



# The wheel®



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SFR Regional 15, 16 & 17  
p. 8

Fresno Chapter  
p. 48



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Above: Bo "Bandit" Darville Aka Randy Pobst and Carrie Aka Loxley Brown pose in front of the famous 1977 Pontiac Trans-Am a la "Smokey and The Bandit".  
Photo by Beth Covin

Cover: #29 Christian Okpysh checks his mirrors and see #70 Doran Dreksler fast approaching. Photo Randy Jones

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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.

**SAN FRANCISCO REGION SCCA**

**REGION OFFICE**

**MAILING ADDRESS**

PO Box 308, Willows, CA 95988

**LOCATION**

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

**BOARD OF DIRECTORS**

TIM SULLIVAN Regional Executive  
Timbo0724@msn.com

LINDA ROGASKI Secretary  
lrogaski@hotmail.com

BLAKE TATUM Director  
wheel@sfrscca.org

JOE MONTANA Director  
joemontana@gmail.com

CHRISTOPHER LINKOUS Director  
sonomacal@gmail.com

BILL BOOTH Director  
bill@sfrscca.org

PETER PHUNG Director  
peterphung76@gmail.com



**PUBLISHER:** THE WHEEL PUBLICATIONS

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

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

**CONTRIBUTING WRITERS**

- Blake Tatum • Rob Krider • Joe Stephan
- Lynne Huntingt • David Vodden

**CONTRIBUTING PHOTOGRAPHERS & ARTISTS**

- Rob Krider • Lynne Huntingt • Trevor Fechner
- Amy Armes • Randy Jones • Beth Covin

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# CALENDAR

## 2022 FRESNO CHAPTER SOLO SCHEDULE

More dates may be added; visit [www.FresnoSCCA.com](http://www.FresnoSCCA.com) for an up-to-date calendar

All events held at Fresno Fairgrounds except February

\*\*Famoso Raceway

## SAN FRANCISCO REGION'S 2022 SOLO II CHAMPIONSHIP SCHEDULE

Most events held at Crows Landing, unless noted.

## RENO REGION SCCA SCHEDULE

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

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

## SCCA SACRAMENTO AUTOCROSS SCHEDULE

Events held at Thunderhill Raceway Park

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# 2023

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

FEBRUARY 10-12

DRIVING SCHOOL - THUNDERHILL RACEWAY

FEBRUARY 24

TEST DAY (RUN BY HOD) - SONOMA RACEWAY

FEBRUARY 25-26

REGIONAL 1 & 2 - SONOMA RACEWAY

MARCH 17

TEST DAY (THILL) - THUNDERHILL RACEWAY

MARCH 18-19

REGIONAL 3 & 4 - THUNDERHILL RACEWAY

APRIL 14

TEST DAY (THILL) - THUNDERHILL RACEWAY

APRIL 15-16

REGIONAL 5 & 6 - THUNDERHILL RACEWAY

MAY 4

TEST DAY (THILL) - THUNDERHILL RACEWAY

MAY 5-7

WESTERN SHOOTOUT - THUNDERHILL RACEWAY

MAY 12-14

IMSA - WEATHERTECH RACEWAY LAGUNA SECA

JUNE 2

TEST DAY (THILL) - THUNDERHILL RACEWAY

JUNE 3-4

REGIONAL 7&8 - THUNDERHILL RACEWAY

JUNE 30

TEST DAY (SFR) - WEATHERTECH RACEWAY  
LAGUNA SECA

JULY 1-2

REGIONAL 9&10 - WEATHERTECH RACEWAY

LAGUNA SECA

JULY 28

TEST DAY (SFR) - WEATHERTECH RACEWAY  
LAGUNA SECA

JULY 29-30

REGIONAL 11&12 - WEATHERTECH RACEWAY  
LAGUNA SECA

AUGUST 12-13

PRE REUNION - WEATHERTECH RACEWAY  
LAGUNA SECA

AUGUST 16-19

REUNION - WEATHERTECH RACEWAY LAGUNA  
SECA

SEPTEMBER 1

TEST DAY TEST DAY (RUN BY HOD) - SONOMA  
RACEWAY

SEPTEMBER 2-3

REGIONAL 13&14 - SONOMA RACEWAY

SEPTEMBER 8-10

INDY CAR - WEATHERTECH RACEWAY LAGUNA  
SECA

SEPTEMBER 28 - OCTOBER 1

RENNSPORT - WEATHERTECH RACEWAY  
LAGUNA SECA

OCTOBER 26

TEST DAY (THILL) - THUNDERHILL RACEWAY

OCTOBER 27-29

REGIONAL 15,16,17 - THUNDERHILL RACEWAY



# WANTED



## RACERS



### SAN FRANCISCO REGION SCCA

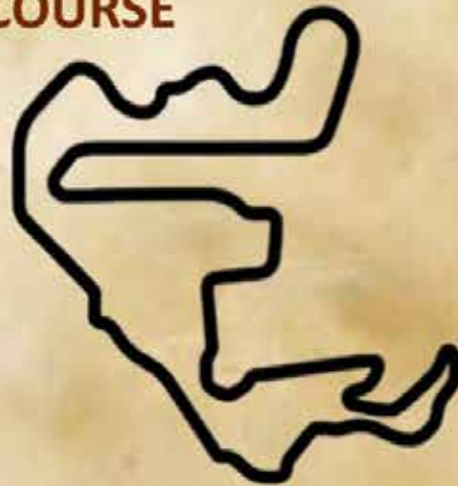
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# Confessions of a Cone Slayer

By Rob Krider



## Pray For Rain

Twenty years ago I finished my first ever serious full season of autocrossing with the SCCA, San Francisco Region, Fresno Chapter. It was 2002, and I had campaigned a 2001 Ford Mustang Bullitt in the F-Stock class (now referred to as F-Street). Back in those days the Fresno Chapter

raced at Castle Air Force Base in Atwater. The tracks were epic, big and fun. The go-fast tire back then was the Kuhmo Ecsta and we went through those babies pretty quick on the super abrasive surface at Castle. During the season I won enough local events to earn the regional championship in F-Stock, a trophy I still have to this day.

After winning that championship, I felt like I was a pretty competent dude behind the wheel of a car. I had won some races, I earned a championship, and I had the trophy to prove it. What was left to do? I assumed the phone would be ringing any moment from Roger Penske's people offering me a ride for next season in Trans-Am. Well, maybe not a full ride, but at least a test day. Obviously, that didn't happen. It turns out nobody cared that I had won the F-Stock Fresno Chapter championship. My own wife wasn't even impressed. In fact, she thought the trophy was ugly and asked that I remove it from the kitchen table. That meant the trophy was relegated to the garage next to the corded Kuhmos. I realized I needed a new plan for the upcoming 2003 season if I was going to get noticed in motorsports.

My Bullitt Mustang was a great car regionally, but it struggled against the Camaro Z28 1LEs at the National Tour event that had come to Atwater. Like any good racecar driver, instead of looking inward at my abilities as a driver, I looked outward to getting a different car for the next season. My good friend, John Linbarger, just happened to own the "it" car for G-Stock, a 2001 Subaru Impreza 2.5 RS. It was the two-door version and it was the proper Subaru blue color. He and I began to strategize how we could do big things with the Subie. We enjoyed a beer (or three), started bench racing and planned our supreme domination of G-Stock for the 2003 autocross season. We would pool our resources and share costs of developing the car and kick everyone's butt who dared to race against us. This plan was fool proof!

We got our wallets out and spared no expense on dialing in the 2.5 RS. We bought Koni yellow dual adjustable struts, a set of extremely lightweight SSR wheels, a Whiteline adjustable rear sway bar and a K&N drop-in air filter for the car. We even bought the expensive Hoosier race tire. That was "the setup" back in 2003. The car wanted for nothing. We would be unstoppable! We even used a G-Tech Pro to help us get the alignment correct while driving in a friction circle at a Walmart parking lot at 3 a.m. (until the cops came). In our minds, we were doing everything right.

The first big West Coast event of the year for 2003 was the SCCA Solo National Tour in San Diego at Qualcomm Stadium. Our plan was to go to San Diego, share driving duties and fight it out on track to decide who would get the first or the second place trophy. We weren't really concerned with any other competition at the National Tour level because we had the right car, with the right parts, and I had won a regional autocross championship the year before. This was simple math, folks. A plus B equals C. We were going to dominate!

As we were putting all of this together to take on the G-Stock class for 2003, we started to amass our version of a race team. My brother, Randy Krider, and his friend, Tim Persico, were going to go to San Diego with us. Since there were four of us and the car was blue, I decided to buy everyone blue Mechanix gloves. We would look like pros in the pits. And

since we were driving an all-wheel drive Subaru I came up with a logo to go on a t-shirt that said, "Krider Racing - Pray for Rain!" I bought some iron-ons from a craft store and made shirts for each of us to wear. As we arrived in San Diego with matching "Pray For Rain" shirts and matching blue gloves, everybody would know we meant serious business. We were the guys to beat.

The four of us arrived late Thursday night and we cruised through the parking lot at Qualcomm Stadium eyeing the competition. Remember, this was 2003, we didn't know who we would be racing against until we arrived. There were no smart phones with pre-registration to inspect. As we cruised around we were looking for cars with magnetic GS letters on the side. My brother spotted a big Audi with a Washington license plate on it. "What do you think about that car in G-Stock?" he asked. I scoffed, "Look at that big old pig, it's huge, it's got no shot against the lightweight 2.5 RS. We got this!"

On the morning of our first day of competition, the skies of San Diego darkened and it looked like rain was definitely in the forecast. Our rain dance had worked, the all-wheel drive Subaru would have an obvious advantage over the two wheel drive cars in the wet. When I finally took the green flag the rain was crashing down and I headed on course to handle business. Full disclosure, I had never driven this car at an autocross before. My only testing was at Walmart one night. What I quickly found out was that our Koni shocks weren't set right, the sway bar wasn't adjusted correctly, the tire pressures were off, Hoosier slicks suck in the rain and I didn't know a darn thing about racing an all-wheel drive car. Not only was I not winning G-Stock, I wasn't even on the podium. My co-driver, John, was having similar issues with the Subaru. We were stinking things up in San Diego. Who was actually in first place in G-Stock? A big Audi (which was also all-wheel drive) driven by a dude from Washington (no stranger to the rain) named Joe Goeke. Joe absolutely smashed us.

As I got out of the Subaru after my last runs on Sunday, with my "Pray for Rain" shirt soaking wet from the rain, I felt like a bit of an ass. I personally chose this adventure.

I wanted to develop the Subaru and race it. I wanted it to rain. I got everything I asked for and couldn't win. Instead I was relegated to a fourth place trophy at the National Tour. Sure, winning a trophy at a National Tour was a cool accomplishment, but I had set my goals much higher and I thought I had done all of the right things for those goals to be accomplished. I had the right car, the right parts, even the right weather. Unfortunately, reality and Joe Goeke, were right there to set me straight!

Those homemade "Pray For Rain" t-shirts quickly ended up being garage rags. Looking back on it, I wished I had saved the shirt as a reminder for lessons learned. Careful what you wish for, you just might get it. Twenty years later I'm still zipping around cones. This year I went to Washington for the National Tour. I didn't bring a Subaru, it didn't rain, and I won! The cool part about the trip was I got to hang out with Washington resident Joe Goeke (who is still zipping around cones too) and share a laugh about the time he kicked my butt in San Diego two decades before.

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



# SFR REGIONAL 15, 16 & 17

The San Francisco Region of the SCCA season finale at Thunderhill Raceway Park was greeted with bright sunny skies and thankfully no wind! They say the third time is a charm, after two years of failed attempts, we were actually going to run all three course configurations over the weekend. We got to admire the new Gift Shop, paddock bathrooms and Car Port. We had a special Guest Driver, Randy Pobst, with us for the weekend, in a variety of cars, including an Honorary Pace Car. With Halloween the Monday after the race, the crews were in great spirit. Some of the brave came to the Saturday nights social in

costume. With lots of treats being served aka barbeque style, everyone in attendance was in a great mood. The mood was boosted by the announcement that the Club was going to receive a \$250,000 dividend from the track. Tim Sullivan promised it was not a trick. And speaking of dividends, Driver Joe Briggs and Vic Mistry of Flat Out Racing donated \$20 bills for 42 Workers whose names were drawn over the weekend. After a very long season people were ready to relax and enjoy the mild weather, beautiful sunrises, and admire the place they call home, Thunderhill Raceway Park.

## Group 1 (FA, FA2, FA3, FM)

Race Group 1 Race 1 on 1.9-mile track



#28 Stew Tabak has the FM car of C.J. Ray chasing him down.





#31 Tony Opheim turns into turn 2

After practice, where he was third overall, Jay Henry Horak got his mojo and led every other session Friday. He was on pole for the mid-afternoon race, which had a full grid of 16 open-wheel cars. The group had a self-split start, with all seven FM's holding back for the green flag.

Horak, of Arizona, led every lap, winning overall and FA2 in his Ligier JS F3. Second overall and in class was John Purcell of Vancouver, Canada. Jim Mali started fifth his FA Mazda, worked up to third by passing Joe Briggs for two laps, but went wide at Turn eighth and fell to fourth for eight laps, before moving back up to third for the last four laps. He won the FA class Friday, and Sunday got to witness his twin teenagers get their Novice Permits signed off after their Group 7 race. Second in FA was Tony Opheim, who set the fastest race time on Lap 11. Joe Briggs

finished first in FA3. He was running third all the way to the five-minute mark, but spun in Turn 5, dropping him back to fifth. He repassed Opheim to finish fourth.

Bill Weaver led the FM class every session Friday and won the class. In FX, Tao Takaoka and Doron Dreksler were having a good battle, swapping places every five or six laps. They raced hard, but neither put a wheel off. Takaoka prevailed in the end, passing Dreksler on the last lap to take the class victory. The sole F4 driver, Alexander Cornfield, who came all the way from New York, set a New Track Record. Seventeen laps of racing, the second most of the day, was squeezed into 20 minutes.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	37	Jay Henry Horak	FA2	17	09.644	Ligier JS F3	Mesa AZ	SFR	450049	AutoEnginuity
2	2	14	John Purcell	FA2	17	10.042	Ligier JS F3	Vancouver BC	Nwst	519838	World Speed / Exclusive
3	1	38	Jim Mali	FA	17	09.598	Mazda Pro Mazda	Morgan Hill CA	SFR	201092	Bojali Consulting
4	1	9	Joe Briggs	FA3	17	10.288	Mazda Pro Formula Mazda	Healdsburg CA	SFR	486357	Briggs Consulting/Castle
5	2	31	Tony Opheim	FA	17	08.494	Swift 014.a/Toyota	Garfield WA	Ore	277348	Thanks Hoosier and Olss
6	1	27	Tao Takaoka	FX	17	12.886	F S 2.0 F S 2.0	Richmond CA	SFR	437817	Reyes Racing
7	2	70	Doron Dreksler	FX	17	12.809	form ula speed formula speed i	Mill Valley CA	SFR	313137	spire architecture
8	1	67	Bill Weaver	FM	16	12.867	Star Mazda Formula Mazda	Fresno CA	SFR	272665_1	James G. Parker Insuran
9	2	78	Brad Drew	FM	16	13.747	Mazda Formula	Camas WA	Ore	221118	Coast Lighting & Tools
10	3	28	Stew Tabak	FM	16	13.457	Mazda Formula Mazda	Stockton CA	SFR	177403_1	Tabak Law Firm
11	4	63	Lars Jensen	FM	16	13.238	Star Formula Mazda	San Ramon CA	SFR	424700	Dig This Inc.
12	5	7	Woody Yerxa	FM	16	14.397	Mazda Formula Mazda	Colusa CA	SFR	126989_1	Colusa Body and Paint
13	1	25	Alexander Cornfield	F4	16	15.339	Ligier JS F4	New York NY	NYR	533727	
14	6	75	C.J. Ray	FM	16	13.600	Mazda Star Formula	Huntington Beach C	SFR	616127	Sem's Carwash and Moto
15	7	77	Derry O'Donovan	FM	16	13.740	Formula Ma FM	Napa CA	SFR	229422	
16	3	46	Frank Russell	FX	8	13.696	Formula Speed 2.0 Formula Sp	Hollister CA	SFR	466034	KT Machine Werks

## Group 1 Race 2 on 3-Mile Track



#70 Doran Dreksler won two races in FX at the season finale.

Group 1 had only one Regional Championship on the line this weekend. That was for the Formula Mazda Regional Championship. The leader going into the weekend was Bill Weaver, who had a 37 point lead over Christian Okpysh. All the other classes in the run group had either already clinched their championships or no one in the class had run enough races to qualify for the regional championship.

The group consisted of 16 cars with eight of the cars running in Formula Mazda.

Qualifying got underway with the two FA2 cars (Ligier JS F3) setting the pace. Jay Henry Horak posted a 1:43.260 on his last lap of

qualifying to take the pole. He beat out fellow FA2 racer John Purcell of Canada, who had to settle for a 1:44.576 as his best time.

Making a return to the FX class was Tao Takaoka who qualified fifth, a little under one second faster than his FX competitor Doron Dreksler.

The real battle to watch for the weekend was going to be in Formula Mazda where points leader Bill Weaver out-qualified his main competitor by four seconds.

Fifteen of the 16 cars that qualified took the green flag. Frank Russell was not able to make the starting grid.

The race got underway with the outside front row qualifier, John



#37 Jay Henry Horak won overall in the Friday Group 1 race.



Purcell, taking the lead. Jay Henry Horak slotted in right behind him and the race was on. The two FA2 drivers stay glued to each other almost the entire race. Purcell led the first eight laps, but on Lap 9 Horak made his move. Horak then tried to break free of Purcell, but could not. On Lap 12 Purcell saw enough of Horak's tailpipe and re-passed for the lead. Purcell was then able to build a gap and won by six seconds.

Filling the third place spot was Tony Opheim, who was visiting from Garfield WA. Opheim was driving his Swift 014.a Formula Atlantic car.

With the race at the front going hot and heavy, you might have missed the race between Tao Takaoka and Doron Dreksler. Takaoka is the experienced veteran in the FX cars and Doron is the relative newcomer. Up until this year, as you would expect, Takaoka was faster than Dreksler. But now that Dreksler has learned the cars, he is equal to

Takaoka; and the two were locked into a nose to tail race. They started out with Dreksler getting by Takaoka at the start. On Lap 5 Takaoka passed Dreksler and held onto the class lead for three laps. Lap 8 was Dreksler's turn to take the lead, which he held onto for two laps. Lap 10 it was Takaoka's turn. Three laps later, Dreksler decided he was going to take the lead and did so until the end. Dreksler took the class win, with Takaoka less than a second behind.

In Formula Mazda, Bill Weaver was doing what Bill Weaver normally does. He took the lead of the class and made sure no one got by him. Brad Drew waded his way through the pack to get into second place for the class, but he was never close enough to challenge Weaver. Weaver took the class win and the championship, since Okpysh did not enter the Friday race.

Group 1 Race 3 on 5 Mile track- see Group 2 story



#67 Bill Weaver won Friday and Saturday in FM. He also won the Regional Championship in FM.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	14	John Purcell	FA2	15	1:44.865	Ligier JS F3	Vancouver BC	Nwst	519838	World Speed / Exclusive
2	2	37	Jay Henry Horak	FA2	15	1:44.354	Ligier JS F3	Mesa AZ	SFR	450049	AutoEnginuity
3	1	31	Tony Opheim	FA	15	1:44.344	Swift 014.a/Toyota	Garfield WA	Ore	277348	Thanks Hoosier and Olss
4	1	70	Doron Dreksler	FX	15	1:50.438	form ula speed formula speed	Mill Valley CA	SFR	313137	spire architecture
5	2	27	Tao Takaoka	FX	15	1:50.395	F S 2.0 F S 2.0	Richmond CA	SFR	437817	Reyes Racing
6	1	67	Bill Weaver	FM	14	1:51.126	Star Mazda Formula Mazda	Fresno CA	SFR	272665_1	James G. Parker Insuran
7	2	78	Brad Drew	FM	14	1:52.025	Mazda Formula	Camas WA	Ore	221118	Coast Lighting & Tools
8	3	7	Woody Yerxa	FM	14	1:51.935	Mazda Formula Mazda	Colusa CA	SFR	126989_1	Colusa Body and Paint
9	4	75	C.J. Ray	FM	14	1:50.994	Mazda Star Formula	Huntington Beach C	SFR	616127	Sem's Carwash and Motc
10	1	9	Joe Briggs	FA3	14	1:47.503	Mazda Pro Formula Mazda	Healdsburg CA	SFR	486357	Briggs Consulting/Castle
11	5	28	Stew Tabak	FM	14	1:52.823	Mazda Formula Mazda	Stockton CA	SFR	177403_1	Tabak Law Firm
12	6	63	Lars Jensen	FM	14	1:52.397	Star Formula Mazda	San Ramon CA	SFR	424700	Dig This Inc.
13	7	29	Christian Okpysh	FM	14	1:53.722	Mazda Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and Maintenanc
14	1	25	Alexander Cornfeld	F4	14	1:55.993	Ligier JS F4	New York NY	NYR	533727	
15	8	77	Derry O'Donovan	FM	10	1:52.427	Formula Ma FM	Napa CA	SFR	229422	
Not classified											
IS	ONS	46	Frank Russell	FX			Formula Speed 2.0 Formula S	Hollister CA	SFR	466034	KT Machine Werks
IS	ONS	38	Jim Mali	FA			Mazda Pro Mazda	Morgan Hill CA	SFR	201092	Bojali Consulting

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



#5 Jaime Gonzalez set a new track record in PX.

The prototypes group were the first competitors on the track Friday morning. They had a brief warm-up, followed by a qualifying session at 9:55 AM. This group had 13 cars made up of one A Sports Racer, four P1 cars, four P2 cars, two Sports 2000, one PX Car, and one FE car.

Jim Devenport was running his Norma as an ASR, as he was shooting for the track record in ASR on all three tracks this weekend.

Jeffrey Lederman made his first start since the ill-fated Majors event this year, when the rain came out just as his group took the green flag. Lederman's car was caught up in the mess and his weekend was finished. This weekend he was hoping to get back into the groove and make sure his car is all sorted out for the Majors event next Spring at Thunderhill.

Lederman had to be happy with his time around the 1.8 mile Thunderhill Short Course. He qualified on the pole .677 seconds faster than Devenport whom everybody thought would get the top spot on the starting grid. Eric O'Brien qualified fourth overall, but he was the top P2 qualifier.

The race got underway with Lederman bringing the field down for the green flag. But there was one major adjustment. Jim Devenport was now driving his Elan DB02 instead of the Norma, and starting at the back on purpose. Devenport was in third place by the end of Lap 1, then second place by the end of Lap 4, and was leading by Lap 6. He held onto the lead until the sound meter got him. He was credited with fifth in P1, but he did set a new track record for the 1.9 mile track.

Lederman took the win with Viso finishing second.



#44 Eric O'Brien took the P2 class victory on Saturday.





#55 Jeffrey Lederman won P1 on Friday and Saturday



#21 Jerry Kroll was the lone FE2 car all weekend.

Pos	PIC	No.	Name	Class	laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	55	Jeffrey Lederman	P1	18	1:04.408	Stohr WF1 Conversion	Vacaville CA	SFR	387457	Joseph & Cohen/ Professi
2	2	52	Joe Viso	P1	18	1:04.369	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go Motorsports
3	1	44	Eric O'Brien	P2	17	1:11.144	A-MAC AM7	Milpitas CA	SFR	250361	Angela/ Eoin and Conner;
4	3	49	Chris Vian	P1	17	1:12.350	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises- The Bro.
5	1	21	Jerry Kroll	FE2	16	1:13.678	Van Diemen FE2	Vancouver BC	SFR	384912	Jevitty Life Science
6	4	1	Bob Geren	P1	16	1:15.849	Wolf GB08	Scottsdale AZ	AZ	631515	
7	5	23	Jim Devenport	P1	16	1:02.750	Elan DB02	Alamo CA	SFR	370871	Cranbrook Group/ Inc.
8	1	61	Troy Tinsley	S2	15	1:19.512	Lola T492	Montara CA	SFR	360702	www.RacingOnTheCheap.
9	2	22	John MacIntyre	P2	14	1:12.355	STOHR WF1	San Jose CA	SFR	528343	Spectator Cap/ Healdsburg
10	3	3	Eddy Chan	P2	13	1:15.957	Radical SR3 RS	Millbrae CA	SFR	670996	
11	4	79	John Howarth	P2	9	1:12.661	Carbir Carbir P2	Roseville CA	SFR	305055_1	Stephanie
IF	INF	82	Steve Gomas	S2			Swift DB2	Danville CA	SFR	96208	Springer Design/ Inc.
Not classified											
IS	INS	13	Perry Richardson	P2			Stohr WF-13	Los Gatos CA	SFR	340125	Bruce & Kevin
IS	INS	5	Jaime Gonz�alez	PX			Radical SR 8	Santa Cruz CA	SFR	674519	Na



#82 Steve Gomas powers down the back straight on the 1.9 mile course.

The guys at Bulldog Racing got Devenport's Norma fixed and it was back on the grid for the Saturday three-mile race. True to form, Devenport flung his Norma around the 3-mile track 1.7 seconds faster than Jeffrey Lederman. Friday's P1 winner posted a very respectable 1:40, which was seven seconds faster than the next guy, who happened to be in a P2 car and that was John MacIntyre. He who is the brains behind the upcoming Western Shootout, figured this weekend was a good opportunity to get familiar with his home track.

Joe Viso, who is usually close to the top end of the grid, only got two laps and was seven seconds slower than he was last year at this event.

When the green flag flew, Devenport took the lead. He had Lederman on his tail and the P1 car of Viso jumping a few places to take third. Speaking of jumping a couple of places, Perry Richardson was already in fourth place after not even posting a qualifying time.

This pushed MacIntyre down to fifth place. The three drivers stayed in those positions until Lap 6, when Richardson and MacIntyre got past Viso. Unfortunately for Richardson, his time thinking about a podium

finish lasted but one lap. The next lap saw Richardson stop tripping the timing light.

Now the race was between MacIntyre in the P2 car and Viso in the P1 car. On Lap 9, Viso got by MacIntyre, only to fall victim to a retirement the very next lap. Meanwhile in the front, Devenport was busy building holding off the challenge of Lederman. The race for the lead was shaping up to be a knock-down, drag-out contest between two very accomplished drivers. But as luck would have it, Lederman's brakes started to fade. The dramatic finish everyone was hoping for fizzled away into a Devenport victory, with Lederman in second. The good news - they both won their class.

MacIntyre took third overall and first in P2. It's too bad Richardson and Viso both did not finish, because they were putting on another entertaining battle during the race.

The only other race in this group was the two S2 cars of Troy Tinsley and Steve Gomas. Tinsley was in his vintage Lola T492, and Gomas was driving a SWIFT DB2. Tinsley did a good job of keeping Gomas in sight in the much older car.



#61 Troy Tinsley in his beautiful Lola T492.





#3 Eddy Chan finished second in P2 on Saturday.



#13 Perry Richardson borrowed Kevin Mitz's car for the weekend. Perry was fast in the car but did experience some mechanical issues.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	23	Jim Devenport	ASR	15	1:38.662	Norma M20FC	Alamo CA	SFR	370871	Cranbrook Group/ Inc.
2	1	55	Jeffrey Lederman	P1	15	1:38.447	Stohr WF1 Conversion	Vacaville CA	SFR	387457	Joseph & Cohen/ Profess
3	1	22	John MacIntyre	P2	14	1:46.452	STOHR WF1	San Jose CA	SFR	528343	Spectator Cap/ Healdsbu
4	2	49	Chris Vian	P1	14	1:48.802	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises- The Br
5	1	21	Jerry Kroll	FE2	14	1:52.168	Van Diemen FE2	Vancouver BC	SFR	384912	Jevity Life Science
6	3	1	Bob Geren	P1	13	1:56.696	Wolf GB08	Scottsdale AZ	AZ	631515	
7	2	3	Eddy Chan	P2	13	1:56.360	Radical SR3 RS	Millbrae CA	SFR	670996	
8	1	82	Steve Gomas	S2	13	1:58.250	Swift DB2	Danville CA	SFR	96208	Springer Design/ Inc.
9	2	61	Troy Tinsley	S2	13	1:59.891	Lola T492	Montara CA	SFR	360702	www.RacingOnTheCheap
10	3	44	Eric O'Brien	P2	12	1:47.579	A-MAC AM7	Milpitas CA	SFR	250361	Angela/ Eoin and Conner
11	4	52	Joe Viso	P1	10	1:39.787	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go Motorsports
12	1	5	Jaime Gonzalez	PX	9	1:55.163	Radical SR 8	Santa Cruz CA	SFR	674519	Na
13	4	13	Perry Richardson	P2	7	1:43.249	Stohr WF-13	Los Gatos CA	SFR	340125	Bruce & Kevin
Not classified											
15	ONS	79	John Howarth	P2			Carbir Carbir P2	Roseville CA	SFR	305055_1	Stephanie



#1 Bob Geren getting familiar with his Wolf GB08.

For the Sunday 5-mile Race, Groups 1 and 2 were combined. This meant the fast prototype cars were going to be running together with the fast open-wheeled cars.

With very little time on the 5-mile track, the outcome of this race was anybody's guess. Based on the qualifying times, the outcome was even more in question. Jim Devenport took the pole, but by only .393 of a second over Joe Viso. John MacIntyre took third in his P2 car, but he was a whopping ten seconds slower. The combination of an unfamiliar track and the length of each lap contributed greatly to this large discrepancy.

The guys running the Prototype cars seemed to get the track down faster than the open-wheeled guys. The first open wheeled qualifier was Tony Opheim in a Swift FA. Opheim took fourth on the grid, but was 13 seconds off of Devenport's time.

Missing from the race were Jeffrey Lederman and Perry Richardson, who could have also played a role, based on their performance earlier in the weekend.

The race got underway with Devenport blasting into the lead. Joe Viso tucked in right behind Devenport and was hoping for an opening. MacIntyre took third, which he held onto for three laps. As the laps added up, Opheim was starting to learn the track a little better and he took the third spot away from MacIntyre on the fourth lap. Opheim held on to third for four more laps, but Lap 8 saw his demise. Opheim quit tripping the timing light, only to mean that MacIntyre was able to reclaim third position and still maintain his first place status in P2.

Up at the front, Devenport and Viso were engaged in a battle royal. Devenport led every lap, but Viso was right on his tail every lap. After ten laps or fifty miles, Devenport took the win, but the margin of victory was only .822 of a second.

In the FX class, Doran Dreksler was giving Tao Takaoka all he could handle. Takaoka, Frank Russell, and Dreksler all drive the same make of car. It was not too long ago when Takaoka would beat Dreksler and Russell by almost a lap. But Dreksler is a quick learner and this weekend really proved that point. The first two races of the weekend showed Takaoka still had a few tricks up his sleeve, as he took wins



#52 Joe Viso (P1) put on a great show with Jim Devenport (ASR) on Sunday. Devenport won overall but Viso won in P1.



both days. But the Sunday 5-mile proved to be a different game. Dreksler got the jump on Takaoka at the start of the race and held onto the lead position in FX the entire race distance. But Takaoka really wanted the clean sweep of the weekend, He tried everything he could to get by Dreksler, but Dreksler was having no part of that. Dreksler took the class win, thus spoiling Takaoka's clean sweep goal.

FM saw Woody Yerxa beat out Lars Jensen. Bill Weaver did not enter the race because even though the weekend had double points for all races, Weaver still took the regional Championship.



Group 1 and 2 were combined for the five mile race. #27 Tao Takaoka battles the sun as he turns into turn two.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	23	Jim Devenport	ASR	10	2:38.432	Norma M20FC	Alamo CA	SFR	370871	Cranbrook Group/ Inc.
2	1	52	Joe Viso	P1	10	2:38.816	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go Motorsports
3	1	22	John MacIntyre	P2	10	2:49.629	STOHR WF1	San Jose CA	SFR	528343	Spectator Cap/ Healdsbu
4	2	44	Eric O'Brien	P2	10	2:49.819	A-MAC AM7	Milpitas CA	SFR	250361	Angela/ Eoin and Conner
5	1	9	Joe Briggs	FA3	10	2:54.514	Mazda Pro Formula Mazda	Healdsburg CA	SFR	486357	Briggs Consulting/Castle
6	1	70	Doron Dreksler	FX	9	2:57.757	form ula speed formula speed	Mill Valley CA	SFR	313137	spire architecture
7	2	27	Tao Takaoka	FX	9	2:59.230	F S 2.0 F S 2.0	Richmond CA	SFR	437817	Reyes Racing
8	2	17	Scott Meyer	P1	9	2:59.301	Wolf GB08	Scottsdale AZ	AZ	631515	
9	1	7	Woody Yerxa	FM	9	3:01.801	Mazda Formula Mazda	Colusa CA	SFR	126989_1	Colusa Body and Paint
10	1	21	Jerry Kroll	FE2	9	3:03.183	Van Diemen FE2	Vancouver BC	SFR	384912	Jevitty Life Science
11	2	63	Lars Jensen	FM	9	3:01.907	Star Formula Mazda	San Ramon CA	SFR	424700	Dig This Inc.
12	1	82	Steve Gomas	S2	9	3:12.839	Swift DB2	Danville CA	SFR	96208	Springer Design/ Inc.
13	1	31	Tony Opheim	FA	8	2:47.988	Swift 014.a/Toyota	Garfield WA	Ore	277348	Thanks Hoosier and Ols
14	3	3	Eddy Chan	P2	8	3:03.835	Radical SR3 RS	Millbrae CA	SFR	670996	
15	3	49	Chris Vian	P1	7	3:04.815	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises- The Br
IF	INF	46	Frank Russell	FX	2	3:15.080	Formula Speed 2.0 Formula S	Hollister CA	SFR	466034	KT Machine Werks
Not classified											
IS	INS	61	Troy Tinsley	S2			Lola T492	Montara CA	SFR	360702	www.RacingOnTheChea
IS	INS	1	Bob Geren	P1			Wolf GB08	Scottsdale AZ	AZ	631515	
IS	INS	13	Perry Richardson	P2			Stohr WF-13	Los Gatos CA	SFR	340125	Bruce & Kevin
IS	INS	14	John Purcell	FA2			Ligier JS F3	Vancouver BC	Nwst	519838	World Speed / Exclusive
IS	INS	25	Alexander Cornfeld	F4			Ligier JS F4	New York NY	NYR	533727	
IS	INS	28	Stew Tabak	FM			Mazda Formula Mazda	Stockton CA	SFR	177403_1	Tabak Law Firm
IS	INS	29	Christian Okpysh	FM			Mazda Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and Maintenanc
IS	INS	37	Jay Henry Horak	FA2			Ligier JS F3	Mesa AZ	SFR	450049	AutoEnginuity
IS	INS	55	Jeffrey Lederman	P1			Stohr WF1 Conversion	Vacaville CA	SFR	387457	Joseph & Cohen/ Profess
IS	INS	67	Bill Weaver	FM			Star Mazda Formula Mazda	Fresno CA	SFR	272665_1	James G. Parker Insuran
IS	INS	75	C.J. Ray	FM			Mazda Star Formula	Huntington Beach C	SFR	616127	Sem's Carwash and Motc
IS	INS	77	Derry O'Donovan	FM			Formula Ma FM	Napa CA	SFR	229422	
IS	INS	78	Brad Drew	FM			Mazda Formula	Camas WA	Ore	221118	Coast Lighting & Tools
IS	INS	79	John Howarth	P2			Carbir Carbir P2	Roseville CA	SFR	305055_1	Stephanie
DNS	DNS	38	Jim Mali	FA			Mazda Pro Mazda	Morgan Hill CA	SFR	201092	
DNS	DNS	5	Jaime Gonzalez	PX			Radical SR-8	Santa Cruz CA	SFR	674519	

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



#88 Joe Montana pilots his battleship down the front straight.

This group, starting 32 cars and 27 finishing, was a veritable alphabet soup of big bore and muscle cars, with 13 classes represented. Six had but one driver, and only two had three or more cars.

Randy Pobst was a Guest Driver in this race, driving Russ Lindell's VTA Chevrolet Z/28, although he qualified in Cory Newlon's MC Pontiac Firebird. Of note for this group was Scott Howard, who was busted for sound, perhaps setting a new record for the weekend of being the loudest, at 106.5 db. It took him four black flags. And one feature not earned by any other group was the longest wait for official results. The race was under discussion by the Stewards overnight before being posted the following noon. Robert Luster lost two positions in class, to finish third in MC (but kept his new track record,) elevating Gary Ludlum to the victory; and Anthony Bonino was relegated to last in AS class and placed on probation.

Six new track records were set in this race.

Pole Sitter, GT2 driver Sean Wheeler, was one of three qualifiers who didn't race. GT2 driver, Igor Lyustin inherited the pole and led for two laps, before being passed by T1 driver, Clark Nunes, in his Camaro. Nunes never looked back, turning the fastest race lap and setting a new track record - one of six set in the race. Meanwhile, Lyustin ran second until he spun his Corvette in Turn 5. He eventually continued, but pitted.



#9 Albert Correia had fellow EP competitor Joe Carr to deal with on Friday only. Correia won that race.

The first five finishers won their five respective classes. Charles Laster came from fifth in his to finish second and win GTX, passing Casey McLoed, who finished third and won SP. Roger Eagleton qualified ninth but slowly and surely worked his way up every two or three laps making another pass, to finish fourth and winning AS. GT2 was won by Danny Malfatti, who followed Eagleton's trajectory to fifth overall, first in class.

This was a busy race, with lots of squirrely driving, some body contact, but no cautions. Eight drivers finished on the lead lap.





#2 Darryl Seefeldt came in second in the Muscle Car class on Friday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	79	Clark Nunes	T1	16	1:16.373	Chevrolet Camaro	San Jose CA	SFR	496417	Premier Homes/ Fastrack
2	1	23	Charles Laster	GTX	16	1:17.767	Chevrolet Victory circle chass	Gridley CA	SFR	546543	Trish James. Death w
3	1	22	Casey McLoed	SP	16	1:18.107	Ford Mustang	Placerville CA	SFR	625502	CORE Realty Group
4	1	29	Roger Eagleton	AS	16	1:21.213	Ford Mustang	Burlingame CA	SFR	415261	Circuit Hawaii / Five Star
5	1	55	Danny Malfatti	GT2	16	1:20.870	Chevrolet monte carlo	Hayward CA	SFR	462665	
6	2	88	Joe Montana	GTX	16	1:19.093	Chevrolet Monte Carlo	Grass Valley CA	SFR	494434	EBC Racing brakes/ Rex
7	2	56	Jeff Sutton	AS	16	1:20.589	Ford Mustang Gt	Foresthill CA	SFR	548901	
8	2	8	Don Van Nortwick	T1	16	1:21.136	Ford S 550 Mustang	Las Vegas NV	SFR	457397	AV8 Supercars / ROF Ra
9	1	75	Randy Pobst	VTA	15	1:24.293	Chevrolet z\28	Atlanta GA	FLA	321	Gearhead coffee/ stage8
10	1	32	Dan Payne	GT3	15	1:23.043	Mazda RX7	Petaluma CA	SFR	342989	Carr Racing Chassis
11	3	99	Arthur Muncheryan	AS	15	1:24.247	Ford Mustang	San Francisco CA	SFR	113306	DIG Motorsports
12	4	66	Cooper Broll	AS	15	1:24.465	Ford Mustang	Truckee CA	SFR	675596	
13	1	9	Albert Correia	EP	15	1:24.528	Porsche boxer	San Jose CA	SFR	354757	integrity windows
14	1	98	Larry Hansen	N3	15	1:23.772	Nissan 350Z	Redding CA	Ore	112771	
15	2	12	Joe Carr	EP	15	1:26.004	Mazda MX-5 Miata	Petaluma CA	SFR	498797	Carr Racing / Joe's R
16	1	68	Lenny Celiberti	ITE	15	1:26.196	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
17	1	23	Gary Ludlum	MC	14	1:28.053	Pontiac Firebird	Seaside CA	SFR	648805	Maxis. Natales. Newton I
18	2	2	Darryl Seefeldt	MC	14	1:27.471	Chevrolet Camaro	Lodi CA	SFR	415407	Rent My RV.biz
19	1	94	Lawrence Murdter	SMX	14	1:27.621	Mazda MX-5	Sunnyvale CA	SFR	436659	Haag Performance/ Winc
20	3	73	Robert Luster	MC	15	1:24.796	Chevrolet camaro	Carmel CA	SFR	324482_1	MY WIFE!
21	3	58	Tim Sullivan	T1	14	1:27.901	Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Automotiv
22	4	28	Cory Newlon	MC	14	1:29.199	Pontiac Formula firebird	Turlock CA	SFR	547428	
23	2	25	Mike Haag	SMX	13	1:36.110	Mazda MX5	Lodi CA	SFR	450884	Haag Performance/Sierra
24	1	63	Helmuth Jones	T2	12	1:23.687	BMW M3 GT4	Paradise CA	SFR	282647	Monkey Parts Racing/ H&
25	5	27	Fred Lind	MC	11	1:25.310	Chevrolet Camaro Z28	Carmel CA	SFR	377753	NEWTON BROS TIRE SE
26	2	71	Igor Lyustin	GT2	9	1:16.808	Chevrolet Corvette	San Francisco CA	SFR	389964	Driving Ambition
27	5	06	Anthony Bonino	AS	14	1:24.613	Ford Mustang	Novato CA	SFR	427325	
IF	INF	26	Scott Howard	GT2	6	1:18.070	Chevrolet Camaro	Pleasanton CA	SFR	478988	RF Racing
IF	INF	52	James Sean Thibodau	ITE	3	1:23.516	Ford Mustang	Fallon NV	SFR	527484	Black Helmet Racing
Not classified											
IS	NS	6	Sean Wheeler	GT2			BMW M3	Livermore CA	SFR	281432	TC Design Motorsports
IS	NS	10	Michael Lowe	AS			Ford GT350 Mustang	Hayward CA	SFR	497261	ILM Tool
IS	NS	12	Mike Tompkins	GT1			Ford Thunderbird	Placerville CA	SFR	672323	Social Security



*#23 Charles Laster rumbling down the front straight*

Group 3 had 26 cars present themselves for Saturday's qualifying. This group is a mix of modified streetcars and purpose built race cars. They are mostly powered by high-powered V8 motors. This group also proves there is more than one way to skin a cat (although I don't know why anyone would want to skin a cat.) Take the pole sitter for this race as an example. Clark Nunes has a Camaro that runs as a T1 car. He beat out Igor Lyustin who was driving a Corvette that is entered as a GT2 car. Both cars began their lives as street cars, but because of different rules for the classes, both Nunes and Lyustin have found a car that exploits their particular needs. In the fourth starting position was Casey Mcloed, driving a tube-framed Ford Mustang. All of these cars can win their class and all of them can win the overall race in this group.

The race got underway with the Corvette of Lyustin taking the lead. Nunes tucked in behind, with Mcloed stealing third from Sean Wheeler. After one lap Wheeler took back what he thought should be his and held down the third spot. Lyustin was holding onto the lead, when on Lap 4 a mechanical issue raised its ugly head. Lyustin headed into the pits. Report from the Turn 11 corner station had Lyustin leaking fluid. Lyustin immediately pulled into the pits.

Just as Lyustin was pulling into the back paddock, Charles Laster was rounding Turn 15 and was about to put the power down to head down the long front straight. Unfortunately for Laster, his left rear went off the track, and as he accelerated towards Turn 1, the car hooked and spun him right into the pit lane retaining wall. His car then bounced across the track and came to rest in the racing line of the oncoming

traffic. For the second time of the weekend, a red flag was called immediately and the race was stopped. The clean-up involved getting a fork lift to carry Laster's car off the track and to move the Jersey Barrier back in place. With the amount of time it took to clean up the incident, the race did not resume.

Because of the quick thinking by the Stewards, no other cars became involved in the incident. It should be noted that Lyustin's fluid leak did not play a role in this incident, because he had pulled off the track prior to Turn 15.



*#63 Helmuth Jones opens the throttle body as he motors down the front straight.*





#47 Mikhail Butenko had a very eventful weekend. He took home the win in AS on Sunday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	79	Clark Nunes	T1	5	1:56.711	Chevrolet Camaro	San Jose CA	SFR	496417	Premier Homes/ Fastrack
2	1	6	Sean Wheeler	GT2	5	1:56.781	BMW M3	Livermore CA	SFR	281432	TC Design Motorsports
3	1	22	Casey McLoed	SP	5	1:56.952	Ford Mustang	Placerville CA	SFR	625502	CORE Realty Group
4	2	71	Igor Lyustin	GT2	4	1:56.343	Chevrolet Corvette	San Francisco CA	SFR	389964	Driving Ambition
5	1	23	Charles Laster	GTX	4	1:57.471	Chevrolet Victory circle chass	Gridley CA	SFR	546543	Trish James. Death w
6	2	88	Joe Montana	GTX	4	1:58.528	Chevrolet Monte Carlo	Grass Valley CA	SFR	494434	EBC Racing brakes/ Rex
7	3	26	Scott Howard	GT2	4	1:58.653	Chevrolet Camaro	Pleasanton CA	SFR	478988	RF Racing
8	4	55	Danny Malfatti	GT2	4	2:02.990	Chevrolet monte carlo	Hayward CA	SFR	462665	
9	2	8	Don Van Nortwick	T1	4	2:02.701	Ford S 550 Mustang	Las Vegas NV	SFR	457397	AV8 Supercars / ROF Ra
10	1	56	Jeff Sutton	AS	4	2:04.651	Ford Mustang Gt	Foresthill CA	SFR	548901	
11	2	10	Michael Lowe	AS	4	2:03.950	Ford GT350 Mustang	Hayward CA	SFR	497261	ILM Tool
12	1	98	Larry Hansen	N3	4	2:06.127	Nissan 350Z	Redding CA	Ore	112771	
13	3	99	Arthur Muncheryan	AS	4	2:07.728	Ford Mustang	San Francisco CA	SFR	113306	DIG Motorsports
14	1	68	Lenny Celiberti	ITE	4	2:10.925	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
15	4	66	Cooper Broll	AS	4	2:09.922	Ford Mustang	Truckee CA	SFR	675596	
16	1	9	Albert Correia	EP	4	2:11.416	Porsche boxster	San Jose CA	SFR	354757	integrity windows
17	1	28	Randy Pobst	MC	4	2:11.006	Pontiac Formula firebird	Atlanta GA	FLA	321	
18	2	73	Robert Luster	MC	4	2:09.995	Chevrolet camaro	Carmel CA	SFR	324482_1	MY WIFE!
19	3	23	Gary Ludlum	MC	4	2:12.443	Pontiac Firebird	Seaside CA	SFR	648805	Maxis. Natales. Newton I
20	1	75	Cory Newlon	VTA	4	2:11.967	Chevrolet z 28	Turlock CA	SFR	54728	
21	3	58	Tim Sullivan	T1	4	2:13.895	Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Automotivi
22	4	2	Darryl Seefeldt	MC	4	2:19.765	Chevrolet Camaro	Lodi CA	SFR	415407	Rent My RV.biz
23	1	94	Lawrence Murdter	SMX	3	2:25.020	Mazda MX-5	Sunnyvale CA	SFR	436659	Haag Performance/ Winc
IF	INF	63	Helmuth Jones	T2	1	2:12.511	BMW M3 GT4	Paradise CA	SFR	282647	Monkey Parts Racing/ H&
IF	INF	52	James Sean Thibodau	ITE	1	2:26.538	Ford Mustang	Fallon NV	SFR	527484	Black Helmet Racing
Not classified											
IS	INS	29	Roger Eagleton	AS			Ford Mustang	Burlingame CA	SFR	415261	Circuit Hawaii / Five Star
IS	INS	47	Mikhail Butenko	AS			Ford Mustang GT	San Francisco CA	SFR	608226	SFSECURITY.COM & DIG
IS	INS	06	Anthony Bonino	AS			Ford Mustang	Novato CA	SFR	427325	
IS	INS	12	Mike Tompkins	GT1			Ford Thunderbird	Placerville CA	SFR	672323	Social Security
IS	INS	27	Fred Lind	MC			Chevrolet Camaro Z28	Carmel CA	SFR	377753	NEWTON BROS TIRE SE
IS	INS	32	Dan Payne	GT3			Mazda RX7	Petaluma CA	SFR	342989	Carr Racing Chassis
IS	INS	12	Joe Carr	EP			Mazda MX-5 Miata	Petaluma CA	SFR	498797	Carr Racing / Joe&™ s R



#8 Don Van Nortwick in the meanest looking pony car in the San Francisco Region.

other. But on Lap 6 Nunes experienced some trouble and fell by about 15 seconds. That left Wheeler and McLoed to jostle for the overall group win. Lap 7 saw Wheeler post the fastest lap of the race. This gave him a run on McLoed and he passed him on Lap 8. With only one lap left in the race, it looked as though Wheeler was going to pull off the upset; but by this time the leaders had encountered lapped traffic, and Wheeler got held up. On the last lap of the race McLoed got back by Wheeler and won the race.

Wheeler could still walk away from the day satisfied because he won his class, GT2. Nunes, even though he fell back, took the T1 class win. Igor Lyustin fixed whatever mechanical issue he had on Saturday and finished fourth overall and second in GT2.

For the 3-mile race, we had the modified street car of Clark Nunes on the pole. For the 5-mile race we had the purpose built GT car of Casey McLoed on the pole. This group is as unpredictable as the stock market. Sean Wheeler in one of the non-V8 powered cars took second, while Saturday's pole sitter Clark Nunes qualified third. The top six cars all represented different classes.

When the green flag was given McLoed took command of the race. He had Wheeler behind him, followed by Nunes in third. Joe Montana was fourth and Mikhail Butenko fifth.

The race at the front was intense. Wheeler in his more agile BMW was giving McLoed all he could handle. Nunes was also doing his part by staying close and looking for an opportunity. Lap 1 saw McLoed and Wheeler peel off 3:09 laps. Nunes fell back with a 3:11 lap. As each lap was recorded, McLoed, Wheeler and Nunes posted times that were within .5 of a second of each



#123 Gary Ludlum sporting some cool shades took the Muscle Car class win on Friday.





#22 Casey McLoed won Super Production all three days. He won overall in Group 3 on Sunday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	22	Casey McLoed	SP	9	3:05.381	Ford Mustang	Placerville CA	SFR	625502	CORE Realty Group
2	1	6	Sean Wheeler	GT2	9	3:04.745	BMW M3	Livermore CA	SFR	281432	TC Design Motorsports
3	1	79	Clark Nunes	T1	9	3:06.476	Chevrolet Camaro	San Jose CA	SFR	496417	Premier Homes/ Fastrack
4	2	71	Igor Lyustin	GT2	9	3:15.743	Chevrolet Corvette	San Francisco CA	SFR	389964	Driving Ambition
5	1	88	Joe Montana	GTX	9	3:15.461	Chevrolet Monte Carlo	Grass Valley CA	SFR	494434	EBC Racing brakes/ Rex
6	1	47	Mikhail Butenko	AS	9	3:16.398	Ford Mustang GT	San Francisco CA	SFR	608226	SFSECURITY.COM & DIG
7	1	63	Helmuth Jones	T2	9	3:17.084	BMW M3 GT4	Paradise CA	SFR	282647	Monkey Parts Racing/ Hz
8	2	8	Don Van Nortwick	T1	9	3:18.879	Ford S 550 Mustang	Las Vegas NV	SFR	457397	AV8 Supercars / ROF Ra
9	2	99	Arthur Muncheryan	AS	9	3:24.297	Ford Mustang	San Francisco CA	SFR	113306	DIG Motorsports
10	1	28	Randy Pobst	MC	8	3:28.064	Pontiac Formula firebird	Atlanta GA	FLA	321	
11	1	9	Albert Correia	EP	8	3:29.849	Porsche boxer	San Jose CA	SFR	354757	integrity windows
12	2	73	Robert Luster	MC	8	3:30.361	Chevrolet camaro	Carmel CA	SFR	324482_1	MY WIFE!
13	1	94	Lawrence Murdter	SMX	8	3:33.700	Mazda MX-5	Sunnyvale CA	SFR	436659	Haag Performance/ Winc
14	1	75	Cory Newlon	VTA	8	3:28.934	Chevrolet z\28	Turlock CA	SFR	54728	
15	1	68	Lenny Celiberti	ITE	8	3:43.811	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
Not classified											
IS	NS	26	Scott Howard	GT2			Chevrolet Camaro	Pleasanton CA	SFR	478988	RF Racing
IS	NS	10	Michael Lowe	AS			Ford GT350 Mustang	Hayward CA	SFR	497261	ILM Tool
IS	NS	66	Cooper Broll	AS			Ford Mustang	Truckee CA	SFR	675596	
IS	NS	56	Jeff Sutton	AS			Ford Mustang Gt	Foresthill CA	SFR	548901	
IS	NS	2	Darryl Seefeldt	MC			Chevrolet Camaro	Lodi CA	SFR	415407	Rent My RV.biz
IS	NS	06	Anthony Bonino	AS			Ford Mustang	Novato CA	SFR	427325	
IS	NS	12	Mike Tompkins	GT1			Ford Thunderbird	Placerville CA	SFR	672323	Social Security
IS	NS	23	Charles Laster	GTX			Chevrolet Victory circle chassi	Gridley CA	SFR	546543	Trish James. Death w
IS	NS	27	Fred Lind	MC			Chevrolet Camaro Z28	Carmel CA	SFR	377753	NEWTON BROS TIRE SEI
IS	NS	29	Roger Eagleton	AS			Ford Mustang	Burlingame CA	SFR	415261	Circuit Hawaii / Five Star
IS	NS	32	Dan Payne	GT3			Mazda RX7	Petaluma CA	SFR	342989	Carr Racing Chassis
IS	NS	36	Greg Hoff	MC			Chevrolet Camaro Z28	Oakland CA	SFR	437964	
IS	NS	52	James Sean Thibodau	ITE			Ford Mustang	Fallon NV	SFR	527484	Black Helmet Racing
IS	NS	55	Danny Malfatti	GT2			Chevrolet monte carlo	Hayward CA	SFR	462665	
IS	NS	58	Tim Sullivan	T1			Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Automotiv
IS	NS	98	Larry Hansen	N3			Nissan 350Z	Redding CA	Ore	112771	
IS	NS	12	Joe Carr	EP			Mazda MX-5 Miata	Petaluma CA	SFR	498797	Carr Racing / Joe&E™ s R
IS	NS	23	Gary Ludlum	MC			Pontiac Firebird	Seaside CA	SFR	648805	Maxis. Natales. Newton I

## Group 4 (FC, FF, FFT, FST, FV)



*#81 Henry Kenneth Rozeboom has # 88 Lyn Greenhill stalking him as they pass #94 Michael T. Malone.*

Group 4 was represented by six classes spread over 16 entries. Out of the six classes, only two had a semblance for a regional championship battle. FC had Henry Kenneth Rozeboom with 157 points versus Lyn Greenhill with 97 points. In FF Denny Renfrow had 252 points versus David Jalen's 224 points.

This weekend also had the FFT drivers from southern California join us. They always bring their "A" game and offer another element to the mix for the FF guys.

In the FC contest, Rozeboom got the best of Greenhill by a scant .075 seconds. Rozeboom did his best lap on the third circuit, while Greenhill turned in his best time on the eighth circuit of the track.

In qualifying for the FF crowd, the So Cal guys wanted to make a statement. Southern Cal racer Stewart Paterson snatched the pole from another Southern Cal racer, Kinnon Marshall by .01 of a second. Chuck Horn, took third with another So Cal driver in Eric Little taking fourth. Denny Renfrow had a little over two seconds in hand over Jalen.

The race got going with Rozeboom taking the lead. Greenhill took the outside line in Turn 1 which left the door open for Kinnon Marshall. Marshall got the jump on Patterson, and was looking for more going into turn two. Marshall slipped under Greenhill and took second overall, while Greenhill was stuck on the outside of the turn. When the group approached Turn 7, Greenhill hit the braking zone and locked up his tires. He then spun and the field behind him took different routes to avoid his FC car going the wrong direction. Greenhill would get the car righted and spent the rest of the race making up ground. He recovered all the way to fourth overall. With Greenhill's spin, the overall race win turned out to be an easy cruise for Rozeboom. Points at the end of the race: Rozeboom 207 to 139 for Greenhill.

The FF contest had Marshall in the lead, followed by Eric Little and Eric Poulsen. But when the group approached the spinning car of Greenhill, Little and Poulsen took evasive action into the dirt. Horn, Renfrow, and Jalen went to the inside and made it past Poulsen and Little.

On Lap 3 the track went under a full course caution as Mike Bernstein lost his rear tail section. The bodywork landed right at the apex of Turn 1. Two laps under yellow allowed Stewart Paterson to close up on Marshall and the battle for the lead ensued. Marshall, Stewart, and Horn were all locked in a race that was separated by a coat of paint.

Lap 10 saw Paterson using the draft to try and get by Marshall. He, seeing what was going on in his mirrors, protected the inside line of Turn 1. Paterson did not let that bother him and used the draft to sling shot into the lead.

Paterson would go on to win the FFT race by less than a second over Marshall.

Horn was leading the FF battle and at one point made it into past Marshall. But he had to retire with a throttle position sensor failure.

Horn's retirement gave Renfrow the class win. Jalen finished third in class and lost 14 more points to Renfrow.

In the Club Ford ranks, Michael Edick and Michael Malone teamed up in a lead follow with Malone picking up a number of pointers and enjoying his weekend. The pair would finish in that order.

James Lepetich took the FST win after Blake Tatum's clutch failed. Tatum did get a new track record in FST.

FV was won by Ron Wake, who only did the races this weekend. He commuted to the track each day as he had important business at home to take care of each day.





#50 David Jalen finish second in the Regional Championship in FF.



#54 Chuck Horn's perfect sweep of the weekend was spoiled by a throttle position sensor on Friday.

Pos	PIC	No.	Name	Class	laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	81	Henry Kenneth Rozebr	FC	14	1:14.693	Van Diemen DP08	Crockett CA	SFR	22056	Porter Racing
2	1	27	Stewart Paterson	FFT	14	1:15.158	Swift DB6	Fallbrook CA	CSCC	311666_0	
3	2	91	Kinnon Marshall	FFT	14	1:15.325	Swift DB1	Laguna Beach CA	CSCC	547188	Fast Orange Hand Cleaners
4	2	88	Lyn Greenhill	FC	14	1:13.664	Van Diemen RF02	Rocklin CA	SFR	454636	DynaTech Engineering/Re
5	1	11	Denny Renfrow	FF	14	1:15.525	Piper/Honda DL7	Kelseyville CA	SFR	203432_1	Towhee Racing
6	2	48	Eric Poulsen	FF	14	1:15.901	Piper DL7-Honda	Clovis CA	CSCC	527187	
7	3	5	Eric Little	FFT	14	1:16.353	Swift DB-1	Placentia CA	SFR	511202	Pick's Racing Engines/ Pat
8	3	50	David Jalen	FF	14	1:18.738	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin'
9	4	33	Richard Hybels	FF	14	1:20.459	Swift DB6	Vallejo CA	SFR	250175	Horn Enterprises
10	1	36	Michael Edick	CF	13	1:23.663	Lotus 61 FF	Pine Grove CA	SFR	255260	MTE Engineering
11	2	94	Michael T. Malone	CF	13	1:24.383	Van Diemen RF79 Club Ford	Oakland CA	SFR	377009	Margo Malone/OverBudge
12	1	95	James Lepetch	FST	13	1:25.013	Gazelle	Cupertino CA	SFR	76999	My Wife
13	1	41	Ron Wake	FV	13	1:26.915	Mysterian M4	Lafayette CA	SFR	50380	
14	2	32	Chris Poncin	FV	13	1:28.053	Volkswagen Campbell JM396	Penryn CA	SFR	543366	CSI
15	5	54	Charles Horn	FF	12	1:15.143	Swift/Honda DB6	Los Gatos CA	SFR	229541	Porter Racing/Hybels Ent.,
16	2	7	Blake Tatum	FST	11	1:20.820	Crusader Formula First	Stockton CA	SFR	121119_1	Mercedes Benz of Stockto
IF	DNF	12	Michael Bernstein	FF	1	1:25.218	Piper DF5	San Ramon CA	SFR	100211	Karen Bernstein



*#94 Michael T. Malone finally gets to drive after so many years of being a crew member for his friends.*

With 16 cars showing up for the season finale, Group 4 was looking pretty healthy.

Eleven of the cars were some form of Formula F, which I believe is the largest FF field we had all year. There was one Championship on the line. It was the FF title between Denny Renfrow and Dave Jalen. Renfrow had a 58 point lead, so Jalen needed for Renfrow to have some bad luck to take the Championship.

The two Formula Continental Cars occupied the front row of the grid, with Lyn Greenhill getting the best of Henry Kenneth Rozeboom by .658 of a second. Rozeboom only posted four laps worth of time, so he most likely had an issue that he needed a further look. Charles "Chuck" Horn was the fastest FF car. He nipped Stewart Patterson by a little more than .6 of a second. Patterson was running in FFT as he was part of the 3 FFT cars from Southern California. Paterson beat his running mate, Kinnon Marshall, by about .5 seconds. Championship contender Renfrow was the fifth fastest FF, and he had his championship rival, David Jalen starting right alongside him. Formula First had two cars, with Blake Tatum out-qualifying Jim Lepetich. FV had two participants. Chris Poncin was the only one to post a qualifying time, as Ron Wake was running only the race portion of the weekend due to obligations at home.

As the group came up toward the Starter stand for the green flag, the Starter waved off the start of the race due to the field being spread out too much. So a second pace lap was needed, this time without the Pace Car setting the pace.

With the race underway, Rozeboom jumped in front of Greenhill and established himself as the man to beat. The two evenly-matched FC cars set off to see who was going to come out on top. Rozeboom was able to throw down some initial laps a few seconds faster than Greenhill. But Greenhill took four second off of Rozeboom's lead on Lap 9 to close the distance between the two leaders. With four laps to go, Greenhill was threatening Rozeboom's top spot; and on the white flag lap, Greenhill set the fastest time of the race. Even with Greenhill's

best effort, Rozeboom was able to hold off Greenhill with a margin of victory of 1.262 seconds.

Charles Horn slotted into third place overall and was able to maintain a safe margin over the Paterson/Marshall duo. Renfrow was able to pass Eric Poulsen and put a couple of position between him and Jalen. Renfrow took second in FF and Jalen fourth. With this result Renfrow widened his points lead, but did not clinch the championship.

While Horn was busy making sure no one got near him, Paterson and Marshall were locked into a classic FF battle. They were both driving Swifts, powered by Pick's Racing Engine. They were both on the preferred bias ply Hoosier racing slicks.

Paterson took the initial lead, but on Lap 2, Marshall grabbed the lead. Marshall held onto the top spot for a couple laps, before Paterson decided it was his turn. Paterson then did everything he could to hold off Marshall, succeeding for seven straight laps. But Marshall found a kink in Paterson's armor, and got by for the class lead with only three laps left. That three laps Marshall took away thwarted every opportunity for Patterson had to get by. As the two raced for the start-finish line, Marshall had a very slight lead, which he held onto as the two cars passed the timing stripe. Marshall won by .2 of a second.

Blake Tatum finally figured out his mysterious misfire, and was able to keep Jim Lepetich behind him. Lepetich had a misfire of his own that continued to elude him. Ron Wake showed up just in time for the race. Talk about late to the grid. He had to peddle quickly to catch up to the pace lap. Chris Poncin installed his newly-rebuilt Ronnie Chuck motor and was going faster than ever. But Wake, who is a veteran of Formula Vee, still has some gas in the tank, and was able to get past Poncin and take the class win.

Michael Edick brought his Lotus 61 Formula Ford out and was racing with Club Ford newcomer Michael Malone. Malone has a 1979 Van Dieman and both were competing in the Club Ford class on treaded tires. Edick was using the weekend as a warm up for the CSRG Crossflow cup race at Thunderhill. Edick took the class win.





#27 Stewart Paterson made a great pass on Kinnon Marshall for the lead and the win on Friday.



#95 James Lepetich won the Friday in FST.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	81	Henry Kenneth Rozebo	FC	13	1:51.657	Van Diemen DP08	Crockett CA	SFR	22056	Porter Racing
2	2	88	Lyn Greenhill	FC	13	1:51.505	Van Diemen RF02	Rocklin CA	SFR	454636	DynaTech Engineering/R
3	1	54	Charles Horn	FF	13	1:54.327	Swift/Honda DB6	Los Gatos CA	SFR	229541	Porter Racing/Hybels Ent
4	1	91	Kinnon Marshall	FFT	13	1:55.484	Swift DB1	Laguna Beach CA	CSCC	547188	Fast Orange Hand Clean
5	2	27	Stewart Paterson	FFT	13	1:55.251	Swift DB6	Fallbrook CA	CSCC	311666_0	
6	2	11	Denny Renfrow	FF	13	1:55.888	Piper/Honda DL7	Kelseyville CA	SFR	203432_1	Towhee Racing
7	3	48	Eric Poulsen	FF	13	1:56.026	Piper DL7-Honda	Clovis CA	CSCC	527187	
8	3	5	Eric Little	FFT	13	1:56.617	Swift DB-1	Placentia CA	SFR	511202	Pick's Racing Engines/ Pi
9	4	50	David Jalen	FF	13	1:58.438	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin'
10	5	12	Michael Bernstein	FF	13	1:58.968	Piper DF5	San Ramon CA	SFR	100211	Karen Bernstein
11	1	7	Blake Tatum	FST	12	2:05.793	Crusader Formula First	Stockton CA	SFR	121119_1	Mercedes Benz of Stock
12	2	95	James Lepetich	FST	12	2:07.559	Gazelle	Cupertino CA	SFR	76999	My Wife
13	1	36	Michael Edick	CF	12	2:06.372	Lotus 61 FF	Pine Grove CA	SFR	255260	MTE Engineering
14	2	94	Michael T. Malone	CF	12	2:07.950	Van Diemen RF79 Club Ford	Oakland CA	SFR	377009	Margo Malone/OverBudg
15	1	41	Ron Wake	FV	12	2:11.425	Mysterian M4	Lafayette CA	SFR	50380	
16	2	32	Chris Poncin	FV	11	2:17.592	Volkswagen Campbell JM396	Penryn CA	SFR	543366	CSI
17	6	33	Richard Hybels	FF	8	2:04.056	Swift DB6	Vallejo CA	SFR	250175	Horn Enterprises



## Group 4 Race 3 on 5-Mile Track



*#12 Michael Bernstein lost his tail section on Friday, but recovered it and had a good race on Saturday.*

Denny Renfrow was looking forward to racing on the 5-mile track. He spent considerable time driving his Swift on the 2-mile course with the Reno Region; and was looking forward to his knowledge of the track being to his benefit. What he was not counting on was his competitors being quick studies.

The back half of the 5-mile track is tricky. It has some braking points in the middle of a turn. It has some turns that are hard to figure out if they are flat out or require a lift. It has some blind turns that need some trust built into the drivers psyche that can only happen with time on the circuit.

With only a fifteen minute warm up, and a twenty minute qualifying session, whom ever learned the track the fastest was going to be the person to beat. Chuck Horn was well aware of this and he knew he was at a disadvantage going into Sunday morning. The competitive side of Horn knew he had to do something, so what did he do? He waited until the track on the other side of the hill was not being used and he walked the circuit. Not only Horn walked the circuit. Stewart Paterson did the same thing.

With that knowledge it was not surprising that the top three qualifiers in order were Horn, Paterson, and Renfrow. Unfortunately Renfrow's home field advantage did not play out as he hoped.

With only 12 of the 17 entrants making the race, how everything played out was going to be interesting. Chuck Horn took his qualifying time and used it to jump out into the lead. Renfrow used his knowledge to pass Paterson on the second lap of the race, for the number two spot in the running. The top three maintained this order for the duration of the race. Horn finished three seconds ahead of

Renfrow, who had over seven seconds to spare over Paterson. Horn and Renfrow were both running in FF. Paterson was in FFT, and by virtue of his third place finish, won the FFT class.

The lone FC, Lyn Greenhill, used his time during the warm-up and qualifying to learn the track. Once the race got under way, he passed Eric Little, who out-qualified him. Greenhill ended up taking five seconds off his qualifying time and had the fastest lap of the race.

Chris Poncin held off the advances of Ron Wake for a couple of laps, but once Wake was by, he drove away.

Michael Edick took care of Michael Malone in CF. Edick's best time of 3:21.577 was a track record for CF. however for some reason he did not get credit for his time.

James Lepetich retired early, still dealing with the misfire that had been plaguing him.



*#32 Chris AKA "Mr Cool" Poncin making those skinny Vee tires work hard*





#36 Michael Edick in his Lotus 61 had a lot of fun racing with Michael Malone.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	54	Charles Horn	FF	9	3:03.704	Swift/Honda DB6	Los Gatos CA	SFR	229541	Porter Racing/Hybels Ent
2	2	11	Denny Renfrow	FF	9	3:03.913	Piper/Honda DL7	Kelseyville CA	SFR	203432_1	Towhee Racing
3	1	27	Stewart Paterson	FFT	9	3:04.434	Swift DB6	Fallbrook CA	CSCC	311666_0	
4	1	88	Lyn Greenhill	FC	9	3:03.315	Van Diemen RF02	Rocklin CA	SFR	454636	DynaTech Engineering/Ri
5	2	5	Eric Little	FFT	9	3:06.816	Swift DB-1	Placentia CA	SFR	511202	Pick's Racing Engines/ P
6	3	48	Eric Poulsen	FF	9	3:08.105	Piper DL7-Honda	Clovis CA	CSCC	527187	
7	4	50	David Jalen	FF	9	3:13.443	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin'
8	1	36	Michael Edick	CF	9	3:21.577	Lotus 61 FF	Pine Grove CA	SFR	255260	MTE Engineering
9	2	94	Michael T. Malone	CF	8	3:22.450	Van Diemen RF79 Club Ford	Oakland CA	SFR	377009	Margo Malone/OverBudg
10	1	41	Ron Wake	FV	8	3:36.358	Mysterian M4	Lafayette CA	SFR	50380	
11	2	32	Chris Poncin	FV	8	3:45.947	Volkswagen Campbell JM396	Penryn CA	SFR	543366	CSI
IF	NF	95	James Lepetich	FST	3	3:33.490	Gazelle	Cupertino CA	SFR	76999	My Wife
Not classified											
IS	NS	12	Michael Bernstein	FF			Piper DF5	San Ramon CA	SFR	100211	Karen Bernstein
IS	NS	7	Blake Tatum	FST			Crusader Formula First	Stockton CA	SFR	121119_1	Mercedes Benz of Stockt
IS	NS	33	Richard Hybels	FF			Swift DB6	Vallejo CA	SFR	250175	Horn Enterprises
IS	NS	81	Henry Kenneth Rozebr	FC			Van Diemen DP08	Crockett CA	SFR	22056	Porter Racing
IS	NS	91	Kinnon Marshall	FFT			Swift DB1	Laguna Beach CA	CSCC	547188	Fast Orange Hand Clean

## Group 5 (B-Spec, GTL, HP, ITA, ITS, ITX, N3, SMG, STL, T4, SSC5)



#58 Timothy Sullivan in his SSC5 Corvette.

Going into the weekend Group 5 had two classes in which the regional championship was on the line. The SMG Championship and the ITA Championship. In SMG we had Jeff Sutton who had 125 points and Dan Cullinane who had 124 points. Since they both needed to complete all three races over the weekend to be eligible for the regional championship neither one had any drop races. The outcome was going to be decided by head to head competition.

In ITA we had Rob Fuller with 229 points versus Peter Phung with 215 points. Fuller did not have any drops; so unless Phung could overcome Fuller's lead, the drops were not going to play into the final outcome.

Ken Pedersen is either lucky or he knew something no one else did. He logged only three laps in the qualifying session, yet still took the pole position. Jeff Sutton qualified second after putting in only five laps. Most of the top guys in SMG did the same, even though, if you ran the entire session, you could get eleven laps.

The first six cars on the qualifying sheet were all Mustangs, Steve Borlik broke up the Mustang stampede in his MX-5 Mazda taking the seventh spot.

ITA qualifying had Rob Fuller top Tim Wright by .5 of a second, while his championship rival, Peter Phung, was fourth in ITA, roughly 1.2 seconds behind Fuller.

ITX had David Covin take the pole. This is not surprising, since coming into this weekend, which was the 14th race on the calendar, he has fourteen class wins.

The start of this race saw a big surprise. The pole sitter Ken Pedersen did not make the start. Maybe there was a reason for only doing three laps in qualifying. That opened the door for Roger Eagleton to start on the front row. Eagleton was not about to look a gift horse in the mouth and when the green flag was waved, he out-maneuvered Sutton for the lead.

Eagleton had to work hard over the next 15 laps to build a lead. The first seven laps Eagleton was consistently recording laps about a second faster than Sutton and stretching out his lead. Eagleton eventually led every lap and won by 12 seconds over Sutton. He had to be happy, because his race was not with Eagleton. Sutton needed to keep Cullinane behind him, which he did. Sutton took second uncontested, while Cullinane finished a lonely fourth.

Points after race: 15 Sutton 167 to Cullinane's 158.

ITA had Rob Fuller jump into lead and hold on to it for the majority of the race. Notice I said majority of the race. Because the race is not over until the checkered flag is given. Fuller had Covin attached to his bumper who in turn had Lindell attached to his, with one lap to go Covin and Fuller had a hiccup and Lindell slipped on by. Lindell gained two positions on the last lap with Fuller and Covin falling back a position each. Lindell took the win and took home a certificate for a new track record in ITA on the 1.9-mile track. When the dust settled the damage was minimal as far as Fuller was concerned. Sure he did not get the 50 points for the win but he did get 42 points. Phung finished third in the class but he had several cars in other classes between him and the action at the front. At the end of the race Fuller gained another 6 points on Phung so the tally was 271 for Fuller to 251 for Phung. With thirty points between them Phung was going to need for Fuller to finish out of the points one of the races during the weekend.

Steve Borlik was the highest finishing non-Mustang, taking the STL class win and setting a new track record in the process.

David Vrane set a new track record in ITR with a 1:26;262.

Angelo Zucchi got the track record for FP with a 1:28.876.

Covin continued his unblemished winning streak in ITX and as a bonus got the track record in ITX with a 1:25.209.





#47 Mikhail Butenko and #29 Roger Eagleton before they made contact at turn 15.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	29	Roger Eagleton	SMG	15	20.993	Ford Mustang	Burlingame CA	SFR	415261	Circuit Hawaii / Five Star
2	2	56	Jeff Sutton	SMG	15	20.975	Ford Mustang Gt	Foresthill CA	SFR	548901	
3	3	10	Michael Lowe	SMG	15	21.141	Ford GT350 Mustang	Hayward CA	SFR	497261	ILM Tool
4	4	33	Dan Cullinane	SMG	15	23.398	Ford Mustang GT	Sonoma CA	SFR	272065	Dig Motorsports
5	5	06	Anthony Bonino	SMG	15	23.280	Ford Mustang	Novato CA	SFR	427325	
6	1	15	Steve Borlik	STL	15	24.472	Mazda MX-5	Los Altos CA	SFR	290257	Haag Performance
7	6	66	Cooper Broll	SMG	15	24.457	Ford Mustang	Truckee CA	SFR	675596	
8	1	2	Ross Lindell	ITA	15	24.878	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
9	2	49	Rob Fuller	ITA	15	25.010	Mazda Miata	San Jose CA	SFR	496932	Z Car Garage / Larry Oka
10	1	54	David Covin	ITX	15	25.209	Mazda NB Miata	Piedmont CA	SFR	649280	Leshar Motorsports
11	2	27	Jared Korth	ITX	15	25.468	Mazda Miata	Clovis CA	SFR	675789	
12	1	34	David Vrane	ITR	14	26.262	BMW Z3 Coupe	San Jose CA	SFR	623200	
13	2	94	Lawrence Murdter	STL	14	26.714	Mazda MX-5	Sunnyvale CA	SFR	436659	Haag Performance/ Wind
14	3	68	Peter Phung	ITA	14	26.598	Mazda Miata	Daly City CA	SFR	545337	Slant I Motorsports/ Phur
15	3	55	Matthew Wyatt	ITX	14	26.785	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercial R
16	4	43	Michael Olivier	ITA	14	:27.368	Honda Civic EX	Santa Rosa CA	SFR	324980	The Garland Company
17	1	67	Angelo Zucchi	FP	14	28.876	Mazda Miata	Fairfield CA	SFR	134847	Marmelatta and cakes
18	5	68	Justin Cone	ITA	14	28.127	Mazda Miata	Loomis CA	SFR	497535	
19	6	0	Suzanne Cobos	ITA	14	30.472	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
20	1	58	Tim Sullivan	SSC5	14	29.827	Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Automotive
21	7	3	April Halliday	ITA	14	31.690	Mazda Miata	El Dorado Hills CA	SFR	389422	
22	4	76	Nuno Goncalves Pedrc	ITX	13	31.643	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
23	3	8	Travis Otani	STL	13	32.931	Acura Integra	Livermore CA	SFR	533718	AccelRaceTek
24	8	49	Andrew Rocklin	ITA	13	33.232	Mazda Miata	Granite Bay CA	CSCC	682203	
25	9	92	Nicholas Olivier	ITA	13	32.405	Mazda Miata	Milwaukie OR	OVR	638989	
26	1	81	John Faull	HP	13	:37.586	Austin Healey Sprite	San Jose CA	SFR	4995	Goodyear
27	2	99	Donovan Helfrich sr	HP	12	41.668	MG Midget	Cottonwood CA	SFR	430473	
28	10	99	Steve Ochoa	ITA	12	45.788	Mazda Miata	San Francisco CA	SFR	674299	
IF	NF	64	Michael Smith	SMG	1	:27.160	Ford Mustang	Broomfield CO	SFR	237577	M&L Racing
Not classified											
IS	NS	11	Tim Wright	ITA			Mazda Miata	Piedmont CA	SFR	278776	Larry Oka Racing
IS	NS	39	Ken Pedersen	SMG			Ford Mustang GT	Novato Ca	SFR	524307	



#06 Anthony Bonino was the hard charger of the race on Saturday.



#164 Michael Smith ran into problems on Friday and only completed one lap.

With seven Spec Mustangs entered in the race ,it was a safe bet to assume one of them would be on the pole. In addition, the difference in the points chase was only one point, with Jeff Sutton leading Dan Cullinane. But the SMG championship was not the only fight to be decided. In ITA, Rob Fuller was leading Peter Phung by six points. So with two championships on the line qualifying was going to be very important.

Sutton did his part by taking the pole position with a time of 2:02.124, which was .609 seconds faster than Mikhail Butenko. Roger Eagleton took third and championship contender Cullinane was down in eighth.

In ITA, Rob Fuller nipped Peter Phung by about .5 of a second, for 13th and 14th on the grid. But the fastest in ITA was Ross Lindell.

The start of the race did not go well for our pole sitter. For an unknown reason Sutton slowed down in Turn 2, falling all the way down to 13th position. To add insult to injury, Cullinane had a great start and ended up in third on the first lap.

Mikhail Butenko and Roger Eagleton took the lead with Butenko leading. They stayed in those positions and appeared to be glued to each. They were both racing each other very intensely, when on Lap 6 they came out of Turn 15 onto the main straight. It was at this point that the two cars touched. Turn 15 is a slight lift on the throttle right-hander that leads onto a long straight. As you get the car pointed down the straight, the throttle is opened to the maximum. The contact between the two cars happened right at the time the drivers were

thinking about the shot down the front straight. Unfortunately Butenko dropped a tire into the dirt on the outside of the turn, his car got sideways and Eagleton was still glued to Butenko's car. The two cars engaged in some heavy contact, resulting in both of them spinning to the inside of the straight right into the Jersey Barriers on the side which protects the pit lane. Both cars became disabled on the front straight, blocking the track. With the field of 34 cars about to come in contact with them, the Operating Steward immediately called for a red flag. The race was halted and disaster was averted. Neither driver was injured, but not the same could be said for the race cars. The clean up took some time and the race was declared over.

The results reverted back to the last completed lap with Butenko winning the race albeit with a car that needed to be towed from the track. Cullinane finished third and gained some ground on Sutton who recovered from his slow start and finished fourth. Eagleton's car became a 'donor' car.

ITA saw Rob Fuller make a great start and get by Ross Lindell for the class lead. Because the race was halted after only a few laps, the usual ITA/ITX slug fest did not develop to its fullest potential. Phung finished third in class and thereby lost some ground to Fuller for the Championship.

Because of good coordination with the flaggers, communicators, and the stewards no one was hurt and a serious situation was handled with professionalism.





#56 Jeff Sutton won the Regional Championship in SMG.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	47	Mikhail Butenko	SMG	6	2:02.195	Ford Mustang GT	San Francisco CA	SFR	608226	SFSECURITY.COM & DIG
2	2	29	Roger Eagleton	SMG	6	2:02.371	Ford Mustang	Burlingame CA	SFR	415261	Circuit Hawaii / Five Star
3	3	33	Dan Cullinane	SMG	6	2:07.252	Ford Mustang GT	Sonoma CA	SFR	272065	Dig Motorsports
4	4	56	Jeff Sutton	SMG	6	2:05.255	Ford Mustang Gt	Foresthill CA	SFR	548901	
5	5	10	Michael Lowe	SMG	6	2:06.562	Ford GT350 Mustang	Hayward CA	SFR	497261	ILM Tool
6	6	64	Michael Smith	SMG	6	2:05.595	Ford Mustang	Broomfield CO	SFR	237577	M&L Racing
7	7	66	Cooper Broll	SMG	6	2:07.029	Ford Mustang	Truckee CA	SFR	675596	
8	1	34	David Vrane	ITR	6	2:07.031	BMW Z3 Coupe	San Jose CA	SFR	623200	
9	1	15	Steve Borlik	STL	6	2:06.799	Mazda MX-5	Los Altos CA	SFR	290257	Haag Performance
10	1	17	Will Clark	STU	6	2:07.238	Honda S2000	San Leandro CA	SFR	426830	Sapphire Racing
11	1	49	Rob Fuller	ITA	6	2:09.465	Mazda Miata	San Jose CA	SFR	496932	Z Car Garage / Larry Oka
12	1	54	David Covin	ITX	6	2:10.529	Mazda NB Miata	Piedmont CA	SFR	649280	Leshar Motorsports
13	2	27	Jared Korth	ITX	6	2:10.902	Mazda Miata	Clovis CA	SFR	675789	
14	2	2	Ross Lindell	ITA	6	2:10.732	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
15	3	68	Peter Phung	ITA	6	2:10.825	Mazda Miata	Daly City CA	SFR	545337	Slant I Motorsports/ Phu
16	3	55	Matthew Wyatt	ITX	6	2:10.143	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercial F
17	4	68	Justin Cone	ITA	6	2:13.249	Mazda Miata	Loomis CA	SFR	497535	
18	2	46	Andy Bougler	ITR	6	2:13.469	BMW 325is	Sacramento CA	SFR	673840	
19	1	58	Tim Sullivan	SSC5	6	2:11.619	Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Automotiv
20	8	06	Anthony Bonino	SMG	6	2:09.285	Ford Mustang	Novato CA	SFR	427325	
21	5	43	Michael Olivier	ITA	6	2:14.459	Honda Civic EX	Santa Rosa CA	SFR	324980	The Garland Company
22	6	0	Suzanne Cobos	ITA	6	2:15.324	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
23	4	57	Matthew Paine	ITX	6	2:13.444	Mazda Spec Miata	Bozeman MT	MT	678657	
24	7	3	April Halliday	ITA	6	2:17.556	Mazda Miata	El Dorado Hills CA	SFR	389422	
25	5	76	Nuno Goncalves Pedrc	ITX	6	2:18.841	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
26	2	25	Mike Haag	STL	6	2:18.300	Mazda MX5	Lodi CA	SFR	450884	Haag Performance/Sierr
27	1	67	Angelo Zucchi	FP	6	2:18.756	Mazda Miata	Fairfield CA	SFR	134847	Marmelatta and cakes
28	8	92	Nicholas Olivier	ITA	6	2:21.121	Mazda Miata	Milwaukie OR	OVR	638989	
29	3	8	Travis Otani	STL	5	2:19.773	Acura Integra	Livermore CA	SFR	533718	AccelRaceTek
30	1	54	Marguerite Williams	E30	5	2:21.556	MW Spec E30	Menlo Park CA	SFR	641533	
31	9	49	Andrew Rocklin	ITA	5	2:23.863	Mazda Miata	Granite Bay CA	CSCC	682203	
32	1	81	John Faull	HP	5	2:25.689	Austin Healey Sprite	San Jose CA	SFR	4995	Goodyear
33	10	99	Steve Ochoa	ITA	5	2:27.301	Mazda Miata	San Francisco CA	SFR	674299	
34	2	99	Donovan Helfrich sr	HP	5	2:43.408	MG Midget	Cottonwood CA	SFR	430473	
Not classified											
15	ONS	94	Lawrence Murdter	STL			Mazda MX-5	Sunnyvale CA	SFR	436659	Haag Performance/ Winc
15	ONS	11	Tim Wright	ITA			Mazda Miata	Piedmont CA	SFR	278776	Larry Oka Racing



#56 Jeff Sutton passes #76 Nuno Goncalves Pedro out of turn 6. #46 Andy Bougler is in the background.

I don't know how he did it, but Mikhail Butenko was able to get his car back together and get it ready for the Sunday 5-mile race. He might have just rented a new car and put his car number on it, but either way Butenko was back on the track for the Sunday morning qualifying. Of course he qualified on the pole 1.4 seconds faster than Michael Lowe. The pole sitter for Saturday, Jeff Sutton, qualified third. Sutton's main championship competition, Dan Cullinane, qualified ninth. ITA saw Ross Lindell take the pole position again over Rob Fuller. Steve Borlik was the fastest non-Mustang. He qualified fourth in his STL MX-5 Mazda. David Vrane put his BMW Z3 Coupe around the five-mile course at a 3:21.762 to stake claim to the fifth spot on the grid; and another David, David Covin, was the fastest of the Group 7 double dippers with a 3:25.422 lining up seventh in his ITX Miata.

Twenty-three cars took the green flag for this group in the late afternoon of a sunny day. Butenko seized the lead from the beginning and then spent the next eight laps holding off second place qualifier, Michael Lowe. Although the race did not feature a pass for the lead, the racing at the front was hot and heavy. Lowe finishing a frustrated second, set the fastest time of the race and was only .652 seconds behind Butenko when the checkered flag was waved.

Borlik jumped Sutton at the start and finished a lonely third, but first in STL. Sutton's main goal was to keep the car on track and finish the race as the season championship was more important than winning the race. He took home fourth and finished ahead of Cullinane, who came in sixth.

Fuller and Lindell fought tooth and nail, swapping position a couple of times. Fuller led the first three laps, then Lindell took over for three laps, with Fuller claiming the last two laps and the class win.

Covin got a bad start and fell into the clutches of fellow ITX driver, Jared Korth.

In this race, the lead changed every two laps. Korth led Lap 1, Covin took over and was the king of ITX for Laps 2 and 3. Korth dethroned him on Laps 4 and 5. Covin pulled a coup and took over for Laps 6 and 7. On the last lap, Korth suppressed the insurrection and took home the victory.

This race featured good racing in the three main classes and was exciting to watch. Good job.



#149 Andrew Rocklin competed in his first weekend with the SCCA.





#117 Will Clark only raced on Saturday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	47	Mikhail Butenko	SMG	8	3:15.300	Ford Mustang GT	San Francisco CA	SFR	608226	SFSECURITY.COM & DIG
2	2	10	Michael Lowe	SMG	8	3:15.213	Ford GT350 Mustang	Hayward CA	SFR	497261	ILM Tool
3	1	15	Steve Borlik	STL	8	3:20.643	Mazda MX-5	Los Altos CA	SFR	290257	Haag Performance
4	3	56	Jeff Sutton	SMG	8	3:20.107	Ford Mustang Gt	Foresthill CA	SFR	548901	
5	1	34	David Vrane	ITR	8	3:23.384	BMW Z3 Coupe	San Jose CA	SFR	623200	
6	4	33	Dan Cullinane	SMG	8	3:27.929	Ford Mustang GT	Sonoma CA	SFR	272065	Dig Motorsports
7	1	49	Rob Fuller	ITA	8	3:27.796	Mazda Miata	San Jose CA	SFR	496932	Z Car Garage / Larry Oka
8	2	2	Ross Lindell	ITA	8	3:27.958	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
9	1	27	Jared Korth	ITX	8	3:27.241	Mazda Miata	Clovis CA	SFR	675789	
10	2	54	David Covin	ITX	8	3:27.769	Mazda NB Miata	Piedmont CA	SFR	649280	Leshar Motorsports
11	3	68	Peter Phung	ITA	8	3:30.373	Mazda Miata	Daly City CA	SFR	545337	Slant I Motorsports/ Phu
12	2	94	Lawrence Murdter	STL	8	3:28.922	Mazda MX-5	Sunnyvale CA	SFR	436659	Haag Performance/ Winc
13	4	68	Justin Cone	ITA	8	3:30.637	Mazda Miata	Loomis CA	SFR	497535	
14	3	55	Matthew Wyatt	ITX	8	3:31.512	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercial F
15	4	57	Matthew Paine	ITX	8	3:33.688	Mazda Spec Miata	Bozeman MT	MT	678657	
16	5	43	Michael Olivier	ITA	8	3:36.664	Honda Civic EX	Santa Rosa CA	SFR	324980	The Garland Company
17	6	0	Suzanne Cobos	ITA	8	3:36.821	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
18	7	3	April Halliday	ITA	8	3:42.480	Mazda Miata	El Dorado Hills CA	SFR	389422	
19	1	67	Angelo Zucchi	FP	7	3:39.933	Mazda Miata	Fairfield CA	SFR	134847	Marmelatta and cakes
20	5	76	Nuno Goncalves Pedrc	ITX	7	3:42.927	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
21	8	92	Nicholas Olivier	ITA	7	3:42.266	Mazda Miata	Milwaukie OR	OVR	638989	
22	9	49	Andrew Rocklin	ITA	7	3:48.269	Mazda Miata	Granite Bay CA	CSCC	682203	
23	1	81	John Faul	HP	7	4:08.002	Austin Healey Sprite	San Jose CA	SFR	4995	Goodyear
IF	INF	99	Donovan Helfrich sr	HP	2	4:39.614	MG Midget	Cottonwood CA	SFR	430473	
Not classified											
IS	INS	66	Cooper Broll	SMG			Ford Mustang	Truckee CA	SFR	675596	
IS	INS	11	Tim Wright	ITA			Mazda Miata	Piedmont CA	SFR	278776	Larry Oka Racing
IS	INS	25	Mike Haag	STL			Mazda MX5	Lodi CA	SFR	450884	Haag Performance/Sierra
IS	INS	58	Tim Sullivan	SSC5			Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Automotiv
IS	INS	06	Anthony Bonino	SMG			Ford Mustang	Novato CA	SFR	427325	
IS	INS	8	Travis Otani	STL			Acura Integra	Livermore CA	SFR	533718	AccelRaceTek
IS	INS	29	Roger Eagleton	SMG			Ford Mustang	Burlingame CA	SFR	415261	Circuit Hawaii / Five Star
IS	INS	39	Ken Pedersen	SMG			Ford Mustang GT	Novato Ca	SFR	524307	
IS	INS	46	Andy Bougler	ITR			BMW 325is	Sacramento CA	SFR	673840	
IS	INS	99	Steve Ochoa	ITA			Mazda Miata	San Francisco CA	SFR	674299	
IS	INS	17	Will Clark	STU			Honda S2000	San Leandro CA	SFR	426830	Sapphire Racing
IS	INS	54	Marguerite Williams	E30			MW Spec E30	Menlo Park CA	SFR	641533	

## Group 6 (SRF,SRF3)



#32 Bruce Richardson lost out on the regional championship in SRF by 1 point.

This single class group had a full grid, with the two SRF's having their own split start at the back, behind 26 Gen 3 SRFs. The top rivals, Greg Hoff, Robert Sachs and Bill Booth qualified first, second, and tenth, respectively. Dark horse Dustin Decker started third.

Pole sitter Hoff led 14 of the 16 laps, before being passed by Decker in Turn 2 on Lap 15. Decker, who had started third, passed Sachs on Lap 6 for second, turned the fastest race time on Lap 8, and made his killer move for the lead in Turn 2 on Lap 15.

Sachs didn't help his cause by spinning in Turn 5.

Meanwhile, back in 11th place, Booth slowly picked his way through the pack, running eighth by Lap 4. He maintained that steadily for half the race, moving up to seventh, where he finished. Booth may have ended up behind Hoff and Sachs points wise, but he was still in the hunt, with two more double points races to go.

Unlike previous races, only two out-of-region drivers participated this weekend, Andre Perra from Oregon, who started 14th and finished 15; and Tim Moore from Nevada, who started 25th and finished 22nd.

Back in SRF class, Erich Wooley hit a speed bump, metaphorically, in his championship quest, when he pitted halfway through the race, handing the victory to Bruce Richardson.

Overall, the race was less frisky than recent races, making for some good, relatively clean racing. Well done, lads!

This race was also known for the Pace Car unavoidably killing a cone entering the Pit Lane at speed, cracking the radiator, putting much into motion behind the scenes. The closest available radiator was in Chico, so a couple of officials made a banzai run. Then SFR drivers with a track garage repaired the vehicle in record time, while the Pace Car Driver drove his rental car.



Jon Norman - Dan Marvin - Dennis Etcheverry  
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A tough weekend for #14 Greg Hoff in SRF3. Not getting points Saturday and Sunday spoiled his chances of winning the Regional Companionship in SRF3 and SMT.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	89	Dustin Decker	SRF3	16	:17.811	SCCA Enterprises Spec Racer f	Petaluma CA	SFR	464663	Decker Sports Racing
2	2	14	Greg Hoff	SRF3	16	:17.857	SCCA Enterprises SRF3	Oakland CA	SFR	437964	John Cerini / Cornerstone
3	3	35	Robert Sachs	SRF3	16	18.223	SCCA Enterprises Spec Racer f	Napa CA	SFR	378223	Robert R. Sachs PC
4	4	22	Justin Meretab	SRF3	16	:17.875	Spec Racer Ford Spec Racer Fi	SAN FRANCISCO CA	SFR	628101	
5	5	8	Michael Woolley	SRF3	16	18.712	SCCA Enterprises Spec Racer f	Newcastle CA	SFR	497355	Woolley Brothers and Da
6	6	16	Sean Saint	SRF3	16	18.886	SCCA Enterprises SRF3	SAN DIEGO CA	SFR	670863	AccelRaceTek
7	7	57	Bill Booth	SRF3	16	18.984	SCCA Enterprises SRF3	Cupertino CA	SFR	336219	Bulldog Motorsports
8	8	81	Darrell Anderson	SRF3	16	19.375	SCCA Enterprises SRF3	Petaluma CA	SFR	226931	HOOSIER
9	9	18	John Sollner	SRF3	16	19.558	SCCA Enterprises spec racer g	Sonoma CA	SFR	648504	Sollner and Sons Racing
10	10	66	Brandon Lewis	SRF3	16	19.598	SCCA Enterprises Spec Racer	San Francisco CA	SFR	436461	HSE Racing
11	11	42	Paul Mantiplay	SRF3	16	19.684	SCCA Enterprises Spec Racer f	Columbia CA	SFR	670923	
12	12	7	Bill Jordan	SRF3	16	19.798	Spec Racer SRF	Rough & Ready CA	SFR	155429	
13	13	41	Eric Fulkerson	SRF3	16	19.692	Ford Spec Racer Gen 3	Walnut Creek CA	SFR	528732	Golden State Orthopedic
14	14	76	Eric Hand	SRF3	16	18.478	Ford Spec Racer Ford	San Jose CA	SFR	545935	
15	15	77	Andre Perra	SRF3	16	19.122	SRF	Government Camp Ore	SFR	461936	Senva Sensors
16	16	44	Joe Kou	SRF3	16	20.069	SCCA Spec Racer Ford Gen 3	Walnut Creek CA	SFR	528297	Golden State Orthopedic
17	17	3	Jim Ricketts	SRF3	16	20.347	SCCA Enterprises SRF3	Battleground WA	SFR	646662	
18	18	67	Sean O'Boyle	SRF3	16	18.277	SCCA Enterprises Spec Racer f	San Francisco CA	SFR	276755	
19	19	71	Jerry Aplass	SRF3	16	19.627	SRF	Newcastle CA	SFR	404463	Burrell Consulting Group
20	20	88	Judson Holt	SRF3	16	20.282	SCCA Enterprises SRF3	Houston TX	SFR	641180	Lupe Tortilla
21	21	83	Paul Luca	SRF3	16	21.007	SCCA Enterprises Spec Racer f	Sonoma CA	SFR	193814	
22	22	23	Tim Moore	SRF3	16	21.701	SCCA Enterprises SRF3	Sparks NV	Reno	275725	Pyramid Veterinary Hosp
23	23	49	John Mai	SRF3	15	22.041	Ford SRF	hayward CA	SFR	672084	Accel Racetek
24	24	55	Sam Bhaumik	SRF3	15	22.730	SRF Spec Racer Ford Rental	San Mateo CA	SFR	286954	
25	25	37	Dean Crowe	SRF3	15	22.723	SCCA Enterprises SRF Gen3	Los Gatos CA	SFR	639565	Accelracetek
26	1	32	Bruce Richardson	SRF	15	23.511	SCCA-E GEN2	Los Gatos CA	SFR	340127	AccelRaceTek
27	2	33	Erich Woolley	SRF	8	34.075	SCCA Enterprises Spec Racer f	Newcastle CA	SFR	547685	Woolley Brothers and Da
IF	NF	51	Robert Breton	SRF3	3	19.429	SCCA Enterprises SRF3	Ukiah CA	SFR	149841	CSR Performance

## Group 6 Race 2 on 3-Mile Track

The Spec Racer Ford group was the scene of the best regional championship battle of the weekend. Greg Hoff trailed Robert Sachs by 12 points going into the weekend. In third we had with Bill Booth lurking in the shadows 43 points behind.

With all the races worth double points, finishing all the races over the weekend was going to be very important. Beating your main competitor would be equally as important.

The Friday race saw Hoff finish one position ahead of Sachs which meant Hoff closed some on the ground between the two.

On Saturday Morning Hoff woke up 6 points behind Sachs. Booth finished seventh on Friday and was now 51 points behind.

Spec Racer Ford is very hard to pass, especially at the steep end of the grid. The drivers are very closely matched and they all know how to make the cars work at the top of their performance capabilities. Qualifying was going to be very important with only 20 minutes to establish a flyer of a lap. The pressure was mounting on the two championship contenders. Starting at the front of a large field would increase your chances of winning the championship.

As the two championship contenders took to the track, every trip of the timing light brought a momentary gasp or sigh, depending on who's camp you were in.

Hoff drew first blood, when on the fourth lap of the session, he broke the 2-minute barrier with a 1:59.377. He had provisional pole with only a handful of laps left.

But Sachs responded with his own sub 2-minute lap of 1:58.301. Now Sachs had the pole. Time was quickly running out and the pressure was mounting on Hoff. Lap 7 of nine, Hoff could only muster a 2:01.873; then Lap 8 of nine, another two-minute lap. It came down to the final lap. Would Hoff do his best Lewis Hamilton and perform under pressure, or would he have to be happy with the outside pole position? Turns out the Lewis Hamilton version of Hoff showed up this day. With everything on the line on the final lap, he nipped the start-finish timing light with a 1:58.217, which put him on the pole.

With all the drama surrounding qualifying, the race was shaping up to be an intense battle between the two championship contenders. Hoff led the field around Turn 15 and down the front straight, as the pace car sharply veered to the right and down the pit lane. The field of 26 cars was neatly aligned for the 20-minute race. They were anxiously awaiting the Starter to wave the green flag. The drivers were stacked just right, as they made it approximately one quarter on the length of the straight. Seeing the well-behaved group, the Starter let the bunch go screaming into Turn 1.

Sachs and Hoff had equal starts and were side-by-side entering the turn. Hoff hugged the inside line, while Sachs hugged the right side of Hoff's car. The two touched. They touched again, and the two championship contenders both spun front of the large field of cars.

Sachs fell back to 26th and Hoff ended up 22nd. In the meantime, Justin Meretab slipped by and took the lead. Andrea Perra was second and Dustin Decker was holding down third. The leaders spinning brought out the full course caution with Meretab in the lead.

When the group was ready for the restart, Perra got a good push from Dustin Decker into Turn 1 and the resulting momentum capitulated Perra into the lead with Decker being sucked in by Perra's wake into second place.

Perra lasted about a half a lap in the lead, because Decker took advantage of a slow exit off of Turn 8 to pass Perra into Turn 9.

The order stayed Decker, Perra, and Meretab until Lap 5, when Michael Woolley got a monster run off of Turn 9 and passed Meretab into Turn 10. By this time Decker was stretching his lead and only had to worry about not over-cooking it into any of the turns.

With two laps left in the event, Woolley was not happy with third place. He decided he would try the same Turn 10 move on Perra for second place. Woolley got the inside line and looked to have the pass made when Perra did the 'ol under and over on him, and had the advantage into Turn 11. The two drivers went through the turn together and somehow Woolley emerged ahead of Perra.

The finishing order ended up with Dustin Decker taking his second win of the weekend, followed by Michael Woolley who recorded his best finish of the year. Perra took third and Meretab took fourth. PS - Woolley has the older H-pattern transmission, not the newer sequential one, which many of the front-runners have.

Champion contenders Sachs and Hoff finished 12th and 13th, respectively. Going into the Sunday finale, Sachs had a 10-point lead over Hoff. But there was someone lurking in the background and that was Bill Booth. He finished fifth and now he was only 36 points behind.

Booth was suddenly back in the equation. Because ... if Hoff and Sachs did not score points and Booth had a decent race, he could conceivably be the 2022 Regional Champion.

At the end of the race Greg Hoff was assessed a penalty by the Stewards for the incident in Turn 1.

In the SRF race, Bruce Richardson took the class win and narrowed the gap to Erich Woolley by eight points. Going into the Sunday finale, Woolley had a nine point lead over Richardson.

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#22 Justin Meretab had two fourth place finishes. He did not race on Sunday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	89	Dustin Decker	SRF3	9	1:58.924	SCCA Enterprises Spec Racer	Petaluma CA	SFR	464663	Decker Sports Racing
2	2	8	Michael Woolley	SRF3	9	2:00.704	SCCA Enterprises Spec Racer	Newcastle CA	SFR	497355	Woolley Brothers and Da
3	3	77	Andre Perra	SRF3	9	2:00.829	SRF	Government Camp	Ore	461936	Senva Sensors
4	4	22	Justin Meretab	SRF3	9	2:00.635	Spec Racer Ford Spec Racer I	SAN FRANCISCO CA	SFR	628101	
5	5	57	Bill Booth	SRF3	9	2:00.113	SCCA Enterprises SRF3	Cupertino CA	SFR	336219	Bulldog Motorsports
6	6	16	Sean Saint	SRF3	9	2:01.205	SCCA Enterprises SRF3	SAN DIEGO CA	SFR	670863	AccelRaceTek
7	7	81	Darrell Anderson	SRF3	9	2:01.300	SCCA Enterprises SRF3	Petaluma CA	SFR	226931	HOOSIER
8	8	44	Joe Kou	SRF3	9	2:01.630	SCCA Spec Racer Ford Gen 3	Walnut Creek CA	SFR	528297	Golden State Orthopedic
9	9	41	Eric Fulkerson	SRF3	9	2:01.560	Ford Spec Racer Gen 3	Walnut Creek CA	SFR	528732	Golden State Orthopedic
10	10	51	Robert Breton	SRF3	9	2:01.166	SCCA Enterprises SRF3	Ukiah CA	SFR	149841	CSR Performance
11	11	66	Brandon Lewis	SRF3	9	2:01.597	SCCA Enterprises Spec Racer	San Francisco CA	SFR	436461	HSE Racing
12	12	35	Robert Sachs	SRF3	9	2:00.278	SCCA Enterprises Spec Racer	Napa CA	SFR	378223	Robert R. Sachs PC
13	13	14	Greg Hoff	SRF3	9	1:59.403	SCCA Enterprises SRF3	Oakland CA	SFR	437964	John Cerini / Cornerston
14	14	71	Jerry Aplash	SRF3	9	2:02.127	SRF	Newcastle CA	SFR	404463	Burrell Consulting Group
15	15	18	John Sollner	SRF3	9	2:02.683	SCCA Enterprises spec racer	Sonoma CA	SFR	648504	Sollner and Sons Racing
16	16	88	Judson Holt	SRF3	9	2:03.786	SCCA Enterprises SRF3	Houston TX	SFR	641180	Lupe Tortilla
17	17	3	Jim Ricketts	SRF3	9	2:03.114	SCCA Enterprises SRF3	Battleground WA	SFR	646662	
18	18	7	Bill Jordan	SRF3	9	2:03.126	Spec Racer SRF	Rough & Ready CA	SFR	155429	
19	19	49	John Mai	SRF3	9	2:04.921	Ford SRF	hayward CA	SFR	672084	Accel Racetek
20	20	23	Tim Moore	SRF3	9	2:05.384	SCCA Enterprises SRF3	Sparks NV	Reno	275725	Pyramid Veterinary Hosp
21	21	37	Dean Crowe	SRF3	9	2:06.511	SCCA Enterprises SRF Gen3	Los Gatos CA	SFR	639565	Accelracetek
22	22	67	Sean O'Boyle	SRF3	9	2:01.139	SCCA Enterprises Spec Racer	San Francisco CA	SFR	276755	
23	1	32	Bruce Richardson	SRF	9	2:10.151	SCCA-E GEN2	Los Gatos CA	SFR	340127	AccelRaceTek
24	23	83	Paul Luca	SRF3	7	2:04.592	SCCA Enterprises Spec Racer	Sonoma CA	SFR	193814	
25	24	42	Paul Mantiply	SRF3	7	2:02.828	SCCA Enterprises Spec Racer	Columbia CA	SFR	670923	
26	2	33	Erich Woolley	SRF	6	2:29.070	SCCA Enterprises Spec Racer	Newcastle CA	SFR	547685	Woolley Brothers and Da
IF	DNF	76	Eric Hand	SRF3	1	6:07.382	Ford Spec Racer Ford	San Jose CA	SFR	545935	
Not classified											
IS	DNF	55	Sam Bhaumik	SRF3			SCCA SRF Rental	San Mateo CA	SFR	286954	

## Group 6 Race 3 on 5 Mile Track

Sunday was the day where everything was on the line. Greg Hoff was going for a dual championship season in SMT and in SRF3. His bid in SMT was fairly secured, but the SFR3 Championship was down to the final race of the season. Hoff trailed Sachs by ten points. This meant if Hoff won the race and Sachs finished third, Hoff would be the season champion by four points.

Qualifying for the 5-mile track was a repeat of qualifying for the 3 mile track. Hoff took the pole and Sachs lined up second, only .146 seconds behind. Dustin Decker qualified third and Bill Booth was back in sixth.

Two of the main players from Saturday's race, Justin Meretab and Andrea Perra did not participate in the Sunday 5-mile race.

This time the race got off to a clean start, with Hoff taking the lead and Sachs slotted in behind him. The two raced nose to tail for three laps, and at this point, Sachs just needed to follow behind Hoff to win the championship. But as the two approached Turn 14, Sachs tried to do a late-breaking move on Hoff. He misjudged the distance, and ended up running into Hoff, causing rear suspension damage. Hoff, at this point was out of the race and limped into the pits. Sachs had issues of his own, and fell to ninth immediately after the contact, and continued falling as the laps ticked on. Sachs eventually fell to 18th by the end of the race and would have received six points if he were able to retain that position. But the Stewards deemed Sachs to be at fault in the contact with Hoff, and moved him to the back of the class, thereby receiving no points.

In the meantime, Dustin Decker was on a tear this weekend. He inherited the lead after the Sachs/Hoff skirmish, and cruised to his third victory of the weekend. I say cruised, but he had Sean O'Boyle hooked onto his rear body work until the fifth lap of the race. Great job on Decker's part. He kept a cool head all weekend and really bolstered his reputation as a top-notch driver.

While the drama involving Sachs and Hoff was going on, Booth was quietly moving up the field from his sixth starting position. He got a

gift when both Sachs and Hoff fell back. Booth then made his biggest pass of the day, when he overtook Sean O'Boyle for second place on Lap 4. O'Boyle had a mechanical issue as he entered the main straight and pulled over to the right as the field sped by. Booth held onto second and earned 42 points.

Darrell Anderson, in only his third SRF3 race, took home third after snatching the position away from Joe Kou on the 2-mile course. Anderson slid underneath Kou at the kink at the end of the main straight on the back course.

When the dust settled, it was unknown who had won the Championship. The region rules state that all but two races count towards the regional Championship. Everyone knew Bill Booth did not attend two races, so whatever points he had were not going to change because of the drop rule. Both Hoff and Sachs made all the races, so the point's keeper needed to dig through the results and see what races both Hoff and Sachs needed to drop.

As Booth was driving home, he received a phone call from Bill Jordan, and according to Jordan, Booth was the champion. Not believing his calculations, Booth got home and started to do the math. He doubled checked his work and even called the region's points keeper the next day. Turns out Booth did win the championship by one point over Sachs! And that my friends is why you never give up when comes to racing, anything can happen. Just ask Kevin Magnussen.

Bruce Richardson needed Erich Woolley not to finish, in order to win the SRF class championship. With only two cars entered in the class, and with Woolley having a nine point lead; if Richardson won and Woolley finished, Woolley would be champion by virtue of a one point margin. That's exactly what happened. Richardson won the SRF portion of the contest; but Woolley finished and he gathered in the second place points. Woolley became the SRF Regional Champion 422 points to Richardson's 421 points. According to Dad, Ned Woolley, if Erich won the class championship, for next season, his car would be upgraded to Gen3.



#3 Jim Ricketts signals to #7 Bill Jordan that there is an issue ahead.





#71 Jerry Aplass and #18 John Sollner side by side out of turn 6.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	89	Dustin Decker	SRF3	8	3:09.526	SCCA Enterprises Spec Racer	Petaluma CA	SFR	464663	Decker Sports Racing
2	2	57	Bill Booth	SRF3	8	3:11.797	SCCA Enterprises SRF3	Cupertino CA	SFR	336219	Bulldog Motorsports
3	3	81	Darrell Anderson	SRF3	8	3:11.671	SCCA Enterprises SRF3	Petaluma CA	SFR	226931	HOOSIER
4	4	44	Joe Kou	SRF3	8	3:11.727	SCCA Spec Racer Ford Gen 3	Walnut Creek CA	SFR	528297	Golden State Orthopedic
5	5	8	Michael Woolley	SRF3	8	3:11.204	SCCA Enterprises Spec Racer	Newcastle CA	SFR	497355	Woolley Brothers and Da
6	6	67	Sean O'Boyle	SRF3	8	3:10.492	SCCA Enterprises Spec Racer	San Francisco CA	SFR	276755	
7	7	66	Brandon Lewis	SRF3	8	3:11.944	SCCA Enterprises Spec Racer	San Francisco CA	SFR	436461	HSE Racing
8	8	41	Eric Fulkerson	SRF3	8	3:12.625	Ford Spec Racer Gen 3	Walnut Creek CA	SFR	528732	Golden State Orthopedic
9	9	71	Jerry Aplass	SRF3	8	3:13.771	SRF	Newcastle CA	SFR	404463	Burrell Consulting Group,
10	10	76	Eric Hand	SRF3	8	3:15.727	Ford Spec Racer Ford	San Jose CA	SFR	545935	
11	11	16	Sean Saint	SRF3	8	3:13.865	SCCA Enterprises SRF3	SAN DIEGO CA	SFR	670863	AccelRaceTek
12	12	42	Paul Mantiply	SRF3	8	3:15.167	SCCA Enterprises Spec Racer	Columbia CA	SFR	670923	
13	13	18	John Sollner	SRF3	8	3:16.129	SCCA Enterprises spec racer	Sonoma CA	SFR	648504	Sollner and Sons Racing
14	14	7	Bill Jordan	SRF3	8	3:17.609	Spec Racer SRF	Rough & Ready CA	SFR	155429	
15	15	83	Paul Luca	SRF3	8	3:18.832	SCCA Enterprises Spec Racer	Sonoma CA	SFR	193814	
16	16	88	Judson Holt	SRF3	8	3:17.531	SCCA Enterprises SRF3	Houston TX	SFR	641180	Lupe Tortilla
17	17	23	Tim Moore	SRF3	8	3:20.283	SCCA Enterprises SRF3	Sparks NV	Reno	275725	Pyramid Veterinary Hosp
18	1	32	Bruce Richardson	SRF	8	3:29.563	SCCA-E GEN2	Los Gatos CA	SFR	340127	AccelRaceTek
19	18	3	Jim Ricketts	SRF3	7	3:18.331	SCCA Enterprises SRF3	Battleground WA	SFR	646662	
20	2	33	Erich Woolley	SRF	7	3:57.949	SCCA Enterprises Spec Racer	Newcastle CA	SFR	547685	Woolley Brothers and Da
21	19	35	Robert Sachs	SRF3	8	3:10.228	SCCA Enterprises Spec Racer	Napa CA	SFR	378223	Robert R. Sachs PC
22	20	51	Robert Breton	SRF3	5	3:16.080	SCCA Enterprises SRF3	Ukiah CA	SFR	149841	CSR Performance
IF	INF	14	Greg Hoff	SRF3	3	3:10.094	SCCA Enterprises SRF3	Oakland CA	SFR	437964	John Cerini / Cornerston
Not classified											
IS	INS	22	Justin Meretab	SRF3			Spec Racer Ford Spec Racer	SAN FRANCISCO CA	SFR	628101	
IS	INS	37	Dean Crowe	SRF3			SCCA Enterprises SRF Gen3	Los Gatos CA	SFR	639565	Accelracetek
IS	INS	49	John Mai	SRF3			Ford SRF	hayward CA	SFR	672084	Accel Racetek
IS	INS	55	Sam Bhaumik	SRF3			SRF Spec Racer Ford Rental	San Mateo CA	SFR	286954	
IS	INS	77	Andre Perra	SRF3			SRF	Government Camp	Ore	461936	Senva Sensors

## Group 7 (SM, SMT, SSM)



*#27 Jared Korth has unknown driver drafting behind him down the front straight.*

The all-Miata group was the largest and the last of the day, and started with a full grid. It also had five female drivers, perhaps a record participation. There are three classes within this group. The SSM class had nine entries, perhaps one of the largest fields for this dwindling class. SSM had eight, also higher than usual, with the majority (27) running SMT.

Pole sitter was SM driver, Tommy McCarthy, grandson of Tom McCarthy for whom the weekend's races are named. Starting besides him was one of the Oregon hot shoes, Will Schrader, who ran SMT. Five other Oregonians came down for the race, which also drew from Cal Club, Hawaii, Montana and St Louis. Matthew Wyatt had the SSM pole.

Schrader got the jump on McCarthy at the start and led for nine laps, before McCarthy re-passed for the lead and victory. In his eagerness to catch up, he drove wide in Turn 7, but no harm, no foul so to speak. Coming around for the checkered flag, Schrader accelerated as though

he had PTP as they headed for the Timing strip, which as most know is past the Start stand. It was a close finish, with the Margin of Victory at 0.625. Can you say photo finish?

Greg Hoff, who also raced earlier in SRF, qualified third but was passed by Eric Jones, among others at the start; but he methodically worked his way back up to fourth where he ran the last half of the race.

Wyatt qualified 20th, ran 22nd for ten laps, stayed out of trouble and finished 20th, first in class.

McCarthy won SM, Schrader won SMT, and Matthew Wyatt won SSM. Thirty drivers finished on the lead lap, and while all didn't complete 15 laps, there were no DNFs.

The race ran caution free, and with relatively fewer antics and deviations than expected, although it wasn't contact-free. But nothing warranted official attention. Lapping started on the fifth lap.





#37 Jeremy Rutter has #22 Gregory Smoot and #36 Joseph Carl in his rearview mirror.

Pos	PIC	No.	Name	Class	laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	23	Tommy McCarthy	SM	15	1:24.330	Mazda Miata	Mountain View CA	SFR	10581_3	
2	1	87	Will Schrader	SMT	15	1:24.287	Mazda Miata	Happy Valley OR	Ore	343433	Miatacage / Schrader Pro
3	2	73	Eric S. Jones	SMT	15	1:24.347	Mazda Miata	Eugene OR	Ore	376882	Eric Jones Motorsports
4	3	7	Greg Hoff	SMT	15	1:24.402	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
5	4	54	David Covin	SMT	15	1:25.376	Mazda NB Miata	Piedmont CA	SFR	649280	Leshler Motorsports
6	5	22	Gregory Smoot	SMT	15	1:25.360	Mazda MIATA	San Jose CA	SFR	287845	Slant I Motorsports
7	6	49	Rob Fuller	SMT	15	1:25.509	Mazda Miata	San Jose CA	SFR	496932	Z Car Garage / Larry Oka
8	7	68	Adam Smalley	SMT	15	1:25.569	Mazda Miata	Battle Ground WA	Ore	551377	Smak Plastics   FlexTank
9	8	51	Eric Fulkerson	SMT	15	1:25.561	Mazda Miata	Walnut Creek CA	SFR	528732	Muir Orthopedic Specialist
10	9	2	Ross Lindell	SMT	15	1:25.557	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
11	2	37	Jeremy Rutter	SM	15	1:24.947	Mazda Miata	Sherman Oaks CA	CSCC	344256	RP Performance
12	10	69	Brian Cross	SMT	15	1:25.558	Mazda Miata	San Francisco CA	SFR	438200	
13	11	29	Jason Starr	SMT	15	1:25.691	Mazda Miata	Palm Springs CA	Ore	432409	Eric Jones Motorsports
14	12	11	Tim Wright	SMT	15	1:25.377	Mazda Miata	Piedmont CA	SFR	278776	Larry Oka Racing
15	13	27	Jared Korth	SMT	15	1:25.501	Mazda Miata	Clovis CA	SFR	675789	
16	14	36	Joseph Carl	SMT	15	1:25.786	Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's Repair
17	15	6	Joe Kou	SMT	15	1:25.722	Mazda Spec Miata	Walnut Creek CA	SFR	528297	Competition Autowerks /
18	16	68	Peter Phung	SMT	15	1:26.448	Mazda Miata	Daly City CA	SFR	545337	Slant I Motorsports/ Phun
19	17	26	Scott Story	SMT	15	1:26.527	Mazda Miata	El Dorado Hills CA	SFR	624903	Story Design and Construc
20	1	55	Matthew Wyatt	SSM	15	1:26.395	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercial Re
21	2	45	Mark Means	SSM	15	1:26.628	Mazda miata	Meadow Vista CA	SFR	404787	A+ Racing
22	18	22	Jeremy Kinzer	SMT	15	1:26.788	Mazda Miata	Lebanon OR	Ore	647558	A2 Storage
23	3	57	Matthew Paine	SM	15	1:26.990	Mazda Spec Miata	Bozeman MT	Mont	678657	
24	19	43	Michael Herbert	SMT	15	1:27.414	Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire Protecti
25	20	96	Joan Linehan	SMT	15	1:27.959	Mazda Miata	Clayton CA	SFR	445423	Competition Autowerks
26	3	91	Roland Kamber	SSM	15	1:26.607	Mazda Miata	Campbell CA	SFR	426953	Precision Identity Corp.
27	4	33	Douglas Alvis	SSM	15	1:28.062	Mazda Miata	Roseville CA	SFR	194182	Cut 2D Creative CNC Solu
28	21	65	Darrell Edwards	SMT	15	1:27.954	Mazda miata	Kapaa HI	HI	538246	
29	4	16	Malon Brown	SM	15	1:28.310	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
30	22	12	Bradley Oneto	SMT	15	1:27.471	Mazda miata	Stockton CA	SFR	475746	stanley electric motor co.
31	23	0	Suzanne Cobos	SMT	14	1:29.049	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
32	5	76	Nuno Goncalves Pedrc	SSM	14	1:29.889	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
33	24	78	Steve Whitaker	SMT	14	1:29.383	Mazda Miata	Loomis CA	SFR	500463	Whitaker Motorsports/Larr
34	5	38	Raymond Meister	SM	14	1:31.358	Mazda miata	Orinda CA	SFR	337790	
35	25	09	Nadeem Bari	SMT	14	1:31.072	Mazda Miata	Redondo Beach CA	STL	294506	
36	26	8	John Stuart	SMT	14	1:30.113	Mazda Miata	San Carlos CA	SFR	650334	All Reasons Moving
37	27	10	Keira Howard	SMT	13	1:32.566	Mazda Miata	Pleasanton CA	SFR	479084	
38	6	41	David Samuel	SSM	13	1:36.800	Mazda Miata	Fresno CA	SFR	501035	Larry Oka Racing
39	6	56	Catharine Mali	SM	13	1:39.027	Mazda Miata	Morgan Hill CA	SFR	457303	bojali consulting
40	28	09	Sierra Lacey	SMT	13	1:38.073	Mazda miata	Carmel Valley CA	SFR	656000	Phung Inc/Slant I Motorsp
41	29	99	Steve Ochoa	SMT	12	1:40.928	Mazda Miata	San Francisco CA	SFR	674299	
42	7	97	Daniel Kulas	SSM	8	1:29.125	Mazda Miata	Sunnyvale CA	SFR	483501	



#26 Scott Story has #2 Ross Lindell drafting by him.

Going into qualifying for Saturday's race Greg Hoff had an 85-point lead over David Covin for the SMT class championship. He could finish out of the points and if Covin won the race, Hoff would still have a 35 point margin.

Qualifying saw Happy Valley Oregon's Will Schrader steal the pole away from Eric Jones. I say steal, because the amount of time that separated the two was .033! Greg Hoff was only .281 seconds behind the pole sitter, positioned third for the start of the race. Tommy McCarthy took fourth and was the first of seven SM cars - the most

for the class in awhile. Taking the Sealed Spec Miata (SSM) pole was Matthew Wyatt, who was a little under two seconds faster than his nearest SSM competitor, Mark Means

The start of the race had Tommy McCarthy take the lead, with Will Schrader following so close he could see his reflection in McCarthy's red paint. Apparently Schrader did not like what he saw, so he passed McCarthy on the following lap. It took McCarthy another two laps before he could figure a way around Schrader, which he did going into Turn 1. McCarthy led the next three laps, and it looked like he



#49 Rob Fuller demonstrates that Spec Miata Racers will do anything for extra speed. Note the right side mirror tucked in on both cars.



was going to win the race on the weekend that his Grandfather, Tom McCarthy was being honored. But in racing anything can happen and often times it does. As McCarthy was going around Turn 2, his car let him know something was wrong. Whatever the issue was, it was significant enough that he could not even limp around the track. He had to park his wounded warrior on the bypass of the Eagle's Nest.

McCarthy's mechanical issue gave the lead back to Schrader, who only had to hold onto the lead for one lap before a full course caution came out for Joe Kou, who was disabled in a hazardous spot at Turn 11.

Eric Jones, who was running in fourth at the halfway point, not only benefitted from McCarthy's mechanical issue, he jumped up another spot when Greg Hoff mysteriously retired. With the caution waving, it was Schrader, Jones, Covin, and Fuller.

The Sealed Spec Miata race had Wyatt and Means swapping the lead

back and forth. It was also shaping out to be a good race, but the caution spoiled everyone's fun. Much to Means' frustration, the caution came out when Wyatt had the lead.

Unfortunately the full course caution meant the race was not going to finish with a dash to the finish, making the finish anticlimactic for everyone except Fuller.

At the end of the race, Fuller was informed he passed several cars while the caution was displayed, and he was penalized three positions. That promoted Adam Smalley, Tim Wright, and Ross Lindell one position each.

Covin received third place points and Hoff did not get any points. Going into the Sunday finale, it was 294 for Hoff and 245 for Covin. If Covin could win the Sunday race and Hoff not score any points, Covin would win the Championship by 1 point, stay tuned!

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	87	Will Schrader	SMT	10	2:08.385	Mazda Miata	Happy Valley OR	Ore	343433	Miatacage / Schrader Pr
2	2	73	Eric S. Jones	SMT	10	2:09.017	Mazda Miata	Eugene OR	Ore	376882	Eric Jones Motorsports
3	3	54	David Covin	SMT	10	2:10.384	Mazda NB Miata	Piedmont CA	SFR	649280	Leshar Motorsports
4	4	68	Adam Smalley	SMT	10	2:10.516	Mazda Miata	Battle Ground WA	Ore	551377	Smak Plastics   Flextank
5	5	11	Tim Wright	SMT	10	2:10.799	Mazda Miata	Piedmont CA	SFR	278776	Larry Oka Racing
6	6	2	Ross Lindell	SMT	10	2:10.707	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
7	7	49	Rob Fuller	SMT	10	2:10.673	Mazda Miata	San Jose CA	SFR	496932	Z Car Garage / Larry Oka
8	1	37	Jeremy Rutter	SM	10	2:10.148	Mazda Miata	Sherman Oaks CA	CSCC	344256	RP Performance
9	8	69	Brian Cross	SMT	10	2:10.311	Mazda Miata	San Francisco CA	SFR	438200	
10	9	22	Gregory Smoot	SMT	10	2:10.100	Mazda MIATA	San Jose CA	SFR	287845	Slant I Motorsports
11	10	27	Jared Korth	SMT	10	2:10.350	Mazda Miata	Clovis CA	SFR	675789	
12	11	36	Joseph Carl	SMT	10	2:11.474	Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's Repair
13	12	68	Peter Phung	SMT	10	2:11.363	Mazda Miata	Daly City CA	SFR	545337	Slant I Motorsports/ Phu
14	13	29	Jason Starr	SMT	10	2:11.665	Mazda Miata	Palm Springs CA	Ore	432409	Eric Jones Motorsports
15	14	26	Scott Story	SMT	10	2:11.454	Mazda Miata	El Dorado Hills CA	SFR	624903	Story Design and Constr
16	1	55	Matthew Wyatt	SSM	10	2:11.106	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercial F
17	2	45	Mark Means	SSM	10	2:11.686	Mazda miata	Meadow Vista CA	SFR	404787	A+ Racing
18	15	22	Jeremy Kinzer	SMT	10	2:11.648	Mazda Miata	Lebanon OR	Ore	647558	A2 Storage
19	16	43	Michael Herbert	SMT	10	2:12.884	Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire Protec
20	17	96	Joan Linehan	SMT	10	2:13.370	Mazda Miata	Clayton CA	SFR	445423	Competition Autowerks
21	18	65	Darrell Edwards	SMT	10	2:13.099	Mazda miata	Kapaa HI	HI	538246	
22	3	91	Roland Kamber	SSM	10	2:12.557	Mazda Miata	Campbell CA	SFR	426953	Precision Identity Corp.
23	2	57	Matthew Paine	SM	10	2:12.021	Mazda Spec Miata	Bozeman MT	Mont	678657	
24	19	0	Suzanne Cobos	SMT	10	2:14.154	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
25	4	33	Douglas Alvis	SSM	10	2:15.764	Mazda Miata	Roseville CA	SFR	194182	Cut 2D Creative CNC Sol
26	20	09	Nadeem Bari	SMT	10	2:16.597	Mazda Miata	Redondo Beach CA	STL	294506	
27	5	97	Daniel Kulas	SSM	10	2:16.579	Mazda Miata	Sunnyvale CA	SFR	483501	
28	21	78	Steve Whitaker	SMT	10	2:17.295	Mazda Miata	Loomis CA	SFR	500463	Whitaker Motorsports/La
29	22	8	John Stuart	SMT	10	2:16.861	Mazda Miata	San Carlos CA	SFR	650334	All Reasons Moving
30	6	76	Nuno Goncalves Pedrc	SSM	10	2:18.865	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
31	3	38	Raymond Meister	SM	10	2:19.840	Mazda miata	Orinda CA	SFR	337790	
32	23	10	Keira Howard	SMT	9	2:21.608	Mazda Miata	Pleasanton CA	SFR	479084	
33	24	99	Steve Ochoa	SMT	9	2:24.280	Mazda Miata	San Francisco CA	SFR	674299	
34	7	41	David Samuel	SSM	9	2:29.768	Mazda Miata	Fresno CA	SFR	501035	Larry Oka Racing
35	4	56	Christian Mali	SM	9	2:29.473	Mazda Miata	Morgan Hill CA	SFR	457302	Bojali Consulting
36	25	09	Sierra Lacey	SMT	9	2:35.366	Mazda miata	Carmel Valley CA	SFR	656000	Phung Inc/Slant I Motor:
37	26	7	Greg Hoff	SMT	8	2:09.173	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
38	5	23	Tommy McCarthy	SM	7	2:08.934	Mazda Miata	Mountain View CA	SFR	10581_3	
39	27	6	Joe Kou	SMT	7	2:10.832	Mazda Spec Miata	Walnut Creek CA	SFR	528297	Competition Autowerks /
40	8	15	Scott Howard	SSM	7	2:22.090	Mazda Miata	Pleasanton CA	SFR	478988	
41	28	51	Eric Fulkerson	SMT	6	2:10.840	Mazda Miata	Walnut Creek CA	SFR	528732	Muir Orthopedic Speciali:
42	6	16	Malon Brown	SM	5	2:17.027	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
Not classified											
15	ONS	12	Bradley Oneto	SMT			Mazda miata	Stockton CA	SFR	475746	stanley electric motor co
15	ONS	56	Catharine Mali	SM			Mazda Miata	Morgan Hill CA	SFR	457303	bojali consulting



Things went better for #7 Greg Hoff in SMT. He won the Regional Championship. In SRF3 he ran into difficulties.



#36 Joseph Carl and #168 Peter Phung raced each other hard in Saturday's race.

Tommy McCarthy was trying to win two out of three races on the weekend that was a tribute to his Grandfather's legacy of Thunderhill Raceway. The first step towards that goal was to take the pole position for the five-mile race. He out dueled Greg Hoff and snatched the pole by .256 seconds. Lining up third on the grid was Will Schrader followed by Ross Lindell. This was the last race of the weekend.

In SSM Matthew Wyatt out qualified Mark Means, who in turn out qualified Roland Kamber.

As the cars cruised around on the pace lap, the pole sitter pulled into the pit lane. Tommy McCarthy was again experiencing an issue, and had to have his father open the hood and make some sort of correction. Needless to say this ruined his chances of winning two out of three races this weekend.

Will Schrader did not mind seeing McCarthy in the pits. It just meant winning the race was not going to be as complicated. He still had to deal with Greg Hoff which he did on the first lap of the race. Schrader got past Hoff and never gave the top spot up. He won the race by



2.3 seconds. I am sure Hoff wanted to win the race but he really had to make sure he finished in the points, especially with the other championship contender, David Covin, on his back bumper. Hoff did what he had to do and kept Covin from winning the race, thereby Hoff secured the SMT Championship. Covin did finish third and had a great season, finishing second in the SMT championship and winning the ITX championship, his first SFR championship in just his second year of racing. Now he can relax and wait to see which college acceptance he'll accept.

In SSM, Lap 3 decided the outcome. Matthew Wyatt had the class lead, but fell two positions when his lap time sky rocketed to 4:50.265. He must have gone off, and as a result, he lost three positions. Mark Means was there to take advantage of Wyatt's mistake, and he gained two spots. Means was then able to build a gap between himself and Matthew Paine, who was directly behind him. Means took the class win.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	87	Will Schrader	SMT	7	3:25.034	Mazda Miata	Happy Valley OR	Ore	343433	Miatacage / Schrader Prc
2	2	7	Greg Hoff	SMT	7	3:24.918	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
3	3	54	David Covin	SMT	7	3:27.173	Mazda NB Miata	Piedmont CA	SFR	649280	Leshar Motorsports
4	4	27	Jared Korth	SMT	7	3:27.459	Mazda Miata	Clovis CA	SFR	675789	
5	1	37	Jeremy Rutter	SM	7	3:27.294	Mazda Miata	Sherman Oaks CA	CSCC	344256	RP Performance
6	5	49	Rob Fuller	SMT	7	3:26.866	Mazda Miata	San Jose CA	SFR	496932	Z Car Garage / Larry Oka
7	6	73	Eric S. Jones	SMT	7	3:26.749	Mazda Miata	Eugene OR	Ore	376882	Eric Jones Motorsports
8	7	2	Ross Lindell	SMT	7	3:27.060	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
9	8	69	Brian Cross	SMT	7	3:27.922	Mazda Miata	San Francisco CA	SFR	438200	
10	9	68	Adam Smalley	SMT	7	3:27.482	Mazda Miata	Battle Ground WA	Ore	551377	Smak Plastics   Flex tank
11	10	29	Jason Starr	SMT	7	3:27.900	Mazda Miata	Palm Springs CA	Ore	432409	Eric Jones Motorsports
12	11	6	Joe Kou	SMT	7	3:28.656	Mazda Spec Miata	Walnut Creek CA	SFR	528297	Competition Autowerks /
13	12	11	Tim Wright	SMT	7	3:28.932	Mazda Miata	Piedmont CA	SFR	278776	Larry Oka Racing
14	13	51	Eric Fulkerson	SMT	7	3:28.473	Mazda Miata	Walnut Creek CA	SFR	528732	Muir Orthopedic Speciali
15	14	36	Joseph Carl	SMT	7	3:28.344	Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's Repair
16	15	22	Jeremy Kinzer	SMT	7	3:30.680	Mazda Miata	Lebanon OR	Ore	647558	A2 Storage
17	1	45	Mark Means	SSM	7	3:31.311	Mazda miata	Meadow Vista CA	SFR	404787	A+ Racing
18	2	57	Matthew Paine	SM	7	3:31.850	Mazda Spec Miata	Bozeman MT	Mont	678657	
19	16	43	Michael Herbert	SMT	7	3:32.761	Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire Protec
20	2	55	Matthew Wyatt	SSM	7	3:35.051	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercial F
21	17	0	Suzanne Cobos	SMT	7	3:35.524	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
22	18	96	Joan Linehan	SMT	7	3:36.807	Mazda Miata	Clayton CA	SFR	445423	Competition Autowerks
23	3	33	Douglas Alvis	SSM	7	3:35.459	Mazda Miata	Roseville CA	SFR	194182	Cut 2D Creative CNC Sol
24	4	97	Daniel Kulas	SSM	7	3:35.701	Mazda Miata	Sunnyvale CA	SFR	483501	
25	19	78	Steve Whitaker	SMT	7	3:39.197	Mazda Miata	Loomis CA	SFR	500463	Whitaker Motorsports/La
26	20	09	Nadeem Bari	SMT	7	3:40.164	Mazda Miata	Redondo Beach CA	STL	294506	
27	3	16	Malon Brown	SM	7	3:42.146	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
28	5	76	Nuno Goncalves Pedrc	SSM	7	3:42.496	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
29	4	38	Raymond Meister	SM	7	3:42.662	Mazda miata	Orinda CA	SFR	337790	
30	21	10	Keira Howard	SMT	7	3:44.171	Mazda Miata	Pleasanton CA	SFR	479084	
31	6	41	David Samuel	SSM	7	4:04.166	Mazda Miata	Fresno CA	SFR	501035	Larry Oka Racing
32	5	23	Tommy McCarthy	SM	5	3:25.156	Mazda Miata	Mountain View CA	SFR	10581_3	
IF	INF	22	Gregory Smoot	SMT	2	3:40.357	Mazda MIATA	San Jose CA	SFR	287845	Slant I Motorsports

## Not classified

IS	INS	68	Peter Phung	SMT			Mazda Miata	Daly City CA	SFR	545337	Slant I Motorsports/ Phu
IS	INS	91	Roland Kamber	SSM			Mazda Miata	Campbell CA	SFR	426953	Precision Identity Corp.
IS	INS	65	Darrell Edwards	SMT			Mazda miata	Kapaa HI	HI	538246	
IS	INS	8	John Stuart	SMT			Mazda Miata	San Carlos CA	SFR	650334	All Reasons Moving
IS	INS	09	Sierra Lacey	SMT			Mazda miata	Carmel Valley CA	SFR	656000	Phung Inc/Slant I Motor
IS	INS	12	Bradley Oneto	SMT			Mazda miata	Stockton CA	SFR	475746	stanley electric motor co
IS	INS	26	Scott Story	SMT			Mazda Miata	El Dorado Hills CA	SFR	624903	Story Design and Constr
IS	INS	56	Christian Mali	SM			Mazda Miata	Morgan Hill CA	SFR	457302	Bojali Consulting
IS	INS	56	Catharine Mali	SM			Mazda Miata	Morgan Hill CA	SFR	457303	bojali consulting
IS	INS	99	Steve Ochoa	SMT			Mazda Miata	San Francisco CA	SFR	674299	
IS	INS	15	Scott Howard	SSM			Mazda Miata	Pleasanton CA	SFR	478988	

Twenty races and seven run groups in three days all added up to the San Francisco Region of the SCCA finale. Lots of good racing, lots of tight battles for the season Championships, many new track records, and some tired volunteers. And who could forget Burt Reynolds and Sally Fields, running away with their Trans Am on Sunday. This weekend featured two races that had to be red flagged. No one was hurt and all the mechanisms the SCCA has in place worked perfectly. Great job by everyone, especially the volunteers! We would not exist if it were not for you! Thank you and we hope to see everyone at the banquet.

# Fresno Chapter - Back to Famoso Raceway



*A lot of V8 Muscle on grid*

Earlier in the year, the Fresno Chapter made its autocross debut at Famoso Raceway. The large parking lot combined with some race car enthusiasts was the perfect equation for a good time. The second time around was the same story. On Saturday October 29th, the 69 drivers made the trip to Famoso Raceway for event 12. Event chairs Jonathan Cadiente and Mikey Bringetto used all of the available real estate in the parking lot and designed a fast and smooth course.

TTOD came down to three really fast drivers. The 2006 Mitsubishi Lancer Evolution SE of Jimmy Au-Yeung would take that honor by only four hundredth of a second. Rich Lee in the 2022 Subaru BRZ came in second, third was the 1978 Lola Ford T580 of Bill Martin only two hundredth of a second behind Lee. Glenn Bennett, Phil Castro, Michael Gardner, Brandon Griggs, Craig Boyle, Anthony Topalian and Paul Newton rounded out the top ten.

Top PAX went to Brandon Griggs in his 2020 Mazda Miata followed by Michael Gardner in his 2016 Ford Mustang GT350 and Jimmy Au-Yeung in his 2006 Mitsubishi Lancer Evolution SE. Kyle Matsumura, Paul Newton, Hal Dorton, Craig Boyle, William Marlow, Dennis Quilantang and Glen Bennett rounded out the top ten.

D stock competition was a Subaru party. Dennis Quilantang had the faster 2022 BRZ over Ed Runnion's 2022 BRZ. Brad Dawson followed in his 2015 WRX. Steve Carlson led E Stock over Gary Lieb. Gary Fazekas in his 2022 Ford Mustang took the win in F Stock over Jonathan Merriman, Quinn Ringgold, Steven Macias and Adrianna Macias. Kyle Matsumura

in his 2018 Honda Civic Si led Al Andersen in G Stock. Chris Rodriguez (AS), Richard Cadiente (CS) and Craig Boyle (SS) all ran uncontested.

In Street Touring action, William Marlow took the win over Dan Correll in STX. Jay Srivatsan (SST), Gary Emehiser (STR) and Josh Pinckney (STS) all ran uncontested.

Erick Castro (BSP), Chris Donnelly (DSP), Jorge Diaz (EVX), Nathan James (SSR) and Bill Martin (BM) all ran uncontested.

Street Mod had a good mixture of vehicles. Rich Lee in a 2022 Subaru BRZ led the group of eight drivers.

Phil Castro in his 2015 Mitsubishi Lancer Evo X came in second followed by Erik Acks co-driving the 2022 BRZ with Lee. Andrew Padua in his 2017 Honda Civic Si drove the only FWD vehicle in the class to fourth, Jerry Kell in his 2002 Subaru WRX Wagon, Christian Mesina in his 2003 Mitsubishi Lancer Evolution 8, Michael Bringetto in his 1985 Toyota Levin and Rufus Connell in his 2001 Subaru Impreza rounded out the field. In SMF, Darrell Moskowitz took the win over Mas Vang, Yang Moua, Alexander Wood and Paouchoua Vang.



*Craig Boyle in his 2018 Porsche GT3*

CAMC was dominated by Ford Mustangs. One Chevy Camaro and a Dodge Challenger joined the fun. Michael Gardner led the eight drivers in his 2016 Mustang gt350 over Hal Dorton, Troy Jennings, Jayman Topalian, Nicholas Rivera, Leon Weinroth, Greg Back and Aaron Douglas. CAMS was an all Corvette battle. Glenn Bennett took the win over Anthony Topalian, Karl Johns, Philip Roberson and Colleen Bennett. James West (CAMT) ran uncontested.

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

Trevor Fechner led the Novice Class over Ally Chang, Cha Xiong, Bert Schneider, Stephen Dumore, Colton Beckstead and Amanda Soto.

Brandon Griggs took the win in the Index Class over Jimmy Au-Yeung, Paul Newton, Jonathan Cadiente, Kurt Wong, Eric Martin and Audrey Tan.

Sunday, October 30th was event 13. Being Halloween weekend,



*Audrey Tan's Mazda MX-5 - 1st Place in the Car Halloween Costume Contest*



the day started off with a Halloween Costume Contest for drivers and cars before the drivers meeting. After the short festivity, it was back to autocross business.

Minor adjustments were made to the course for Sunday and was run backwards. The 62 drivers gave it their best on the Sunday course, but at the end of the day, there would only be one TTOD. That honor went to Bill Martin in his 1978 Lola Ford T580, Rich Lee driving a Chevy Corvette would come in second followed by Stephen Yeoh in a 1989 Honda CRX Si. Phil Castro, Bijan Yeoh, Brandon Griggs, Andrew Padua, Erik Acks, William Marlow and Craig Boyle rounded out the top ten.



Glenn Bennett in his 2017 Corvette Grand Sport (SSM), Bill Martin (BM) and Jorge Diaz (EVX) all ran uncontested.

Michael Gardner led an all Mustang CAMC class over Troy Jennings, Hal Dorton, Greg Back, Leon Weinroth and Nicholas Rivera. CAMS was an all Corvette battle once again. Glenn Bennett took the win again over Roger Oaks, Tyler Oaks and Colleen Bennett.

Kelsey Stoltenberg led the Ladies Class over Sandra Hermans.

Trevor Fechner took the win in Novice Class over Bert Schneider, Cha Xiong, Moua Her and Amanda Soto.

Brandon Griggs led the Index Class over Paul Newton, Eric Martin, Jonathan Cadiente, Jimmy Au-Yeung and Audrey Tan.

A few class championships will be decided on the final race weekend scheduled for November 12-13th. Good luck to all the drivers.



Steve Carlson getting the NA Miata sideways

PAX winner Stephen Yeoh driving a 1989 Honda CRX Si made the trip from the Los Angeles area. Brandon Griggs came in second followed by Yeoh's son Bijan Yeoh co-driving the CRX Si. Paul Newton, William Marlow, Eric Martin, Jonathan Cadiente, Kyle Matsumura, Josh Cadiente and Ed Runnion rounded out the top ten in PAX.

In D Stock, Ed Runnion took the win over Brad Dawson. Gary Fazekas led Quinn Ringgold in F Stock. Kyle Matsumura took the win in G Stock over Al Andersen and James West. Joshua Stephens led Christopher Sochan and Steven Stephens in H Stock. Craig Boyle took the win over Matt Britter in SS. Dave Warner (BS), Richard Cadiente (CS) and Gary Lieb (ES) all ran uncontested.

Father and son Stephen Yeoh and Bijan Yeoh took first and second in STS over Josh Pinckney. William Marlow and co-driver Josh Cadiente in a 2013 Honda Civic Si took the top two spots in STX followed by Dan Correll. Jay Srivatsan (SST) and Gary Emehiser (STR) both all ran uncontested.



Stephen Yeoh in the 1989 CRX Si taking the win in STS

Another great battle in Street Mod on Sunday. Phil Castro edged out Andrew Padua for the win and following closely behind Padua was Erik Acks. Christian Mesina, Michael Bringetto, Jerry Kell, Rufus Connell and Amy Armes rounded out the rest of the SM class. In SMF, Yang Moua took the win over Darrell Moskowitz, Mas Vang, Alexander Wood and Paouchoua Vang. Rich Lee



Rich Lee in his C6 Corvette

# NOTES from the ARCHIVE

I recently had the opportunity to spend a few days in Reno for the first time in 20 years. Not only was it a chance to get away, but it was really nice to spend time with old friends.

Most of all, it was so good to see my "Motor Head" Brother and long-time SFR Racer/Worker Paul Gilbert. Not only is he still the same character I've always known, but in short order he had me piled into his crew cab truck, attached his fifth wheel travel trailer, and announced, "Let's go to Thunderhill!" There, he was slated to drive Worker Transport, but suddenly found himself a fill-in announcer as well. Because he hadn't been there for the last year he was singled out by a number of old friends who were also glad to see him.

For me it was my first visit to SFR's own track. Having been to major, small and everything inbetween raceways half-way 'round the world, I liked what I saw at Thunderhill. So many tracks are plagued by noise issues and encroaching housing (like the country's number one short track speedway where I currently live which has been ordered closed by zoning though they were there first and the housing behind it built illegally).



I remember my first Region experiences in 1971. Their falling out with Laguna Seca meant numerous work parties just to keep Vacaville going for somewhere to race. Many years later SFR did the right thing in building Thunderhill -- particularly in an area where they won't be bothered -- and can now control their own show.

It took a bit to grasp and understand the newest SCCA class structure but the racing turned out excellent. The track, with it's different configurations and lengths, is really challenging no matter which is selected.

I discovered that first hand when I was given the opportunity to see each course via a daily ride in the pace car. That included our first day cracking the radiator when we at speed had no choice but to run over a downed pylon coming into the pit lane. While a temporary pace car was conjured up, a quick run into Willows produced a replacement radiator which was hastily installed. In just over an hour the Mustang was back in action and never missed a beat from then on. All of the on-site workshops at Thunderhill are a big plus, something few tracks have.

And, in addition to the multi-configurations, they can be separated into two different tracks running simultaneously (like motorcycles on the far course that



same weekend). That's a real Blessing for Driver Schools when different groups can be separated as needed. Add in a skid pad, autocross pad (also used for advanced motorcycle street rider training), drifting track, gift shop, good food and concessions. I was in racing hog heaven!

Not only was it an enjoyable weekend but I ran into people I hadn't seen in forever. It had to be at least 30 years since I last talked to Tech Steward Jim Rogaski. And, after writing for The Wheel this last year, I finally got to meet Editor Blake Tatum. I also met SFR Regional Executive Tim Sullivan, who proved he really is the "chief cheese" when he spent all Saturday evening grilling cheese burgers at the Tom McCarthy gathering.

Having known Tom it was so appropriate that the Season Finale was a Memorial to him. I knew him as a fierce competitor but didn't know his roll in establishing the location for Thunderhill. The McCarthy family were on hand to proudly keep his legacy alive with testimony, good food, and raffle gifts, all in generous quantities.

Once back in Reno we tracked down Russ Huntoon, a colorful character, who again I hadn't seen for many years. We are trying to establish a family connection to an early 1950s sports car racer named George Huntoon. Driving a Siata-Crosley he won the Handicap Division of the 12 Hour race on the Vero Beach, Florida, airport runways. He later was victorious in one of the four one hour races held over the streets of wealthy Palm Beach. In that one he drove a Ford-Duesenberg that had competed in the Indy 500. Both races ultimately led to the first Sebring enduro being organized

in their place.

I would know Russ as a car builder and engineering fabricator who did wild and crazy things. Like, after deciding his Baja Bug wasn't fast enough, he first replaced it's VW engine with a Buick V-6, followed by a turbo V-4 Saab. You would know Russ from your local trash truck pulling up and a mechanical arm reaching out to grab the barrels to empty them. That arm is another of Russ's many engineering developments.

As well, I got to see my old Sacramento roommate Dave Jeter who spent years working for Hall of Fame motorcycle racer Malcolm Smith. Co-starring with Steve McQueen, Smith's illustrious exploits were well chronicled in the (no pun) smash hit theater documentary "On Any Sunday". When Dave lived with me for eight months the neighbors called us "The Odd Couple" because it was right off the old comedy TV show. Yes, I was Oscar, the slob sports writer, while Dave was Felix who





liked to pick up after himself. Each show's opening pondered the same question: "Can two divorced men live together without driving each other crazy?" That was us!

And last but not least, I must give a lot of Respect to long-time friend Julie Lott. Since husband Bill passed away a number of years ago she has kept Reno's Fibercraft, one of the best custom and performance VW and off-road racing shops in the country, up and going.

My having been at the wheel of VW Buses most of my life, I don't know how to drive anything else. With parts continuing to dry up and prices going thru the roof, that's why mine (my third) sits with broken steering

which thankfully happened in a parking lot and not going down the freeway!

The day before I left for home Paul drove Dave and I around Virginia Lake near downtown to show us the street course used for the first Reno sports car races in the early 1950s. They were organized by SFR as Reno Region was still a couple of years in the future. Looking back to a different time you can see how far it's all come. This You Tube video shows it best. Enjoy!

<https://youtu.be/SCPSNI2Dytc>



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STANDING



# Saturday Night Social







# THUNDERHILL REPORT

2022 has brought Thunderhill closer to the Formula SAE program in place at the Chico State University. Close to fifty young adults from the Chico State Automotive Engineering department are involved in the many layers of design, construction and testing of their vehicle made in accordance with SAE guidelines that are quite detailed. Colleges and universities from around the world send teams to Michigan International Speedway where the competition serves as both an on-hands learning experience as well as a recruiting tool for new students who want to be involved in the field. There are also potential bragging rights for the winning school about the skills the students demonstrated by winning in global competition.

Cedric McKinney, President of the Chico State SAE effort says, "We have been doing this at Chico State since 2013." Our best effort to date saw us get first in fuel economy and then finish close to the groups from Michigan Institute of Technology, [MIT] and the University of Texas at Arlington as well as teams from Japan and Germany." "We make all of our parts and we have a much smaller budget than Purdue or Oregon State," noted Ben Highfill, Vice President of the effort. When I met with the team, they reminded me of "the little engine that could" in the Disney cartoon or, perhaps the better known, David vs. Goliath saga. When I shared this assessment with them, they backed-off of the competitive element citing the universal learning experience that all entrants encounter. Education does not get much better than this! If you would like more information on the Formula SAE program at Chico State contact Cedric at [cmckinney@mail.csuchico.edu](mailto:cmckinney@mail.csuchico.edu). You can also Google Chico State SAE program and sign on to get involved.

Thunderhill Park has asked the SAE group, some fifty strong, to become corner flaggers at the track in exchange for funding at a value equal to their labor contributions. "It is my hope that we can develop a large cadre of flaggers from Chico State as well as Butte College that can perform all the flagging functions here at the track when the SCCA comes to town", noted track General Manager Matt Busby. "The idea is to save money by developing local flagging teams whose travel and lodging needs will be less and whose youthful enthusiasm might prove contagious and attract a young crowd to the many volunteer tasks that are SCCA tradition. If you want to be a flagger at Thunderhill, call Schuyler VanBuskirk at 530-934-5588 Ext 103.

With Christmas just days away I would once again like to ask that all of you who give to charity as part of your holiday kindness and generosity to please think of the "Friends of Thunderhill", the 501c-3 Charitable foundation that is affiliated with our track. A great many people have helped the track develop over the years including with money. This was especially true in the early years of the project. Those early donations were not tax deductible, but a donation to the Friends of Thunderhill Foundation today, is.

By donating to this entity, you will be supporting something you love and which has been a part of your life in a significant way for who knows how long. There are no nameless recipients here or distant beneficiaries. This is your track where your donations help make a difference in the community outreach of the track and the development of safer driving both on the track and on the street. Our Teen Car Control Clinic is a primary function of this foundation. Foundation Treasurer Tamara Hull is clear when she responds to why you should donate noting the personal value donors receive for doing so. Her best analogy speaks to the many tracks and racing organizations that have Foundations that do good things. For all of us this is a great way to help ensure that you will always have a place to have fun with your cars. Think about what road racing means to you and think about investing in that value with a charitable contribution to

the Friends of Thunderhill, our very own entity with a separate Board of Directors and mission that can do for your racing things that only a foundation can do. That is why we have it.

The 2023 SCCA schedule is getting firmer thanks to a large extent to Laguna Seca being closed for the first half of 2023. Over the years it has been the volatility of Laguna's scheduling that has determined Thunderhill scheduling. There are currently nineteen days of Club activity at Thunderhill counting the test days put on by the track before SCCA events. When I was doing the Club race schedule back in the nineties we had as many as 26 track days at Sears Point [Sonoma Raceway] If you take away the five track test days it leaves 14 Club race days here, three of which are actually the 2023 SCCA Driving School set for February 10-11-12. The first Club race at the Hill is March 18-19. This is followed by April 15-16. The big co-promoted Western Shootout is on the books for May 5-6-7, preceded by a test day of course. Next, we race on June 3-4 at Thunderhill and that is the end until the season finale which will take place on October 27-28-29. I am thinking about doing a separate point system for just the Thunderhill races with money on the line for the champions in the classes with credible car counts at the Thunderhill events. Stay tuned on this one.

It will be fun having so many SFR/SCCA events here at Thunderhill during my last year of steering the ship and coming up with all the new revenue streams that make the track successful. I am not done yet as I hope to add 23 garages, expand the skid pad and take the small pad out of service and maybe create a community center on my new elevated pad that would make Thunderhill the nucleus of the community county wide. The ideas just keep on coming.

I am proud to report that Richard Siri of Siri Grading and Paving did the last big earthmoving project of my time as the head of the track. You should know that he was here in 1992 when we were staking out the track layout with Steven Crawford and he was here when we added the rest of the three-mile track. When Crawford designed our two-mile track, it was Richard Siri on the heavy equipment moving the dirt and it was Richard Siri who made the pad on the hill and the extension for the skid pad we just finished. Richard is 82 years old. His cousin Art Siri who was a key player on the cross-section design of the track and much more, died last year. We miss him a lot. Both Richard and I will go out together with a smile as broad as one can have from all the fun we had, the things we built and the crazy ways we did some things. I am proud to call Art and Richard Siri good friends!

The last few years have been good for the track with PPPA and ERC money adding to our financial performance. Pent up demand has seen record rentals and other increases in what we do. It remains to be seen if the ongoing economic realities of today cut us back and we experience our first drop in growth in the thirty years we have been open. Because of our success and all the hard work my team has put forth to maximize revenue I am pleased to report that the track will give the club \$250,000 in place of its annual \$50,000 sponsorship that has been going on for many years. Over those years the total cash given to the Club has been around a million dollars.

If you attended the Zoom Club meeting Saturday November 19th you know that the Club is in the red by a significant amount. Reasons given were, the costs of worker benefits including socials, hotel nights, gas cards, jackets, shirts, memberships, etc., as well as track rents and services such as ambulances, and more. The current results include the funding supplied by Thunderhill. What is going on is clearly not sustainable, so the Club Board leaders are working on some major plans to change the tide. You should pay attention to this.



Many Club members do not know that that track has its own Board of Directors and is a completely separate for-profit, C-corporation. The Clubs link to the track is via stock ownership of which the Club has 100%. The Club does not run the track and visa versa. In the beginning it was thought that owning a racetrack would put a burden on the Club for subsidies. That has not been the case. Other than driver-paid surcharges and track usage fees, the Club has not given money to the track.

My goal for Thunderhill has always been survival. With a lifetime of motorsports business experience at many levels it was clear to me that we needed to price at a level that would ensure our survival. I also knew that we needed to develop a reputation for Thunderhill that would elevate its position to the highest level. The NASA 25 Hours of Thunderhill gave us an entry onto the global scene for road tracks and spread our name to places we could never have reached.

Our business model also included eliminating all debt which we have done. There is no debt service of any kind at Thunderhill with the exception of the 30-days that American Express gives us to pay off the credit card each month.

In summary, Thunderhill has no debt, it has a great book of business, it has been profitable every year since it opened and has money in the bank. We have continuously added to the bottom-line year after year and have a fabulous reputation in the industry. You cannot get much better than this! This is how Thunderhill is set up to continue as long as the track can rely on its own merits for success.

As part of the plan to ensure Thunderhill's long term success I have added Matt Busby to the team here in the role of General Manager, in training to be the second CEO of the track. Matt is 35 years old and has a wife and ten-year-old son. He moved here from Bowling Green, Kentucky after working for the Speedway there for nine years. Before that he was with the NOLA road track from its beginning which gave him experience in building not only the physical assets of a track, but creating a new book of business. He has computer and other technical skills. He is an accomplished driver and was an understudy to Mitch Wright who retired from the Kentucky track in 2021. He was selected for his youth and enthusiasm as well as his skills. Welcome Matt Busby.

Matt's plans for Thunderhill's future include sustaining the exceptional car and motorcycle communities that support the track, continue to develop staff talent, and invest in positive future capital additions to the track. "Thunderhill is a great facility with a great reputation and business model. I look forward to improving the business and being a part of its success for many years to come," Matt said.

Regarding the current staff, Terry Taylor will retire at the end of this year after exemplary service to the mission for 27 years. I will turn over the CEO position on December 31, 2023. It is my hope that the rest of the team stays in place for now.

Over the years Shannon Ell left us to move to Missouri. Ray Mudd went to the Cal Plant company on Hwy 162 and Bob Maybell left to enjoy life. Lee Noll had a special position here dealing with codes and such and just left to pursue his pistachio farm and rentals. Stuart Seitz remains a social media consultant as does Sherry Grantz in her role of over seeing the Teen Car Control Clinics and the web page. We have had a number of great people come and go over the years, but all joined the team not because it was a job, but because they bought into the mission of Thunderhill Park which was and remains, providing a high-quality recreational facility for all types of motorsports in a safe and clean environment that will survive well into the future. To

do this we need to be a good corporate partner with our neighbors, the political leaders in charge and all of our customers at the highest possible level of competence and friendliness. I think we have succeeded. We shall continue to succeed in our mission well past the next decade and beyond.

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# HOLY SHIRTS

Premier design team East Meets West perfect merchandise partner

The powerhouse design team at East Meets West - EMW Fusion - has joined the building momentum towards the Western Shootout race event set for May 4-7, 2023. Drawn to creating a western themed merchandise brand & appeal for T-shirts and other purchasable items, their gang of active sportswear designers are a perfect fit. Not only are they renowned for their unique design concepts but what better a company name than East Meets West which the Western Shootout is aligned on to draw East Coast Racers West for our Super Tour and the combination of the Thunderhill Raceway Park East course track and West course track.

The squad at East Meets West are busy donating their time and talents to produce an exclusive Western Shootout creative concept. Several proposal discussions between SCCA and lead designer Brandon Walsh from EMW have proven they are the exact right choice.

Immediately EMW understood how to position its efforts to perform along side San Francisco Region as we coursed through ideas to the finish line prints. Once the green light was given to their vision, SFR released EMW on a path set to ignite Western Shootout excitement, the creation of apparel keepsakes for all to bring home.

From T-shirts to Posters the crew at EMW has delivered above and beyond expectations. President of corporate development Yoonme Chaing exclaims "Drivers start your apparel" while rushing to state "we love supporting SCCA in their first annual Western Shootout. EMW is honored to be chosen to lead the design field and provide everyone with a piece of Western Shootout history they can take with them. There will not be another first but there is plenty of great merchandise available for you to wear forever".

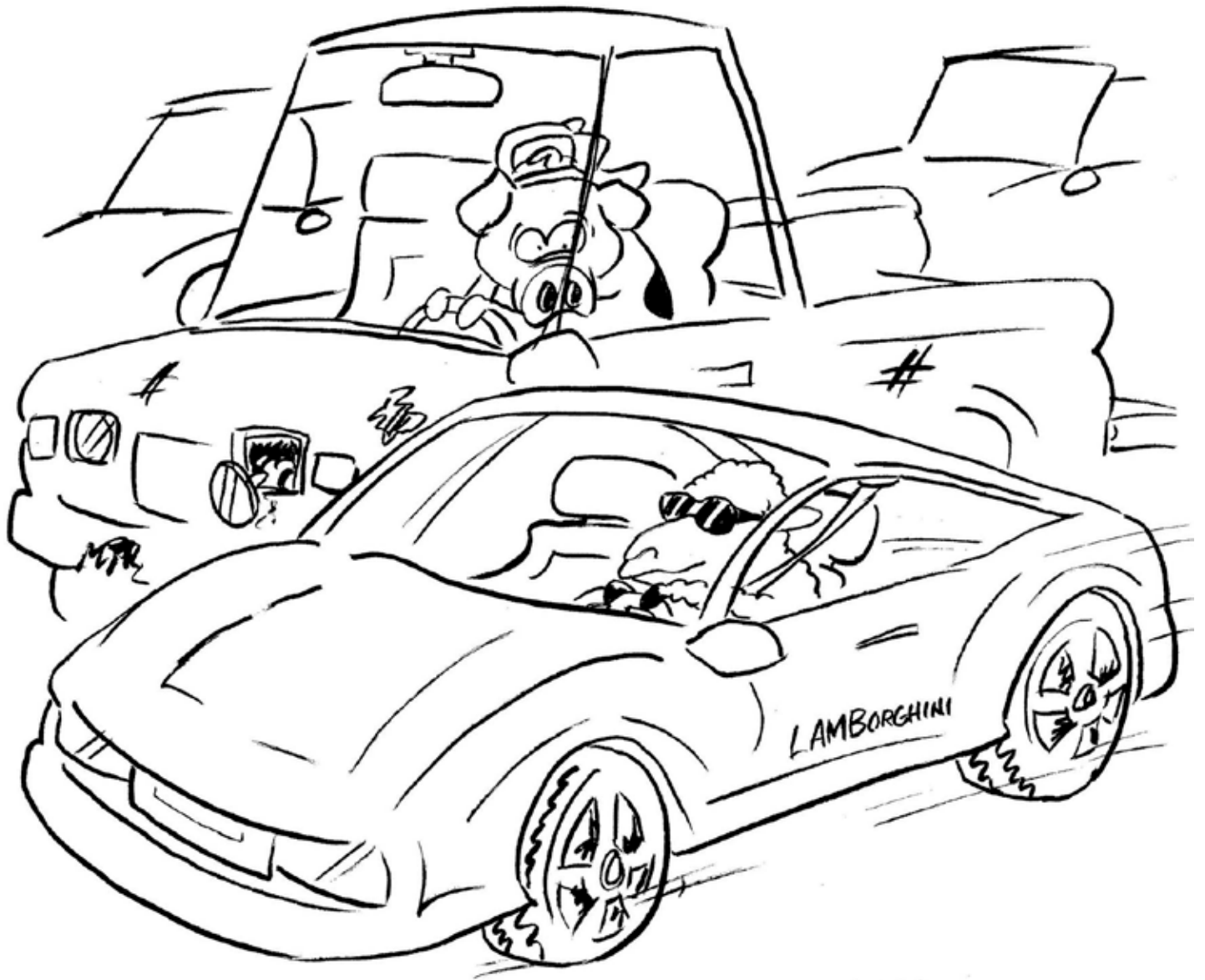
Your team will be able to wrangle their own quality T-shirts even before the event. Or you can wait to get to grips with them all through the Thunderhill Raceway Park Gift Shop. All versions will come in multiple sizes with custom orders made available through EMW's direct website or westernshootout.com if someone already got away with your pick.

San Francisco Region SCCA is so thankful for the outpouring of support the newest race on the Hoosier Super Tour calendar has brought. If the early speed our growing sponsorship list has become than all racers can expect an amazing event, unrivaled by any other on the current or historic Super Tour stops. We are aiming to out accelerate in everyway the desires our national racers want. We've listened to you so that we can absolutely deliver Championship racing like no other event. Partnerships like East Meets West design empowers SCCA to fill your passion.

## Western Shootout where East Meets West







JONNY  
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Business Opportunity: Locate your business at Thunderhill Park as part of the new "HUB" Center at the raceway. Office space, show-room, 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:  
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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

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Auto Spa Racing Service - In our 30th 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

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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

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