up the wick a little bit. Rodler won the race with Rozeboom taking second. Jeffrey Pietz took third.

In the FF race Eric Poulsen took over the role that Denny Renfrow usually occupies. He was harassing Horn, doing his best to take over first place. Poulsen sold his Spectrum FF and bought a Piper DL7. It seemed the Piper was more to Poulsen's liking, as he seemed more competitive in it.

When the Poulsen-Horn battle faded, Dave Jalen reeled in Poulsen and the two of them were going at it for several laps. But on the last lap of race, Jalen spun coming out of Turn Five and was never able to get past for second in FF. We had two Club Fords this weekend with Tom Duncan and Steve Roux. Roux took the initial lead in CF, but Tom Duncan, being a veteran of the track, caught Roux and passed him. Unfortunately for Duncan his lead in CF was short lived, and he fell back to the rear of the field at the end.

Ron Wake was the only FV in the field. Ron was working on getting his car to run better than it did the last time he was at the track. After changing carburetors his problems cleared up.



#80 Jeffrey Pietz came in third both days in FC.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	68	Paul Rodler	FC	12	1:52.799	Van Diemen RF 00	San Rafael CA	SFR	229162	Porter Racing
2	2	81	Henry Kenneth Rozeboom	FC	12	1:52.111	Van Diemen DP08	Crockett CA	SFR	22056	Porter Racing
3	3	80	Jeffrey Pietz	FC	12	1:54.206	Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infant C:
4	1	54	Charles Horn	FF	12	1:54.866	Swift/Honda DB6	Los Gatos CA	SFR	229541	Porter Racing/Hybe
5	2	48	Eric Poulsen	FF	12	1:57.564	Piper DL7-Honda	Clovis CA	CSCC	527187	
6	3	50	David Jalen	FF	12	1:57.600	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin'
7	1	56	Steve Roux	CF	12	2:04.854	Crossle 35	New Fairfield CT	NER	197647	
8	1	41	Ron Wake	FV	11	2:13.173	Mysterian M4	Lafayette CA	SFR	50380	
9	2	27	Tom Duncan	CF	6	2:06.379	PRS RH02F	Chico, CA 95926 CA	SFR	147849	Road Runner Racin
NF	DNF	12	Michael Bernstein	FF	1	2:06.541	Piper DF5		SFR	100211	Karen Bernstein
NF	DNF	11	Denny Renfrow	FF			Swift DB6	Kelseyville CA	SFR	203432_1	Chuckwagon Racin





#68 Paul Rodler won overall both days in group 4.

Qualifying for the Sunday race for Group 4 again saw Paul Rodler take the pole. However he was almost two seconds clear of second place Kenneth Henry Rozeboom. Jeffrey Pietz out qualified Chuck Horn, so the three FC cars occupied the first three starting positions.

Denny Renfrow qualified 0.4 seconds behind Horn. Dave Jalen and Eric Poulsen were hundredths of a second within each other. This told me that the FF race could be a barnburner and the FC race was most likely going to be a repeat of the Saturday Version.

As predicted Rodler took the lead at the start and was never threatened. Rozeboom slotted into second and kept Rodler honest. Rozeboom's fastest lap was with .2 of a second of Rodler, and Rodler's margin of victory was only 4.4 seconds. Pietz took home a distant third.

In the FF race, it was the Chuck Horn that took the win. But it was not without breaking a sweat. First off ,Renfrow and Horn were duking it out for the lead when they went side by side through Turn one on Lap Four.

Their wheels touched and they both went off the track. They both recovered and were able to continue on. Eric Poulsen took advantage of their mishap and took the lead. Poulsen only lasted one lap in the lead. Horn recovered rather quickly and retook the lead the next lap. Poulsen then fell victim to Dave Jalen. Jalen took second in FF, while Poulsen took third. Renfrow retired to the paddock after contact with Horn.

Ron Wake in the lone FV continued to improve and set a very respectable time of 2:11:844 during Sunday's race.



#27 Tom Duncan only raced Saturday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	68	Paul Rodler	FC	16	1:52.795	Van Diemen RF 00	San Rafael CA	SFR	229162	Porter Racing
2	2	81	Henry Kenneth Rozeboo	FC	16	1:53.048	Van Diemen DP08	Crockett CA	SFR	22056	Porter Racing
3	3	80	Jeffrey Pietz	FC	16	1:55.633	Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infant Ci
4	1	54	Charles Horn	FF	16	1:55.829	Swift/Honda DB6	Los Gatos CA	SFR	229541	Porter Racing/H ybe
5	2	50	David Jalen	FF	16	1:58.625	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin'
6	3	48	Eric Poulsen	FF	16	1:59.281	Piper DL7-Honda	Clovis CA	CSCC	527187	
7	1	56	Steve Roux	CF	15	2:05.280	Crossle 35	New Fairfield CT	NER	197647	
8	1	41	Ron Wake	FV	14	2:11.969	Mysterian M4	Lafayette CA	SFR	50380	
NF	DNF	12	Michael Bernstein	FF	5	2:01.844	Piper DF5	Chico, CA 95926 CA	SFR	100211	Karen Bernstein
NF	DNF	11	Denny Renfrow	FF	4	1:55.465	Swift DB6	Kelseyville CA	SFR	203432_1	Chuckwagon Racin
Not classified											
NS	DNS	27	Tom Duncan	CF			PRS RH02F	Chico, CA 95926 CA	SFR	147849	Road Runner Racin

## Group 5 (SMG, HP, ITA, ITR, ITX, SSC5, GTL)



*#46 Andy Boulger has #97 Taz Oka hunting him down.*

Mike Smith used to be Mister Spec Racer Ford. He has won multiple races and multiple regional championships in SRF. A few years back he decided he needed a new challenge and decided to try the SMG Mustangs. He told me they are completely different cars. The biggest difference is you have to use the throttle to help you steer the Mustang where the Spec Racer Ford was all about momentum and not scrubbing speed.

Smith took his borrowed Mustang and put it on the pole for the Saturday race. He out qualified Lee Fleming, who was driving a MG Midget, by over two seconds.

Third place was Anthony Bonino also in a SMG Mustang.

The race was pretty straightforward. Smith led the field down for the start. Smith led into Turn One. Smith stretched out his lead, Smith won by 39 seconds. No drama as far as Smith was concerned, just a dominant performance.

The fight for second was a real David and Goliath show. David was Fleming in his little MG Midget against Goliath, Bonino, in his V8 powered Mustang. Bonino by virtue of the faster straightaway speed was able to get in front of Fleming at the start of the race. Fleming was not to be deterred. He drove that little Midget to the limit. What he lacked in straightaway speed, Fleming exploited the nimbleness of the MG. Lap after lap the two stayed glued to each other. Bonino was

unable to shake Fleming and Fleming was unable to get by. At the end Bonino held on to second overall and Fleming took third. For all of his effort Fleming was able to record a faster lap time than Bonino. Bonino's margin of victory was less than .5 seconds.

ITA had a smaller field than what we have been accustomed to, with only seven cars. One thing that we are accustomed to is seeing Rob Fuller at the front of the ITA field. His fastest time was good enough for fourth overall.

Unfortunately for Rob he did some off-roading at the very fast Turn Seven. This dropped him all the way back to 17th on the first lap. He then had to fight his way through the field and was able to recover six of those positions. Ross Lindell took advantage of Fuller's dirt track adventure, holding off Taylor Vance for the ITA class win.

Matthew Wyatt was recovering from his Group 7 mishap and was hoping to use the Group 5 race as a spring board to change his fortune. Wyatt qualified 7th overall and fourth amongst all the Miata type cars. David Covin was his closest ITX competitor, three positions behind him. Unfortunately the repairs Wyatt needed to make were not quite complete, so he would have to wait until Sunday to change his luck. With Wyatt gone, Covin had basically a free pass to the ITX victory.





#97 Tax Oka came in second in ITX both days.



#21 Noel Hayward did not finish on Saturday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	98	Michael Smith	SMG	12	2:05.923	Ford Mustang	Broomfield CO	SFR	237577	M&L Racing
2	2	06	Anthony Bonino	SMG	12	2:08.410	Ford Mustang	Novato Ca	SFR	427325	
3	1	00	Lee Fleming	HP	12	2:08.234	MG Midget	Lake Forest CA	SFR	159499	Joe Carr Racing, G c
4	1	2	Ross Lindell	ITA	12	2:10.685	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
5	2	64	Taylor Vance	ITA	12	2:11.217	Mazda Miata	Shingle Springs CA	SFR	400227	
6	1	46	Andy Boulger	ITR	12	2:10.966	BMW 325is	Sacramento CA	SFR	673840	
7	1	154	David Covin	ITX	12	2:11.012	Mazda Miata NB	Piedmont CA	SFR	649280	
8	3	34	David Vrane	ITA	12	2:13.282	Mazda Miata	San Jose CA	SFR	623200	
9	1	58	Tim Sullivan	SSC5	12	2:13.034	Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Autor
10	2	97	Taz Oka	ITX	12	2:13.199	Mazda Miata	Sunol CA	SFR	635028	Larry Oka Racing
11	4	49	Rob Fuller	ITA	12	2:12.675	Mazda Miata	San Jose CA	SFR	496932	I Car Garage / Larr
12	5	168	Peter Phung	ITA	12	2:13.079	Mazda Miata	Daly City CA	SFR	545337	Slant I Motorsports
13	6	0	Suzanne Cobos	ITA	12	2:14.632	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
14	3	16	Malon Brown	ITX	12	2:16.099	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
15	7	36	April Halliday	ITA	11	2:16.692	Mazda Miata		SFR		
16	4	76	Nuno Goncalves Pedro	ITX	11	2:18.229	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
17	2	1	John Faulk	HP	11	2:27.276	Austin Healey Sprite	San Jose CA	SFR	4995	Goodyear
NF	DNF	42	Daniel Deluna	ITA	5	2:18.477	Mazda Miata	San Mateo CA	SFR	511594	
NF	DNF	21	Noel Hayward	GTL	5	2:13.064	MG Midget	Vallejo CA	SFR	100884	LINSPEED
Not classified											
NS	DNS	155	Matthew Wyatt	ITX			Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Comme
NS	DNS	12	Bradley Oneto	ITA			Mazda miata	Stockton CA	SFR	475746	stanley electric mol



#06 Anthony Bonino and #58 Tim Sullivan on the front straight.

I can't tell you when the last time an MG Midget was on the pole for any regional race. But Lee Fleming turned back the clock and put his MG Midget on the pole for the Sunday Group Five race. It certainly helped that both SMG Mustangs from Saturday's race were no shows for Sunday.

With only 15 cars taking the green flag, a lot of the potential excitement was missing before the race ever started. But Lee Fleming did not care, he was the pole sitter and was ready to convert the

best starting spot into the best finishing spot. When the green flag flew Lee did exactly that. He had an easy trip from the starting gate to the finish line, leading every lap and setting the fastest overall time of the race.

Andy Boulger running a BMW 325is came in second place, 21 seconds behind Fleming. Boulger was as far back as seventh overall, but he worked his way through the field and wrestled second from Fuller with three laps to go. Rob Fuller, looking to atone for the Saturday race, converted the ITA pole position into a class win. Fuller did not lead wire to wire, but he made it interesting on himself. On the opening lap, he fell down to third in ITA, and eventually worked himself into second overall. But Boulger caught and passed Fuller with three laps to go, for second overall. The overall finishing position did not matter to Fuller. He just needed to keep all of the ITA cars behind him, which he did.

Ross Lindell made sure Fuller earned the victory. At one point Lindell was in second overall and first in ITA. He fell two positions to come home fourth, less than .6 second behind Fuller.

David Covin flexed his muscles on Sunday by out-qualifying Matthew Wyatt and then converting the qualifying position into a class win in ITX. Wyatt was the man to beat in ITX after Saturday's qualifying, but suffered some damage in the Group 7 race. It could be Wyatt did not have enough resources to get the car back to its Saturday morning form.



#98 Michael Smith only raced Saturday, taking the overall win.





#16 Malon Brown raced only Saturday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	00	Lee Fleming	HP	14	2:08.043	MG Midget	Lake Forest CA	SFR	159499	Joe Carr Racing, G
2	1	46	Andy Boulger	ITR	14	2:09.554	BMW 325is	Sacramento CA	SFR	673840	
3	1	49	Rob Fuller	ITA	14	2:10.515	Mazda Miata	San Jose CA	SFR	496932	2 Car Garage / Lari
4	2	2	Ross Lindell	ITA	14	2:10.925	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
5	1	154	David Covin	ITX	14	2:11.332	Mazda Miata	Piedmont CA	SFR	649280	
6	3	34	David Vrane	ITA	14	2:13.226	Mazda Miata	San Jose CA	SFR	623200	
7	2	97	Taz Oka	ITX	14	2:13.851	Mazda Miata	Sunol CA	SFR	635028	Larry Oka Racing
8	3	155	Matthew Wyatt	ITX	14	2:12.375	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Comme
9	4	114	David Humphreys	ITA	14	2:16.277	Mazda Miata	Buellton	CSCC	647252	
10	5	36	April Halliday	ITA	14	2:17.887	Mazda Miata	San Francisco CA	SFR	111111	
11	6	42	Daniel Deluna	ITA	13	2:17.986	Mazda Miata	San Mateo CA	SFR	511594	
12	4	76	Nuno Goncalves Pedro	ITX	13	2:18.485	Mazda Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
13	2	1	John Faull	HP	6	2:25.742	Austin Healey Sprite	San Jose CA	SFR	4995	Goodyear
NF	DNF	168	Peter Phung	ITA	4	2:12.146	Mazda Miata	Daly City CA	SFR	545337	Slant I Motorsports
NF	DNF	0	Suzanne Cobos	ITA	3	2:20.228	Mazda Miata	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
Not classified											
NS	DNS	06	Anthony Bonino	SMG			Ford Mustang	Novato Ca	SFR	427325	
NS	DNS	21	Noel Hayward	GTL			MG Midget	Vallejo CA	SFR	100884	LINSPEED
NS	DNS	64	Taylor Vance	ITA			Mazda Miata	Shingle Springs CA	SFR	400227	
NS	DNS	98	Michael Smith	SMG			Ford Mustang	Broomfield CO	SFR	237577	M&L Racing
NS	DNS	58	Tim Sullivan	SSC5			Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Autor
NS	DNS	12	Bradley Oneto	ITA			Mazda miata	Stockton CA	SFR	475746	stanley electric mo
NS	DNS	16	Malon Brown	ITX			Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka

## Group 6 (SRF,SRF3)



#164 Noah Hambay was the hard charger of the race on Saturday.

Twenty-three SRF3 and two SRFs took the green flag for the last race of the day on Saturday. With plenty of competition it was shaping up to be a great race. Ever since Robert Sachs won his first race he has been a force in the SRF3 world. He just nipped Greg Hoff for the pole position with a 1:59.618. Lee Douglas qualified third while Michael Woolley took fourth. In the seventh position was a new face to SRF3, but not new to San Francisco Region racing, and that was Darrell Anderson. With only two SRF gen 2s in the race, Erich Woolley out qualified Bruce Richardson.

The start of the race saw Sachs jump into the lead as the leaders made it through Turn One. Further back the pack got jumbled up and Erich Woolley had to take evasive action, spinning into the dirt. He was able to soldier on, but was now at the back of the pack.

Up at the front there was a nice train of cars with Sachs, holding off Hoff, who had Douglas inhaling his exhaust fumes, and then the surprising Anderson from the seventh starting position. It stayed this way until Lap Five when Hoff drafted past Sachs into the lead going into Turn One. The next time around Sachs tried the same move, but Hoff was able to hold Sachs off.

You could tell that Sachs was not happy in second place and after looking at the white tail section of Hoff's car for two laps, Sachs passed Hoff back just like Hoff did to him. Seven laps into the race and there were more passes for the lead in this race than all five of the previous races. I was getting excited for the remaining seven laps.

Sachs was not interested in keeping me entertained because he wanted to keep the lead. Hoff was interested, but even though he tried several times Hoff just could not slip past Sachs back into the lead. In the meantime Douglas was looking for his opportunity for the lead, but that never materialized. Besides Douglas had plenty to contend with, Anderson tattooed to his mirrors.

It was not a good day for the Woolleys. Erich spun on the opening lap but he did recover to win SRF. Dad, Ken Woolley, fell back six places from where he started; and oldest son Michael Woolley was running in the lead pack until Lap 6 when he fell five places. He eventually finished nine places worse than where he started. Good thing there is always Sunday!



#55 Sam Bhaumik moved up 6 positions both days.





#35 Robert Sachs has won three races in a row!

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	35	Robert Sachs	SRF3	13	1:59.618	SCCA Enterprises Spec Ra	Napa CA	SFR	378223	Robert R. Sachs PC
2	2	14	Greg Hoff	SRF3	13	1:59.650	SCCA Enterprises SRF3	Oakland CA	SFR	437964	John Cerini / Corne
3	3	2	Lee Douglas	SRF3	13	2:00.982	SRF Gen3	Portland OR	SFR	370148	LADCO Pipe & Pili
4	4	81	Darrell Anderson	SRF3	13	2:01.192	SCCA Enterprises SRF3	Petaluma CA	SFR	226931	HOOSIER
5	5	66	Brandon Lewis	SRF3	13	2:00.892	SCCA Enterprises SRF3	San Francisco CA	SFR	436461	
6	6	76	Eric Hand	SRF3	13	2:00.740	Ford Spec Racer Ford	San Jose CA	SFR	545935	
7	7	71	Jerry Aplash	SRF3	13	2:01.611	SRF	Newcastle CA	SFR	404463	Burrell Consulting C
8	8	22	Justin Meretab	SRF3	11	2:01.068	Spec Racer Ford Spec Rac	SAN FRANCISCO CA	SFR	628101	
9	9	18	John Sollner	SRF3	13	2:02.060	SCCA Enterprises spec rac	Sonoma CA	SFR	648504	Sollner and Sons R
10	10	164	Noah Hambayi	SRF3	13	2:03.551	SCCA Enterprises Spec Ra	Trabuco Canyon CA	SFR	514290	Alphio Information
11	11	5	Todd Butler	SRF3	13	2:04.082	SCCA Enterprises SRF3	Prescott AZ	SFR	260990	CSR Performance
12	12	116	Sean Saint	SRF3	13	2:03.872	SCCA Enterprises SRF3	SAN DIEGO CA	SFR	670863	AccelRaceTek
13	13	8	Michael Woolley	SRF3	13	2:00.711	SCCA Enterprises Spec Ra	Newcastle CA	SFR	497355	Woolley Brothers a
14	14	4	Frank Valente	SRF3	13	2:06.057	Ford SRF	Penryn CA	SFR	421471	Healdsburg Distiller
15	15	42	Paul Mantiplay	SRF3	13	2:04.142	SCCA Enterprises Spec Ra	Columbia CA	SFR	670923	
16	16	3	Jim Ricketts	SRF3	13	2:06.093	SCCA Enterprises SRF3	Battleground WA	SFR	646662	
17	17	37	Dean Crowe	SRF3	13	2:06.226	SCCA Enterprises SRF Gei	Los Gatos CA	SFR	639565	Accelracetek
18	18	13	Walter Kuhn	SRF3	13	2:06.666	Ford SRF3	Bigfork MT	Big Sky	547995	Accel Race Tek
19	19	55	Sam Bhaumik	SRF3	13	2:06.316	SRF Spec Racer Ford Renl	San Mateo CA	SFR	286954	
20	20	39	Andrew Moore	SRF3	13	2:05.775	SCCA Enterprises SRF	San Francisco CA	SFR	511418	Cerini Motorsports
21	21	41	Ken Woolley	SRF3	12	2:02.823	SCCA SRF Spec Racer For	Newcastle CA	SFR	150687	Woolley Brothers a
22	1	05	Bruce Richardson	SRF	12	2:07.044	SCCA Enterprises GEN2	Los Gatos CA	SFR	340127	AccelRaceTek
23	22	21	Todd Johnson	SRF3	11	2:04.864	SCCA Enterprises SRF3	Los Angeles CA	WDC	670315	
24	2	33	Erich Woolley	SRF	7	2:06.038	SCCA Enterprises Spec Ra	Newcastle CA	SFR	547685	Woolley Brothers a
NF	DNF	7	Bill Jordan	SRF3			Spec Racer SRF	Rough & Ready CA	SFR	155429	
Not classified											
NS	DNS	64	Jonathon Allen	SRF3			Ford SRF Gen3	Laguna Beach CA	SFR	415860	Off Constantly Raci



*#22 Justin Meretab finished fifth on Sunday.*

Robert Sachs most likely woke up Sunday morning with a smile on his face. He won the Saturday race and had just won the last Laguna Race. I am sure he was feeling pretty good. Once qualifying was over he was feeling even better. He earned another pole position and he was almost one second quicker than Lee Douglas who qualified in the two spot. Sachs was even happier when he learned Greg Hoff did not post a qualifying time and would start at the back of the pack.

Third fastest was Bill Jordan and then Michael Woolley looking to avenge his Saturday performance.

The race got off to a good start if your name is Lee Douglas. Sachs decided he would start the race in third gear so he would not be up against the rev limiter too quickly. But his muscle memory took over and he shifted to fourth once he got the green. Being in too high a gear, he was a sitting duck for Douglas. But Sachs was getting used to being in the lead and did not waste too much time making his move. Using the same tactic he did on Sunday, he got a good run off of Turn 14 and had more straight-line speed down the front straight. Douglas

and Sachs arrived at Turn One side-by-side, with Sachs on the outside. Douglas held his line and made it tough on Sachs. They were still close going into Turn 2, but Sachs was able to carry more speed through the turn and was able to turn down for the preferred inside line. It is starting to sound like a broken record, but Sachs held onto the lead for the remaining 13 laps.

Second place belonged to Douglas from that point on. The race for third, fourth, and fifth, was a dogfight. Woolley, Darrell Anderson, and Justin Meretab swapped positions almost every lap. Meretab held third for the longest, but with four laps to go he fell to fifth. That's when Anderson took the final podium spot, only to be kicked off by Woolley with two laps to go. Finishing order was third-Woolley, Fourth-Anderson, and fifth-Meretab.

Erich Woolley's weekend did not get any better as he did not finish the race; but dad Ken Woolley' moved up ten position from his 21st starting position. With Erich Woolley out, Bruce Richardson took the SRF victory.



*#41 Ken Woolley spun in Saturday's race, but recovered on Sunday to Win the hard charger of the race.*





#05 Bruce Richardson won the SRF race on Sunday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	35	Robert Sachs	SRF3	15	2:01.083	SCCA Enterprises Spec Ra	Napa CA	SFR	378223	Robert R. Sachs PC
2	2	2	Lee Douglas	SRF3	15	2:01.294	SRF Gen3	Portland OR	SFR	370148	LADCO Pipe & Pili
3	3	8	Michael Woolley	SRF3	15	2:01.062	SCCA Enterprises Spec Ra	Newcastle CA	SFR	497355	Woolley Brothers a
4	4	81	Darrell Anderson	SRF3	15	2:00.985	SCCA Enterprises SRF3	Petaluma CA	SFR	226931	HOOSIER
5	5	22	Justin Meretab	SRF3	15	2:01.017	Spec Racer Ford Spec Rac	SAN FRANCISCO CA	SFR	628101	
6	6	7	Bill Jordan	SRF3	15	2:01.627	Spec Racer SRF	Rough & Ready CA	SFR	155429	
7	7	76	Eric Hand	SRF3	15	2:01.089	Ford Spec Racer Ford	San Jose CA	SFR	545935	
8	8	64	Greg Hoff	SRF3	15	2:01.325	SCCA Enterprises	Oakland CA	SFR	437964	John Cerini / Corne
9	9	42	Paul Mantiply	SRF3	15	2:04.663	SCCA Enterprises Spec Ra	Columbia CA	SFR	670923	
10	10	21	Todd Johnson	SRF3	15	2:04.601	SCCA Enterprises SRF3	Los Angeles CA	WDC	670315	
11	11	41	Ken Woolley	SRF3	15	2:04.770	SCCA SRF Spec Racer For	Newcastle CA	SFR	150687	Woolley Brothers a
12	12	116	Sean Saint	SRF3	15	2:04.748	SCCA Enterprises SRF3	SAN DIEGO CA	SFR	670863	AccelRaceTek
13	13	18	John Sollner	SRF3	15	2:02.528	SCCA Enterprises spec rac	Sonoma CA	SFR	648504	Sollner and Sons R
14	14	39	Andrew Moore	SRF3	15	2:04.942	SCCA Enterprises SRF	San Francisco CA	SFR	511418	Cerini Motorsports
15	15	5	Todd Butler	SRF3	15	2:04.878	SCCA Enterprises SRF3	Prescott AZ	SFR	260990	CSR Performance
16	16	4	Frank Valente	SRF3	15	2:06.329	Ford SRF	Penryn CA	SFR	421471	Healdsburg Distiller
17	17	55	Sam Bhaumik	SRF3	15	2:06.558	SRF Spec Racer Ford Renl	San Mateo CA	SFR	286954	
18	18	13	Walter Kuhn	SRF3	15	2:05.990	Ford SRF3	Bigfork MT	Big Sky	547995	Accel Race Tek
19	19	3	Jim Ricketts	SRF3	15	2:06.448	SCCA Enterprises SRF3	Battleground WA	SFR	646662	
20	1	05	Bruce Richardson	SRF	14	2:08.642	SCCA Enterprises GEN2	Los Gatos CA	SFR	340127	AccelRaceTek
21	20	66	Brandon Lewis	SRF3	10	2:01.738	SCCA Enterprises SRF3	San Francisco CA	SFR	436461	
NF	DNF	164	Noah Hambayi	SRF3	6	2:04.385	SCCA Enterprises Spec Ra	Trabuco Canyon CA	SFR	514290	Alphio Information
NF	DNF	37	Dean Crowe	SRF3	4	2:08.863	SCCA Enterprises SRF Gei	Los Gatos CA	SFR	639565	Accelracetek
NF	DNF	33	Erich Woolley	SRF	4	2:08.473	SCCA Enterprises Spec Ra	Newcastle CA	SFR	547685	Woolley Brothers a
Not classified											
NS	DNS	71	Jerry Alass	SRF3			SRF	Newcastle CA	SFR	404463	Burrell Consulting t
NS	DNS	64	Jonathon Allen	SRF3			Ford SRF Gen3	Laguna Beach CA	SFR	415860	Off Constantly Rac

## Group 7 (SM, SMT, SSM)



#76 Nuno Goncalves Pedro using all of the track.



#20 Kirk Williams racing hard with Goncalves Pedro

Twenty-seven cars took the green flag of the Group 7 all-Miata race and 24 made it around to complete the first lap. The three that did not make it found the infield dirt on the outside of Turn 3. The group made it through Turn 1 and 2 tightly bunched but all under control. Then Turn 3 happened. Peter Phung was stuck on the outside of the off-camber turn looking for grip. Not finding any, his car got crossed up and Matthew Wyatt had no where to go, hitting the side of Phung. Both cars went off into the dirt. In the process Bradley Onetto took evasive action and ended up in the infield also.

Of course the following three laps were spent under caution cleaning up the disabled cars.

When the race finally got going, Greg Hoff passed Eric Fulkerson going into Turn one taking the lead. For the next six laps he pulled away ever so slightly to the point he was about six car lengths ahead of Fulkerson. Fulkerson meanwhile had Rob Fuller glued to his bumper, with Ross Lindell bringing up the rear of the train.

The order stayed the same until the last lap when Lindell lost two positions and ended up finishing sixth overall. Had the race gone the full distance, Lindell would have had a good chance of getting his positions back. But the race ended abruptly when a car was stalled driver's right between Turns 11 and 12.

The race for the SSM class win was severely affected when the three cars tangled up in Turn 3 at the start of the race. SSM top qualifier Matthew Wyatt was taken out in that incident which meant the rest of the SSM field had a chance. Taz Oka did not waste the opportunity and stormed away from the other two SSM racers. By the time the race was called Oka had a sizable lead over second place finisher Douglas Alvis.

This race had only two SM cars running. Malon Brown took the class victory.





#33 Douglas Alvis and #59 Mike Ray exit turn 10.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	7	Greg Hoff	SMT	9	2:10.023	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
2	2	51	Eric Fulkerson	SMT	9	2:10.463	Mazda Miata	Walnut Creek CA	SFR	528732	Muir Orthopedic Sp
3	3	49	Rob Fuller	SMT	9	2:10.310	Mazda Miata	San Jose CA	SFR	496932	Z Car Garage   Lari
4	4	154	David Covin	SMT	9	2:10.730	Mazda Miata NB	Piedmont CA	SFR	649280	
5	5	64	Taylor Vance	SMT	9	2:10.709	Mazda Miata	Shingle Springs CA	SFR	400227	
6	6	2	Ross Lindell	SMT	9	2:10.203	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
7	7	05	Alberto Goncalves	SMT	9	2:13.850	Mazda Miata	San Jose CA	SFR	417516	
8	8	10	Joseph Ysais	SMT	9	2:13.863	Mazda Miata	Sparks NV	SFR	379602	BEST PLUMBING &
9	9	96	Joan Linehan	SMT	9	2:13.895	Mazda Miata	Clayton CA	SFR	445423	Competition Autow
10	1	97	Taz Oka	SSM	9	2:14.086	Mazda Miata	Sunol CA	SFR	635028	Larry Oka Racing
11	10	34	David Vrane	SMT	9	2:13.733	Mazda Miata	San Jose CA	SFR	623200	
12	2	33	Douglas Alvis	SSM	9	2:15.465	Mazda Miata	Roseville CA	SFR	194182	Cut 2D Creative CM
13	11	0	Suzanne Cobos	SMT	9	2:15.273	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant 1 Motorsports
14	12	20	Kirk Williams	SMT	9	2:14.845	Mazda Miata	Palo Alto CA	SFR	673105	
15	1	16	Malon Brown	SM	9	2:15.222	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
16	13	30	Richard Bailey	SMT	9	2:14.035	Mazda Miata	Foster City CA	SFR	449378	
17	14	3	Ronald Bond	SMT	9	2:16.244	Mazda Miata	San Francisco CA	SFR	387295	
18	15	65	Darrell Edwards	SMT	9	2:15.605	Mazda miata	Kapaa HI	HI	538246	
19	16	36	April Halliday	SMT	9	2:19.051	Mazda Miata	San Francisco CA	SFR	511111	
20	17	42	Daniel Deluna	SMT	9	2:17.445	Mazda Miata	San Mateo CA	SFR	511594	
21	3	76	Nuno Goncalves Pedro	SSM	9	2:21.138	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
22	2	99	Joel Odelson	SM	9	2:25.342	Mazda Miata	LIVERMORE CA	SFR	672613	
23	18	168	Sierra Lacey	SMT	9	2:31.624	Mazda Miata	Carmel Valley CA	SFR	656000	Phung Inc/Slant 1
24	19	59	Mike Ray	SMT	7	2:13.765	Mazda Miata	Pacifica CA	SFR	546072	
NF	DNF	12	Bradley Oneto	SMT	3	2:56.455	Mazda miata	Stockton CA	SFR	475746	stanley electric mo
NF	DNF	155	Matthew Wyatt	SSM			Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Conne
NF	DNF	186	Peter Phung	SMT			Mazda Miata	Daly City CA	SFR	545337	Slant 1 Motorsports



#65 Darrell Edwards and #34 David Vrane race side by side.

The Sunday feature race for Group 7 saw Greg Hoff take the pole position by almost one second over Ross Lindell. Rob Fuller qualified third while Eric Fulkerson took fourth. Matthew Wyatt took the pole position in SSM in the eighth overall starting position. Wyatt's time was over two seconds faster than SSM second place qualifier Taz Oka.

At the start of the race Hoff took the initial lead, and when the group passed by the pit straight, everybody assumed it was going to be another Greg Hoff runaway. But on the second lap Eric Fulkerson, all the way from the fourth starting spot, took control of the 25-car pack. Hoff fell back to second with Lindell holding down third.

Lap Three saw another change of position and it was Hoff on the point with Fulkerson second and Lindell third. Hanging back in fourth was Rob Fuller. It seemed that Fuller was saving his tires and letting the top three guys go at it.

On Lap Five Fuller made his move and got by Lindell. Lap Six saw him get by Fulkerson, and now he was looking for his way around the

winner from Saturday's race. Four laps of studying Hoff was enough for Fuller and on Lap 12 he slipped into the lead.

The problem was that Hoff was too strong for everyone on this day. With two laps left in the contest, Hoff went back into the lead for good. Fuller held on to second and improved two positions over his qualifying performance. Lindell spent the majority of the race holding down third and never got a chance at the lead. Fulkerson had to be disappointed, as he finished fourth, two positions lower than where he qualified.

Taylor Vance took fifth in a lonely drive. Peter Phung got sixth overall and sixth in class which was a drastic improvement over Saturday.

Matthew Wyatt made up for the Saturday disappointment and beat out Taz Oka by several car lengths. Wyatt's best time was only one second faster than Oka's.



#154 David Covin slides to the inside of #97 Taz Oka.





#05 Alberto Goncalves with #12 Bradley Oneto on the pace lap.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	7	Greg Hoff	SMT	14	2:10.627	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
2	2	49	Rob Fuller	SMT	14	2:10.043	Mazda Miata	San Jose CA	SFR	496932	2 Car Garage / Larry
3	3	2	Ross Lindell	SMT	14	2:10.362	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
4	4	51	Eric Fulkerson	SMT	14	2:10.746	Mazda Miata	Walnut Creek CA	SFR	528732	Muir Orthopedic Sp
5	5	64	Taylor Vance	SMT	14	2:11.494	Mazda Miata	Shingle Springs CA	SFR	400227	
6	6	168	Peter Phung	SMT	14	2:11.740	Mazda Miata	Daly City	SFR	545337	Phung Inc/Slant I N
7	7	05	Alberto Goncalves	SMT	14	2:13.107	Mazda Miata	San Jose CA	SFR	417516	
8	1	155	Matthew Wyatt	SSM	14	2:13.320	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Comme
9	8	34	David Vrane	SMT	14	2:13.382	Mazda Miata	San Jose CA	SFR	623200	
10	9	12	Bradley Oneto	SMT	14	2:14.139	Mazda miata	Stockton CA	SFR	475746	stanley electric mo
11	10	154	David Covin	SMT	14	2:11.591	Mazda Miata NB	Piedmont CA	SFR	649280	
12	2	97	Taz Oka	SSM	14	2:14.237	Mazda Miata	Sunol CA	SFR	635028	Larry Oka Racing
13	11	20	Kirk Williams	SMT	14	2:13.838	Mazda Miata	Palo Alto CA	SFR	673105	
14	3	33	Douglas Alvis	SSM	14	2:15.296	Mazda Miata	Roseville CA	SFR	194182	Cut 2D Creative CN
15	12	10	Joseph Ysais	SMT	14	2:13.651	Mazda Miata	Sparks NV	SFR	379602	BEST PLUMBING &
16	13	65	Darrell Edwards	SMT	14	2:15.801	Mazda miata	Kapaa HI	HI	538246	
17	14	0	Suzanne Cobos	SMT	14	2:14.838	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
18	15	36	April Halliday	SMT	14	2:16.121	Mazda Miata	Stockton CA	SFR	649280	
19	16	114	David Humphreys	SMT	14	2:15.326	Mazda Miata	Buellton	CSCC	647252	
20	1	16	Malon Brown	SM	14	2:17.161	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
21	17	3	Ronald Bond	SMT	14	2:16.718	Mazda Miata	San Francisco CA	SFR	387295	
22	18	55	Eddie Dupee	SMT	14	2:16.699	Mazda Miata	Santa Clara CA	SFR	648509	
23	19	42	Daniel Deluna	SMT	14	2:15.494	Mazda Miata	San Mateo CA	SFR	511594	
24	20	30	Richard Bailey	SMT	13	2:15.519	Mazda Miata	Foster City CA	SFR	449378	
25	21	99	Joel Odelson	SMT	13	2:20.731	Mazda Miata	LIVERMORE CA	SFR	672613	
NF	DNF	96	Joan Linehan	SMT	5	2:14.732	Mazda Miata	Clayton CA	SFR	445423	Competition Autow
NF	DNF	76	Nuno Goncalves Pedro	SSM	4	2:19.368	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
Not classified											
NS	DNS	59	Mike Ray	SMT			Mazda Miata	Pacifica CA	SFR	546072	
NS	DNS	168	Sierra Lacey	SMT			Mazda Miata	Carmel Valley CA	SFR	656000	Phung Inc/Slant I N

# Volunteers







The next races are Regionals 9 & 10, at WeatherTech Raceway Laguna Seca July 1-3, 2022.

# Sacramento Autocross Round 5



Mike Ansell

Well the stars aligned in the motor sporting world. Thunderhill had motorcycles on the 3-mile course, a car club on the 2-mile course, Bay Area Drift on the drift pad, Norcal Rallycross in the east field and the Sacramento SCCA autocrossing on the big pad. The day for myself was a very fun day, but an uncompetitive day. I dragged the \$500 car that I bought a few years ago for rallycross events. In the morning with rally tires I ran the rallycross. At lunch time I changed tires to some slicks and headed over to the autocross. If you ever want to have a blast scaring yourself, try autocrossing a car with soft rally suspension on a set of slicks. The weight transfers was epically scary, depending on what corner and how much speed was being carried. At one point I took a DNF simply because I was faced with two choices; one take the DNF and continue on the course or two try to correct with the chance of putting the car on its roof. I chose the DNF. Regardless, it was a great day.

The autocross went pretty seamlessly like always with one exception. An unnamed Corvette driver stepped off the pavement at one point, but was able to keep the car in control. Besides the front spoiler getting banged up a little bit from my vantage point it didn't seem any worse for wear. Top time of day was set by Doug Hargrove with a 40.536. Rory Marin won top PAX with a 43.020. Thus far in the season Rory is leading the PAX championship with a score of 997. Second place not far behind Rory is Ken Yeo with 984.

Now done to business XSB had two cars both Japanese makes. The Datsun 240Z driven by Steve Mills was able to run a 47.157 which was good enough for second. First place went to John Pugliese in a Mazda Miata (red of course) with a run of 46.206.

Super Street had Susan Fontaine running circles around everybody. She was able to pilot the family Porsche to a 43.119. Second place went to Al Patterson with a 43.427. Jeff Glorioso (the man with no fear) took third with a run of 43.513.

A Street had three Corvettes and a single Viper spinning their tires. Veron Head took third with a 43.958. Second place went to Robert Foster with a 43.508. The winner for the day was Rory Marin with a 43.020.

D Street had a Mini, WRX and a Mustang chasing each other,

which sure makes an interesting class. Third place went to Taylor Felts in his WRX. The Mini took second with Bill Tubbs driving it. The winner with a run of 46.836 in an Ecoboost Mustang was Brian Berry.

F Street had Rafa Soto taking the top honors with his M3. His best run was 47.516. Second place went to Andrew Barrious with a time of 47.562 in a Pontiac GTO. Pete Lamarche snatched third place in a Dodge Challenger with a 48.294.

G Street had two drivers competing for the day. Patrick Bynum ran a 52.915 in his Mini Cooper. Winner for the day was Chris Estrada in a Ford Focus with a run of 44.923.

Spec Sport Coupe had a shared car with a little confusion about what color it actually is. Michael Gleaton took second place in what he calls Hot Lava Scion FR-S with a run of 45.605. First place went to Eric Martin in what he calls an orange Scion FR-S with a run of 45.299. I looked it up and according to Toyota FR-S came in a red color called hot lava, but I really think Toyota should double check that or I need new glasses because the car looked orange to me.

Street Touring Roadster aka Miata world had three Miatas representing the class. Third place went to Joey Dwyer with a run of 55.138 in a blue Miata. Second place went to Loren Turner in a silver Miata breaking the lights at 46.598. The winner for the day was Troy Dewell in the fan favorite classic red Miata with a 45.228.

Street Touring U had German makes bring in the top three spots. Third place went to Mike Agraan in a blue BMW M3 with a run of 45.228. Second sent to Bill Richter in a white BMW M3 with a 44.427. Winner for the day with a run of 42.914 was Kris Bruington in a VW Golf R.

Super Street Prepared had two Corvettes, an orange and a silver show up. Bikramjit Rai took a single run of 49.854 and called it a day. He should have taken a few more runs because Michael Huber was just a bit faster. Michael's fastest run for the day was 42.952.

F Street Prepared had two hot hatches trying to figure out which one was faster. The classic Toyota Honda rivalry at its best. Honda put one of their best drivers in, one Mike McCrory. Mike was running EG chassis Civic and was able to nail a 44.151. Unfortunately Eric Williams has had



Eric Martin



countless hours behind the wheel of his Corolla FX16 and squeaked out a 44.013 for the win.

The always popular Classic American classes had some closing racing between the three different classes. CAMC had Ken McCulloch beating Jarred Javier with a 45.763. Both gentlemen were driving Mustangs. CAMT had Robert Tyler in his C10 truck beating Randy Grohosky with a 46.049. Last CAMS Sean Breese besting Ken Yeo with a 42.171. Both driving a pair of Corvettes. I have to point out the difference between Ken and Sean was a mere .029 of a second.

Street Modified had one little Datsun 510 with two drivers putting it through the ringer. This really is the only way to find out who is the best driver. Dan Gallmeister took the win over Michael Ansell with a run of 44.257.

A Modified had the father son team of Dave and Phillip Green. The Greens were racing an Apex Cricket. Youth normally has faster reflexes, better hand eye coronation, etc, etc, but with age comes knowledge and sneakiness. In this case age beats youth. Dave was able to beat Phillip with a 43.219 run.

The following drivers ran uncontested and won their classes; Demetris Javier XSA, Edward Pelker CS, William Bayley ES, Joey Dwyer

STS, Alexander Agraan STX, Narayan Hammari STH, Carl Graf XP, Josh Garcia DP, Davey Drouin EP, Darrel Moskowitz SMF, Nathaniel Berlant SSM, Douglas Hargrove FM, Penny Hubbard BSL, Charlotte Pelker CSL, Maureen Martin DSL, Wendy Nelson FSL, Tina McKay STUL, Michael Huber SSPL, Donora Wichmann FSPL, Rachele Tyler CAMTL, Korynne Smith XPL and Trish Berlant SSML.

We'll like a wise pig once said, "That's all folks." See you at the next event June 25th and 26th and the beautiful Thunderhill raceway.



Carl Graf



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# Fresno Chapter Event 6 & 7



Rufus Connell showing Novice drivers the secret to going fast

On the weekend of June 4th and 5th, the Fresno Chapter held events 6 and 7 at the Big Fresno Fairground parking lot. This marked the mid-point of the season for the Fresno Chapter. Heading into the weekend, several classes were separated by only a few points for the season championship. First and second positions in E Stock, CAMS and STR were only separated by three points. Street Mod has always been a competitive class in the past few years. The usual battles between a handful of fast drivers in SM continued throughout the first half of the season. G Stock is another exciting class to watch; the two top drivers are always in a back and forth battle at every event. PAX is always a nail-biter with many fast and consistent drivers. It's been a highly anticipated



Sundays TTOD and PAX winner Paul Newton in a 2016 Miata

season thus far and the pressure will only increase as it moves closer to the season finale event in November.

On Saturday June 4th, 65 drivers buckled up for an exciting day of autocross. The day belong to Jimmy Au-Yeung in his 2006 Mitsubishi Lancer Evolution SE for taking TTOD and the win in PAX. Second quickest time of the day went to Christian Mesina in his 2003 Mitsubishi Lancer Evolution 8 followed by Jonathan Cadiente in a 2017 Honda



Trevor Fechner in his 2003 Subaru Impreza WRX

Civic Si, William Marlow in his Honda Civic Si HFP and Andrew Padua in his 2017 Honda Civic Si. Jorge Diaz, Anthony Topalian, Chris Rodriguez, James West and Jayman Topalian rounded out the top ten. Second place in PAX went to Al Anderson, followed by William Marlow, Anthony Topalian, James West, Chris Rodriguez, Jayman Topalian, Kyle Matsumura, Keith Bullock and Jorge Diaz rounded out the top ten.

In A Stock competition, four Corvette drivers battle for top honors. Anthony Topalian took the

win, followed by Chris Rodriguez, Keith Bullock and Jay Srivatsan. Brad Dawson led Patty Jeschien in DS. Steve Carlson had the quicker Miata in ES over Gary Lieb and Owen Bullock. Gary Fazekas took the win in FS over Quinn Ringgold and Corky Schroeder. Al Andersen took the win in G Stock over Kyle Matsumura. Josh Cadiente led Glenn Tozier, Christopher Sochan and Frachiseur Shelton in HS. Eric Gillis (BS) and Richard Cadiente (CS) both ran uncontested.

In Street Touring action, William Marlow took the win in STX over Dan Correll and Anthony Vang. Gary Emenhiser (STR), Travis Miranda (STH) and Alex Neufeld (STU) all ran uncontested.

Street Mod competition had a good mixture of vehicles. Christian Mesina led the seven drivers in SM in his Mitsubishi Evolution 8. Jonathan Cadiente and Andrew Padua co-drove a 2017 Honda Civic Si to second and third followed by Abel Ojeda in his 2004 Mazda RX8, Rufus Connell in his 2001 Subaru Impreza 2.5 RS, Phil Castro in his 2015 Mitsubishi Evolution X and Jerry Kell in his 2002 Subaru WRX Wagon. In SMF, Mas Vang and Yang Moua co-drove a 1994 Nissan Sentra SE-R, with Vang taking the win over Moua by three-hundredth of a second followed by Ted Semonious.

Roger Oaks took the win over Gary McDaniel in CAMS. James West led Rick Napier in

CAMT.





Bert Schneider in his 1999 Corvette.

Gary Fazekas (FS) both ran uncontested.

In Street Touring competition, Alex Neufeld took the win over Jeff Kindler in STU. Dan Correll led STX over William Marlow and co-driver Yang Moua. Travis Miranda (STH), Gary Emehiser (STR) and Ted Semonious (STS) all ran uncontested.

In Street Mod action, Christian Mesina once again took the win over Phil Castro, Abel Ojeda, Rufus Connell, Michael

Bringetto and Jerry Kell.

Rebecca West took the win in the Ladies Class over Kelsey Stoltenberg, Sandra Hermans and Pamela Schroeder.

Jayman Topalian led Novice Class in his 2020 Chevrolet Camaro SS 1LE, followed by Bryon Calderon, Dexter Jones, James Franks, Trevor Fechner, Alexander Wood, Brandon Xiong, Rambo Kim, Yury Yurevich, Greg Donato, Gary Whitmire, Jim Neukirchner and Ryan Randell Fadera rounded out the rest of the field.

Erick Castro (BSP), Chris Donnelly (DSP), Jorge Diaz (EVX), Jimmy Au-Yeung (IND), and Adam Zakarian (SSP) all ran uncontested.

Sunday June 5th was event number 7. The course was run backward with minor changes for the 51 drivers.

"Miata is always the answer" proved correct once again. Paul Newton took bragging rights for TTOD and PAX winner in a 2016 Mazda Miata. Second quickest time of the day went to Christian Mesina followed by Keith Bullock, David Jackson, Phil Castro, Chris Rodriguez, Jorge Diaz, Dan Correll and Abel Neufeld rounded out the top ten. Second in PAX went to Kyle Matsumura, Keith Bullock, David Jackson, Dan Correll, Chris Rodriguez, William Marlow, Al Anderson, Audrey Tan and Steve Carlson rounded out the top ten.

In Street action, Keith Bullock in his 2002 Corvette was able to edge out David Jackson by one-tenth of a second for the win. Chris Rodriguez and Jay Srivatsan rounded out the field in A Stock. Brad Dawson won D Stock again over Patty Jeschien. E Stock had the same results as Saturday, Steve Carlson led Gary Lieb and Owen Bullock. Kyle Matsumura took the win in G Stock over Al Andersen. Dave Warner (BS) and

Bringetto and Jerry Kell.

Roger Oaks led CAMS over Gary McDaniel. James West took the win in CAMT.

In the Ladies Class, Sandra Hermans took the win over Rebecca West.



Saturdays TTOD and PAX winner Jimmy Au-Yeung in his 2006 Mitsubishi Evolution SE

James Franks 1972 Datsun 510 led the Novice Class of ten drivers. Dexter Jones, Trevor Fechner, Bert Schneider, Alexander Wood, Bryttaine Caldwell, Moua Her, Gary Whitmire, John Marihart and Falina Marihart rounded out the rest of the field.

Index Class had 2 drivers. Paul Newton took the win over co-driver Audrey Tan.

Dave Warner (BS), Erick Castro (BSP),

Tyler Oaks (CSP), Chris Donnelly (DSP), Jorge Diaz (EVX) and Adam Zakarian (SSP) all ran uncontested.

Half way through the season and the competition's heating up. With a lot more events left, the season championship in each respectable classes are still up for grabs. Good luck to all the drivers and hope to see everyone at the next event.



Corky Schroeder hard on the brakes at the finish in his 2006 Mustang.

# As I Recollect

By Frank Schultheis

## THE EVOLUTION AND DEVELOPMENT OF FIRE SUITS FOR MOTOR SPORTS;

Driver auto racing attire has come a VERY long way from when we saw photos of Juan Manuel Fangio racing in short-sleeved shirts. In the 1950's and into the 60's, the light blue Dunlop one-piece suits which we saw most British and some European drivers wear, were little more than broadcloth pajamas!!! (What little chemical fire retardant they came with when new, went away during their first washing/cleaning.)

Wearing Sears white coveralls was vogue in SCCA during the late 50's. Then the SCCA started to require that these coveralls be dipped in a "fire-retardant" solution of water and a heavy amount of borax - (Boron Nitride) The directions were [1] soak the coveralls for about one-half hour. [2] Do not wring out the solution, but [3] Lay out the garment on newspapers or blankets [4] And allow them to air-dry - preferably in the sun [5] Then "ruffle" them to take away their stiffness. (And believe me, they were stiff!) Oh. And we were to wear these over wool long-johns. for wool does not sustain flames (?)

Enter one Mr. Bill Simpson. The RDC (Racing Driver's Club) in 1968 was approached by Bill Simpson to make a demonstration of a new outer and underwear material system made out of NOMEX. USAF and NAVY pilots had been using these outer NOMEX flight suits (And gloves) for some time - And a few SCCA racers had acquired them.

Bill Simpson was invited to an RDC meeting at the Oakland Boat House. Bill put on a Nomex underwear sleeve up to armpit, and then a single layer of shiny outer sleeve.

He next squeezed a bottle of rubber cement onto his arm - wrist to elbow.... Someone from the 100 plus audience was then asked to light the rubber cement, and start a stop-watch. My! What a nice blue flame there was, and the crowd was hushed. After some 30-plus seconds, someone called: "Isn't it getting hot?" "Hell yes!" And he whipped the two sleeves from his right arm and threw into a bucket of water. The hair on his arm was still there, and no "degree" of burn was present.

Bill stated that he had given this presentation to the Cal Club Region and San Diego Region, including their Regional Governor. I don't know how many orders he took after the meeting had adjourned, but my wife Shirley ordered a set for me. (!)

Simpson Safety Gear has been a staple for many years now, with numerous other manufacturers competing for the market. Bill Simpson lost control of the "Simpson" name. But it has returned under the name "Impact". NHRA requires a 3 and 4-layer one-piece suit for its competitors. And watch NASCAR for the variety of manufacturers adorning its drivers in all their Series

Two additional side stories regarding Bill Simpson: Bill had a son whom he was sponsoring in the ARS/CART Series. (Later to become the Indy Lights Series.) And during the post-race Tech inspections of the top three finishing cars, Bill noticed that while I was checking the V6 Buick engine's timing, and was wrapping my arm with a towel to avoid the hot header, Bill asked his helper to get something. Well! I was handed a double-layer sleeve and a heavy glove with a gauntlet that extended almost to the elbow. Kind person!

## For the "Newbies" of SFR

Ever wonder how the Tire Barriers came to be?... They date back to about 1969.

One Dr. Peter S. Talbot, a Senior Chief Steward for SFR, envisioned something that would absorb energy, rather than having a race car striking Cornell Wall barriers, or scattering straw bales about the parameters of the race course. Dr. Talbot had raced a SAAB Coupe as late as 1969, and had observed many a crash in his years of Road Racing. His Steward's position afforded him the opportunity to "try out" his idea.

He made a deal with some auto recyclers to haul off their very used-up tires - (14" were the preferred size?) He purchased a

banding tool with lots of rolls of banding tape, placed stacks of old tires at various corners, and enlisted a crew of people to band the tires into "walls." I believe that Laguna Seca was the first to get these "Tire Walls." I personally used one of them on the exit of old Turn 9.

Once they proved their purpose and worth, they sprang up at other SFR tracks, West Coast tracks, and then across other Divisions of the SCCA. They are now seen on TV all the time, and at other Professional Races - NASCAR, IMSA, F-1, and INDY-Car events.

Dr. Peter S. Talbot retired to Santa Fe, NM. where I met up with him as a customer of my Automotive Repair facility, where we serviced his TOYOTA van. He passed away in the early 90's, and was survived by his wife Trudy. There should be plaques on these "Tire Walls" to the effect "Invented by Dr. Pete S. Talbot.



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# Sponsored Race In Memory of Bobby Carter

By Bob Carter



The family of Bobby Carter would like to sponsor a race in his memory on the September 3rd and 4th weekend. Bobby, a popular entrant at Sonoma Raceway his favorite Track where he went through Drivers School, won his first race of many, and won the very last race he ran.

Bobby, a third generation SCCA competitor, won the PCRRC four times, won the 2006 Pro Miata Pacific Championship, and has several wins in Spec Miata competition and other

classes.

Bobby always had a smile on his face and a hug upon greeting you. He loved the camaraderie, the competition, and mostly the people.

While on vacation with his sons, he was riding an off-road Motorcycle, went over a cliff and landed on a large rock, and passed from his injuries

In 2007 Bobby's sons started playing sports. From this time on his focus was on his kids and he stepped back from racing to coach his boys in football, baseball, and basketball, at which he was very successful.

So successful at coaching was Bobby that upon his death the Tri Valley Little League named the field 'The Bobby Carter Field.' They named the annual Allstar tournament 'The Bobby Carter All Star Tournament' and named the annual Home Run Derby 'The "Bobby Carter Home Run Derby.' Bobby also coached in CYO Basketball and took his 7th grade team to the 8th Grade Diocese regional championships and won the whole thing. The Diocese also installed a plaque in the Gym in his honor. He coached in the next level football league and took his team to their Super Bowl and won their Championship. Bobby also coached the Freshman Basketball team at De La Salle High school. He was very proud of the fact he Chaired the annual Special Challenger Games for Children with Disabilities.

The race is open to all SM, SMT, SSM Miata competitors, specially those who raced against Bobby. You young guns had better watch out. I have been in contact with several ( More Mature competitors ) who ran against Bobby who have shown an excited interest in coming back to race this Tribute Race. I will also contact the Northwest Region and the Southern Cal Region, where he won on several occasions and made several very close friends. We are hoping for a very large turn out.

We will put up a purse for this race plus some contingencies:

**First Place** In SM \$250.00

**First Place** In SSM \$250.00

**First Place** in SMT \$250.00

**Best looking Car and crew** on the pre grid \$250.00

**Fastest Lap** ( as long as fastest lap is not the winner - if so we will pick the second fastest lap ) \$250.00

**Best advancement** from starting position \$250.00 ( as long as it is not the winner - if so we will pick the second best advancement )

**Hard Luck Driver** \$250.00

**Towed the farthest** \$250.00

**Random Worker Award** \$250.00 ( can't forget our tireless, wonderful workers

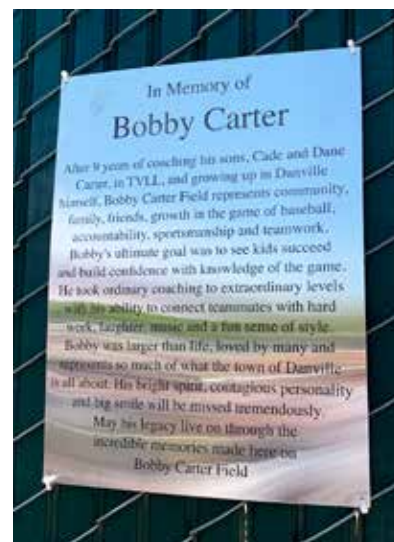
**One last award** to be determined \$250.00

Starting positions to be determined. ( I want this to be fun and I want the back markers to have a chance ) Please Note: Any body contact will result automatic disqualification.

Note: the family wants to spread the Purse out, so no one will win more than one award. Any ties will be awarded to the best finisher or next in line.

Respectfully Submitted

**The Carter family**  
**Leah, Bob, Carole, Cade,**  
**Dane, Kall, Nicole, and**  
**Mosley, The Dog**



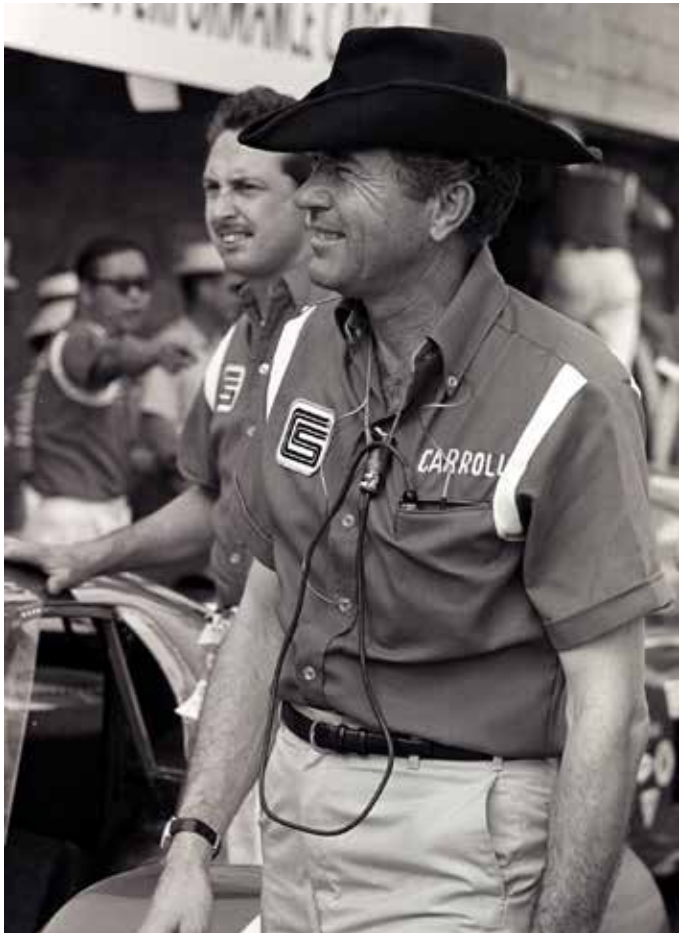
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STANDING

# NOTES from the ARCHIVE



Carroll Shelby

With the movie "Ford versus Ferrari" Ken Miles is finally getting long overdue public recognition as the hidden giant he really was. That he and Carroll Shelby would meet and become a duo for the ages is somehow without doubt.

"Teddy Tea Bag," as his friends and race team members affectionately called him, was born in the industrial heartland of England. By time he was 11 he was already racing a small Triumph motorcycle in rough British Trials events. He was 15 when he went to work for an old British car maker named Wolseley (predecessor to Morris Motors.)

By time World War Two came along he was commanding, driving, even roadside repairing the small "sprint" tanks popular with the British Army. He survived the bloody D-Day landings at Normandy and fought his way around France to help defeat the Nazis. He was a founding member of a British Army engineering regiment.

After returning home he went back to work in the auto industry. Then, in 1952, he received the opportunity of a lifetime. Because post war MG car sales had really taken off, he was offered a position with the western U.S. distributor. There, in addition to working with customers, he began racing the venerable MG-TC, TD, and TFs with such success he really helped their reputation grow. Same for his own.

Meanwhile, Shelby began racing MGs in Texas. Winning the first-ever race he drove started him on his way to the top. He'd been an Air Corp instructor/training pilot during World War Two. On one flight he had to bail out and was lost for several days without food and water on one of those "million acre" Texas cattle spreads. Later, as his racing grew, it was only a natural that he started flying light planes to events further away.

Driving in a number of early California races, including SFR, he soon crossed paths with Miles. It turned into a life-long friendship and a chapter of racing history that will never be repeated.

Miles raced the West Coast, including SFR events. He was a top notch driver, mechanic and self-taught engineer. He was co-designer of the famed Paramount Ranch road racing track. Though it only lasted a couple of seasons, it left its



Ken Miles and Carroll Shelby with the Ford GT-40



mark in racing history. Now part of a National Parks Scenic Area, a few years ago I was driven around it's remains by a "motorhead" Ranger I knew. You could still see just how challenging a layout it really was.

As he continued to work his way thru the ranks, Miles proved he could win, driving Production or Modified class cars. Big or small, front or mid-engined. It didn't matter. He was that good. He drove for Dolphin racing cars in what today would be called Sports Racers, as well as stepping into their open-wheel Formula Cars. There were weekends he entered and won in more than one car and class.



Carroll Shelby with the Daytona Coupe

In their pre-Cobra teammate days, the best race of the weekend was often Miles driving sponsor Otto Zipper's short wheelbase Ferrari 250 SWB against Dave MacDonald in various Corvettes. Their battles were legendary. In his last season before joining the Cobra team, Miles ran against them in Zipper's Porsche RS-61.

Interestingly, in 1960 I watched Carroll Shelby drive a Chevy-powered Scarab to the last victory of his driving career at Continental Divide Raceway near Denver. A year later, Ken Miles won the same 200 mile race in a Porsche 718 RS 61. Each finished their respective season as USAC Road Racing Champion. By '62 Ken Miles was working for Carroll Shelby.

When Shelby first started up, they were a small concern. One or two Cobras began showing at major races, soon with Miles at the wheel. Even then, he often brought a couple of cars along to drive in the supporting races.

I first met Ken Miles when he was guest speaker at a California Sports Car Club meeting (one of the last before their merger with SCCA.) It was held at the Press Club, just a mile from the apartment where I lived when I was going to school in Los Angeles. I had read of his exploits for a long time, so I had to be there. Motor head or not, it was still the days of gentlemen racers. Ties and dresses were required wear. Luckily I owned a white shirt, black tie and sport coat with a Porsche emblem on the pocket. It allowed me to bluff my way in since I was just short of the 18-year old minimum.

The key item Miles spoke about was the development status of the Mustang GT-350. He by that time was employed by Shelby as shop manager, development engineer and test driver. He drove straight to the meeting from Willow Springs Raceway in the desert where, from the crack of dawn, had

spent that entire day at speed. Though he looked tired and worn out, several of us circled him after to ask questions. One of them was an enquiry about what had happened to his now legendary "Flying Shingle?"

To be more competitive when he stepped up to the Modified classes, Miles took his multi-production race winning MG and built it into a streamlined special that garnered the nickname. It became just as domineering.

He said he'd sold it to a friend who'd let it sit for a number of years. Eventually the new owner decided to swap the flathead Ford for a small block Chevy. But their idea, to fit in a specific engine displacement class, was to slice it in half and create a V-4. It was quite a bold idea for those pre-computer days. The end result showed that, the first time they hit the starter button. In the ensuing shrapnel explosion, which had everyone diving for cover, they discovered a major problem: the engine builder had two different specialty companies make and grind the crank and cam shafts. The idea was so new and novel it's not surprising the two had different ideas about what the firing order should be!!!

In researching these articles about Shelby and Miles it's interesting how SFR- related connections keep popping up. The first year of the United States Road Racing Championship (USRRC) was 1963. Shelby and the Cobra team had grown enough to take on the Sebring 12 Hours. To do so, they skipped the series-opening Daytona and Pensacola USRRC rounds. They finally entered the series at Laguna Seca, site of Round Three. That's where they debuted a solid three-car Shelby American team. And in 1965, just two years later, the team also made their last appearance at Laguna Seca. By now they were heavily involved in other racing projects and parked the Cobras.

## Notes from the ARCHIVE continued

It's almost hard to believe that nearly 60 years have passed since Ken Miles was controversially stripped of his Le Mans victory. The possibilities as to why have been run into the ground. The movie even raised a couple of new ones. Yes, Le Mans is known for its spur of the moment, unwritten rule changes. But there is a photo of Miles afterwards, where the Le Mans scoreboard can be seen over his shoulder. It clearly shows him with a one lap lead at the end. I'll just leave it there. The worst part, however, is that he never had the chance to set things straight with a strong victory of his own. Just two months later he was dead.

Ford had been showing a sleek concept called the J Car which was never intended to be a racer. However, someone decided it should be. The aerodynamics and handling proved not good, but they pressed on. After top American road racer, Walt Hansgen, in Le Mans testing, and then Miles at Riverside testing, had both been killed trying to make it a race winner, big changes were made.

With Shelby again managing the team, by the following year's Sebring 12 hours, the Ford "Type IV" -- as it was now officially named -- made its competition debut with an overall victory first time out! To show what a brute it now was, in the hands of Bruce McLaren and Mario Andretti, at the end, they had a 12-lap lead over the team's second place car, the Ford GT-40 MkII-B of Texas Indy 500 drivers AJ Foyt and Lloyd Ruby (both of whom had winning Sports Car Racing records.)

Come June and they were back at Le Mans. After the previous year's criticism that the Ford GT was really an international effort, Ford returned with their truly All-American Ford Mark IV (long incorrectly referred to as a GT-40.) The #1 car was driven by Le Mans veteran and class winner ,Dan Gurney. He was joined by Le Mans rookie AJ Foyt. Only 10 days before, I had watched Foyt score his third Indy 500 win in a thrilling, last lap, "go for broke" pass to victory. Having never before seen Le Mans, he was driven around the track a couple of times by Gurney. After only minimal practice, he co-drove to one of the greatest Sports Car Racing victories ever.

Foyt and Gurney led from the second hour on, literally tearing the record book into little pieces and throwing it away as they went. All of the overall and most class marks

were broken, including for the first time ever a car covering over 5,000 kilometers during the race. They even won the Le Mans-created Index of Thermal Efficiency.

Best of all, they properly "served up" Enzo Ferrari a big plate of American Pasta Fazool. The Commendatore (Italian for Commander) not only had to watch his two best cars come home four and 11 laps behind in second and third places, but in the middle of a Ford "sandwich" as well. Fourth place was the Ford Mark IV of Mark Donohue and defending winner Bruce McLaren.

All four Ford Mark IVs entered were powered by special 427 cubic inch/7 liter engines, and were clearly the cream of the field that day. They were even fitted with NASCAR-style roll cages for safety. That was well tested when the two Holman Moody entered Mark IVs were "sitting ducks" in a multi-car pile-up. Thankfully, none of the drivers were injured. Sadly, maybe that was Ken Miles real legacy.

=====

YouTube memories of the 1956 Sebring 12 hours featuring Carroll Shelby in an early drive for Aston Martin.

<https://youtu.be/jKT1WI9RkjA>



24-Hours-of-LeMans-LeMans-France-1967.-Carroll-Shelby-with-the-race-winning-Ford-Mark-IV.



# THUNDERHILL REPORT

BY DAVID VODDEN

## Digging the Dirt at Thunderhill

Thunderhill SCCA RallyCross will be at the Thunderhill Raceway on September 10th and 11th, 2022. This event is hosted by Blanco Racing and sponsored by COOLSHIRT SYSTEMS. There will be podium trophies issued along with raffle prizes of 3 COOLSHIRT complete systems on Sunday at the end of the day.

Registration is on My Auto Events [myautoevents.com] You can also find the daily schedule and rules.

Entry fee is \$140 for both days or \$65 for Saturday and \$80 for Sunday. \$15 will be added for non-SCCA members for weekend membership. Registration will be open until two days before the event start date.



A team of Rally Crossers ready for action



Rallycross registration team



Rallycrosser and Organizer Skye Katherine tearing it up the dirt-track at Thunderhill Raceway Park.

**RANDY JONES**  
707-889-0291  
Randy-Jones.smugmug.com

A photograph of a yellow and black race car on a track. The car is a sports car with a large rear wing and is driving on a paved track. The background is a blurred landscape.

A graphic for BehindTheKwall.com. It features a city skyline at night with a red outline of a race track in the sky. The text "BEHINDTHEKWALL.COM" is prominently displayed in the center. Below the skyline, there is a red banner with the text "MOTORSPORTS PHOTO &amp; VIDEO" and "SIEGMA LACEY (831) 233-1193". At the bottom, there is a black outline of a race track on a light blue background.

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1988 Msagro CV3 P1/P2/DSR  
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This car was raced in Southern and Northern CA. Three sets of wheels, all body molds, lots of spares. Comes with Homologation Papers. Will need some love to return to the track. Car located in Modesto CA.  
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1972 Royale RP 16 FF, chassis #04, Ivey motor 9 events csrg, svra & hmsa, up-to-date safety equipment. Car is clean, in sbay area, no issues! \$17500, more info, email, t.nissan@aol.com or text Troy @707-372-7162.

SRF3 #865: Built 2009, Converted by Cerini Motorsports Jan 2017. Gearbox rebuilt Jan 2017, Butler Seat & new style Butler "HALO", AIM MXL Pro 05 Dash, New Style UCAs, New Style Toe Adjusters, 2 Sets New Style Wheels, Laguna Muffler, AMB Transponder, Thermal coated headers, PBS Quick Jack, MSR Alignment Bars. SPARES: Nose, Uprights, Hubs, LCAs, Steering Arms & Box, Spare Half Shafts, & much more  
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Royale RP 18A Formula Supervee, 1972. Former Robert Bosch Gold Cup car 1972- 74. Eligible CSRG, VARA, HMSA etc. Tub monocoque/rear drivetrain tubing frame. Wing set up not mounted has sports car configuration. New bottom end rebuild, line bore, less than 30 minutes, new Avons, spare Avon roll around/practice days, new belts. Some spares, extensive history file/pictures, three log books. Extremely clean! Run with twin cams for VW pushrod money! Hewland geared for Laguna, one additional gear set. \$14000 obo. Call 831-917-5952

SRF3 #865: Built 2009, Converted by Cerini Motorsports Jan 2017. Gearbox rebuilt Jan 2017, Butler Seat & new style Butler "HALO", AIM MXL Pro 05 Dash, New Style UCAs, New Style Toe Adjusters, 2 Sets New Style Wheels, Laguna Muffler, AMB Transponder, Thermal coated headers, PBS Quick Jack, MSR Alignment Bars. SPARES: Nose, Uprights, Hubs, LCAs, Steering Arms & Box, Spare Half Shafts, & much more  
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Be a winner, buy a winner! For sale - my BSpec 2013 Mini Cooper, 9 wins, current lap record at Laguna Seca, broke previous record by 3 seconds. Removable steering wheel, AIM data logger with auto start front facing Smarty Cam camera. 2 sets of wheels. \$12,500 or best offer. Contact Clint deWitt at: clintdewitt@comcast.net or (916) 622-6678.



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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.

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**ACCELERATION**  
0-60 mph in 3.4 sec



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