



The wheel®



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Regional 5 & 6	p. 8
Fresno 4 & 5	p. 34
Sacramento Autocross 3	p. 36
SFR Solo II 3 & 4	p. 38

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Above: #57 Nicholas Coe gathers up his car at turn 3. photo by Randy Jones

Cover: #82 James Chartres, #64 Hayden Fisher, and #13 Tao Takaoka in close quarters headed down the corkscrew. photo by Steve Bohac

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

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CALENDAR

2022 FRESNO CHAPTER SOLO SCHEDULE

Event 6 - **June 6**

Event 7 - **June 7**

Event 8 - **June 25**

Event 9 - **Aug 20**

Event 10 - **Sept 10**

Event 11 - **Sept 11**

Event 12 - **Nov 12**

Event 13 - **Nov 13**

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

All events held at Fresno Fairgrounds except February

**Famoso Raceway

SAN FRANCISCO REGION'S 2022 SOLO II CHAMPIONSHIP SCHEDULE

Rounds 5 & 6 - **June 18-19**

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. Castle Air Force Base in Atwater, California, may be a new location for this year, with a trial run on Jan. 8, 2022.

RENO REGION SCCA SCHEDULE

June 11

Aug 5*

Sept 10

Oct 15

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

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

SCCA SACRAMENTO AUTOCROSS SCHEDULE

Rounds 7 & 8 - **June 25-26**

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



Regional Races 7 & 8
18 - 19 June 2022

THUNDERHILL RACEWAY PARK

SAN FRANCISCO REGION SCCA Sports Car Club of America

The image shows a promotional banner for SCCA Sacramento Autocross. It features a photograph of several open-wheel race cars on a track. In the foreground, a yellow car is prominent. The background shows other cars in various colors (red, blue, pink) racing. The text 'Regional Races 7 & 8' and '18 - 19 June 2022' is overlaid in large, bold, white letters with a black outline. The Thunderhill Raceway Park logo is in the bottom left, and the San Francisco Region SCCA logo is in the bottom right.

2022

2022 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

JUNE 17

TEST DAY (RUN BY THUNDERHILL) –
THUNDERHILL RACEWAY

JUNE 18-19

REGIONAL 7&8 -THUNDERHILL RACEWAY

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



This Old Truck

For towing to the track, runs to Pick-and-Pull for racecar parts, or back and forth from Home Depot to deliver landscaping bricks, I drive a Dodge Ram 1500 two-wheel drive P.O.S. pickup truck. There's nothing fancy or racy about it. I don't have it jacked up on big tires, it doesn't have cool

custom wheels or desert racing lights. The truck is essentially bone stock, which means essentially it hasn't been modified. Well, it hasn't been modified by me, but the sun has modified the truck quite a bit. Especially the paint, which at one time was red, but is now oxidized, orange and in some places just bare metal.

I'm not going to lie, the truck has certainly seen better days. My neighbor, who probably doesn't appreciate it in my driveway next to "his" house, said the truck looks like it lost a demolition derby. Honestly, I don't really care what it looks like. The truck exists for only three reasons. One: To haul crap to the dump, Two: To tow crap to the races, and Three: To embarrass my kids.

Part of my job as a parent of two teenagers is to embarrass them. It is actually in the parenting handbook, Chapter 10, section 2, third paragraph, "In any given opportunity, it the sole responsibility of a parent or guardian to embarrass the living hell out his or her teenage child, especially at school and in front of their friends." Apparently, based on the handbook, I am a very good parent, because every time I drop my kids off in my beat up old pickup truck, I am embarrassing them at school and directly in front of the their friends.

I will admit there are a few things about the truck that could be fixed; but the reality is race car maintenance takes precedence in both time and money. Therefore, the truck just gets rougher as the years go on. The heater in the truck doesn't work, so wintertime can get a bit chilly. I priced out how much it would cost to fix the heater core (\$1,500) and decided to fix the issue by purchasing a thicker jacket for only sixty bucks. Without a heater, I also don't have a defroster. I have replaced the defrost feature with an old Krider Racing t-shirt that I keep on the dashboard. It is the right front passenger's job to keep the windshield clean. "C'mon, keep wiping, I can't see a thing!"

The plastic dashboard of the truck has begun to deteriorate from sun damage and is caving in on itself. When I run the air conditioning, broken pieces of the dashboard regurgitate through the air vents and pelt the passengers. That is always a fun conversation.

"Ouch, what was that?"

"That was the dashboard."

"Why is it attacking me?"

"The truck heard what you said about it when you got in. Don't insult the truck and you won't get hurt."

The windshield is cracked in about six different places. This crack began as a very small, innocent windshield chip from a rock while towing to Thunderhill. Then the crack got much worse when one day my wife, whom I love, put her feet against the windshield and decided to stretch her legs. This caused the crack to enlarge itself from a little

chip into an all-encompassing, across the entire span of the windshield, "thank you very much, Honey" super crack. Now the windshield is like a pair of bifocals, I need to decide if I'm going to drive looking above the crack, or lean down and look below the crack.

The truck's engine sounds like it is trying to destroy itself each time it starts up. The fact that it keeps running is really the eighth wonder of the world. Every time I start the truck I think, "Today could be its last day." Miraculously it keeps on truckin', regardless of the fact that I haven't changed the oil in it since... "Um, let's see, we took that trip to Portland, and I remember thinking I should change it before we leave, but, of course, I never did. I think that was in the winter, yes it was winter because we froze without the heater, yes it was winter, winter of 2015." It is true, I haven't really taken very good care of maintaining the truck. Regardless, somehow the truck still takes care of me.

Because the junky old truck keeps on running, I don't see any reason to replace it. Sure, a nice new Ford F-150 Raptor would look cool in the driveway (and make my neighbor and my kids very happy) but I can't justify spending \$80,000 to run to Home Depot to pick up four dollars worth of an eight foot piece of plastic sprinkler pipe. Plus, if I had a brand new Raptor that comes with brand new paint, the last thing I would want to do is put stuff in the new truck bed and possibly scratch my new baby.

The old truck in my driveway is paid for so, I don't blink an eye if we drop a half ton of rocks in the back of it or ram the trailer hitch into the rear bumper while trying to hook up the race car. That is the truck's job - to be used as a tool for hauling. Yes, the motor is tired, so it certainly no longer hauls ass. My daughter says all it really knows how to haul is "ugly."

My kids plead with me not to take them to school in the truck. They try to get me to drop them off a block from the campus so they can walk in. I love them, so I do what they ask. But then I sneakily follow them, wait for them to be right in front of the campus near their friends and then honk the horn. "Goodbye!" Waving from the cab of the junky truck I yell, "Have a great day at school today!" Yup, I'm parent of the year.

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





Hello Everyone,

We are now about halfway through the season, with Regional 7 & 8 just around the corner in June.

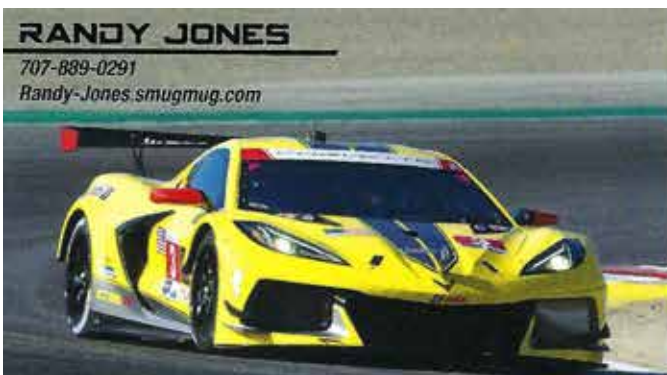
This has been an interesting year and we are seeing more people bringing cars out. At the last Regional (5 & 6) we had over 204 unique race entries. That is one of the biggest

weekends we have seen in a while, excluding the Majors. We also had a stellar Volunteer staff show up filling almost all positions (We did have to hire 3 flaggers.)

"Our busiest time of the year will be coming up starting In July. We have two Regionals at Laguna Seca, then in August we have Pre Reunion and Reunion weekends. We then have IndyCar in September, as well as our second Sonoma Regional. In October we have Velocity, followed by our Road Racing three-day finale over Halloween weekend. These are a lot of support races, and we can use any and all help for them. I hope to see some Drivers volunteer for these pro events. They are fun, you get to see some great cars, and you earn VIP Points. These events also lower the cost of racing at Laguna Seca, which is the most expensive track at which to run.

IndyCar in September will also feature a great support race - SCCA Spec Racer Ford Gen 3 (SRF3.) It will be the support race at IndyCar race weekend this year, which will be the season finale race for IndyCar. The SRF Race will be limited to 35 Drivers, and they will be from our ranks. This is a very good event, and I am glad that Indy chose us this year. We will be communicating with all the Drivers in the class (like they don't know already) regarding the entry details and criteria.

For Drivers, we have had some questions on how we grid the qualifying races. There have been many suggestions on how to do this. This is specifically for Groups 6 and 7. Qualifying has always been "first come, first gridded." Group 7 had a meeting and tried to get it based on the last race performance. While it seemed an easier way to do it, not all drivers voted. At the last race a protest was made over it, and we went back to our model we have used since Day One. At our last Board Meeting this was discussed at length. Even after the meeting, we are still discussing this. For the time being, meaning Regional 7 & 8, we will not have a planned grid for qualifying. There has now been talk of other groups wanting to do this. As a Club, we need to make it fair for "everyone." We have reached out to other parts of the country as well. Right now, we want to look at this option in more detail. Another option floated was to be gridded in order of "registration time and date." This is used at the Runoffs, but not at the Regional level. For the time being, I would suggest Drivers know their competition and plan accordingly.



At the start of qualifying, perhaps pull over to the left side of pit road and wait, to create some open space. There are all kinds of strategies for this. Remember, there must be buy-in by ALL, not just a few. More on this will follow. Please remember, we really don't want to put more items on the plate of our paid staff or our grid workers. That is also part of the equation.

Talks are still underway with the SFR Solo folks and Sonoma regarding the possibility of having a permanent location there. These will resume after NASCAR is there. They are also finishing the Turn 11 "Hospitality Building," which looks awesome, and very expensive. If you are local, go check it out. It is impressive!

Plans at Thunderhill are to have the new Gift Shop up by our Season Finale. We already have the North end bathrooms completed, as well as the paddock resealed and striped. It looks really good! Thanks to Thunderhill management and staff for pulling this off. When the new Gift shop is complete, the old one will be razed. The plan is to clear and then pave, and get another canopy built there for extra paddock space. Thunderhill Properties is really doing a great job making sure our facility is in great shape and up to date in every way. Plans also include building an extra 12 garages, as well as acquiring more land in the future.

I hope to see everyone at Thunderhill in June. Bring your sunscreen and hats!

Until next month,

Tim

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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
Ferrari '62 250 GTE 2+2 Series II	Porsche '78 911SC Targa
	Porsche '70 914/6 Targa
	Porsche '89 Speedster

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REGIONAL 5 AND 6

After taking the month of April off to staff Pro Events the San Francisco Region got back to the 2022 Regional Road program. WeatherTech Raceway at Laguna Seca was the venue. With the limited track time and the large number of run groups, we had to start the day off with qualifying. If you needed practice time, you had to sign up for the SFR Friday test day.

180 cars (for 200+ entries) made it into the paddock by Saturday morning, which was a great turnout considering the Oregon Region was hosting a Super Tour this same weekend. The weather was great with near ideal track conditions. The Friday test session was busy and Saturday morning qualifying was problematic; but they must have helped remove any cobwebs out that the driver's may have had, as every race on Saturday was run without a full course caution.

Friday's test day was run by the region, and had over 100 cars, a nice turnout for a test day. The weather was mild, with clear blue skies all day, and an afternoon marine breeze which turned chilly.

Saturday's weather was warm and sunny all day.

Sunday's weather was erratic, alternating sunny, overcast, foggy, and windy all day. It was cold and inhospitable much of the time.

Last August Bruce Semler, a SFR racer from Montana who traveled to race with us, had a severe accident at Laguna during his race, and was seriously injured. Sunday, just before the lunch break, he drove his Formula Mazda around the course on a Victory Lap, while the corner workers saluted him with International Flag waving and emergency workers lined their corners.

Group 1 (FA, FA2, FA3, FX, FM, F4)

Race 1



#31 Jay Henry Horak, #22 Sean Prewitt, and #16 Edd Ozard in the braking zone for turn 7. photo by Chris Poncin

For those of you who have not seen Rod Rice's Stohr F1000 car, the best visual I can give you is that it looks like bright red Batmobile. When he has his bright red Batmobile running properly, it does some amazing things just like you would expect from the Batmobile. Rod qualified on the pole four seconds quicker than the second place qualifier, John Purcell in his FA2 Ligier F3.

When the green flagged dropped, Rice was gone. His 1000cc machine sounded like a mini F1 car, with the high revving motor and the no-lift shifting. After the first two laps, there were two questions yet to be answered as far as overall winner was concerned. First question was the car going to stay together, because that has been the Achilles Heel of Rod's car; and the second question was how many cars could Rice lap before the end of the 20 minute session. Answer to the first question was the car performed flawlessly and nary a wheel was placed wrong. The second question was Rice lapped all the way up to sixth place.

The lack of excitement at the head of the pack was replaced by the race for second overall and first place in FA2. The FA2 cars are all Liger JS F3 cars and quite impressive in their own right. The tussle for first place in this class was down to Purcell and Jay Henry Horak. Purcell got the jump at the start of the race and held station for the 14-lap race; but Horak was so close he could see the wear indicators on Purcell's tires. Speaking of tires, they are an important factor when driving the F3 cars, as they have a tendency to eat tires up pretty fast. The driver who maintains the perfect balance of wear and speed usually comes out on top.

For this race, it was Purcell. He was able to hold off Horak by 0.2 of a second.

FM had a really healthy field with nine cars competing. Predictably, Bill Weaver was the class of the field and was able to hold off Derry O'Donovan by about 15 car lengths. Weaver and Doron Dreksler kept each other entertained for the first half of the race, with Weaver keeping the faster Dreksler behind him for several laps.

Dreksler was missing his counterpart, Tao Takaoka, as Takaoka was trying his hand in a SFR3 this weekend. Dreksler's other FX racing buddy, Frank Russell, was busy keeping O'Donovan behind him.

F4 looked as though it was going to be John Holmes' race. At the midway point, Holmes had good size lead over Carson Etter. But on laps 12 and 13, Holmes lost about 14 seconds in lap time erasing his advantage. Etter was able to get by Holmes and take the F4 victory.

Stew Tabak was involved in a great race with Brad Drew, Randy Sturgeon, and Lars Jenson; but on the last lap Tabak ran out of gas. He made it to within 50 feet of the start finish, before he coasted to a halt. I talked to Tabak afterwards. He said he had plenty of gas for a 20-minute race but the race went long. Tabak was not the only one to calculate his fuel allotment to the very minimum. Lars Jenson also ran out of gas, but he did so after the checkered flag.

Only two FA3 cars (Pro Formula Mazdas) were in attendance with Edd Ozard taking the class win. Ozard was seriously hitting above his pay level as he hounded the FA2 car of Sean Prewett the entire race.



#28 Stew Tabak and #46 Frank Russell raced hard in Sunday's race. Russell ended up the hard charger of the race. photo by Chris Poncin

Pos	PIC	No.	Name	Class	Laps	Points	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	33	Rod Rice	FA	15	25	1:22.872	Stohr F1000	Austin TX	SFR	339064	
2	1	14	John Purcell	FA2	15	0	1:26.917	Ligier JS F3	Vancouver BC	Nwst	519838	World Speed / Exc
3	2	37	Jay Henry Horak	FA2	15	21	1:27.188	Ligier JS F3	Mesa AZ	SFR	450049	AutoEngenuity
4	3	22	Sean Prewett	FA2	15	18	1:29.315	Ligier JS F3	Clovis CA	SFR	375663	Graham Prewett /
5	1	16	Edd Ozard	FA3	15	25	1:28.840	Mazda Pro Mazda	Auburn CA	SFR	20453-1	PacWest Solutions
6	2	35	Greg Labadie	FA	14	0	1:29.023	Pro Formula Mazda	Redondo Beach CA	CSCC	552325	HM Racing/ VIX O
7	1	70	Doron Dreksler	FX	14	25	1:31.079	formula speed formula	Mill Valley CA	SFR	313137	spire motorsports
8	1	57	Bill Weaver	FM	14	25	1:31.956	Star Mazda Formula Ma	Fresno CA	SFR	272665_1	James G. Parker Ir
9	2	46	Frank Russell	FX	14	21	1:31.629	Formula Speed 2.0 Forr	Hollister CA	SFR	466034	KT Machine Werks
10	2	77	Derry O'Donovan	FM	14	21	1:32.501	Formula Ma FM	Napa CA	SFR	229422	
11	3	29	Christian Okpysh	FM	14	18	1:32.624	Mazda Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and Maint
12	4	78	Brad Drew	FM	14	0	1:33.097	Mazda Formula	Camas WA	Ore	221118	Coast Lighting & T
13	5	38	Randy Sturgeon	FM	14	0	1:32.980	Mazda Star Formula Ma	Ridgecrest CA	CSCC	486093	
14	6	53	Lars Jensen	FM	14	15	1:32.974	Star Formula Mazda	San Ramon CA	SFR	424700	Dig This Inc.
15	4	1	Dan Decker	FA2	14	17	1:28.698	Ligier JS F3	Sonoma CA	SFR	653277	Decker Apartment
16	1	57	Carson Etter	F4	14	0	1:33.867	Ligier JS F4	VILLA PARK/ CA 9286	CSCC	673149	Direct Edge/ Red C
17	7	75	C.J. Ray	FM	14	14	1:33.121	Mazda Star Formula	Huntington Beach CA	SFR	616127	Sen's Car Wash an
18	2	17	John Holmes	F4	14	0	1:33.869	Ligier JS F4	Novato CA	Ore	624987	THEOREM/ ONDIE
19	8	28	Stew Tabak	FM	13	13	1:33.004	Mazda Formula Mazda	Stockton CA	SFR	177403_1	Tabak Law Firm
20	9	11	Lisa Devlin	FM	12	12	1:45.144	Star Formula Mazda	Campbell CA	SFR	239966	2x4 Chiropractic/ P
Not classified												
IS	NS	19	Graham Rankin	FA		0		Swift 014	Livermore CA	SFR	251383	



#57 Carson Etter has the inside line on #46 Frank Russell. photo by Dominic Cariaso

This group is known as the big bore formula car group. But the pole sitter's car had an engine in it that is only 1000cc. That is 200 cc smaller than a Formula Vee engine. But the total package of the pole sitting car include full ground effects, very light weight, and several thousands of dollars worth of modifications to the 1000 cc motorcycle motor. When you add everything up it is one of the fastest cars in SCCA racing.

The pole sitter again was Rod Rice with a time of 1:24.182 seconds. This time was a little over a second faster than his front row partner, John Purcell. When the group came by for the pace lap Graham Rankin was playing shotgun on the field and I was excited to see him carve his way through the field. But whatever issue plaguing his car this weekend were not cured and he went back paddock before taking the green. Rankin had just finished completing the restoration of the car's former livery, when it was a Lynx Racing Formula Atlantic car raced by Bryan Sellars.

The Saturday race was a Rod Rice demonstration run. For Sunday, by the time they came into my view at Turn 2, I was expecting more of the same. However that was not the case. Rice had some sort of issue on Grid, and then at the start and was eaten up by half the field by the time Turn 2 had arrived. That left the door open for John Purcell to grab the lead and attempt to put the rest of the field in the distance. Unfortunately for John, Jay Henry Horak had other intentions. Horak chased Purcell around for 20 minutes on Saturday so he had 20 minutes worth of studying time on Purcell's rear wing. Thirteen laps into the race, Horak finally got by Purcell for the class victory. Notice I said class victory because even though Rice was down he was not out.

With whatever caused the poor start cleared up Rice mounted a serious comeback. Every lap he gobbled up more cars. He went from 12th position to the lead by Lap 6. In the Saturday story I referred to Rice's car as the Batmobile. Watching him take Turn Four convinced me that there is some sort of superpowers holding that car to the ground. The speed on which he approaches the turn visually has you convinced he will not make it through; but every time he did and every time he did I became more impressed.

With Rice in the lead and Horak finally getting around Purcell, the next race to focus on were the FA3 cars. But since there was only one FA3 car, Edd Ozard had to keep himself entertained by trying to run down the FA2 car of Sean Prewett. That never quite happened, but Ozard did record a faster lap by a little more than 0.5 seconds.

Doran Dreksler had an interesting race with the FM of Bill Weaver. Dreksler found himself behind Weaver for several laps, but on Lap Ten he made it by and then stretched out the lead over Weaver.

Weaver won the Saturday FM race with no one challenging him. But the Sunday race Christian Okpysh looked as though he was going to run Weaver down. His charge fizzled when the FX car of Frank Russell got by him.

Further back in the FM race Randy Sturgeon and Lars Jensen were having a great race. The last five laps they were so close, they looked like synchronized swimmers.



Rod Rice had a good weekend. Two poles, Two fastest laps, and two wins. photo by Chris Poncin



#70 Doron Dreksler uses all of the track at the exit of turn 3. Dreksler took home two wins n FX. photo by Dominic Carioso



#19 Graham Rankin made a brief appearance on Sunday but had to retire the car with a Mechanical issue. photo by Chris Poncin

Pos	PIC	No.	Name	Class	Laps	nts	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	33	Rod Rice	FA	18	25	1:22.245	Stohr F1000	Austin TX	SFR	339064	
2	1	37	Jay Henry Horak	FA2	18	25	1:26.359	Ligier JS F3	Mesa AZ	SFR	450049	AutoEnginuity
3	2	14	John Purcell	FA2	18	0	1:26.550	Ligier JS F3	Vancouver BC	Nwst	519838	World Speed /
4	3	22	Sean Prewett	FA2	17	18	1:29.466	Ligier JS F3	Clovis CA	SFR	375663	Graham Prewett
5	1	16	Edd Ozard	FA3	17	25	1:28.888	Mazda Pro Mazda	Auburn CA	SFR	20453-1	PacWest Soluti
6	4	1	Dan Decker	FA2	17	17	1:29.431	Ligier JS F3	Sonoma CA	SFR	653277	Decker Apartm
7	1	70	Doron Dreksler	FX	17	25	1:31.352	formula speed formula	Mill Valley CA	SFR	313137	spire motorspo
8	1	67	Bill Weaver	FM	17	25	1:31.809	Star Mazda Formula Ma	Fresno CA	SFR	272665_1	James G. Parke
9	2	46	Frank Russell	FX	17	21	1:31.035	Formula Speed 2.0 Form	Hollister CA	SFR	466034	KT Machine We
10	2	29	Christian Okpysh	FM	17	21	1:32.527	Mazda Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and M
11	3	28	Stew Tabak	FM	17	18	1:32.971	Mazda Formula Mazda	Stockton CA	SFR	177403_1	Tabak Law Firm
12	4	75	C.J. Ray	FM	17	17	1:32.547	Mazda Star Formula	Huntington Beach CA	SFR	616127	Sam's Car Wash
13	5	63	Lars Jensen	FM	17	16	1:32.727	Star Formula Mazda	San Ramon CA	SFR	424700	Dig This Inc.
14	6	88	Randy Sturgeon	FM	17	0	1:32.096	Mazda Star Formula Ma	Ridgecrest CA	CSCC	486093	
15	7	77	Derry O'Donovan	FM	17	14	1:32.712	Formula Ma FM	Napa CA	SFR	229422	
16	1	17	John Holmes	F4	17	0	1:34.083	Ligier JS F4	Novato CA	Ore	624987	THEOREM/ ON
17	2	57	Carson Etter	F4	17	0	1:33.498	Ligier JS F4	VILLA PARK/ CA 928	CSCC	673149	Direct Edge/ Re
18	8	11	Lisa Devlin	FM	15	13	1:44.262	Star Formula Mazda	Campbell CA	SFR	239966	2x4 Chiropracti
DNF	DNF	35	Greg Labadie	FA	3	0	1:34.463	Pro Formula Mazda	Redondo Beach CA	CSCC	552325	HM Racing/ VI
Not classified												
DNF	DNF	78	Brad Drew	FM	6	0	1:32.889	Mazda Formula	Camas WA	Ore	221118	Coast Lighting
DNS	DNS	19	Graham Rankin	FA		0		Swift 014	Livermore CA	SFR	251383	



#49 Chris Vian pours on the throttle at the exit of turn 11. photo by Dominic Cariaso

The Super Tour event did not help this group at all. Group 2 already has a hard time attracting racers, but when a Super Tour is held in the Western Conference we lose four to five racers that would normally run with us. With that being said, this group only had six cars - four entries and two add-ons. But the six cars that did show up are really cool.

Joe Viso brought out his Elan DP02 to work on getting his lap times within range of his main P1 competitor Jim Devenport. Devenport has the all-time SCCA track record at Laguna Seca with a 1:21.367. Joe is relatively new to the P1 class and has been working real hard at making his car fast. This weekend in the Saturday Qualifying he posted a time of 1:22.540, which is pretty damn fast. It is always hard to compare laps times, as track conditions change so much weekend

to weekend. Nevertheless, I am sure Viso is happy with his progress. Let's see what happens the next time both of these guys are on the track together. We just might have ourselves a race.

As far as the race is concerned, Viso took his fast time and ran away from the field. John Manfroy finished second; and he was doing all he could to keep Viso in sight, but at the end he finished 56 seconds behind.

Chris Vian took home third in P1 and had a great race with Jaime Gonzalez.

The other good race was between John Howarth and Eddy Chan. Both of these racers were posting similar lap times, which made for a fun race between the two of them.



Joe Viso at speed at the exit of turn 6. photo by Steve Bohac

Pos	PIC	No.	Name	Class	Laps	Points	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	52	Joe Viso	P1	15	25	1:23.028	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go Motor
2	2	08	John Manfroy	P1	15	21	1:26.637	Dauntless-Stohr P07d	San Jose CA	SFR	388822	Kevin Witz Motors
3	3	49	Chris Vian	P1	14	18	1:33.390	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises-
4	1	55	Jaime González	P2	14	25	1:33.418	Radical SR 8	Santa Cruz CA	SFR	674519	Na
5	2	79	John Howarth	P2	14	21	1:34.545	Carbir Carbir P2	Roseville CA	SFR	3055055_1	Stephanie
6	3	3	Eddy Chan	P2	13	18	1:34.079	Radical SR3 RS	Millbrae CA	SFR	670996	

Group 2 was the last race of the day with only six cars in the group and with a large speed differential among the cars. You knew it was not going to be a chance to send the flaggers home with a warm and fuzzy feeling about standing out in the elements all day. But as true professionals they performed their duties and made it through the day.

Joe Viso was able to use the weekend as an extended test session. He was really able to concentrate on getting all the speed out of car that he could. Needless to say he won the race without an issue, lapping the entire field.

John Manfroy, on the other hand, had to deal with some mechanical issues and spent some time at the back of the pack figuring out the problem. But once he got everything figured out, he came back and finished third.

Chris Vian took second. He continues to improve with his Elan DP02 and it will not be long before he is fighting at the front of the pack.

Six cars took the green and six cars finished, which was in doubt when I heard the 79 car of John Howarth go by. He was off-song and his engine sounded as though it was several thousand RPMs short of its potential. But he soldiered on and finished.



#55 Jaime Gonzalez works his way around turn nine. Jaime won the Saturday race. Photo by Sierra Lacey



#08 John Manfroy had some mechanical issue during Sunday's race, but got them rectified and was able to finish the race. photo by Dominic Cariaso

Pos	PIC	No.	Name	Class	Laps	nts	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	52	Joe Viso	P1	17	25	1:24.261	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go Mo
2	2	49	Chris Vian	P1	16	21	1:32.871	Elan DP02	Auburn CA	SFR	624382	Vian Enterprise
3	3	08	John Manfroy	P1	15	18	1:24.886	Dauntless-Stohr P07d	San Jose CA	SFR	388822	Kevin Witz Moti
4	1	3	Eddy Chan	P2	15	25	1:36.151	Radical SR3 RS	Millbrae CA	SFR	670996	
5	2	55	Jaime González	P2	15	21	1:33.034	Radical SR 8	Santa Cruz CA	SFR	674519	Na
6	3	79	John Howarth	P2	14	18	1:42.145	Carbir Carbir P2	Roseville CA	SFR	3055055_1	Stephanie

Group 3 (T1, GT2, ITE, EP, SP,AS MC, AS, T2, VTA, T3, GT3)



#9 Tony Colicchio leads #08 Christian Littlehale into turn 3. photo Chris Poncin

Group 3 has affectionately earned the name ground pounders. That is because this is the group of cars that are made up of big engine American V8s. When they go by, you feel the ground vibrate at your feet due to the massive amounts of horsepower the cars have. But this weekend was missing any of the GT1 cars that make the ground shake. Instead we were treated to a display of high revving BMW M3 occupying the first three positions.

Tristan Littlehale qualified on the pole by 0.005 over Tony Colicchio. Both drivers were racing BMW M3, but they entered in separate classes. Littlehale was racing in T1, while Colicchio was running in GT2.

When the green flag dropped, Littlehale got the better start and went into Turn 2 with the lead. Colicchio was right on his bumper with Ian Barberi close behind.

As the laps ticked off, Littlehale and Colicchio built up a gap over Barberi. Once the gap was established, the two drivers only needed to concentrate on their laps; because it really did not matter who got the overall win, since they were both leading their respective class.

For the better part of this 20 minute race, these two drivers drove as one. They were so close, the exhaust of Littlehale's car had to have exited out the rear of Colicchio's car. Even though the racing was close, Littlehale was able to maintain the lead for the entire race. He ended up winning by 0.252, and set a new T1 track record. Third was Barberi, whose cause was not helped when he took to the dirt in Turn 11. Luckily,

he was far enough ahead of the fourth place finisher, and was able to maintain his position.

Clark Nunes who is normally a dominant force in T1 came home fourth overall.

In the Muscle car race, five competitors showed up. Charles Laster parked his GT2 car in favor of Camaro that was set up to run as a Muscle Car. Laster ran this class before, so he knows how to make those cars go.

He beat Bill Pryor and the rest of the Muscle Car field. In addition, he set a new track record for the class. Maybe Laster is going to mount a regional championship challenge in the Muscle Car class.



#69 Lenny Celiberti flying down the corkscrew. photo by Sierra Lacey



#4 Glen McCready blasts through turn 5. photo by Dominic Carioso

Pos	PIC	No.	Name	Class	Laps	Points	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	08	Tristan Littlehale	T1	13	25	1:32.963	BMW M3	San Jose CA	SFR	420532	TC Design Motors
2	1	9	Tony Colicchio	GT2	13	25	1:33.234	BMW M3	Campbell Ca	SFR	410828	TC Design Motors
3	2	74	Ian Barberi	T1	13	21	1:34.645	BMW M3	Pleasanton CA	SFR	315698	TC Design
4	3	79	Clark Nunes	T1	13	18	1:35.460	Chevrolet Camaro	San Jose CA	SFR	496417	Premier Homes/F
5	2	69	Galen Bieker	GT2	13	0	1:36.532	Porsche GT3	Burbank CA	CSCC	306455	
6	1	50	Andy Kwitowski	ITE	13	25	1:37.930	BMW M3	Morgan Hill CA	SFR	655371	AK Development
7	2	83	Jason Beacham	ITE	13	21	1:39.022	BMW M3	Santa Clara CA	SFR	680654	
8	3	18	Gustavo Greco	ITE	13	18	1:38.081	BMW M3	San Mateo CA	SFR	638584	Greco Racing/TC
9	4	44	Scott Smith	ITE	13	17	1:38.663	BMW M3	San Mateo CA	SFR	301736	
10	1	4	Glen McCready	EP	13	25	1:38.680	Mazda MX-5	Redwood City CA	SFR	307039	TC Design
11	1	17	Jeff Francis	SP	13	25	1:39.631	Ferrari 488 Challenge	Fresno CA	SFR	212000	Finishmaster, Tea
12	5	35	Randall Mackintosh	ITE	13	16	1:39.939	Chevrolet Corvette ZM1	Danville CA	SFR	217450-1	Main Street Techn
13	2	22	Casey McLoed	SP	13	21	1:39.473	Ford Mustang	Placerville CA	SFR	625502	CORE Realty Grou
14	6	82	Bob Murillo	ITE	12	15	1:41.427	Porsche 911 Carrera	Santa Cruz CA	SFR	283058	Rothsport
15	7	122	Svilen Kanev	ITE	12	14	1:41.410	BMW M240i	San Francisco CA	SFR	678839	
16	8	7	Wilson Powell	ITE	12	13	1:40.537	BMW M3	Danville CA	SFR	338274	
17	1	56	Jeff Sutton	AS	12	25	1:42.081	Ford Mustang Gt	Foresthill CA	SFR	548901	
18	4	15	Igor Gandzjuk	T1	12	17	1:41.748	Ford Mustang Boss 302	Prunedale CA	SFR	521765	AV8 Super Cars
19	9	13	Adrian Mulhall	ITE	12	0	1:41.732	BMW M3	Novato CA	SFR		Mulhall Construct
20	1	36	Charles Laster	MC	12	25	1:44.771	Chevrolet Camaro	Gridley CA	SFR	546543	Trish James/Four
21	2	73	Bill Pryor	MC	12	21	1:45.932	Chevrolet CAMARO Z28	Phoenix AZ	SFR	639975	MAXIS TIRES/NI
22	2	06	Anthony Bonino	AS	12	21	1:46.697	Ford Mustang	Novato CA	SFR	427325	
23	1	54	Van Hunter	T2	12	25	1:45.811	Chevrolet Camaro SS	Shadow Hills CA	CSCC	521948	
24	3	64	Robert Roumimper	GT2	12	18	1:47.804	Datsun 240Z	Scotts Valley CA	SFR	97315	Rusty's Repair/Sc
25	3	27	Michael Lowe	MC	12	18	1:49.710	Chevrolet Camaro	Hayward CA	SFR	497261	Richard Pryor
26	1	75	Cory Newlon	VTA	12	25	1:49.591	Chevrolet z28	Turlock CA	SFR	547428	Vintage Trans Am
27	10	42	Justin Sprugasci	ITE	11	11	1:38.811	BMW BMW M3	Morgan Hill CA	CSCC		Scarlett Vision We
28	1	19	Kris Foster	T3	11	25	1:50.412	Porsche Boxster	San Francisco CA	SFR	672633	
29	11	68	Lenny Celiberti	ITE	11	10	1:50.102	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
30	4	48	Joe Montana	MC	11	17	1:50.850	Pontiac Firebird	Grass Valley CA	SFR	494434	
31	1	77	David Witkowski	GT3	11	25	1:51.090	Porsche 911	Cupertino CA	SFR	340340	
32	5	86	Robert Luster	MC	11	16	1:58.705	Chevrolet camaro	Carmel CA	SFR	324482_1	
33	12	158	martin tagliavini	ITE	8	9	1:39.972	Honda S2000	San Jose CA	SFR	681012	Supertech Perform
Not classified												
34	NS	94	Lawrence Murdter	SMX		0		Mazda MX-5	Sunnyvale CA	SFR	436659	Haag Performance
35	NS	58	Tim Sullivan	T1		0		Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Aut
36	NS	14	Chad Ryker	VTA		0		Ford Mustang	Elk Grove CA	SFR	489877	AutoXandTrack



#17 Jeff Francis running a Ferrari in Super Production. photo by Chris Poncin

Saturday's Race saw a reversal of fortunes. Saturday Littlehale took charge of the group and lead flag to flag with Tony Colicchio following closely behind. Sunday Colicchio took the pole and lead flag to flag, with Tristian Littlehale finishing second.

This race was interrupted by a three laps of full course caution. The caution was for the beached car of Michael Lowe, who found out that a Muscle Car with very little ground clearance will not make it out of the gravel on the exit of Turn 11. When the green flag flew again, Colicchio maintained his lead, but third place Ian Barberi lost out to the high revving Porsche GT3 car of Galen Bieker.

The ITE race was interesting because Gustavo Greco took the initial lead and once the caution period was over, he fell victim to Andy Kwitowski getting a better start out dragging him into Turn Two.

The Muscle car field was severely depleted, especially once Michael Lowe got stuck in the kitty litter outside of Turn 11. Once he was out, the only two Muscle Cars left in the race were Bill Pryor and Robert Luster. Pryor easily took the class victory.

Once the race settled in there was very few changes for position and it became a matter of reliability.

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#50 ITE winner Andy Kwitowski raced hard with Gustavo Greco (seen in the background). photo by Dominic Gariaso

Pos	PIC	No.	Name	Class	Laps	nts	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	9	Tony Colicchio	GT2	14	25	1:33.900	BMW M3	Campbell Ca	SFR	410828	TC Design Moti
2	1	08	Tristan Littlehale	T1	14	25	1:33.979	BMW M3	San Jose CA	SFR	420532	TC Design Moti
3	2	69	Galen Bieker	GT2	14	0	1:35.661	Porsche GT3	Burbank CA	CSCC	306455	
4	2	74	Ian Barberi	T1	14	21	1:35.615	BMW M3	Pleasanton CA	SFR	315698	TC Design
5	3	79	Clark Nunes	T1	14	18	1:36.198	Chevrolet Camaro	San Jose CA	SFR	496417	Premier Homes
6	1	50	Andy Kwitowski	ITE	14	25	1:37.260	BMW M3	Morgan Hill CA	SFR	655371	AK Developer
7	2	18	Gustavo Greco	ITE	14	21	1:37.656	BMW M3	San Mateo CA	SFR	638584	Greco Racing/I
8	3	83	Jason Beacham	ITE	14	18	1:39.162	BMW M3	Santa Clara CA	SFR	680654	
9	1	17	Jeff Francis	SP	14	25	1:38.684	Ferrari 488 Challenge	Fresno CA	SFR	212000	Finishmaster, T
10	4	13	Adrian Mulhall	ITE	14	0	1:38.600	BMW M3	Novato CA			Mulhall Constru
11	5	44	Scott Smith	ITE	14	16	1:39.154	BMW M3	San Mateo CA	SFR	301736	
12	1	4	Glen McCready	EP	14	25	1:40.121	Mazda MX-5	Redwood City CA	SFR	307039	TC Design
13	6	122	Svilen Kanev	ITE	14	15	1:40.846	BMW M240i	San Francisco CA	SFR	678839	
14	7	82	Bob Murillo	ITE	14	14	1:41.116	Porsche 911 Carrera	Santa Cruz CA	SFR	283058	Rothsport
15	1	48	Bill Pryor	MC	14	25	1:46.756	Pontiac Firebird	Phoenix AZ	SFR	639975	MAXIS TIRES J
16	1	75	Cory Newlon	VTA	14	25	1:48.009	Chevrolet z/28	Turlock CA	SFR	547428	Vintage Transk
17	3	64	Robert Roumimper	GT2	14	18	1:47.601	Datsun 240Z	Scotts Valley CA	SFR	97315	Rusty's Repair/
18	8	68	Lenny Celiberti	ITE	14	13	1:49.591	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
19	1	19	Kris Foster	T3	14	25	1:49.893	Porsche Boxster	San Francisco CA	SFR	672633	
20	1	77	David Witkowski	GT3	13	25	1:51.095	Porsche 911	Cupertino CA	SFR	340340	
21	2	86	Robert Luster	MC	12	21	1:58.211	Chevrolet camaro	Carmel CA	SFR	324482_1	
DNF	DNF	22	Casey McLoed	SP	5	0	1:40.329	Ford Mustang	Placerville CA	SFR	625502	CORE Realty G
DNF	DNF	27	Michael Lowe	MC	2	0	1:50.851	Chevrolet Camero	Hayward CA	SFR	497261	Richard Pryor
Not classified												
DNS	ONS	06	Anthony Bonino	AS		0		Ford Mustang	Novato CA	SFR	427325	
DNS	ONS	15	Igor Gandzjuk	T1		0		Ford Mustang Boss 302	Prunedale CA	SFR	521765	AV8 Super Cars
DNS	ONS	58	Tim Sullivan	T1		0		Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & A
DNS	ONS	42	Justin Sprugasci	ITE		0		BMW BMW M3	Morgan Hill CA	SFR	681160	Scarlett Vision
DNS	ONS	54	Van Hunter	T2		0		Chevrolet Camaro SS	Shadow Hills CA	SFR	521948	
DNS	ONS	158	martin tagliavini	ITE		0		Honda S2000	San Jose CA	SFR	681012	Supertech Perf
DNS	ONS	7	Wilson Powell	ITE		0		BMW M3	Danville CA	SFR	338274	
DNS	ONS	14	Chad Ryker	VTA		0		Ford Mustang	Elk Grove CA	SFR	489877	AutoXandTrack
DNS	ONS	94	Lawrence Murdter	SMX		0		Mazda MX-5	Sunnyvale CA	SFR	436659	Haag Performa
DNS	ONS	56	Jeff Sutton	AS		0		Ford Mustang Gt	Foresthill CA	SFR	548901	
DNS	ONS	35	Randall Mackintosh	ITE		0		Chevrolet Corvette ZM1	Danville CA	SFR	217450-1	Main Street Tec
DNS	ONS	36	Charles Laster	MC		0		Chevrolet Camaro	Gridley CA	SFR	546543	Trish James/Fo
DNS	ONS	48	Joe Montana	MC		0		Pontiac Firebird	Grass Valley CA	SFR	494434	

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

Group Four had 28 cars entered for the weekend with a healthy mix of FC cars and FF cars. Because each group wanted to race amongst themselves, they petitioned for a split start. The stewards told them they could not have a split start; but they could line up the cars based on class and allow the slower class to lay back thereby creating a gap between the two main classes ... a gap start.

Needless to say, it really did not work out. First off, pole sitter Troy Shooter led the group in pretty fast and got a big jump over outside front row starter Rick Payne, from Northwest Region. Then, when the FF cars rounded Turn 11, they were already on the throttle because they saw the green flag waving. Because of the relatively small gap between the front of the FF cars and the rear of the FC cars, there were intermingled within a couple of laps. Precisely what the FF guys were trying to avoid.

With Shooter taking the lead into Turn 2, it is was up to Payne to see if the start was going to play a role in the outcome of the race. As it turned out, that question was answered on Lap 2 when Payne made it past Shooter. From there, it was about putting the laps in for Payne. He put his head down and drove away from Shooter. Shooter finished eight seconds behind Payne, but he did salvage second place. The guy on the move in the FC class was James Hackwell, a veteran of formula car racing. He had some stiff competition in front of him with the likes of Daniel Swanbeck, Tom Hope, and Mark Peller starting in front of him. Hope and Peller ended up with DNFs; and Hackwell was able to get past on Lap 7, when Swanbeck fell two positions.

The FF group was comprised of three versions of the class. FF which is the national class that runs on the Hoosier radial tire; FFT which runs on the Hoosier Bias ply tire; and CF which is older cars that run on American racer tires. The speed difference between the FFT and the FF is nil.

Kinnon Marshall, from Laguna Beach took the FFT pole ahead of all the FF cars, with fellow Southern Californian Stewart Patterson second. When the race started Kinnon got a great jump out of Turn 11 and led the second pack of cars into Turn 2. But upon the exit we found Denny Renfrow in the lead. Denny held on to the lead until the fourth lap when Marshall made it by him. From there the two drivers were locked in an intense battle for the FF honors with Marshall holding off Renfrow.



#68 Paul Rodler, #12 Michael Bernstein, #81 Henry Kenneth Rozeboom race towards turn 10. photo by Dominic Cariaso

Chuck Horn in FF and Stewart Patterson were also locked into an intense race; but they had the FC car of Nicholas Coe getting involved in their race. Horn ended up on the better end of that battle; but he really wanted to be able to race Patterson straight up. After the race Horn rued the decision to do the spilt start and was going to make sure the group started as qualified for the Sunday race.

FV had two competitors. Brent Milner brought out his recently resurrected Mysterian FV, and Chris Poncin was looking for more speed with a different engine. Milner settled into a comfortable pace giving the CF car of Rookie Michael Malone a run for his money. Poncin found the motor no improvement and worked and improving his speed with an underpowered car. Malone, a Novice from this year's Competition Licensing School, won CF.



#27 Stewart Patterson and #28 Andy Patterson coming down the hill through turn 10. photo by Dominic Carias

Pos	PIC	No.	Name	Class	Laps	Points	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	75	Rick Payne	FC	14	0	1:28.831	Van Diemen RF99	Mission BC	Nwst	387076	Payton Pools
2	2	87	Troy Shooter	FC	14	0	1:29.457	Van Diemen Rf99	Mission Viejo CA	CSCC	622367	
3	3	2	James Hakewill	FC	14	18	1:29.609	Van Diemen RF03	Los Gatos CA	SFR	292799	
4	4	7	Daniel Swanbeck	FC	14	17	1:29.712	Van Diemen RF01	San Jose CA	SFR	475264	D SW / The Last Co
5	5	21	Peter West	FC	14	0	1:32.120	Van Diemen RF05	Malibu CA	CSCC	166282	Racing Optics/Alp
6	6	68	Paul Rodler	FC	14	15	1:33.979	Van Diemen RF 00	San Rafael CA	SFR	229162	Porter Racing
7	7	81	Henry Kenneth Rozebor	FC	14	14	1:34.459	Van Diemen DP08	Crockett CA	SFR	22056	Porter Racing
8	1	19	Kinnon Marshall	FFT	14	0	1:34.451	Swift DB1	Laguna Beach CA	CSCC	547188	Fast Orange Hand
9	1	11	Denny Renfrow	FF	14	12	1:34.953	Swift DB6	Kelseyville CA	SFR	203432_1	Chuckwagon Raci
10	2	54	Charles Horn	FF	13	11	1:35.221	Swift/Honda DB6	Los Gatos CA	SFR	229541	Porter Racing/Hyl
11	8	57	Nicholas Coe	FC	13	0	1:34.528	Van Diemen RF02	Sylmar CA	CSCC	492483	Molonay Ketchup
12	2	27	Stewart Paterson	FFT	13	0	1:34.988	Swift DB6	Fallbrook CA	CSCC	311666_0	
13	9	46	John Fabijanic	FC	13	0	1:36.480	Piper DF5	San Luis Obispo CA	CSCC	459116	Fast Forward Com
14	3	17	Doug Learned Jr.	FF	13	7	1:36.575	Piper DL7 FF	Marina CA	SFR	392361	Fast Forward Com
15	10	80	Jeffrey Pietz	FC	13	6	1:34.696	Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infant
16	3	28	Andy Paterson	FFT	13	0	1:36.677	Swift	Fallbrook CA	CSCC	351062	Picks Racing Engi
17	4	1	Mikhail Kalugin	FF	13	4	1:37.544	Swift DB6	Mountain View CA	SFR	524855	Porter Racing
18	5	50	David Jalen	FF	13	3	1:37.977	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin
19	11	59	William Jordanov	FC	13	2	1:37.593	Van Diemen F2000	Heritage Pointe AB	SFR	483023	
20	6	12	Michael Bernstein	FF	13	1	1:38.101	Piper DF5	San Ramon CA	SFR	100211	Karen Bernstein
21	7	10	Dalmo de Vasconcelos	FF	13	0	1:39.236	Van Diemen Formula Fc	Rio de Janeiro RJ	SFR	512869	
22	1	0	Brent J. Milner	FV	11	0	1:51.514	M4 Mysterian	Salinas CA	SFR	191431	none
23	1	94	Michael Malone	CF	11	0	1:52.579	Van Diemen RF79 Club	Oakland CA	SFR	377009	Margo Malone/Ov
24	2	32	Chris Poncin	FV	11	0	1:56.729	Volkswagen Campbell J	Penryn CA	SFR	543366	CSI
25	12	18	Tom Hope	FC	9	0	1:29.735	RFR FC	Downey CA	CSCC	433767	HMRacing
26	NF	03	Mark Peller	FC	3	0	1:31.008	Van Diemen RF01	Lone Tree CO	CSCC	177348	
27	NF	5	Eric Little	FFT		0		Swift DB-1	Placentia CA	CSCC	511202	Pick's Racing Eng
Not classified												
28	NS	88	Lyn Greenhill	FC		0		Van Diemen RF02	Rocklin CA	SFR	454636	DynaTech Engine



#2 James Hackwell and #21 Peter West involved in a fierce battle. photo by Dominic Cariaso

After the disastrous start to the Saturday race, the pseudo split start was abandoned. The entire field lined up as they qualified with a mix of FF cars scattered in the FC cars. The front row saw Rick Payne continue his domination over the FC field by taking the pole. The outside front row starter was Mark Peller. Chuck Horn qualified first in FF, faster than seven of the FCs cars.

When the race started, predictably Payne took the lead, but Daniel Swanbeck slipped into second place. The FFs saw Horn take the lead but Kinnon Marshall was glued to his transmission.

As the laps ticked by Payne kept pulling out a bigger and bigger lead and by the mid point of the race the only thing that would threaten his lead would be a full course caution.

On Lap Three Troy Shooter had a mechanical issue and pulled his car over in the dirt between Turns Four and Five. He was well off the track and did not pose an apparent safety threat. So the race continued under green. I am sure Rick breathed a sigh of relief seeing the green flag still displayed. But five laps later, the FF car of Dalmo De Vasconcelos stopped right in front of the emergency crew exit at Turn Five. However this was not the reason for the full course caution.

Unfortunately for Mikhail Kalugin and William Jordan, they touched at the corkscrew and the tangled cars necessitated the need for the Emergency crew to get them untangled. This allowed the field to bunch up, and now Payne was going to have to work for the victory. The only thing working in Payne's favor was the clock. As the field came around for the second lap under caution, the Operating Steward decided that there was not enough time left to get the race going again and ordered the checkered flag to be displayed.

Payne earned the victory cruising by the starter stand in second gear. In the FF race, it looked like it was going to be a four-car race. Horn was showing the way with Marshall, Doug Learned Jr., and Stewart Patterson all in tow. As the race went on, Horn and Marshall created a gap between Patterson and Learned Jr. But the two pairs of cars were really racing hard. The race for the FF podium was shaping up for an exciting finish. Patterson was able to get past Learned, but that was all we had for position changes. The caution ruined any chances for last lap heroics. FV Brent Milner kept himself entertained with the CF of Michael Malone. They raced close for a while, but eventually Malone was able to drive away.



#7 Daniel Swanbeck had a solid race on Sunday coming home second. photo by Sierra Lacey



#88 Lyn Greenhill exiting turn 5. photo by Sierra Lacey

Pos	PIC	No.	Name	Class	Laps	nts	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	75	Rick Payne	FC	12	25	1:28.781	Van Diemen RF99	Mission BC	Nwst	387076	Payton Pools
2	2	7	Daniel Swanbeck	FC	12	21	1:29.521	Van Diemen RF01	San Jose CA	SFR	475264	DSM / The Last
3	3	03	Mark Peller	FC	12	18	1:30.049	Van Diemen RF01	Lone Tree CO	CSCC	177348	
4	4	18	Tom Hope	FC	12	0	1:29.970	RFR FC	Downey CA	CSCC	433767	HMRacing
5	5	2	James Hakewill	FC	12	16	1:30.390	Van Diemen RF03	Los Gatos CA	SFR	292799	
6	6	21	Peter West	FC	12	0	1:33.096	Van Diemen RF05	Malibu CA	CSCC	166282	Racing Optics/A
7	7	68	Paul Rodler	FC	12	14	1:34.224	Van Diemen RF 00	San Rafael CA	SFR	229162	Porter Racing
8	1	54	Charles Horn	FF	12	25	1:34.601	Swift/Honda DB6	Los Gatos CA	SFR	229541	Porter Racing/H
9	1	19	Kinnon Marshall	FFT	12	0	1:34.707	Swift DB1	Laguna Beach CA	CSCC	547188	Fast Orange Hz
10	8	81	Henry Kenneth Rozeboo	FC	12	13	1:34.391	Van Diemen DP08	Crockett CA	SFR	22056	Porter Racing
11	2	27	Stewart Paterson	FFT	12	0	1:35.557	Swift DB6	Fallbrook CA	CSCC	311666_0	
12	2	17	Doug Learned Jr.	FF	12	21	1:35.812	Piper DL7 FF	Marina CA	SFR	392361	Fast Forward C
13	9	57	Nicholas Coe	FC	12	0	1:35.326	Van Diemen RF02	Sylmar CA	CSCC	492483	Molonay Ketchu
14	10	46	John Fabijanac	FC	11	0	1:38.062	Piper DF5	San Luis Obispo CA	CSCC	459116	Fast Forward C
15	3	28	Andy Paterson	FFT	11	0	1:38.054	Swift	Fallbrook CA	CSCC	351062	Picks Racing Er
16	3	50	David Jalen	FF	11	18	1:38.479	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRac
17	11	80	Jeffrey Pietz	FC	12	10	1:35.415	Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infar
18	4	12	Michael Bernstein	FF	11	17	1:39.059	Piper DF5	San Ramon CA	SFR	100211	Karen Bernstei
19	1	94	Michael Malone	CF	10	25	1:50.183	Van Diemen RF79 Club	Oakland CA	SFR	377009	Margo Malone/
20	1	0	Brent J. Milner	FV	10	25	1:52.093	M4 Mysterian	Salinas CA	SFR	191431	none
21	2	32	Chris Poncin	FV	10	21	1:59.870	Volkswagen Campbell J	Penryn CA	SFR	543366	CSI
22	12	59	William Jordanov	FC	8	9	1:37.386	Van Diemen F2000	Heritage Pointe AB	SFR	483023	
23	5	1	Mikhail Kalugin	FF	8	16	1:37.804	Swift DB6	Mountain View CA	SFR	524855	Porter Racing
24	6	10	Dalmo de Vasconcelos	FF	8	15	1:39.088	Van Diemen Formula Fc	Rio de Janeiro RJ	SFR	512869	
25	13	88	Lyn Greenhill	FC	6	8	1:35.628	Van Diemen RF02	Rocklin CA	SFR	454636	DynaTech Engin
DNF	DNF	87	Troy Shooter	FC	3	0	1:30.831	Van Diemen Rf99	Mission Viejo CA	CSCC	622367	

Not classified

DNS	DNS	11	Denny Renfrow	FF		0		Swift DB6	Kelseyville CA	SFR	203432_1	Chuckwagon R
DNS	DNS	5	Eric Little	FFT		0		Swift DB-1	Placentia CA	CSCC	511202	Pick's Racing E

Group 5 (SMG, ITA, ITX, HP, E30)

Group Five is usually the playground for Spec Mustangs. At times there would be ten Mustangs running at the front of the pack. For this weekend, only two showed up, and I suspect the reason was because of the Super Tour in Portland.

Anthony Bonino started on the pole and was hoping to convert the position to an overall Group Five victory. Jeff Sutton, who qualified second, had other ideas. Sutton took the lead from the start and just drove away from Bonino. Sutton finished with a margin of victory of 42+ seconds. The good thing for Bonino was that he could get a rematch on Sunday.

There were 27 cars entered for the group this weekend. Twenty-two of them were Mazda Miatas. The Miatas run in either ITA or ITX. I am not sure what is the difference. It seems some of the front-runners in SMT are not running in ITA as they did last year. The field was missing the likes of Joe Kou and Wa Huong. Who was entered was not a concern for Scott Smith. He is another one of those people that race

with NASA and SCCA. Smith is not afraid to travel, as he has raced at places like Pocono and Watkins Glen. Smith took the lead from the first lap and then had to spend 19 long minutes keeping Christopher LaBouff and Rob Fuller behind him. LaBouff and Fuller changed positions once during the race, but the lack of position changes does not tell the story about the intensity of the racing.

ITX saw David Covin hold off Derek Stewart for the class victory. Covin finished sixth overall and at one point was up to his elbows in the Fuller and LaBouff race.

The only other cars in the field that were not Miatas were John Faull in his Sprite and Charles Dehoney in his BMW 325i. Faull and Dehoney raced each other pretty close, with Faull beating out Dehoney. Faull has spent a lot of time improving his car and his lap times are showing it. He has shaved five seconds from the previous time his was at Laguna Seca. Faull has own and been racing his Sprite on and off for the past 63 years.



#68 John Stuart supporting the pink ribbon for breast cancer awareness. photo by Randy Jones



#1 John Faull taking turn 10. photo by Dominic Carias

Pos	PIC	No.	Name	Class	Laps	Points	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	56	Jeff Sutton	SMG	12	25	1:42.476	Ford Mustang Gt	Foresthill CA	SFR	548901	
2	2	06	Anthony Bonino	SMG	12	21	1:46.563	Ford Mustang	Novato CA	SFR	427325	
3	1	40	Scott Smith	ITA	12	25	1:48.122	Mazda Spec Miata	San Jose CA	SFR	437643	G-loc Brakes/ Ava
4	2	04	Christopher LaBouff	ITA	12	21	1:47.695	Mazda Miata	Los Gatos CA	SFR	428325	RA Motorsports
5	3	49	Rob Fuller	ITA	12	18	1:48.099	Mazda Miata	San Jose CA	SFR	496932	1 Car Garage / La
6	1	154	David Covin	ITX	12	25	1:49.043	Mazda NB Miata	Piedmont CA	SFR	649280	
7	2	77	Derek Stewart	ITX	12	21	1:49.058	Mazda Miata	Colfax CA	SFR	496733	Brake late racing
8	4	24	Jayceton Iaped	ITA	12	17	1:48.731	Mazda Miata	Daly City CA	SFR	355498	
9	3	27	Jared Korth	ITX	12	18	1:49.070	Mazda Miata	Clovis CA	SFR	675789	
0	5	26	Scott Story	ITA	12	16	1:49.005	Mazda Miata	El Dorado Hills CA	SFR	624903	Story Design and
1	6	99	Frank Zucchi	ITA	12	15	1:50.131	Mazda Miata	Oakdale CA	SFR	335337	FZ Vapor Honing
2	7	121	Chris Lee	ITA	12	14	1:49.344	Mazda miata	Pleasanton CA	SFR	533831	
3	4	142	John Paul Jose	ITX	12	17	1:50.775	Mazda Miata	Soquel CA	SFR	644692	Leshor Motorspor
4	5	155	Matthew Wyatt	ITX	12	16	1:50.298	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Comm
5	8	144	Phillip Holifield	ITA	12	13	1:50.411	Mazda Miata	Manteca CA	SFR	376090	Haag Performance
6	9	32	Fabrice Gallez	ITA	11	12	1:51.673	Mazda Spec Miata	Campbell CA	SFR	624531	
7	6	81	Terrance Underwood Jr	ITX	11	15	1:52.122	Mazda Miata	Wildomar CA	SFR	673864	
8	10	02	Suzanne Cobos	ITA	11	11	1:52.993	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorspor
9	11	42	Daniel Deluna	ITA	11	10	1:52.904	Mazda Miata	San Mateo CA	SFR	511594	
0	7	44	Joshua Schachter	ITX	11	14	1:54.403	Mazda Miata	Los Altos CA	SFR	480106	Leshor Motorspor
1	12	68	John Stuart	ITA	11	9	1:54.165	Mazda Miata	San Carlos CA	SFR	650334	All Reasons Movii
2	8	76	Nuno Goncalves Pedro	ITX	11	13	1:55.210	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
3	1	1	John Faull	HP	11	25	1:56.836	Austin Healey Sprite	San Jose CA	SFR	4995	Goodyear
4	1	161	Charles Dehoney	E30	11	25	1:57.273	BMW 325i	Dixon CA	SFR	673795	McGee Motorspor
5	13	168	Peter Phung	ITA	11	8	1:50.313	Mazda Miata	Daly City CA	SFR	545337	PHUNG Incorpora
6	14	114	David Humphreys	ITA	10	0	1:52.620	Mazda Miata	Buellton CA	CSCC	647252	A+ Racing + Hum

Not classified

7	NS	7	Wilson Powell	ITE		0		BMW M3	Danville CA	SFR	338274	
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#56 Jeff Sutton ran away and hid during the race on Saturday. He did not race on Sunday. photo by Dominic Cariaso

As the Group Five cars went by on the pace lap, I had to pinch myself. It looked almost exactly like the Group Seven race. Miatas everywhere, I knew I was not dreaming, because I distinctly remembered watching the Group 7 race. What was really going on was the Two Mustangs that were at the front of the pack on Saturday were no shows for the Sunday race. It was not until the last few rows went by that I saw something other than a Miata when I saw John Faull's Sprite and Charles DeHoney's BMW go by.

The pack of almost all Miatas came around Turn 11 for the start and Christopher LaBouff must have had a nitrous button because he shot down into Turn Two and took the lead with authority. His front row compatriot, Rob Fuller, must have had an anchor attached to his car as he fell back to fourth place.

ITX front runner David Covin took second, but he held the position for only one lap as fellow ITX racer Jared Korth unceremoniously wrestled the position away from Covin. Korth's 15 minutes of fame really lasted a little over three minutes, as he became a victim to a ravenous group of drivers. He eventually fell back to seventh overall and third in ITX.

Up at the front of the field, LaBouff was enjoying the view, actually enjoying the rearview. No one was close to him and he just kept

putting in the laps eventually setting the fast lap of the race and winning by 13 seconds.

Fuller was quite busy. He was trying to get back to his qualifying position, to at least get second. On Lap Three, Fuller had seen enough of the rear end of Covin's car and was able to slip by. On the next lap Fuller disposed of Korth and set his sights on LaBouff. But at this point it was too late, and Fuller had to be happy with the number two spot.

Covin was hell bent of repeating his Saturday results, so he too got busy. He accomplished his goal on Lap Five when he made it by Korth for third overall, but more importantly first in ITX. Covin is among the crop of young drivers making their presence known.

Fourth overall and third in ITA was Scott Smith. Smith earned Hard Charger of the race by virtue of making up ten positions. Smith did not post a qualifying time and had to start in the back of the pack. By the end of the first lap, he laid claim on fourteenth, by then end of Lap Ten, he was staking his claim to tenth. For the next five laps he picked off another competitor until he made it up to fourth. Great drive!

The race between the two non-Miatas, went DeHoney's way when Faull spun on the exit of Turn Three. But it was a case of no harm, no foul, as Faull continued on and finished the race.



#168 Peter Phung puts his head down exiting turn 11. photo by Randy Jones

Pos	PIC	No.	Name	Class	Laps	nts	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	04	Christopher LaBouff	ITA	14	25	1:47.226	Mazda Miata	Los Gatos CA	SFR	428325	RA Motorsports
2	1	49	Rob Fuller	ITA	14	21	1:48.281	Mazda Miata	San Jose CA	SFR	496932	Z Car Garage /
3	1	154	David Covin	ITX	14	25	1:48.745	Mazda NB Miata	Piedmont CA	SFR	649280	
4	3	40	Scott Smith	ITA	14	18	1:47.948	Mazda Spec Miata	San Jose CA	SFR	437643	G-loc Brakes/A
5	2	77	Derek Stewart	ITX	14	21	1:48.654	Mazda Miata	Colfax CA	SFR	496733	Brake late racin
6	4	144	Phillip Holfield	ITA	14	17	1:48.658	Mazda Miata	Manteca CA	SFR	376090	Haag Performa
7	3	27	Jared Korth	ITX	14	18	1:48.812	Mazda Miata	Clovis CA	SFR	675789	
8	5	24	Jayceton Iaped	ITA	14	16	1:49.096	Mazda Miata	Daly City CA	SFR	355498	
9	6	99	Frank Zucchi	ITA	14	15	1:49.663	Mazda Miata	Oakdale CA	SFR	335337	FZ Vapor Honor
10	7	121	Chris Lee	ITA	14	14	1:49.958	Mazda miata	Pleasanton CA	SFR	533831	
11	8	26	Scott Story	ITA	14	13	1:49.837	Mazda Miata	El Dorado Hills CA	SFR	624903	Story Design ar
12	9	168	Peter Phung	ITA	14	12	1:50.318	Mazda Miata	Daly City CA	SFR	545337	PHUNG Incorpo
13	4	142	John Paul Jose	ITX	14	16	1:52.010	Mazda Miata	Soquel CA	SFR	644692	Leshar Motorsp
14	5	81	Terrance Underwood Jr	ITX	14	15	1:52.378	Mazda Miata	Wildomar CA	SFR	673864	
15	10	02	Suzanne Cobos	ITA	14	11	1:52.679	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsp
16	11	42	Daniel Deluna	ITA	14	10	1:52.978	Mazda Miata	San Mateo CA	SFR	511594	
17	6	76	Nuno Goncalves Pedro	ITX	14	14	1:54.900	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Raci
18	12	68	John Stuart	ITA	13	9	1:54.755	Mazda Miata	San Carlos CA	SFR	650334	All Reasons Mo
19	1	161	Charles Dehoney	E30	13	25	1:57.699	BMW 325i	Dixon CA	SFR	673795	McGee Motorsp
20	1	1	John Faulf	HP	13	25	1:58.062	Austin Healey Sprite	San Jose CA	SFR	4995	Goodyear
Not classified												
DNS	DNS	56	Jeff Sutton	SMG		0		Ford Mustang Gt	Foresthill CA	SFR	548901	
DNS	DNS	155	Matthew Wyatt	ITX		0		Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Com
DNS	DNS	06	Anthony Bonino	SMG		0		Ford Mustang	Novato CA	SFR	427325	
DNS	DNS	7	Wilson Powell	ITE		0		BMW M3	Danville CA	SFR	338274	
DNS	DNS	32	Fabrice Gallez	ITA		0		Mazda Spec Miata	Campbell CA	SFR	624531	
DNS	DNS	44	Joshua Schachter	ITX		0		Mazda Miata	Los Altos CA	SFR	480106	Leshar Motorsp
DNS	DNS	114	David Humphreys	ITA		0		Mazda Miatta	Buellton CA	CSCC	647252	A+ Racing + Hu

Group 6 (SRF3, SRF)



#13 Tao Takaoka and #67 Sean O'Boyle kicking up some dirt out of turn 3. Photo by Chris Poncin



#82 James Chartres had #6 Craig Reeder looking for a way around. James started last on Sunday and moved all the way to seventh by the end of the race. photo by Dominic Cariaso

The Spec Racer Fords were first up after lunch. Greg Hoff, having recently installed a Sadev transmission on his SFR3, took advantage of the lower gearing and the quicker shifting to take the pole. Bill Booth, already a veteran with the Sadev took the second starting position.

Hoff got a great start and uncharacteristically for SFR, opened a pretty sizable lead. Booth and Robert Sachs stayed glued together and began what turned out to be 20 minutes of very intense racing.

What the lap charts do not show was two fantastic passes that both drivers pulled off.

The initial part of the race Booth had the advantage over Sachs. But you could tell that Sachs was sizing Booth up by pulling alongside of him on the entrance to Turn 5. On two occasions, Sachs got his car about one-third of the way alongside of Booth into the braking point of Turn 5. On the third occasion, Sachs broke just a little later and got even, as both drivers arrived at the turn-in point. Booth knew Sachs was there, so he had to take a tighter line through the tricky corner. Sachs hoping that booth would give him room stayed along the outside of Booth through the turn. Both drivers were within inches of each other as they made their way through the turn at about 70 mph.

Neither driver touched, but Sachs had just a slightly better exit speed and was able to take the preferred line into the next turn.

Unfortunately for Sachs, Booth took notes and on the next circuit Booth pulled off the same pass.

Booth was able to keep Sachs at bay until the very last lap, when Sachs got a great exit off of Turn 11 and nipped Booth at the Start/Finish.

Michael Woolley had a solid race and had Lee Douglas as company most of the race. Woolley was able to pull out about a two second advantage at the end of the race and took home a well earned fourth place. Douglas was Hard Charger.

A new face to the Spec Racer Ford scene was Tao Takaoka. He was making his SRF debut and came home with a very respectable eighth place. His lap times are already making the other SFR3 drivers take notice.

The SRF race was not much of a race. Erich Woolley finished 15th overall and several car lengths ahead of the second place SRF of Dylan Arthaud. It probably will not be long until Erich converts his car over to SFR3 specs.



#55 Tom Fisher has #33 Erich Woolley breathing down his tailpipe. photo by Sierra Lacey

Pos	PIC	No.	Name	Class	Laps	Points	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	14	Greg Hoff	SRF3	11	25	1:39.494	SCCA Enterprises SRF3	Oakland CA	SFR	437964	John Cerini / Cor
2	2	35	Robert Sachs	SRF3	11	21	1:39.767	2018 SCCA Enterprises	Napa CA	SFR	378223	Robert R. Sachs F
3	3	57	Bill Booth	SRF3	11	18	1:39.892	SCCA Enterprises SRF3	Cupertino CA	SFR	336219	Bulldog Motorspo
4	4	8	Michael Woolley	SRF3	11	17	1:40.139	SCCA Enterprises Spec	Newcastle CA	SFR	497355	Woolley Brothers
5	5	2	Lee Douglas	SRF3	11	0	1:39.260	SRF Gen3	Portland OR	Ore	370148	LADCO Pipe & Pil
6	6	64	Haydn Fischer	SRF3	11	15	1:40.119	SCCA Enterprises SRF3	Mill Valley CA	SFR	671493	Cerini Motorsport
7	7	82	James Chartres	SRF3	11	14	1:41.307	SCCA Enterprises Spec	Goleta CA	SFR	464441	Woolley Motorsports
8	8	13	Tao Takaoka	SRF3	11	13	1:41.135	SCCA Enterprises	Richmond CA	SFR	437817	
9	9	67	Sean O'Boyle	SRF3	11	12	1:41.018	SCCA Enterprises Spec	San Francisco CA	SFR	276755	
10	10	83	Paul Luca	SRF3	11	11	1:42.115	SCCA Enterprises Spec	Sonoma CA	SFR	193814	
11	11	71	Jerry Aplant	SRF3	11	10	1:41.217	SRF	Newcastle CA	SFR	404463	Burrell Consulting
12	12	6	Craig Reeder	SRF3	11	0	1:42.430	SCCA Enterprises Gen 2	Scottsdale AZ	AZ	190819	
13	13	76	Eric Hand	SRF3	11	8	1:42.761	Ford Spec Racer Ford	San Jose CA	SFR	545935	
14	14	18	John Sollner	SRF3	11	7	1:42.588	SCCA Enterprises spec	Sonoma CA	SFR	648504	Sollner and Sons
15	1	33	Erich Woolley	SRF	11	6	1:45.508	SCCA Enterprises Spec	Newcastle CA	SFR	547685	Woolley Brothers
16	2	80	Dylan Arthaud	SRF	11	5	1:45.641	SCCA Enterprises Spec	Pacific Grove CA	SFR	667627	
17	15	05	Todd Johnson	SRF3	11	0	1:43.721	SCCA Enterprises Gen2	Los Angeles CA	WDC	670315	
18	16	86	Jesse Babbitz	SRF3	11	3	1:45.739	SRF3 Spec Racer Gen 3	Sacramento CA	SFR	488354	John Cerini Motor
19	17	37	Dean Crowe	SRF3	11	2	1:44.857	SCCA Enterprises SRF C	Los Gatos CA	SFR	639565	Accelracetek
20	3	5	Bruce Richardson	SRF	11	1	1:45.435	SCCA Enterprises Gen2	Los Gatos CA	SFR	340127	
21	18	55	Tom Fisher	SRF3	11	0	1:45.652	SCCA Enterprises SRF3	Mill Valley CA	SFR	671494	
22	4	03	Bert Aramburu	SRF	11	0	1:47.887	Ford SRF Gen 2	Santa Cruz CA	SFR	512289	AccelRaceTek
23	19	39	Kevin OConnor	SRF3	10	0	1:46.167	Ford SRF Gen3	San Francisco CA	SFR	526779	Cerini Motorsport
24	20	50	Steven Angus	SRF3	10	0	1:47.612	SCCA Enterprises Spec F	San Jose CA	SFR	647459	
25	5	42	Ed Coyne	SRF	10	0	1:48.946	SCCA Enterprises SRF C	San Bruno CA	SFR	618101	

Not classified

;	NS	84	James Schubert	SRF3		0		SRF3				
;	NS	41	Ken Woolley	SRF3		0		SCCA SRF Spec Racer F	Newcastle CA	SFR	150687	Woolley Brothers
;	NS	3	Jim Ricketts	SRF3		0		SCCA Enterprises SRF3	Battleground WA	SFR	646662	



#33 Erich Woolley won Saturdays SRF race but was eliminated on the first lap on Sunday. photo by Dominic Cariaso

Greg Hoff was looking to make it a two-race sweep for the weekend. Qualifying on the pole by 0.5 seconds over Bill Booth, the prospect the sweep looked good. Bill Booth, on the other hand, was getting tired of seeing the rear end of Hoff's white Spec Racer Ford and he wanted to do something about it. When the green flag flew like always, it was a drag race down into Turn Two. Hoff had the inside preferred line and held it nicely. Booth was stuck on the outside; but instead of trying to slot in behind Hoff, he stayed even with him as they exited the turn. Lucky for Booth, this set him up for the preferred line into the next turn. The race to the Turn Three apex saw Booth and Hoff side by side, with Booth holding about a half car lengths lead when it came time to turn in. Knowing that Hoff was still alongside of him, Booth kept his line nice and tight; but unfortunately for Hoff, the grip on the outside of the very flat Turn Three just was not there. Hoff spun around and Booth took the lead. Robert Sachs seized the opportunity and took over second.

Hoff's woes did not end, as the rest of the 25 car field was headed his way. Much to his dismay and the dismay of Erich Woolley, the two collided, ending the day for both drivers. So with less than a lap completed, the two winners from Saturday were both out of the race.

Three laps under a full course caution ensued, and once the racing resumed, we had a sequel to the Saturday battle for second place, only this time they were gunning for the win.

Booth kept the lead for the first seven laps; but just like the previous day he was vulnerable under braking at Turn Five. Sachs, who has never won a Spec Racer Ford, race saw this as his opportunity to get off the snide. On the seventh lap of the race, Booth guarded the inside line to Turn Five and Sachs took a position to the outside. The outside allowed Sachs to brake a little later than Booth, which also allowed

him to carry more momentum through the corner. As they turned in they were side by side. As they exited they continued side by side, but Sachs was pulling slightly ahead. The next obstacle was the left hand Turn Six, which is nearly impossible to take side by side. Sachs had the better run and was able to pull slightly ahead and control the pace going up the steep hill toward the corkscrew.

With Sachs now in the lead, it was up to Booth to mount a counter attack. Booth seemed to have superior speed going into Turn Two, but Sachs had the advantage through Turn Four. Booth tried over the six laps to get around Sachs, but he also had to deal with Michael Woolley. Woolley managed to pass Booth; but Booth got the position back after one lap. Tried as he may, Booth had to be happy with finishing 0.5 second behind Sachs. Woolley finished an impressive third.

All around racer Tao Takaoka moved up four positions in the highly competitive class to take fifth. Great run on his part.

James Chartres had an even better run. Having missed out on qualifying due to a broken half shaft, he started at the rear of the field. By the time the first lap was over he found himself in 13th position. Once the caution period ended, Chartres moved up six more spots to finish seventh. Pretty impressive!

SFR was a chance for someone other than Erich Woolley to win, since he went out on the first lap. Dylan Arthaud took advantage of the situation and won the class. He did have a very close race with Bruce Richardson, until Richardson spun on Lap Nine. Luckily for him, he was able to continue and still finished second in SRF.

The race produced two first time winners, Robert Sachs in SRF3 and Dylan Arthaud in SRF.



#35 Robert Sachs, #57 Bill Booth, and #8 Michael Woolley. Stayed this close the entire race. photo Chris Poncin



#35 Robert Sachs on his way to his first SRF3 win. photo by Randy Jones.

Pos	PIC	No.	Name	Class	Laps	nts	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	35	Robert Sachs	SRF3	13	25	1:40.164	2018 SCCA Enterprises	Napa CA	SFR	378223	Robert R. Sach
2	2	57	Bill Booth	SRF3	13	21	1:40.073	SCCA Enterprises SRF3	Cupertino CA	SFR	336219	Bulldog Motors
3	3	8	Michael Woolley	SRF3	13	18	1:39.974	SCCA Enterprises Spec	Newcastle CA	SFR	497355	Woolley Brothe
4	4	2	Lee Douglas	SRF3	13	0	1:39.679	SRF Gen3	Portland OR	Ore	370148	LADCO Pipe &
5	5	13	Tao Takaoka	SRF3	13	16	1:41.613	SCCA Enterprises	Richmond CA	SFR	437817	
6	6	67	Sean O'Boyle	SRF3	13	15	1:41.919	SCCA Enterprises Spec	San Francisco CA	SFR	276755	
7	7	82	James Chartres	SRF3	13	14	1:41.748	SCCA Enterprises Spec	Goleta CA	SFR	464441	Langa Motorspo
8	8	71	Jerry Aplash	SRF3	13	13	1:42.219	SRF	Newcastle CA	SFR	404463	Burrell Consult
9	9	64	Haydn Fischer	SRF3	13	12	1:41.561	SCCA Enterprises SRF3	Mill Valley CA	SFR	671493	Cerini Motorspi
10	10	6	Craig Reeder	SRF3	13	0	1:42.414	SCCA Enterprises Gen 2	Scottsdale AZ	AZ	190819	
11	11	76	Eric Hand	SRF3	13	10	1:42.222	Ford Spec Racer Ford	San Jose CA	SFR	545935	
12	12	83	Paul Luca	SRF3	13	9	1:42.591	SCCA Enterprises Spec	Sonoma CA	SFR	193814	
13	13	05	Todd Johnson	SRF3	13	0	1:42.311	SCCA Enterprises Gen2	Los Angeles CA	WDC	670315	
14	14	18	John Sollner	SRF3	13	7	1:42.061	SCCA Enterprises spec	Sonoma CA	SFR	648504	Sollner and So
15	15	39	Kevin OConnor	SRF3	13	6	1:45.095	Ford SRF Gen3	San Francisco CA	SFR	526779	Cerini Motorspi
16	1	80	Dylan Arthaud	SRF	13	25	1:45.491	SCCA Enterprises Spec	Pacific Grove CA	SFR	667627	
17	16	86	Jesse Babbitz	SRF3	13	5	1:43.959	SRF3 Spec Racer Gen 3	Sacramento CA	SFR	488354	John Cerini W
18	2	5	Bruce Richardson	SRF	13	21	1:45.126	SCCA Enterprises Gen2	Los Gatos CA	SFR	340127	
19	17	50	Steven Angus	SRF3	13	4	1:46.697	SCCA Enterprises SpecR	San Jose CA	SFR	647459	
20	18	55	Tom Fischer	SRF3	13	3	1:47.229	SCCA Enterprises SRF3	Mill Valley CA	SFR	671494	
21	19	3	Jim Ricketts	SRF3	13	2	1:46.796	SCCA Enterprises SRF3	Battleground WA	SFR	646662	
22	3	03	Bert Aramburu	SRF	13	18	1:48.798	Ford SRF Gen 2	Santa Cruz CA	SFR	512289	AccelRaceTek
23	4	42	Ed Coyne	SRF	13	17	1:47.969	SCCA Enterprises SRF C	San Bruno CA	SFR	618101	
DNF	DNF	14	Greg Hoff	SRF3		0		SCCA Enterprises SRF3	Oakland CA	SFR	437964	John Cerini / C
DNF	DNF	33	Erich Woolley	SRF		0		SCCA Enterprises Spec	Newcastle CA	SFR	547685	Woolley Brothe
Not classified												
DNS	DNS	84	James Schubert	SRF3		0		SRF3				
DNS	DNS	37	Dean Crowe	SRF3		0		SCCA Enterprises SRF C	Los Gatos CA	SFR	639565	Accelracetek
DNS	DNS	41	Ken Woolley	SRF3		0		SCCA SRF Spec Racer F	Newcastle CA	SFR	150687	Woolley Brothe

Group 7 (SM, SMT, SSM)



#22 Gregory Smoot and #89 Kevin Carter lead a large group of Miatas out of the corkscrew. photo by Dominic Cariaso

Tommy McCarthy, in his SM, took the pole in the Miata race by 0.5 seconds over Tim Weaver's SM. Lined up on the second row in the third spot was Jared Higham in his SMT. Weaver and McCarthy are SCCA veterans, Higham on the other hand cut his teeth running in NASA. Of the 29 events he has entered, 22 of them have been NASA events. Wa Huong grabbed the fourth position in his SMT. With the cars going by on the pace lap, I was curious to see if the two leading SM cars could keep the SMT cars of Higham and Huong at bay.

McCarthy got a great start and lead into the hairpin at Turn 2. Higham jumped Weaver for second with Huong holding down fourth. After two laps, Weaver did not like the view and passed Higham. Weaver then set his sights on McCarthy. For the next five laps Weaver stalked McCarthy and studied where he was going to make his move. On the eighth lap of the race, the study session was over and Weaver got around McCarthy into Turn 2. From there, Weaver was able to hold onto the lead.

But the book was not closed on McCarthy. He had a new threat to worry about as Higham must have taken a page out of Weaver's book,

and he too made it past McCarthy, for second place overall. In the meantime, Huong was an interested observer but was not able to take part in the position swapping, settling for fourth overall, behind McCarthy, who turned the fastest race lap.

Greg Hoff, who had already won the SRF race, had a nice run, finishing fifth. Rob Fuller and Joe Kou had twenty minutes of close contact to finish seventh and eighth overall.

SSM had Matthew Wyatt making a shambles of the competition. He finished 11 spots ahead of second place Steve Whitaker.

After the Race I met Max Fletcher. Fletcher finished 38th overall; but more importantly, he finished and was able to get his Novice Permit signed off. Welcome to the club, Max!

In this group, one Miata, No.56, was shared by teen-age twins, Catherine and Christian Mali. She raced Saturday and he raced Sunday. The twins went through SFR's School in February and this was their first race. And something not many other drivers could say - the twins went to their high school Prom Friday night.

Pos	PIC	No.	Name	Class	Laps	nts	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	75	Tim Weaver	SM	10	25	1:46.744	Mazda miata	Carmel CA	SFR	285957	
2	1	35	Jared Higham	SMT	10	25	1:47.114	Mazda Miata	Danville CA	SFR	494437	
3	2	23	Tommy McCarthy	SM	10	21	1:46.700	Mazda Miata	Mountain View CA	SFR	10581_3	
4	2	169	Wa Huong	SMT	10	21	1:47.761	Mazda Miata	Union city ca	SFR	528626	MFA
5	3	7	Greg Hoff	SMT	10	18	1:47.737	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Raci
6	4	2	Andres Prieto	SMT	10	17	1:48.028	Mazda Miata	Burlingame CA	SFR	549961	
7	5	49	Rob Fuller	SMT	10	16	1:47.840	Mazda Miata	San Jose CA	SFR	496932	Z Car Garage /
8	6	6	Joe Kou	SMT	10	15	1:47.850	Mazda Spec Miata	Walnut Creek CA	SFR	528297	Competition Au
9	7	51	Eric Fulkerson	SMT	10	14	1:48.190	Mazda Miata	Walnut Creek CA	SFR	528732	Muir Orthopedi
10	8	40	Scott Smith	SMT	10	13	1:48.568	Mazda Spec Miata	San Jose CA	SFR	437643	G-loc Brakes/A
11	9	77	Derek Stewart	SMT	10	12	1:48.374	Mazda Miata	Colfax CA	SFR	496733	Brake late racir
12	10	154	David Covin	SMT	10	11	1:48.498	Mazda Miata		SFR	649280	
13	11	199	Juan Graziosi	SMT	10	10	1:48.553	Mazda Miata	San Jose CA	SFR	520832	
14	12	89	kevin Carter	SMT	10	9	1:48.851	Mazda Miata	Elk Grove CA	SFR	437616	Imports Unlimi
15	13	04	Mike LaBouff	SMT	10	8	1:49.193	Mazda Miata	Los Gatos CA	SFR	428323	RA Motorsports
16	14	36	Joseph Carl	SMT	10	7	1:48.526	Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's Repair
17	15	24	Jayceon Iaped	SMT	10	6	1:49.147	Mazda Miata	Daly City CA	SFR	355498	
18	16	39	Donald Ahn	SMT	10	5	1:48.721	Mazda spec miata	San Rafael CA	SFR	529358	AutoLogic/ Spe
19	17	22	Gregory Smoot	SMT	10	4	1:48.417	Mazda MIATA	San Jose CA	SFR	287845	Slant I Motorsç
20	18	168	Peter Phung	SMT	10	3	1:50.166	Mazda Miata	Daly City CA	SFR	545337	PHUNG Incorpo
21	19	99	Frank Zucchi	SMT	10	2	1:50.128	Mazda Miata	Oakdale CA	SFR	335337	FZ Vapor Honir
22	20	144	Phillip Holfield	SMT	10	1	1:50.539	Mazda Miata	Manteca CA	SFR	376090	
23	21	26	Scott Story	SMT	10	0	1:49.806	Mazda Miata	El Dorado Hills CA	SFR	624903	Story Design ai
24	22	27	Jared Korth	SMT	10	0	1:49.373	Mazda Miata	Clovis CA	SFR	675789	
25	23	85	Scott Carter	SMT	10	0	1:50.572	Mazda Miata	Suisun City CA	SFR	177333	Imports Unlimi
26	1	155	Matthew Wyatt	SSM	10	25	1:50.157	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Com
27	24	142	John Paul Jose	SMT	10	0	1:51.061	Mazda Miata	Soquel CA	SFR	644692	Leshar Motorsç
28	25	121	Chris Lee	SMT	10	0	1:50.188	Mazda miata	Pleasanton CA	SFR	533831	
29	26	11	Tim Wright	SMT	10	0	1:48.762	Mazda Miata	Piedmont CA	SFR	278776	Larry Oka Raci
30	27	5	Brian Cross	SMT	10	0	1:50.057	Mazda Miata	San Francisco CA	SFR	438200	
31	28	10	Joseph Ysais	SMT	10	0	1:51.962	Mazda Miata	Sparks NV	SFR	379602	BEST PLUMB IN
32	29	32	Fabrice Gallez	SMT	10	0	1:51.932	Mazda Spec Miata	Campbell CA	SFR	624531	
33	30	20	Kirk Williams	SMT	10	0	1:52.416	Mazda Miata	Palo Alto CA	SFR	673105	
34	2	33	Douglas Alvis	SSM	10	21	1:51.822	Mazda Miata	Roseville CA	SFR	194182	Cut 2D Creativ
35	31	02	Suzanne Cobos	SMT	10	0	1:52.838	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsç
36	32	114	David Humphreys	SMT	10	0	1:53.279	Mazda Miata	Buellton CA	CSCC	647252	A+ Racing + Hu
37	3	16	Steve Whitaker	SSM	10	18	1:53.813	Mazda Miata	Loomis CA	SFR	500463	Larry Oka Raci
38	33	17	Max Fletcher	SMT	10	0	1:54.480	Mazda Miata	Los Gatos CA	SFR	667778	

Pos	PIC	No.	Name	Class	Laps	nts	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
39	34	65	Darrell Edwards	SMT	10	0	1:54.375	Mazda miata	Kapaa HI	HI	538246	
40	35	3	Ronald Bond	SMT	10	0	1:55.656	Mazda Miata	San Francisco CA	SFR	387295	
41	36	44	Joshua Schachter	SMT	10	0	1:55.397	Mazda Miata	Los Altos CA	SFR	480106	Leshar Motorsç
42	37	42	Daniel Deluna	SMT	10	0	1:55.141	Mazda Miata	San Mateo CA	SFR	511594	
43	3	41	Malon Brown	SM	10	18	1:56.102	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
44	4	76	Nuno Goncalves Pedro	SSM	10	17	1:55.131	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Raci
45	38	185	Justin Casey	SMT	8	0	1:47.730	Mazda Miata	Santa Clara CA	SFR	526839	X-factor Racing
46	4	56	Christian Mali	SM	8	17	2:10.771	Mazda Miata	Morgan Hill CA	SFR	457302	Bojali Consultir
47	39	68	Tom Brown	SMT	8	0	2:15.653	Mazda Miata	San Jose CA	SFR	674040	All Reasons mc
DNF	DNF	43	Michael Herbert	SMT	3	0	1:51.202	Mazda Miata	Oakland CA	SFR	512106	Battalion One F
DNF	DNF	56	Catharine Mali	SM		16		Mazda Miata	Morgan Hill CA	SFR	457303	bojali consultir

Not classified

DNS	DNF	14	Alan Gjedsted	SMT		0		Mazda Miata	San Francisco CA	SFR	402683	
DNS	DNF	64	Taylor Vance	SMT		0		Mazda Miata	Shingle Springs CA	SFR	400227	



#20 Kirk Williams kicks up some dirt out of turn 11. photo by Sierra Lacey

Tommy McCarthy was hoping for a reversal of fortunes in the Sunday version of Group 7. Saturday he qualified on the pole and Tim Weaver qualified second and Tim Weaver won the race. Sunday McCarthy qualified second and was hoping to win the race. Saturday's SMT race winner Jared Higham qualified third overall and first in SMT. Higham had Justin Casey Eric Fulkerson and Wa Huong breathing down his neck.

With a field of 48 cars half of the pack was still worried about getting through Turn 11 when the green flag flew. McCarthy sprinted towards Turn 2 and was able to carry a higher exit speed over Weaver, therefore taking the top spot. Justin Casey made a fantastic start getting around Higham for third overall and more importantly first in SMT.

The front of the field held station for two laps; but Casey liked the way second looked and got around Weaver. This view only lasted two laps, as Weaver was now on a charge. He re-passed Casey for second place. By now McCarthy had several car lengths lead. Weaver had to really put his head down and click off some really fast laps. By Lap Ten

Weaver was within spitting distance. When the two came upon lapped traffic, McCarthy got held up. Weaver was able to get a better jump out of Turn 11 and passed McCarthy before the two reached Turn 2. With only three laps left in the race McCarthy was unable to mount a counterattack. Weaver came in first followed by McCarthy in second. The three raced clean and well, and afterwards congratulating each other on a fun race.

The SMT race started out as a five-car train fighting for the lead. But as the race settled in, Casey stretched out his lead over Wa Huong. You could hardly blame Huong for losing contact with Casey, as he had a very eventful race keeping Eric Fulkerson, Jared Higham, and Michael LaBouff at bay.

The SSM race was all about Mathew Wyatt and Douglas Alvis. During most of the race Wyatt had four cars between him and Alvis, and it looked like another victory for Wyatt. But on the last lap he spun and Alvis slipped by. Wyatt recovered, but had to settle for second place in SSM.



#168 Peter Phung tested the gravel trap at turn 11. photo by Sierra Lacey

Pos	PIC	No.	Name	Class	Laps	nts	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	75	Tim Weaver	SM	14	25	1:46.508	Mazda miata	Carmel CA	SFR	285957	
2	2	23	Tommy McCarthy	SM	14	21	1:46.663	Mazda Miata	Mountain View CA	SFR	10581_3	
3	1	185	Justin Casey	SMT	14	25	1:46.918	Mazda Miata	Santa Clara CA	SFR	526839	X-Factor Racing
4	2	169	Wa Huong	SMT	14	21	1:47.467	Mazda Miata	Union city ca	SFR	528626	MFA
5	3	51	Eric Fulkerson	SMT	14	18	1:47.269	Mazda Miata	Walnut Creek CA	SFR	528732	Muir Orthopedi
6	4	35	Jared Higham	SMT	14	17	1:47.259	Mazda Miata	Danville CA	SFR	494437	
7	5	49	Rob Fuller	SMT	14	16	1:47.158	Mazda Miata	San Jose CA	SFR	496932	Z Car Garage /
8	6	2	Andres Prieto	SMT	14	15	1:47.839	Mazda Miata	Burlingame CA	SFR	549961	
9	7	7	Greg Hoff	SMT	14	14	1:47.476	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Raci
10	8	6	Joe Kou	SMT	14	13	1:47.810	Mazda Spec Miata	Walnut Creek CA	SFR	528297	Competition Au
11	9	199	Juan Graziosi	SMT	14	12	1:47.979	Mazda Miata	San Jose CA	SFR	520832	
12	10	154	David Covin	SMT	14	11	1:48.258	Mazda Miata		SFR	649280	
13	11	27	Jared Korth	SMT	14	10	1:48.614	Mazda Miata	Clovis CA	SFR	675789	
14	12	77	Derek Stewart	SMT	14	9	1:48.234	Mazda Miata	Colfax CA	SFR	496733	Brake late racir
15	13	39	Donald Ahn	SMT	14	8	1:48.307	Mazda spec miata	San Rafael CA	SFR	529358	AutoLogic/ Spe
16	14	22	Gregory Smoot	SMT	14	7	1:48.336	Mazda MIATA	San Jose CA	SFR	287845	Slant I Motorsp
17	15	11	Tim Wright	SMT	14	6	1:48.361	Mazda Miata	Piedmont CA	SFR	278776	Larry Oka Raci
18	16	04	Mike LaBouff	SMT	14	5	1:48.186	Mazda Miata	Los Gatos CA	SFR	428323	RA Motorsports
19	17	89	kevin Carter	SMT	14	4	1:48.273	Mazda Miata	Elk Grove CA	SFR	437616	Imports Unlimi
20	18	5	Brian Cross	SMT	14	3	1:49.316	Mazda Miata	San Francisco CA	SFR	438200	
21	19	144	Phillip Holfield	SMT	14	2	1:48.592	Mazda Miata	Manteca CA	SFR	376090	
22	20	99	Frank Zucchi	SMT	14	1	1:49.113	Mazda Miata	Oakdale CA	SFR	335337	FZ Vapor Honir
23	21	36	Joseph Carl	SMT	14	0	1:48.344	Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's Repair
24	22	24	Jayceton laped	SMT	14	0	1:49.245	Mazda Miata	Daly City CA	SFR	355498	
25	23	85	Scott Carter	SMT	14	0	1:49.982	Mazda Miata	Suisun City CA	SFR	177333	Imports Unlimi
26	24	64	Taylor Vance	SMT	14	0	1:48.873	Mazda Miata	Shingle Springs CA	SFR	400227	
27	25	168	Peter Phung	SMT	14	0	1:49.897	Mazda Miata	Daly City CA	SFR	545337	PHUNG Incorpo
28	26	142	John Paul Jose	SMT	14	0	1:50.004	Mazda Miata	Soquel CA	SFR	644692	Leshar Motorsp
29	27	43	Michael Herbert	SMT	14	0	1:50.160	Mazda Miata	Oakland CA	SFR	512106	Battalion One F
30	28	26	Scott Story	SMT	14	0	1:49.796	Mazda Miata	El Dorado Hills CA	SFR	624903	Story Design an
31	29	10	Joseph Ysais	SMT	14	0	1:50.961	Mazda Miata	Sparks NV	SFR	379602	BEST PLUMBIN
32	30	121	Chris Lee	SMT	14	0	1:50.526	Mazda miata	Pleasanton CA	SFR	533831	
33	1	33	Douglas Alvis	SSM	14	25	1:52.909	Mazda Miata	Roseville CA	SFR	194182	Cut 2D Creativi
34	31	02	Suzanne Cobos	SMT	14	0	1:52.808	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsp
35	32	42	Daniel Deluna	SMT	14	0	1:53.266	Mazda Miata	San Mateo CA	SFR	511594	
36	33	15	Eddie Dupee	SMT	14	0	1:53.241	Mazda Miata	SANTA CLARA CA	SFR	648509	
37	2	155	Matthew Wyatt	SSM	13	21	1:49.823	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Com
38	34	17	Max Fletcher	SMT	13	0	1:54.362	Mazda Miata	Los Gatos CA	SFR	667778	

Pos	PIC	No.	Name	Class	Laps	nts	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
39	35	65	Darrell Edwards	SMT	13	0	1:53.787	Mazda miata	Kapaa HI	HI	538246	
40	36	3	Ronald Bond	SMT	13	0	1:54.072	Mazda Miata	San Francisco CA	SFR	387295	
41	3	41	Malon Brown	SM	13	18	1:54.394	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
42	3	16	Steve Whitaker	SSM	13	18	1:54.953	Mazda Miata	Loomis CA	SFR	500463	Larry Oka Raci
43	37	44	Joshua Schachter	SMT	13	0	1:57.757	Mazda Miata	Los Altos CA	SFR	480106	Leshar Motorsp
44	38	20	Kirk Williams	SMT	12	0	1:53.649	Mazda Miata	Palo Alto CA	SFR	673105	
45	4	56	Christian Mali	SM	12	17	2:02.500	Mazda Miata	Morgan Hill CA	SFR	457302	Bojali Consultir
46	39	68	Tom Brown	SMT	12	0	2:09.872	Mazda Miata	San Jose CA	SFR	674040	All Reasons mc
47	40	40	Scott Smith	SMT	9	0	1:48.688	Mazda Spec Miata	San Jose CA	SFR	437643	G-loc Brakes/A
DNF	DNF	76	Nuno Goncalves Pedro	SSM	6	0	1:55.636	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Raci
Not classified												
DNS	ONS	32	Fabrice Gallez	SMT		0		Mazda Spec Miata	Campbell CA	SFR	624531	
DNS	ONS	56	Catharine Mali	SM		0		Mazda Miata	Morgan Hill CA	SFR	457303	bojali consultin
DNS	ONS	114	David Humphreys	SMT		0		Mazda Miatta	Buellton CA	CSCC	647252	A+ Racing + Hu

Sunday turned out to be a lot colder than Saturday and almost every race had a full course caution. But the good news is most of the cautions were for mechanical reasons and not for body contact. The weekend saw a good turn out which would have been even better if not for the conflict with the Super Tour. SFR's next event is Regional 7 and 8 at Thunderhill Raceway. Let's shoot for another 200 cars and make the event something worth talking about.

Bruce Semler's Final Lap



Sacramento Autocross Round 3

Photos by Paul Tibbals

By Davey Drouin



Robert Tyler

Thunderhill is basically the motorsport playground of Northern California. The three-mile course was running a NASA event, the two-mile course was overrun by Superbikes; but by far the most heated competition was on the autocross pad. The Sacramento region was hosting its third round of a fourteen round season - basically points are being tallied and old rivalries are being inflamed. All joking aside, a good time was had by all and the rest of the season should be very interesting. The PAX winner for the day was Rory Marin in his AS Corvette with a run of 52.632. The top time of day went to Doug Hargrove in his R and D (Ruth and Doug) Special with a run of 50.529.

Super Street had six drivers all driving the high-end kinds of cars that are printed on posters hung up in auto shops all across America.

Third place went to Jeff Eikenberry in a Stingray Corvette with a run of 54.308. Second place went to Bob Weisickle in a white Corvette with a run of 53.125. The winner for the day was Lanny Bowden in a Corvette with a time of 52.951.



Ken Yeo

A Street was populated by two Corvettes and a Viper. Robert Ghiselli was able to get his RT/10 Viper to lay down a 56.097. Vernon Head in a Z06 Corvette finished with a 54.193. Rory Marin rounded the course with a 52.632 for the win. This run also, as stated above, gave him the PAX win for the day.

C Street definitely had an interesting mix of cars. With only four drivers, the class consisted of a BMW Z4, Miata, Subaru BRZ and a Corvette. Edward Pelker was able to beat the field in his BMW Z4 with a run of 58.521. Second place went to Mike Beech in his Miata with a 59.258. Joseph Bottarini in a BRZ took third place with a 63.630.

D Street had Taylor Felts chasing Bill Tubbs for the win. Run by run, Bill was able to stay ahead of Taylor and his WRX. Taylor's best run was a 62.337. Bill's Mini was able to break the lights with a 61.854 for the win.

F Street, better known as the pony car class, had a BMW M3 slip into their ranks. Third place went to Josh Collins in a Dodge Charger with a run of 66.680. Second place went to Rafa Soto in his M3 with a 58.937. The champion for the day was Andrew Barrious in his cyclone metallic gray GTO with a 58.735.

Street Touring U was full of German and Japanese made cars: Bimmers, Nissans and one lone VW. Third place went to Mike Agraan in an Interlagos blue BMW M3 with a 56.362. Second went to Bill Richter in a white BMW M3. First place went to Kris Bruington in a VW Golf R with a

lap time of 53.017.

F Street Prepared saw the return of the oh so familiar Toyota Corolla FX16 of Eric Williams. Eric's best time was a 55.722 which beat co-driver Chris Gibson's run of 56.881. He also was able to stay in front of Mike McCrory's Honda Civic, which ran a 56.930.

Classic American C, better known as new American pony cars, had four drivers fighting for the win. Third place went to Jarred Javier in a Mustang Gt with a 60.791. Second place went to the lone Chevy Camaro driven by Mark Heinrichs. The winner for the day was Ken McCulloch. Now the difference between Mark's time and Ken time was less than four-hundredths of a second. Mark ran a 56.812, but Ken ran a 56.783, which is about as close as you can get.

Classic American T class, otherwise known as the oldie ponies, which just by chance was won by a truck. Third place went to Kyle Corbett with 58.266 in a Mustang. Second went to Randy Gronosky with a run of 57.449. The winner of the day was Robert Tyler in a Chevy C10 pick up truck. He broke the lights with a 57.105.

Classic American S was an all-Corvette affair, two red and one yellow. Mike Ansell took third for the day with a 54.957. Sean Breese ran a 54.127 which was good for second. Ken Yeo, the man that can find time in every corner of the course, ran a 52.217 for the win.

Street Mod had Dan Gallmeister and Michael Ansell racing under the Datsun banner. Between the two, Michael's best run was a 57.086, but Dan was able to nail a 55.271.

A-Mod had the father son duo of Dave and Phillip Green. What might the color of the car be might you ask? It's green of course. Dave ran a 56.739, but

Phillip was able to crack off a 54.871 run for the win.

E-Mod had Neil Hodgson in a VW buggy with a run of 54.529. Gary Ratliff won the class with a VW as well, with a 51.759.

The following ran unopposed and won their classes: Trish Berlant (SSML,) Korynne Smith (XPL,) Ingrid Ansell (CAMSL,) Michael Huber (SSP,) Tina Mckay (STUL,) Penny Hubbard (BSL,) Nathaniel Berlant (SSM,) Josh Garcia (DP,) Carl Graf (XP,) Narayan Hammari (STH,) Troy Dowell (STR,) Curtis Yamanaka (STS,) Zachary Fleckner (HS,) Chris Estrada (GS,) Doug Hubbard (BS) and Demetrius Javier (XSA.)

It's always a good time and I hope to see you at the next event.



Penny Hubbard

Fresno Chapter Event 4 & 5



Cars on grid getting ready for their run

On Saturday April 23rd, the Fresno Chapter returned back to the Fresno Fairgrounds for Event 4. After two months of no scheduled autocross events, the 69 drivers were excited to see the course design from event chairs Leon Weinroth and Christopher Sochan. They did not disappoint. The course was smooth sailing with a few challenging corners and super fun overall.

Ojeda, Keith Bullock, Dan Correll and Leon Weinroth rounded out the top ten.

In A Stock, Chris Rodriguez had two early DNFs, but was able to pull off a blazing final run to take the win over Matt Britter in his Porsche Cayman S. Keith Bullock and Jay Srivatsan came in third and fourth respectively. Gary Fazekas led F Stock over Quinn Ringgold, Corky Schroeder and Richard Jensen. Kyle Matsumura took the win in G Stock over Al Andersen. Christopher Sochan led Christopher Godwin in HS. Kevin Slater (BS,) Richard Cadiente (CS,) Brad Dawson (DS) and Steve Carlson (ES) all ran uncontested.

In Street Touring competition, Josh Pinckney took the win over co-driver Madison Pinckney in STS. Alex Neufeld was the faster BMW driver in STU - his M235i led Dan Plinski in his M240i. Able Ojeda in his 2004 Mazda RX8 was able to hold on to the win in STX over Dan Correll and David Ruby. Gary Emenhiser ran STR uncontested.

In BSP, Erick Castro took the win over Hesam Bobab.

In Street Mod action, Phil Castro powered his 2015 Mitsubishi Lancer Evo X to victory over Rufus Connell, Michael Bringetto, Ahla Yang and Jerry Kell. Yang Moua in his 1989 Honda Civic took the win over Mas Vang, Kutter Morrison and Leng Vang in SMF.

Bill Martin (BM) and Jorge Diaz (EVX) both ran uncontested.

Michael Gardner led CAMC in his 2016 Mustang GT 350 over Leon Weinroth. Gary McDaniel in his 2001 Chevy Corvette Z06 took the win over Roger Oaks in CAMS. James West led the group in CAMT over Greg Gesterling, Devin Lay and Greg Austin.

Sandra Hermans took the win in the Ladies



Gary Emenhiser in his 2022 Subaru BRZ

Taking bragging rights for the fastest time of the day went to Bill Martin and his AMOD 1978 Lola Ford T580 with a 37.775. Second was Paul Newton in his 2005 Lotus Elise with a 39.511, third was Michael Gardner in his 2016 Ford Mustang GT 350 with a 39.714, followed by Chris Rodriguez in his 2004 Corvette and Matt Britter in his 2015 Porsche Cayman S. Jorge Diaz, Gary Emenhiser, Phil Castro, Keith Bullock and Yang Moua rounded out the top ten.

Paul Newton in his 2005 Lotus Elise took the win in PAX followed by Kyle Matsumura in his 2018 Honda Civic Si and Michael Gardner in his Ford Mustang GT 350. Chris Rodriguez, Matt Britter, Al Andersen, Abel



Tripod mode for Mas Vang in his 1994 Nissan Sentra SE-R



Christopher Sochan taking to win in HS in his Subaru Legacy GT

Class over Rebecca West, Pamela Schroeder, Julie Gesterling and Kelsey Stoltenberg.

Bryon Calderon in his 2018 Audi RS5 led the Novice Class of fourteen drivers. Dexter Jones, James Franks, Trevor Fechner, Collins James, Bert Schneider, Steve Berry, Harjan Thind, Roderidt Rodriguez, Brandon Xiong, Alexander Wood, Sergio Llic, Paul Kayasone and Kelvin Cha rounded out the rest of the field.

Paul Newton took the win over co-driver Audrey Tan in Index.

The following day on Sunday April 24th was another beautiful day for Event 5. The course was run backward for the 67 drivers. Once again, the TTOD went to Bill Martin in his AMOD 1978 Lola Ford T580. Michael Gardner's Mustang GT 350 edged out Paul Newton's Lotus

Elise for second, followed by Keith Bullock, Matt Britter, Chris Rodriguez, David Jackson, Yang Moua, Abel Ojeda and Leon Weinroth.

Michael Gardner took TTOD in PAX followed by Paul Newton, Kyle Matsumura, Keith Bullock, Matt Britter, Chris Rodriguez, Abel Ojeda, David Jackson, Leon Weinroth and James West.

In Street action, Keith Bullock in his 2002 Corvette edged out Matt Britter in his Porsche Cayman S for the win. Chris Rodriguez, David Jackson and Jay Srivatsan rounded out the field in A Stock. Dave Warner led Kevin Slater in BS. Brad Dawson had the faster WRX in D Stock and took the win over Christopher Colwell. Gary Fazekas was faster than Quinn Ringgold in F Stock. Kyle Matsumura led G Stock over Al Andersen. Christopher Sochan again took the win again in H Stock over Frachiseur Shelton and Christopher Godwin. Steve Carlson in ES ran uncontested.



Greg Gesturing in his super clean 1986 Mustang Convertible

In a competitive Street Mod Class, first through third were separated by less than three-tenths of a second. Jerry Kell in his Subaru WRX Wagon took the win on an amazing run followed by Phil Castro, Rufus Connell, Michael Bringetto and Ahla Yang. In SMF, Yang Moua took the win over Mas Vang.

In CAMC action, Michael Gardner once again took the win over Leon Weinroth. Gary McDaniel had the quicker Corvette in CAMS over Roger Oaks. James West led Greg Gesterling in CAMT.

In the Ladies Class competition, Sandra Hermans took the win over

Rebecca West, Julie Gesterling and Kelsey Stoltenberg.

Shawn Butler won in the Novice Class of thirteen drivers. Bert Schneider, Anthony Vang, Trevor Fechner, Dexter Jones, Brandon Xiong, Pao Xiong, Roderidt Rodriguez, Alexander Wood, Kelvin Cha, Alex

Coronado, Jonathan Ward and Adam Weaver rounded out the rest of the field.

Paul Newton took the win in the Index Class over co-driver Audrey Tan.

With Events 4 and 5 in the books, we now head towards the hotter months of the year. Stay cool and hydrated and hope to see you at the next events in June.



Gary Fazekas taking the win in FS in his 2019 Mustang

SFR Solo II

Round 3, March 5, Crows Landing

Co chairs: Praneil Prasad and Connie Lu • Design: Eric Martin • Drivers: 106



Steve Hobaugh CAM-T 32 1973 Chevrolet Camaro

Round 3 of the SF Region's Solo II championship was held on March 5, 2022, at Crows Landing. The event was co-chaired by Praneil Prasad and Connie Lu, with the course designed by Eric Martin. One-hundred and six drivers competed in the event.

Chris Rodriguez took the top spot in AS in a 2004 Chevrolet Corvette. He was followed by Keith Bullock in a '02 Corvette, with Pushkar Shirali coming in third in a '15 Porsche Boxster GTS. Darren Shortes and Al Anderson rounded out the rest of AS.

Alex Muresan, in a '19 Honda Civic Type R, took first place in DS. John Rowe, also in a '19 Civic Type R, came in second, while Tiberiu Muresan finished third, also in a '19 Civic Type R. The rest of DS included Lloyd Feaver, Ed Runnion, Alex Ottoboni, Jose Fait and Hunter Scott.

Solo Spec Coupe was led by Glenn Austin in a '14 Subaru BRZ. He was followed by Lawrence Dantno in a '13 BRZ, with Dhiraj Jadhav rounding out third in a BRZ. Bill Charron, Dave Dunwoodie and Eric Martin rounded out the rest of SSC.

Praneil Prasad led the STR class in a '97 BMW M3. Arvind Govindaraj, in a '20 Mazda MX5, came in second, while Glen Anderson took third in a '22 Subaru BRZ. The rest of STR included Skyler Burton, Khoa Cao, Mark Lewis, Eric Lam, Brant Ballantyne, Ed Burghardt, Matt Francavilla, Megan Anderson and Steve Endo. Connie Lu ran uncontested in STR-L in a '97 BMW M3.

Brothers Justin and Mack Tsang took first and second respectively in STU in a '06 Subaru STI. Steve McLaughlin rounded out third in a '07 Nissan 350Z. The rest of STU included Kris Bruington, Ghaith Abu Suleiman and Paul Tibbals.



Erik Acks CAM-C 4 2017 Ford Mustang

Matt Falcone ran uncontested in STX in a '05 BMW 330.

Classic American Muscle was led by Michael Gardner in a '16 Mustang GT350 (-C.) He was followed by Bryan Stewart in a '04 Corvette Z06 (-S), with Erik Acks in third in a '17 Mustang (-C.) Richard Lee, Hal Dorton, Rob Luis, Mick Maier, Curt Hill, Patrick Drudge, Greg Matthews, Akash Mohanan, Samuel Ruiz, David Whisnant, Randy Grohosky, Leon Weinroth, Matt Roberts, Greg Back, Jose Fait and Brian Scott rounded out the rest of CAM. Tay Thomas ran uncontested in CAM-L in a '03 Chevrolet.

Ben Martinez took first place in Modifieds in a '84 Van Diemen (CM.)

Douglas Hargrove finished second in a '83 F500 R&D Special (FM,) while Samuel Dastrup took third in a '20 DF Goblin (DM.) The rest of Mods included Sy Danton and Dennis Loshier.

The N-class was led by Andrew Mathers in a '22 Toyota GR86 (DS.) Frederick Ernest came in second in a '06 Mazda RX8 (CS,) while Jihui Shentu took the last podium spot in a '20 BMW M340i (FS). Varun Tamilselvan and Siobhan Hill rounded out the rest of the class.

John Thomas bested co-driver Howard Wolf in the Prepared class in a '82 Toyota Starlet (DP.) Robert Marcy finished third in a '73 Datsun 1200 (DP.) The rest of the class included Richard Rossmassler and Dwayne Komush.



John Rowe 24 2019 Honda Civic Type R

The S1 class was led by Monty Pack in a '18 Porsche GT3. Derek Hui, in a '17 Corvette Grand Sport, took second, while Donald Lew rounded out third in a '21 Porsche 718 Cayman GT4. Jason Trantham, Brian Jacobson, Attalha Hadad and Sumit Saini rounded out the rest of S1.

Gary Fazekas ran uncontested in S2 in a '19 Mustang.

Craig Boyle took first place in S3 in a '94 Miata. Eric Nielsen came in second in a '99 Miata.

Eileen Blando led the S4 class in a '20 Civic Sport (HS.) She was followed by Artem Rakhov in a '13 Focus ST (GS,) while Kyle Matsumura finished third in a '18 Civic Si (GS.) The rest of S4 included Glenn Tozier, John Subosits and James Rowney.

Jeff and Nicole Wong took first and second, respectively, in SMP. They were co-driving a '19 Corvette (SSP.) Isaac Acks finished third in a '06 Lancer Evolution (SM.) Eric Gnesa, Carl Winkler and Lisa Gnesa rounded out the rest of SMP.

Cody Mountjoy led the ST2 class in a '18 Fiesta ST. He was followed by Efrain Alers-Zambrana in a '99 Impreza wagon, while Josh Pinckney rounded third in a '94 Miata.

Larry Sharp, in a '16 Focus RS, took first place in STM. Cheng Li took second in a '18 BRZ, while Jeremy Levy took the last podium spot in a '19 VW Golf GTI. Kristian Hoffman rounded out the rest of STM.

Scott Sandowski took first place over co-driver Alden Rush in the XS class. They were co-driving a '97 Civic.

Round 4, March 6, Crows Landing

One-hundred twelve drivers descended at Crows Landing on March 6, 2022, for Round 4 of the SFR Solo II championship series. The event was co-chaired by Praneil Prasad and Connie Lu, and the course was designed by Eric Martin.

Steven Lau led the S1 class in a 2011 Porsche GT3 RS. He was closely followed by Karlton Lew in a '21 Porsche Cayman GT4. Tara Shapowal rounded out third in a '11 GT3 RS. The rest of S1 included Derek Hui, Brian Jacobson, Donald Lew and Alex Ottoboni.

The S2 class saw Steven Goldine take first place in a '20 Supra (BS.) Rich Bishop took second in a '17 BMW M240 (FS,) while Gary Fazekas finished third in a '19 Ford Mustang (FS.)

Maurice Velandia, in a '93 Toyota MR2 (CS,) led the S3 group. Craig Boyle took second in a '94 Mazda Miata (ES), with Mark Kallos taking the third podium spot in a '06 Mazda RX8 (ES).

John Subosits took first place in S4 in a '08 Honda Fit (HS.) He was followed by Kevin Chauvin in a '15 Ford Focus ST (GS,) while Conor Botkin took third in a '00 Acura Integra LS (HS.) Ian Moore rounded out the rest of S4.



Eric Martin SSC-74 2013 Scion FR-S

Jeff and Nicole Wong took first and second, respectively, in SMP. They co-drove a '19 Corvette. Isaac Acks finished in third place in a '06 Lancer Evolution. The rest of SMP included Lisa Gnesa, Eric Gnesa, Jim Barnes and Manny Pretti.

Cody Mountjoy ran uncontested in ST2 in a '18 Ford Fiesta ST.

Mike McCrory took first place in STM in a '95 Honda Civic (FSP,) He was followed by Barry Goldine in a '73 Datsun 240Z (OSP.)

Justin Bowen led the AS class in a '14 Cayman S. Juven Lat took second in a '14 Cayman S, while Rory Marin finished third in a '08 Corvette Z06. The rest of AS included Jesus Villarreal, Keith Bullock, Darren Shortes and Al Anderson.

Alex Muresan, in a '19 Civic Type R, took the top spot in DS. He was followed by John Rowe, also in a '19 Civic Type R, with Tiberiu Muresan taking third in a '19 Civic Type R. Lloyd Feaver, Ed Runnion, Fred Campbell, Dennis Quilantang, Kevin Bui, Jose Fait, Rebecca West and Hunter Scott rounded out the rest of DS.

Solo Spec Coupe was led by Glenn Austin in a '14 Subaru BRZ. Lawrence Danton took second in a '13 BRZ, while Bill Charron finished third in a '15 BRZ. Eric Martin finished fourth in the class.

Aleksander Ignashev ran uncontested in SST in a '00 Honda S2000.

Mark Lewis took the top spot in STR in a '16 Mazda MX5. Nipping at his heels was Praneil Prasad in a '97 BMW M3, while Eileen Blando took third in a '16 MX5. The rest of STR included



Isaac Acks 71

Eric Lam, Glen Anderson, Ed Burghardt, Alden Rush, Scott Sandowski, Matt Francavilla, Joseph Macy and Megan Anderson. Connie Lu ran uncontested in STR-Ladies in a '97 M3.

Mack and Justin Tsang finished one-two in STU. The Tsangs co-drove a '06 Subaru STI. Steve McLaughlin rounded out third in a '07 Nissan 350Z. Kris Bruington, Ghaith Abu Suleiman, Paul Tibbals, Artem Rakhov, Dustin Hatcher, Boris Lerner and Jaanisar Khan rounded out the rest of STU.

Dan Correll took the top spot in STX over Matt Falcone. Correll was in a '04 BMW 330Ci, while Falcone was in a '05 BMW 330. Sandra Hermans ran uncontested in STX-Ladies in a '04 BMW 330Ci.

Brian Hobaugh led the Classic American Muscle class in a '73 Chevrolet Camaro (-T.) Michael Gardner finished second in a '16 Mustang GT350 (-C,) while Rob Luis rounded out third in a '19 Camaro turbo (-C.) The rest of CAM included Patrick Drudge, Richard Lee, Erik Acks, Hal Dorton, Greg Matthews, Steve Hobaugh, Leon Wienroth, Greg Back, Randy Grohosky, Jose Fait and Brian Scott.

The Mods class saw Ben Martinez take the top spot in a '84 Van Diemen (CM.) Ric Quinonez came in second in a '83 Kart (FM,) with Douglas Hargrove in third place in a '83 F500 R&D Special (FM.) Gary Ratliff, Sy Danton, Greg McNair, Dennis Loshier, Neil Hodgson and Michael Lella rounded out the rest of the class.

Michael Thompson led the Novice class in a '21 Toyota Supra (BS.) He was followed by Andre Mathers in a '22 Toyota GR86 (DS,) while Jaanisar Khan took third in a '13 370Z (STU.) The rest of the class included Stefan Glembocki, Tyler Gross, Mitchell Wood, Lev Corne, Ibrahim Yasin, Jeanette Gross, Michael Ishaq and Chase Rubin.

The Prepared class was led by John Thomas in a '82 Toyota Starlet (DP.) He was followed by co-driver Dwayne Komush, while Richard Rossmassler took the last podium spot in a '76 Ford Capri II (XP.) Deanne Caraballo ran uncontested in Prepared-Ladies in a '82 Starlet (DP.)

Rounds 5 and 6 will be held on June 18 and 19, 2022.



Nicole Wong SMP-SSP46 2019 Chevrolet Corvette

JUST AROUND THE CORNER

A former Hooked On Driving student of mine recently decided to try his hand at competing at the SCCA Runoffs on the Indy road course, and I thought that I would contribute to the cause with a bit more coaching. I wanted to share a few pointers that I picked up from hours of watching AIM Data seminars, from hanging out with the fast racers in our region (getting tips where I can), from all the coaching and seminars that Ross Bentley has given us, and from the techniques that we teach at Hooked On Driving track days.

So, I started him with first things first: "You must learn a new track (Indy). I strongly advise that you first watch the Virtual Track Walk that Ross Bentley and Peter Krause produced to familiarize yourself with the view of lines and landmarks and special subtleties unique to that track. I also hope you will be able to walk it several times, or better yet, borrow a bike and do three or more laps. Track familiarization is much more efficient on a bike.

When you're studying a turn or a series of turns, the tendency is naturally to look down course at the entry of each turn and try to determine the braking point, the turn in point, the apex, and the track out point, and applicable landmarks.... all obvious. But what I wound up doing when I studied a new track, such as the West course at Thunderhill or any autocross course, was to study it backwards: Start at the turn exit with Three Questions: where do I want to be at the exit, where do I want the car to finish the rotation (on what arc?) to get there, and where can I get on the power? Also, what gear will I be in? (The higher the gear without bogging the engine, the better).

Track maps are fine, but better yet, study a Google Maps satellite view of the course. This will give you an accurate idea of the dimensions of the track and radii of the turns. You may also be able to pick out key on-track and off-track landmarks, such as trees, fences, painted curbs, brake markers, apex points, and flag stations.

Looking backwards from the track-out point to the apex will give you an idea of the arc to the exit. Walk or ride your bike back to the apex. Look at the brake zone, where the brakes will be applied (BoB, or beginning of braking) and where the braking will end (EoB, or end of braking). What line will you choose for executing the BoB, EoB, apex, and track-out with the least amount of steering input, and at the same time sufficiently rotating the car?

Do you have to sacrifice the track-out point to set up for a turn going in the opposite direction that immediately follows? Maybe yes, maybe no. For instance, I used to pinch the exit of left-hand Turn 11 at Thunderhill to set up for right-hand Turn 12, until I realized that I could enter 12, driver's right, still hard on the power, and easily hit the apex of Turns 12 and 13. This allowed me to carry more mid-corner speed in 11.

You pick up a lot of these points by looking backwards and putting the pieces of the turn (or turns) together. Another advantage of biking the course is that you can do a detailed study of the landscape just off track. What are the curbs like, where can I drop a wheel inside; or if I'm forced off on the outside or run wide, what's that going to be like? More later....

The next key point is Rotation: You cannot get on the throttle, even if you are on the correct line, unless you have successfully rotated the car to point to the next straight. That seems obvious, but I see a LOT of drivers on the gas too soon with not enough rotation. Then they must breathe the gas to get back on line in order to continue the rotation.

Where did I really start to appreciate rotation? Well, lately I've been in karts at an indoor karting facility, where you drive gas-powered karts with hard, slick tires on a polished concrete track. You have to pitch, slide and rotate the kart on entry at just the right place at just the right time with just the right amount of rotation, like a sprint car on dirt. This lets you slide past the apex while pointing down track to the next turn. It's a blast when you get it just right and get back on the gas early, but miserable if the timing is off or if you're way offline. Worse, if you don't get the rotation that you need to finish the turn, you plow into the barriers. If you over rotate (easy to do on a cold track,) you spin.

But of course, we don't drive our cars on pavement like a we drive a slick-track kart. However, the ideas are the same. What helps us with the Rotation is to be aware of the forward weight transfer from BoB to turn in and then rearward weight transfer at EoB. Obviously, you want to get on the brakes as late as possible to carry straight line speed as long as possible, without upsetting the car at turn in. Move your BoB as late as comfortable without brake lockup or excessive ABS coming into play. But the MAIN concern with braking is EoB. (We're talking about slow to mid-speed corners here. High speed corners are mostly momentum, arc, and line. Throttle helps to stabilize the car.)

Usually on a data trace, the good brakers will hit the brakes relatively hard and quickly, then gently and progressively trail off to EoB. Where that EoB point is depends on your car and type of turn, pavement, banking, etc. Let's assume that your car has some basic understeer, and the turn has a very small amount of banking. Taking the EoB slightly into the corner, just past turn in, will keep some weight on the front tires to help the initial grip for turn in. Too much braking or an EoB that goes too deep into the turn may either overload the front tires while turning in and cause more understeer (thus missing the apex;) or it may still help front grip, but severely unload the rear tires, causing a spin. Conversely, too little weight on the front or too early EoB (before turning in) may cause a push going into the turn because of too little load on the front tires. The trick is to get a Goldilocks "Just Right" EoB!

But if the car tends to oversteer, it may be a good idea to get all your braking done in a straight line, then turn in. EoB will be completed right at turn in with some throttle to shift the weight rearward for rear end grip. Stay on line, unless it's raining - then look for grip wherever you can find it. (Ross has an excellent webinar on driving in the wet.) Each car has its own requirements. A good place to test for the characteristics of transition at turn-in would be either on a skid pad or a Figure 8.

Actually, on a tight turn, a little rear end step-out could be good for rotation. You stop the OVER rotation by applying some throttle to get weight onto the back tires. Hopefully this is timed right before the apex, so that you can keep the rotation going while starting to feed more throttle. (Karts on a slick track!) No matter what, always keep the car balanced, meaning no excessive push and no tail-out incipient spin requiring lots of opposite lock. However, "balanced" can also incorporate a controlled drift. Don't lose the front to understeer (like our students sometimes do in our Figure 8 exercises.) And don't lose the rear to over rotation.

However, there may be a particular turn that you just can't seem to get the perfect line and rhythm...the car just doesn't feel planted or responsive the way you like. Keeping the car balanced, especially at turn in, may require you to back off the entry speed in order to gather it up so you hit the apex. For instance, you might be earlier on

BoB and EoB, or a take longer brake zone, maybe with lighter brake pressure, or a line modification. The goal is always to maximize the exit of the turn by setting up the entry for success, i.e., keep the balance.

While doing all the above, keep telling yourself, "Roll in more mid-corner speed." Set your line and EoB so that you can get off the brakes and maintain as high a mid-corner speed as you can while still hitting the apex and rotating the car. Therefore: The old line of "slow in, fast out" should now be seen as pure nonsense!!! You'll never see a pro racer in a hotly contested battle drive that way. Rather, it's "Balance in, Rotate, Fast out". That will be your new mantra. And yes, you want to roll in as much mid-corner speed as possible, but sometimes a very slight pause going to full throttle during maximum rotation is necessary to keep the car balanced.

On every point on track, don't forget to keep your vision focus well ahead of your car. Coaches are always going on about looking ahead, taking in the turn, etc. I try to add that if you are going to practice looking ahead, pick out specific items to focus on, and keep your focus shifting down track to the next specific landmarks. Also, be aware of your peripheral lines of sight. Ross did a thorough webinar on just this subject.

Finally, time is very precious at Indy or at any racing venue. Learn the

line, get your speed up as quickly as you can, because I have another task for you. Find some time, maybe in the last practice session, that you can devote at least five laps to PURPOSELY driving OFFLINE. Why? Well, you QUALIFY ON line, but you RACE OFF line, where you will be attacking or defending or trying an outside pass, or hitting an early apex with a tight entry, or dropping a wheel in the grass at the apex, etc. You literally need to know the track conditions offline and what the oncoming corner looks like going in tight or what the exit looks like on a wide arc. How will offline change your BoB and EoB, and how will offline modify your turn in? What is the condition of the pavement and how much banking is there off line? Knowledge here is king. The corner workers will think you're nuts, but so what? It's probably best to practice this with very little traffic around for obvious safety reasons AND so you don't play your strategic hand in front of your competitors!

Is all this easy? Do I successfully do this myself all the time? Absolutely not! But I try, and one must start with a game plan. This is mine.

I hope this all helps. You obviously know this stuff, but I wanted to contribute to the cause. Keep or discard whatever you like. You know your car better than anyone. Good luck and let me know how you do!"

As I Recollect

By Frank Schultheis

I had many dealings with members of the press over the years, but here is one from the early 1970's:

The San Francisco Chronicle ran a column at the very bottom of its Sports Page on Thursdays. It was limited to about 500/600 words devoted mostly to SFR/SCCA racing, along with occasional circle track happenings, and news of what's happening. Well, the first time I ever wrote a "Letter to the Editor" involved the (then) writer of that column, one Dell Owens, who was also one of the Regions Starters, and a really nice guy. He reported that SFR/SCCA had just elected a new Regional Executive by the name of TED JACKSON. And that Ted was the first person of color to serve as an RE anywhere in ALL of SCCA's Divisions. Now I knew Ted when he raced a Lotus Elite and aspired to the Region's Board. Ted was a very likable person and worked with Tech and myself

throughout his leadership period. He was special! His full-time day job was for HUD - WOW! I liked him as a person! Now - When I read Del Owen's Column, and he pointed out that Ted Jackson was an African American, it bothered me in several ways! And I shot off that "Letter to the Editor" stating that "I always knew that there was something different about Ted Jackson, and it took your Column to point it out to me." My letter was never published, but Del Owens did tell me in person, that he appreciated my sentiments and feelings.

The Column was passed along to one Gordon Martin, who for many years wrote of the local racing scene. He and I did not get along! I barely tolerated him. He appeared uneasy around me, and gave Tech and I "a wide berth". There will be more stories involving members of the press in my future remembrance's



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NOTES from the ARCHIVE

I reckoned it would happen at some point. Well, thanks to friends Curt & Cindy, I finally viewed "Ford versus Ferrari" on a big, flat screen TV, while being "forced" to eat fresh cooked BBQ chicken to go with it! I was a bit apprehensive because these kinds of Hollywood flix are usually poor or inaccurate. However, while a couple of spots could be improved, this one's a lot better than expected. Yes, it was a good view.

Having met Carroll Shelby and Ken Miles a few times in their lives it obviously brought back memories. I can say they were both pretty gruff but to the point like the movie portrays them. And both lead actors are pretty close in their mannerisms like I remember the famous duo. Obviously someone doing the actor selection or coaching must have known this.

When he was young Carroll Shelby was hacking out a modest living as a chicken farmer in east Texas. In 1952 he drove a venerable MG-TC to win the very first race he entered. That day he also first time wore what would become his trademark bib overalls. Though his driving career only lasted 10 years he was a hard charger who quickly went to the top in many different makes, events & places. That includes driving Jaguars, Ferraris & Maseratis to 12 SFR race wins in two years time. Because he had been an Air Corp pilot in world war two, private light planes helped him make more races and spread out nationwide.

There is an excellent DVD collection called "A Gentleman's Racing Diary". It's the annals of an upper class British Sportsman who, with 16mm movie camera in hand, spent the better part of a decade filming motor racing across England, Europe, even visiting the U.S. Because there is heavy focus on Aston Martin in it's Glory Days, it includes footage of the first-time Shelby drove for them at the Sebring 12 Hours. After he first-time got behind the wheel during a mid-race driver change, he accelerated only the length of the pit lane before the gear shift lever pulled out of its mount. It was one angry Texan who stomped back to their pit, waving the shifter in the air, threatening to use it on everyone. Marque owner David Brown, in total amazement, told his people to sign him immediately, stating this hard charger was his kind of driver!

Shelby repaid that confidence by giving them the Crown Jewel of international sports car racing, anchoring their 1959 Le Mans 24 Hour-winning team. It was actually an Aston Martin 1-2 sweep, 25 laps ahead of third place in still their only ever Victory there.

There is video out there of David Brown savoring a sip of the Victor's Champagne from the winner's silver bowl. While he is being the proper, conservative British Gentlemen, in his eyes you can see a little kid jumping up & down.

Shelby was also a winning team driver in the season finale Nine Hours of Goodwood. With their having won the last three of the five race series, it gave Aston Martin their only World Sports Car Championship as well.

Years later, in 1989, Carroll Shelby & his Le Mans co-driver, British racing great Roy Salvadori, reunited to drive the very same race-winning Aston Martin DBR1 on a special Lap of Honor around Laguna Seca during the Monterey Historics.

The roaring throngs lining the circuit included many with tears in their eyes. They knew they were experiencing one of those magical moments that never come again. Being there that day, I can assure you it was a spell-binding experience!

Though Shelby, because of his worsening heart, had to retire from driving at the end of the 1960 season, he went out as Champion of USAC's Pro Road Racing Series. It was the first of its kind in this country and pre-cursor to today's professional road racing. But even after hanging up the steering wheel he remained a man of vision with an entrepreneurial spirit.

All of his racing years he was bothered by the fact that, while many of the great cars he raced were really fast, they were also expensive, unreliable, complicated & complex -- particularly the engines. Never mind parts. And then he one day heard "thru the grapevine" that British sports car maker AC was losing their long-running engine supplier Bristol. A quick phone call to the heads of AC, where he placed on the table the idea of using a much simpler American V-8, was enthusiastically received. He followed with a phone call to Ford Motor Company who had just announced a huge dollar performance & sales marketing campaign. The idea for a much cheaper sports car that could be worked on at pretty much any mechanical outlet -- and in particular beat rival Chevrolet's Corvette -- was the winning combination in the deal. In short order Ford delivered Shelby two of their new 260 cube engines, AC put an engine-less car on a plane from the UK to LAX, and after a few hours working in the back of legendary hot rodder Dean Moon's shop they were already "zooming" around the streets. As they say, the rest is history!

After they over the next two years literally "cleaned up" American Club & USRRC Racing with Cobra roadsters, Shelby hired Pete Brock (who was one of the designers of the first Stingray) to develop a streamlined Cobra body that became "dubbed" the Daytona Coupe. In only it's first year of competition they "loudly" won the World Manufacturers' GT Championship over Ferrari. It made Shelby American the only U.S. vehicle manufacturer before or since to win that prestigious title.

And San Francisco Region became a part of it! Young Allen Grant from Modesto drove a 289 Cobra roadster in SCCA Club Racing (his crew chief was an unknown teenaged high school buddy named George Lucas) to Victories up & down the west coast. Being hired by Shelby, Grant started out in the work shops, was elevated to a desk position as a company department head, and finally became a team driver. Joining another SFR driver, Ed Leslie, they debuted a Daytona Coupe in that year's first Daytona 24 Hours. They started 11th, finished sixth overall, and we're third in the GT class. They quickly proved it a Ferrari 250 GTO beater. Again, the rest is history!

About that same time Ford brought out their instantly successful Mustang. Believe it or not, it was originally a rebodied Ford Falcon offered with a straight six and three-speed manual transmission. Their sales target was single business secretaries needing reliable work transportation. It was only natural that Lee Iacocca, at the time head of Ford's new Total Performance marketing program, called Shelby

and told him they needed to do something to make the Mustang into a real sports car. Though initially a bit skeptical, Shelby American pressed on and presented Ford with the GT-350, a high performance 289 street model that was definitely a sports car. And they topped that with a limited edition GT-350R racing version. It gave Ford a complete line up that covered all their bases and sold a lot more Mustangs than envisioned.

The GT-350R was classified into the Sports Car Club of America's B/Production Class. There it raced against Corvette Stingrays, Jaguar XKEs, Sunbeam Tigers and various Ferrari models. I saw the GT-350R make its west coast debut at the Pomona Fairgrounds road course. Though it was only their second race, drivers Ken Miles & Jerry Titus had the crowd on their feet, screaming their lungs out, in support of their favorite in the torrid, wheel-to-wheel Mustang versus Corvette battle. After Miles won that day, we all agreed the game had changed big time. By the end of the season the GT-350R had dominated competition nation-wide and won the B/Production National Championship -- A third rest is history!

Henry Ford bit off a mighty big piece of pasta when they took on Enzo Ferrari. The original idea of a Ford-powered mid-engine coupe actually began in the early 1960s with Lola Cars in England. Lola was a small, growing (eventually championship) concern, but at that time they didn't have the kind of resources something of that magnitude would require. Ford started getting more involved but finally made the decision to take it over and bring it "in house". That's when ego & arrogance started getting in the way.

Ford first wanted to power the redesigned car that would become the GT-40 with their four-cam Indy 500 engine. However, it was so specifically designed & engineered for the Indianapolis Motor Speedway, the power band was too narrow for road racing. The 289 Cobra engine was tried but because of car weight it wasn't powerful enough. They finally stuffed a re-cammed 427 NASCAR engine into it. Now they started breaking transmissions. At one point even an exotic, special design automatic was tried. And as speeds got faster the new grey area of aerodynamics came more into play.

After a couple of seasons of this it had become such a befuddled mess that Ford handed the struggling program over to Shelby and his merry band of "hot rodders" who had a reputation for getting things done. And in only a few short months they did, transforming a loser into an instant winner. Ken Miles & Texas Indy Car driver Lloyd Ruby, who was also a winning road racer (including at Laguna Seca), were given the drive. They promptly won the Daytona 2000 Kilometers. The following year they won the first running of the Daytona 24 Hours, followed a month later by topping Sebring.

This was before the controversial 1-2-3 finish at Le Mans robbed Miles of a deserved victory. Overlooked in that photo of infamy is SFR's Ronnie Bucknum driving the third place GT-40. The following year Shelby & Ford did it legitimately with their new Mark IV winning the race again. Sadly, Ken Miles wasn't alive to see it. More about him coming.

Carroll Shelby came a long way from his days as a dirt farmer to record a unique Triple Crown. He became the only person to win the 24 Hours of Le Mans as a driver, as a manufacturer with the Cobra Daytona Coupe, and as team manager for the Ford GT program. Along the way he went bust several times but always regrouped. At the time of his death a few years ago he was worth millions, yet he didn't hesitate to give back. Following his transplant he started a foundation to help children who had heart trouble like he'd lived with most of his life. When I last saw him he had a group of kids along at the Monterey Historics who were obviously enjoying the day out with their new "Uncle Shel". And so was he. What a memory to keep forever!

Carroll Shelby will always be an American Icon: one hell of a racing driver, car maker, a bigger than life individual, all mixed with a slice of old west charma. The rich legacy he left will always be a part of history. Racing & performance cars never the same.



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STANDING
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Concours Update

By Pat Wille



The 2021 concours season was a shadow of the “days of milk and honey” of SCCA sanctioned concours, when we oversaw as many as six-shows in a year. But the damndemic (sic) not only canceled some shows, but put an end to two-concours altogether. Coyote Creek Concours succumbed after only one-year, but a fine show it was. Danville “pulled-the-plug” on its concours after 15-successful

years, having earned over \$7-million during its tenure for its most worthy charity, Parkinson’s research! Danville’s Tour d’Elegance is still scheduled for September 17th.

That leaves us with three-shows in 2022. Hillsborough, the oldest of the SCCA sanctioned concours, is changing its month of hosting from July to June, specifically to June 26th. This will be the 66th(!) Hillsborough Concours.

Next on the schedule is the Ferndale Concours on Main. Held on Main Street of the Victorian Village of Ferndale (Humboldt County) on September 11th, this year’s featured marque will be Jaguar.

As has been the case since its inception, the final show of the season will be the Niello Concours at Serrano, held in the Sierra Foothills town of El Dorado Hills on October 2nd, featuring the British marques.

Expect large fields at each of these shows, as Concours automobile owners and spectators, alike, are anxious to break loose, rekindling their love of these spectacular vehicles. Won’t you join us?

2022 SCCA-Sanctioned Concours d’Elegance

Sunday, June 26th Hillsborough Concours d’Elegance
Crystal Springs Golf Course, Burlingame, CA

www.hillsboroughconcours.org

(650)619-6186

Registration cut-off date: April 30th

Sunday, September 11th Ferndale Concours on Main

Main Street, Ferndale, CA

www.ferndaleconcours.org

(707)786-7150

Celebrating Jaguar

Registration cut-off date: August 13th

Sunday, October 2nd Niello Concours at Serrano

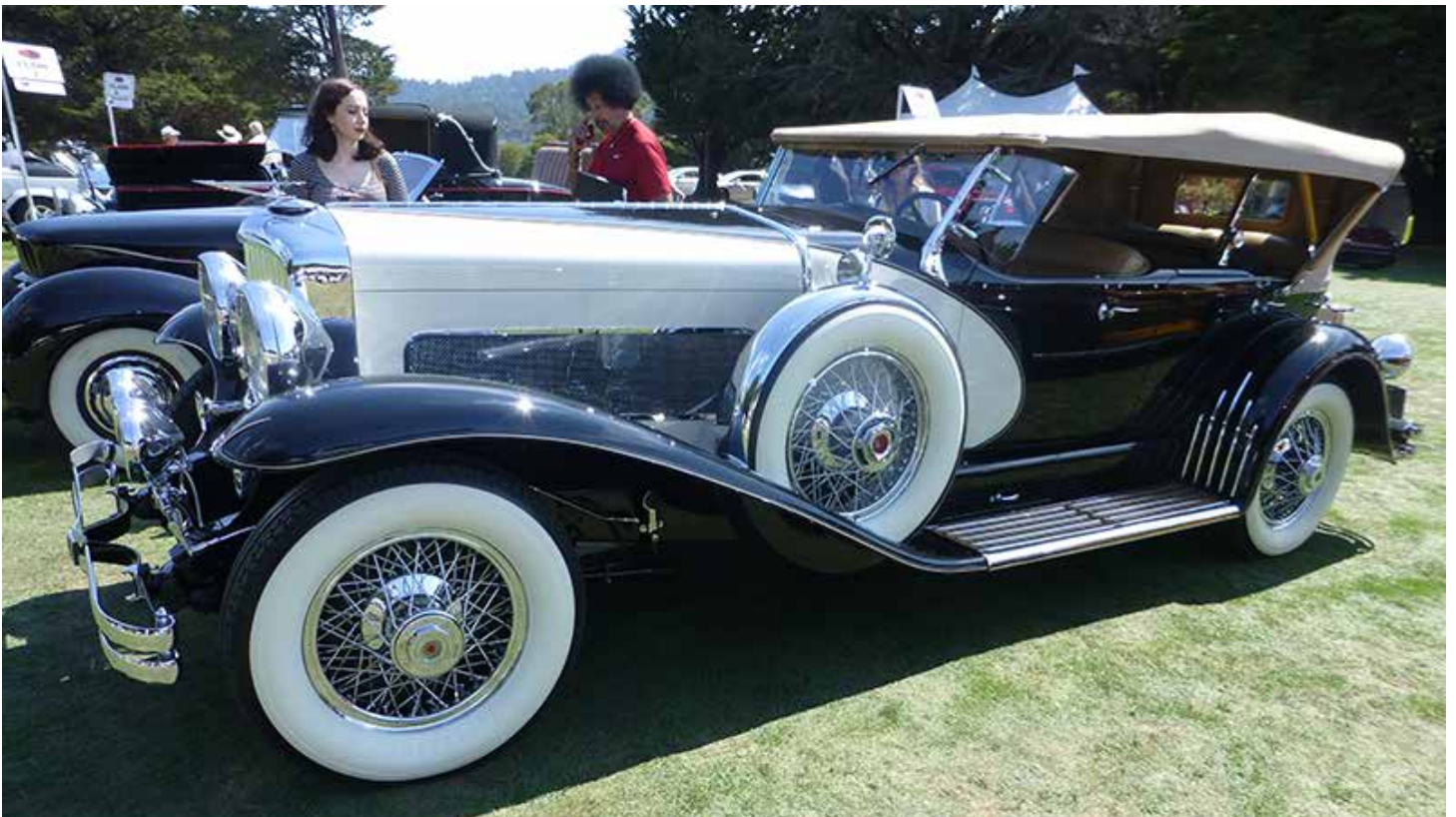
Serrano, El Dorado Hills, CA

www.theconcours.net

(916)635-2445

Celebrating British Marques

Registration cut-off date: August 28th



Over the thirty-four years I have been at the helm of Thunderhill there have been many colorful stories and critical decision points. Here are some. It is 1991 and the track project has been on the table for just over four years. Nothing is happening. It feels and looks like another paper track story. What to do? Find Glenn County and Dick Mudd. One year later we are in the midst of building the track at 5250 Hwy 162 in Glenn County when it appears that we can only complete a 1.3-mile course with a dirt entry road and dirt paddock. What to do? Reach out to friends with resources and borrow \$300,000 using napkins for IOU's. We get a 1.9-mile track and a paved entry road and narrow paved paddock and pre-grid. It is 1993 and we are weary of having no power at the site and the closest PG&E pole is over a mile away. What to do? Make a deal with PG&E to extend that line to us. It is still 1993 and we have no food service at the track or buildings on site. What to do? Find a nice old couple with a small food trailer. Ed and Anna Dearing sign up. Best breakfasts ever! As to the building the first one ever built at the track was the bathroom. Next came the shop. It is 1995 and the 1.9-mile track needs to be finished. There are drawings from the initial construction of what the second half of the now famous 3-mile track should look like. The job has been bid and the equipment mobilized. A board meeting just days before the work was to start on the rest of the track results in changes to the design. Concerns about too many turns straightens out the back half from turn 9 to turn 10. What to do with the bid already in place? Convert to time and materials and get the job done. That same year there is plan to build ten garages in the 3-mile pit area. A dispute erupts over the decision to do this. The opposition feels that the garages will create a two-class system at the track, those with garages and those without. What to do? Put it to a vote. With a fifteen-member board at that time the garages are approved 8 to 7. Despite the fact that the argument against the garages lacked merit the energy for not doing them based on no-quantifiable data almost stopped the pattern of adding to the tracks value through garages before the first one was built. Jump ahead to 2005. The Club house is being proposed and once again there is resistance to the idea. A minority voice wants the Club house one way while the drawings call for a multi-purpose building that serves more than what the race officials espouse. What to do? Enter Roger Eandi who uses his magic negotiation skills and the project moves forward as planned. The windows in the lobby are a remnant of that debate. We need a food service capability at the track that is more than a snack bar. What to do? Enter Steven Archer, owner of several major brand fast food stores. We end up with a state of the are Wendy's clone that serves us very well then and now. Sears Point Raceway is in the midst of a remodel and my scavenger mentality inspires me to call Jere Starks there and ask him to think of Thunderhill as his dumpster for unwanted stuff. He tells me he has three bridges he wants to get rid of and asks if I want them. What to do? Get the biggest bridge and put it across the 3-mile back straight away and sell the other two bridges for scrap steel at the height of the market for such things.

Since we opened, I had been getting K-wall from Sacramento based, CC Meyers, the builders of the track In Colorado. They had extra walls. I also got walls from the Reno area that were used for the races in the parking lot at one of the casinos. K-wall is not ideal crash wall because of the angle at the bottom. Enter

Facebook. The walls, all of them, from the San Jose street races are advertised for sale. I offer \$25k for the whole batch and the City of San Jose says "yes, come pick them up". I arrange for this to be done. All of the wall you now see at the track and all of the two-mile wall came from San Jose. In addition, the excess of this wall was sold at a profit to Sonoma, Kansas, and Oregon Raceway Park. That small investment saved thousands of dollars and made the track significant revenue when sold. It also gave us the best walls we could have. At the direction of the county officials when we built the track, we remained in the Williamson Act. This caused concern among local farmers and we elect to withdraw from the Act using the ten-year withdrawal plan. This is interrupted by a change in the law that limits the number of buildings that can be placed on Williamson Act land. What to do? Enter Vince Minto, County Assessor. With his help we buy out of the rest of the deal at a price that is favorable to us.

With the 3-mile booking well and customers being turned away because of strong demand we appear to be at our maximum business level with price increases our only tool for more income. What to do? Build another track. Enter Steven Crawford the man who designed all of our tracks and many more in other locations. The idea of building a second track resurfaces and Richard Siri does it again. Now we can rent up to 730 days a year. We target 600 on the tracks. We have this area that was a motocross track on two separate occasions and is now a weed patch near our entry. What to do? The vision is to build a pad that will serve as an incentive for cottage industries to become part of the business. The pads turn out to be ideal for autocross and drifting and a good spot for research and development for car manufacturers. These pads add dramatically to the bottom line and cost almost nothing to maintain. The cottage industry idea goes on the back burner.

The reality of the PG&E bills at the track and the tax benefits for installing solar panels looms large as an opportunity to work on the expense side of the business, something we do not often do preferring to work on the revenue side. What to do? Over 700 solar panels later and three infamous wind generators our electric cost savings will accrue to the benefit of the track for years to come.

These stories go on and on and describe the decision points that had the most impact on the success of Thunderhill Park. My goal now is to make Thunderhill bullet proof from failure in the years that follow my departure from the leadership role. Much of what is needed is already in place. Working on zoning, land expansion for buffer, new revenue streams and capturing more and more ongoing testing and other uses, remains a work in progress. For the record, Thunderhill is positioned for the long term and should always be protected from short term activities that may feel good at the time but which detract from the core strength of the track. The mission of Thunderhill is to be there in 2030 and every decade that follows. The mission of Thunderhill Park is to survive by being vibrant, open to change and willing to seek revenues sufficient to ensure that what we built will be the headline story about recreational motorsports in the future.

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HAYABUSA CSR - SCCA log book #33-1591 dates to 3/28/87 conversion to DSR in SF region. Only 6 logbook entries, mainly Solo 1. Titan FF #759015. Weight 880 pounds. Low mileage engine from brand new wrecked bike with 100 miles. Very little run time. Serial #T708-116385. Quaife TPE. 3 sets wheels/tires. Body by Larry Olivo. Reason for selling: doc won't sign medical. \$15,000. Car in Winnipeg. 204-654-3096. < ron.lyseng@producer.com >



1994 Crusader FV, Ron Chuck motor, Fox shock, former Track Record holder, great condition, \$7500 or best offer, contact Walt Beuttner 510-562-0257



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



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



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 \$35,000 415-298-3917 1803



Super competitive SRF Gen 2.Top 10 in Runoffs past 2 years. Fresh national motor+ quality regional motor. 3 sets of wheels with tires including new rains. Brakes and rotors have one race session. Re-built transmission last year.\$15,500. Open trailer available for \$1000. Call/text Dan @ 443.742.7702



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

FENDERED RACE CARS



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

HOWE GT-2/GTA tube frame chassis, legal for SCCA and NASA, plus 2011 Camaro bodywork, footwell controls, master cylinder, clutch cylinders included. Can also include a few extra parts. We also have enough parts to build a complete car. \$2300. Also, Wilwood 6-piston front calipers (2) in new condition (was mounted but never used, no brake fluid) \$500. Other parts including analog gauges used only once, available at low prices. Chassis and body are at Sonoma Raceway. Contact Chris at drysdale.tfb@gmail.com



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



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



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



1973 Nissan 240Z "E" Production, Rebello L-24, Fiberglass front & rear quarter panels, Twin Disc clutch, 240SX front brakes, Wilwood rear brakes, Kirkey seat, 4.11 rear gears, 4 speed, Porsche rear axles and CV joints and lots more. Ready to race. Contact Dale for more details and photos. Cell: 928-302-9000 or cobradale@gmail.com. \$35,000. OBO



2010 WEAVER CHASSIS CORVETTE Ready To Go!

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1967 MINI COOPER SSTREET LEGAL RACECAR - 100 MILES ON ENGINE REBUILD

Raced at the Rolex Reunion - very clean and modified for racing
Has seating for 4 still in it currently \$40,000 obo Justin 530-368-0306



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

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



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



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



Baby Grand, 2 log books. Never been wrecked. Track records. Won 5 hr endero. SP region champ. National champ. Supper reliable. Fast. Ready to go race. Lots of spare parts and tires.
Brett Egen. 916 709 7274. \$8000. Have in car video you can watch.



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

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385HP - 425Ft.lbs. Torque
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New Radiator & Heater Core • New Air Conditioning • New Toyo Proxies R888R tires Too much to list! • 112,000 miles
\$15,000 • 707-483-4531 or kevin37@pacbell.net for more info & photos

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TOOLS/ EQUIPMENT /MISC FOR SALE



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

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brackets, also unused \$60 (list \$75)

I also have steel Sparco mounting brackets for sale.

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charging docks & bricks.

Contact Bill at whbooth@gmail.com

Mk4 Triumph Spitfire parts for sale: steel hood, engine blocks, cams, timing covers, suspension pieces, body trim pieces, much more.

Richard Spencer 510-774-8834

BUSINESS OPPORTUNITIES

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

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

SHOP/STORAGE SPACE

Trailer/RV storage at Thunderhill Park in Willows

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

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

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

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

GET ON THE TRACK

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



Need space for car test and tune?

Rent a Skid Pad at Thunderhill:

The skid pads at Thunderhill are available for Vehicle Development, Drifting, Car Control, Autocross and more! Just tell us your idea, and we'll help you make it happen!

Small Pad Rental Fees: (size 540 x 310 feet)

Weekend day; weekday

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

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

Weekend day; weekday

1-4 cars = \$2,000; \$1500

5-9 cars = \$2,500; \$2,000

10+ cars = \$3,000; \$2,500



SERVICES

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

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

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

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

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"What are your plans for 2022?"

Miata Race Car Rentals.

Contact Doug at 916-960-9779

dalvisgt@gmail.com or

Ian at 805-305-0452

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

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



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

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

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

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

ATTENTION

Attention FV Owners
It is time to dust off that car and clean out that solex carburetor. I am currently interested in starting a registry of FVs on the west Coast. The purpose of this registry is to get Fv owners together and talk about ways of getting the class rolling once again. I would like to start with getting the name rank and serial number of any Fv owners on the west coast. I would also like to know the type of car and the current condition. I am interested in all FVs.
Send any responses to westcoastfv@gmail.com

Attention Race Car Drivers
Looking for a class to run consider FV. FV offers many advantages over most SCCA classes. It is the cheapest class in SCCA to run. Initial purchase price of car is very low. Stable rules mean cars do not get outdated. Spec tire that has a lot of grip and no set up changes. Freedom to express your mechanical ingenuity. Very close racing with drafting and wheel to wheel completion. Great father and son class. Fellow competitors that will give you the shirt off their back to help. Very safe and will teach you more race skills than any other class, ask Rick Mears. Readily available supply of cars which I will help you with. Call Blake Tatum 209-403-2452

"Book 2022 TRACK DAYS AT THUNDERHILL PARK NOW.
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Tired of staying at home, worried about social distancing? Volunteer with the SCCA. Plenty of fun things to do while maintaining your social distance! Contact Lynne Huntting for details pressnoop@aol.com

Dedicated to Saving Young Lives

Friends of Thunderhill Foundation is a 501 C-3 charitable/tax-deductible foundation whose mission is to invest in teen driving safety, improved automotive safety, industry education and community outreach primarily through presenting Teen Car Control Clinics that give students real-world, hands-on experience behind the wheel of their own cars.
As a motorsports enthusiast, if you engage in making charitable donations to non-profit programs that matter to you, what better program to support than Friends of Thunderhill, dedicated to improving young driver safety. The Foundation's only expenditures have been for the Teen Car Control Clinics.
You can easily make a donation to Thunderhill Properties Foundation by mailing a check to PO Box 966, Willows, CA. 95988; or going to the donation website: <https://www.friendsofthunderhill.org/take-action> Donations can be in any amount; \$129 funds one scholarship.

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

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

WANTED

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

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Hooked on Driving seeks **experienced racers** to help **grow the sport, improve their skills** and **join our team** of dedicated driving professionals.

Coaches at America's largest performance driving program **focus on fundamentals - not racing** - to introduce beginning drivers to the joys and thrills of driving at high speeds on some of the region's iconic race tracks.

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Contact HOD Head Driving Coach
Tupper Hull at:
tupper@hookedondriving.com



Here's what our coaches are saying:

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-Tao Takaoka

"Coaching with Hooked on Driving is such a blast! Getting to know other driving enthusiasts and getting to see how their cars perform is great. The staff and organization are of the highest caliber and makes the experience rewarding, fun, and safe. I wholeheartedly endorse HOD and becoming a coach!"

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