



# The wheel<sup>®</sup>



VOL. 63 | **SEPTEMBER 2022** The official publication of the San Francisco Region of the Sports Car Club Of America



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Above: Eddy Chan P2 Radical SR3 RS. photo Steve Bohac

Cover: Bobby Carter, post race impound and celebration of Bobby. photo Steve Bohac

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

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# CALENDAR

## 2022 FRESNO CHAPTER SOLO SCHEDULE

Event 12 - **Nov 12**

Event 13 - **Nov 13**

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

All events held at Fresno Fairgrounds except  
February

\*\*Famoso Raceway

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

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

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

Most events held at Crows Landing, unless  
noted.

## RENO REGION SCCA SCHEDULE

**Oct 15**

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

GO TO: [www.renoscca.motorsportreg.com](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

Enduro Practice - **October 8**

Enduro - **October 9**

Events held at Thunderhill Raceway Park

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# 2022

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

OCTOBER 13-16\*

VELOCITY  
INVITATIONAL -  
WEATHERTECH  
RACEWAY  
LAGUNA SECA

OCTOBER 28-30

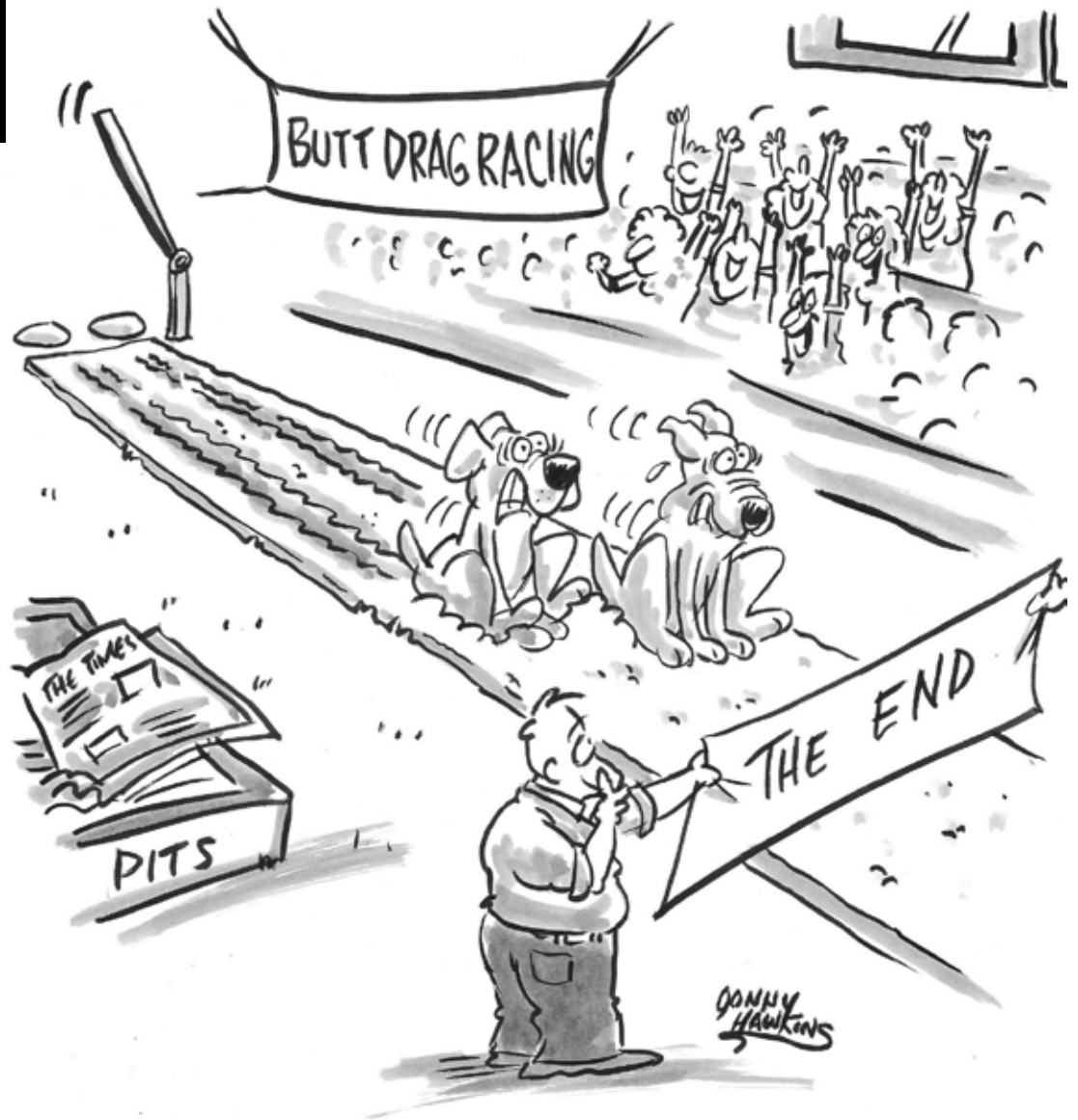
REGIONAL  
15,16,17 -  
THUNDERHILL  
RACEWAY

\* *Pro Race Support  
for Volunteers*

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

\*\*\* *Double points*

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



## Regional Races 15, 16 & 17

28-30 October 2022

**THUNDERHILL**  
RACEWAY PARK

**3 & 5 Mile**

SEPTEMBER 2022 | SFRSCCA.ORG | 5

# Confessions of a Cone Slayer

By Rob Krider



## A Walmart in Wyoming

To own a motorhome is to work on a motorhome. These are the facts of life. Like death and taxes are an inarguable reality for us all, anyone who owns a motorhome spends a lot of time tinkering and fixing that very motorhome. There is no getting around it. I learned this the day I purchased

my motorhome brand new. The dealership gave me the keys, a hose for emptying the poop tank and free small set of tools in a convenient little carrying case. I thought it was extremely odd that the dealership would give me a toolkit for a brand new motorhome I just gave them \$90,000 for. Full disclosure, this isn't actually true, the bank gave them \$90,000, I gave the bank a promise that I would pay that loan back (and unbeknownst to me, keep the motorhome's value up by fixing it all the time with the toolkit.)

I actually used that "free" toolkit to fix the motorhome before I even got the brand new motorhome back to my house from the dealer. This is not an exaggeration. Stuff was falling apart on the maiden voyage. Why is this happening you may ask? Well here is the recipe for creating a mobile home on wheels: build it as light as possible and as cheap as possible. Then drive that light cheap house down a California highway at 70 miles an hour, so every pothole in the state can shake the light cheap house to pieces. Then get your free toolkit out and put everything back together. Drive, shake, break, fix, and repeat. Motorhome ownership is awesome!

Regardless of the pitfalls and potholes of owning a motorhome, as a racer I absolutely love my motorhome. It is the hub, the central command center, the hotel, the kitchen, the bathroom, and a place to mount the Krider Racing flag at every track we go to. I am completely spoiled at the races. I have every creature comfort I could want at the track and it is all thanks to the motorhome (and the free toolkit that keeps that motorhome together). Right before I jump in a race car I usually jump in the RV bathroom and make myself a bit lighter. You can call it nerves (some people refer to it as Irritable Bowel Syndrome,) regardless I'm just thankful I'm doing my business in my nice motorhome bathroom and not in a race track port-a-potty.

My motorhome has been to tracks all across the country, and although it needs to be tinkered on, it hasn't failed me. The issues weren't major mechanical things; they are usually broken drawer handles and sink water pumps. For the 2022 SCCA Solo Nationals in Nebraska, I decided to take the RV because I was arrive and driving a car owned by Terrence Ussery from Texas. The RV would save me on airline costs, rental car costs, hotel costs and eating out every day costs. I would be better off financially by taking my RV (plus no port-a-potties for me for the entire week at the Nats!)

So, in September I packed the RV with some extra pairs of underwear, my free toolkit (of course) and headed east toward the largest motorsports event on the planet, the SCCA Tire Rack Solo Nationals, 1,300 competitors. The trip was coming along just fine, I was enjoying some podcasts about racing and listening to the interior of the motorhome shake and rattle. When I got to Wyoming, I pulled over at a Walmart to grab some supplies. I figured I would load up the RV fridge with all the food I would need for the trip out there, plus my week at the race. As

I got out of the RV, I realized Wyoming was having an ugly heat wave. I didn't think anything of it. As I exited the side door of the RV I notice the door was a bit hard to close. This didn't alarm me, the door was occasionally sticky due to the RV being built light and cheap. I headed into Walmart and did a huge shopping for the entire trip. Walmart in any town is an experience; but Walmart in Wyoming took things up a level. People in there liked food and they liked to wear very little clothing during the heat wave. It wasn't pretty.

I came out of the Walmart with a huge cart of groceries which I needed to get into the RV fridge ASAP. As I was standing outside my RV I got my key out and attempted to unlock the side door. It seemed like the lock unlocked but the door wouldn't open. "Hmmm... that's weird." I locked and unlocked and pulled again. The door wouldn't budge. I checked the windows. Everything locked. I tried the driver's door, locked. I left the cab keys in the motorhome and only took the RV side door key with me. Big mistake. The RV, on its 1,600 mile road trip, had shook itself enough to jam the door shut. The very door I needed to get into to get my groceries into the fridge and to drive away. I started to panic. I was in Wyoming with spare keys in California. I lost my ability to get around. My groceries were melting in the heat. I was in trouble.

The heat in the parking lot was unbearable. The sun was pounding on the side of the bright white motorhome piercing my eyes as I struggled with the door. I had left my sunglasses inside the motorhome. I was sweating. I was desperate. The tools I would need to get the door open from my free toolkit were just inside the jammed door. My heart rate was rising. I was panicking. I had a race to get to. I didn't need this in my life.

Then I realized I was at a Walmart, the place where they have everything. I left my groceries in the parking lot to melt, ran into Walmart and purchased a pry bar. Yes, folks, I was going to break into my own house. As I was using the pry bar to get the door to open I was waiting for someone to call the police. I must have looked crazed in the heat. The good news was the door came open and I didn't even damage the RV in the breaking and entering process. I quickly threw my melting groceries into the fridge and then used my free toolkit to fix the latch (which had become loose from all the vibration and caused the door to stick). I was back in action. The RV was fixed, I had my groceries and I was back on my way to Nebraska to race! Twelve hours later, I decided to pull over and sleep at a truck stop. I went to the fridge to grab a snacks and found out the refrigerator stopped working at some point and everything inside was rotten. I had lost everything I purchased at Walmart. Except the pry bar, of course. It was still good. Damn you RV! Rob Krider is a national champion racer and author of the novel *Cadet Blues*.



# WEST COAST SHOOTOUT

IT'S OFFICIAL - SUPER TOUR!

National SCCA releases the 2023 Super Tour calendar announcing San Francisco Region SCCA's WESTERN SHOOTOUT SUPER TOUR at Thunderhill Raceway Park

May 4-7, 2023

All Racer's set your sights to take aim at a double shot for a National Super Tour title and our WESTERN SHOOTOUT CHAMPIONSHIP title happening this coming May 4-7, 2023 at Thunderhill Raceway Park. With significant attention drawn to our National Runoffs, SCCA Director of Road Racing Deanna Flanagan had time from her busy schedule to announce "We'd like to thank our host Regions for helping get the 2023 Hoosier Super Tour schedule together so we could release it in the third quarter of 2022. We know that scheduling travel has been difficult, so we hope having this information early will help our members

as they look to the future." As of release, the 2023 Hoosier Super Tour schedule can be found on the SCCA.com website as the headline article.

That makes our region's Western Shootout official Racer's! Time to target up and become our first winner in class, marking your claim. Our vision for drawing East Coast pistons west for more competitive racing. National



SCCA has agreed that a true West Coast swing would highlight the premier talent of the Hoosier Super Tour. Featured on the official SCCA Super Tour webpage is the "Cross-Country Battles" racers have thrived for years, but has until now not been part of the Tour scheduling. You can bank on the action, as we will not be held up any longer and robbed of a regional Super Tour race. Racers are wanted, so tune your pistons, mount your ponies and map out your course to head west for the Western Shootout Super Tour NOW!

With the National compass set on the biggest event of the 2023 Super Tour calendar here at Thunderhill Raceway Park, there is no time to waste gambling. Start plotting your path

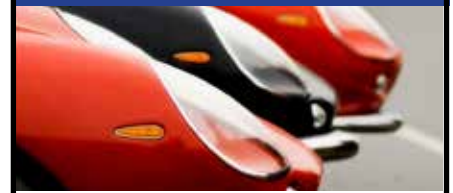
to Western Shootout justice by surveying the 3-mile and 5-mile tracks coming up at the Regional Season Finale 15, 16, & 17 weekend (<https://www.sfrscca.org/news/registration-is-now-open-for-the-season-finale-regional-races-15-16-17-4443/>). You can bet this will be the best and earliest chance to scope out the great lengths it will take to settle your rights for a Western Shootout title. By 'rassing up your posse, heading out October 28 - 30, you can take the high ground advantage to lock up a title. Don't roll the dice and wait till race day May 5th to learn the 3 & 5-mile track grooves.

Get there now to collect all the surveillance information needed to reign supreme.

The West needs you; the region needs you and you need to win a Super Tour title; but most importantly, you are Wanted to hang'em high on the first-ever Western Shootout podium. Make history pardner, sling those pistons and sign up via Motorsportreg.com direct or the link on SFRscca.org. We all need you to claim your right, your bounty, and start saddling up early by learning the ropes at the last Regional and Season Finale 15, 16 & 17 weekend.

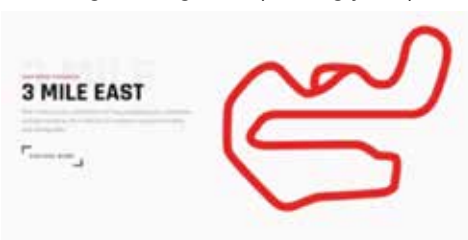
**Race you there, Champ!!!**

## FANTASY JUNCTION



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

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# REGIONAL 13 AND 14

Sonoma over Labor Day weekend was H.O.T! The track ran out of ice Sunday morning and garages had two huge swamp coolers going full blast all weekend - one in Social and one in Tech. Registration, in the Media Center, became a Cooling Center, with air conditioning, chairs, water, and a view of much of the track.

It would seem that racing over the Labor Day holiday weekend wasn't that popular. The overall entries were lower than usual, but at least there was only one group with single digit entries. The Worker force was thin on some crews. But, as usual, there was a lot of cooperation and cross-crews. We got it done. And again, FA3 Driver, Joe Briggs showed his appreciation by donating cash for workers whose names were drawn each day.

The heat took its toll on the Drivers as well as the Workers. Drivers climbed out of their race cars feeling the heat. One driver was transported for heat exhaustion after his Saturday race. Tech was

equipped with cold wet towels and bottles of water in Impound. Grid had extra umbrellas and water for drivers waiting to go on course. The drivers could get in the shade, go back to their motorhomes, or hang out at Registration. The Workers were outdoors all day. Some, but not all, of the stations had roofs. This weekend the region had a new Turn 11 station, replacing the one the track took down.

This weekend was a special non-points race in honor of the late Bobby Carter, which was sponsored by the Carter family. Twenty-nine drivers raced, Ken Sutherland won SMT and overall, and Mark Means won SSM. Special awards were presented

Overall the on-track behavior was less wild than previous summer races. There were only five Safety cars in the two days of racing. But the sound meter bit a few.

Two new track records were set, both in Group 4 - FFT, by different drivers,

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

Race 1



#16 Edd Ozard slips to the inside of #57 Carson Etter. photo Steve Bohac

The road from Lake Havasu to San Francisco Region events is developing a groove. Chip Romer from Lake Havasu has made the last three events. It seems he wants to run two classes at the Runoffs this year. Romer is already qualified for the Runoffs in P1, but now he wants to make the runoffs in a FA car. The extra seat time he is getting in preparation for the Runoffs by running the second class will certainly play in his favor.

Qualifying for the fastest of the open wheel cars was dominated by Romer. Dominated is just a play on words because Romer beat out Jay Henry Horak by .642 seconds. Horak was working on the FA2 championship, therefore he was not worried so much about being on the pole, as he was about where his main competition was going to line up. It turns out his main competition, John Purcell, only recorded two laps in qualifying and was starting back in 18th.

Race One started with two laps under full course caution. The car of Nicole Havrda of Canada was responsible for the caution. She slid and hit the wall at Turn 8A, making it necessary for the emergency crew to respond. She was unhurt.

When the racing resumed, the overall winner and winner in FA was never in doubt. Chip Romer just drove off. The race for second was a much better story. Jay Henry Horak and Graham Rankin have a tendency to find each other on the race track. This time they were both wanting to take home second place, even though second did not really matter to Horak, since he was racing in FA2, and Rankin was racing in FA. Horak was motivated because he had a chance to open up his points lead

over John Purcell in the Formula Car Challenge Championship. Purcell's chance of catching Horak had three strikes against him. One - he was starting 18th. Two - the race was only 20 minutes long. Three - the first ten minutes of the race was spent under caution.

Horak and Rankin ran neck and neck while Romer drove away. FA newcomer Jim Mali was getting familiar with his car at Sonoma Raceway, and moved up from 12th place on the opening lap to fourth overall, when all was said and done. Purcell did a great job coming through the field, and actually was holding down fourth overall until Mali got him with two laps remaining.

The race finished with Romer taking the win, Horak taking second, but more importantly first in FA2, followed by Rankin and Mali. Purcell finished fifth overall, but he was second place in FA2, which kept the Formula Car Challenge FA2 Championship alive.

FA3 - which are the Pro Formula Mazda cars - had two entries: Joe Briggs and Edd Ozard. Briggs qualified a little over three seconds faster than Ozard, but during the race the difference between the lap times was less than .1 of a second. They never got to race wheel to wheel, as the FA2 car of Dan Decker got between the two FA3 cars. Briggs took the class win, but the prospects for the Sunday race looked good for this class.

FM was all about Bill Weaver. He led the class flag to flag. Brad Drew worked at getting close, but he had to get by too many other cars to engage in much of a fight for the class victory.





#17 John Holmes and #78 Brad Drew both came in second place in their class on Saturday. photo Steve Bohac

Group 1 Points		Group 2 Points		Group 3 Points	
	Dan Decker	218		Joe Briggs	167
<b>FA</b>	Sean Prewett	110	<b>FM</b>	John Ertel	31
Rod Rice	135	G Scott Vreeland	69	Bill Weaver	251
Chip Romer	125	Dave Hollander	46	Christian Okpysh	223
Jim Mali	81	Frank McCormick	31	Lars Jensen	159
Graham Rankin	74	Nick Persing	25	C.J. Ray	159
<b>FA2</b>		<b>FA3</b>		Derry O'Donovan	113
Jay Henry Horak	221	Edd Ozard	184	Ritchie Hollingsworth	97
				Stew Tabak	87
				Lisa Devlin	25
				<b>FX</b>	
				Doron Dreksler	251
				Frank Russell	154
				Tao Takaoka	68

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	71	Chip Romer	FA	15	1:31.533	Swift 016	Lake Havasu City AZ	SFR	512461	Michelob Ultra
2	1	37	Jay Henry Horak	FA2	15	1:34.969	Ligier JS F3	Mesa AZ	SFR	450049	AutoEnginuity
3	2	21	Graham Rankin	FA	15	1:34.953	Swift 014	Livermore CA	SFR	251383	
4	3	54	Jim Mali	FA	15	1:34.954	Swift 014	Morgan Hill CA	SFR	201092	bojali consulting
5	2	14	John Purcell	FA2	15	1:35.762	Ligier JS F3	Vancouver BC	Nwst	519838	World Speed / Excl
6	3	22	Sean Prewett	FA2	15	1:37.886	Ligier JS F3	Clovis CA	SFR	375663	Graham Prewett/ In
7	1	9	Joe Briggs	FA3	15	1:38.498	Mazda Pro Formula Mazda	Healdsburg CA	SFR	486357	Briggs Consulting/C
8	4	11	Dan Decker	FA2	15	1:37.474	Ligier JS F3	Sonoma CA	SFR	653277	Decker Apartments
9	2	16	Edd Ozard	FA3	15	1:38.547	Mazda Pro Mazda	Auburn CA	SFR	20453-1	PacWest Solutions
10	1	70	Doron Dreksler	FX	14	1:41.208	formula speed formula sp	Mill Valley CA	SFR	313137	spire architecture
11	1	67	Bill Weaver	FM	14	1:40.580	Star Mazda Formula Mazda	Fresno CA	SFR	272665_1	James G. Parker In
12	2	78	Brad Drew	FM	14	1:41.737	Mazda Formula	Camas WA	Ore	221118	Coast Lighting & Tc
13	3	29	Christian Okpysh	FM	14	1:41.939	Mazda Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and Maint
14	2	17	John Holmes	FX	14	1:42.466	Ligier JS F4	Novato CA	Ore	624987	THEOREM/ ONDIEI
15	3	57	Carson Etter	FX	14	1:42.046	Ligier JS F4	VILLA PARK/ CA 92861	CSCC	673149	Direct Edge/ Red O
16	4	88	Randy Sturgeon	FM	14	1:41.521	Mazda Star Formula Ma	Ridgecrest CA	CSCC	486093	
17	5	63	Lars Jensen	FM	14	1:41.684	Star Formula Mazda	San Ramon CA	SFR	424700	Dig This Inc.
18	6	75	C.J. Ray	FM	14	1:42.138	Mazda Star Formula	Huntington Beach CA	SFR	616127	Sen's Car Wash and
19	7	19	Ritchie Hollingsworth	FM	14	1:45.701	Mazda Formula Mazda	Fair Oaks CA	SFR	310455	FX/FM 89 Heal Siftl
NF	DNF	2	Nicole Havrda	FA2			Ligier JS F3 Formula 3	Courtenay BC	CSCC	683399	



#14 John Purcell has #37 Jay Henry Horak hot on his wing. photo Randy Jones

The sound meter played a huge role in the weekends race results. This group was no exception. Saturday's dominant winner for this group, Chip Romer, had all of his times disallowed because he was too loud. So he started at the back of the field for the Sunday race. Taking the pole was Jay Henry Horak, with his main competitor, John Purcell, sitting on the front row alongside of him. Purcell was only .492 seconds off of Horak's time.

Jim Mali out qualified his friend Graham Rankin for the FA top spot . The difference between these two was a little over one second.

FA3 was very close with Joe Briggs setting the pace over Edd Ozard by .4 seconds. FM was Bill Weaver, and it was looking like it was going to be a double win weekend for Weaver.

FX had four cars entered. Doran Drecksler and Frank Russell were each driving a Formula Speed 2.0, while John Holmes and Carson Etter were driving Liger JS F4 cars. Drecksler took the pole followed by Holmes.

When the race got underway, all eyes were on Romer. Starting at the back of the 21-car field, getting to the front would be a challenge.

Well kinda of a challenge. By the end of the first lap Romer was in third place. By Lap 4 Romer passed Horak for the lead, and it looked as though he would again drive away.

In the battle for FA2, Horak was ahead of Purcell; but the two were within car lengths of each other, both turning similar lap times. This was shaping up to be a great race. Another great race was going on between Mali and Rankin. Rankin was holding off Mali, but the distance between these two was less than a car length. Rankin seemed to get a better run up to Turn 2, while Mali seemed to do the Carousal better.

The race took a big turn on Lap 10. Purcell inexplicably quit running, while at the same time Randy Sturgeon in his FM was suffering from mechanical issues. At one point, Sturgeon was stopped on the track, while Purcell was also stalled. A full course caution came out, and it took the Emergency crew only two laps to get Purcell's car off the track. Sturgeon was able to limp into the pits under his own power.

With Purcell out of the race, Horak knew that he had won the Formula Car Challenge Championship, so he pulled over to let Mali and Rankin



#22 Sean Prewitt crests turn 2 with #9 Joe Briggs chasing after him. photo Steve Bohac

race each other without him in the way. Romer took off again when the green came out, but now Mali and Rankin were re-engaged in their race. Mali was able to slip by Rankin as Horak was pulling out of the way. Mali held on for the next three laps and took second in FA.

In FM, Bill Weaver came out on the losing end of the green flag restart. Immediately after the green flag came out, Weaver was on the run up to Turn 2. As he approached the turn, a car that was getting lapped got on the brakes much earlier than Weaver anticipated. He locked up his tires and barely missed hitting the rear of the car in front of him.

Weaver headed towards Turn 3 and lost all of his grip. His car went off at Turn 3. An off road excursion in Turn 3a saw him lose the class lead. Brad Drew was more than ready to take the lead in FM, which he held onto for the last three laps.

Doran Drecksler finished ninth overall. He not only won FX, but he beat several cars that out qualified him. Carson Etter moved up six spots from over his qualifying position and ended up beating fellow F4 driver John Holmes. Etter was second in FX.



#2 Nicole Havrda did not finish on Saturday but was fourth in FA2 on Sunday. photo Steve Bohac

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	71	Chip Romer	FA	17	1:32.853	Swift 016	Lake Havasu City AZ	SFR	512461	Michelob Ultra
2	2	54	Jim Mali	FA	17	1:35.927	Swift 014	Morgan Hill CA	SFR	201092	bojali consulting
3	3	21	Graham Rankin	FA	17	1:36.167	Swift 014	Livermore CA	SFR	251383	
4	1	37	Jay Henry Horak	FA2	17	1:35.059	Ligier JS F3	Mesa AZ	SFR	450049	AutoEnginuity
5	2	22	Sean Prewett	FA2	17	1:38.248	Ligier JS F3	Clovis CA	SFR	375663	Graham Prewett/ I
6	3	11	Dan Decker	FA2	17	1:38.481	Ligier JS F3	Sonoma CA	SFR	653277	Decker Apartments
7	1	16	Edd Ozard	FA3	17	1:38.349	Mazda Pro Mazda	Auburn CA	SFR	20453-1	PacWest Solutions
8	2	9	Joe Briggs	FA3	17	1:39.797	Mazda Pro Formula Mazda	Healdsburg CA	SFR	486357	Briggs Consulting/C
9	1	70	Doran Drecksler	FX	17	1:40.788	formula speed formula sp	Mill Valley CA	SFR	313137	spire architecture
10	4	2	Nicole Havrda	FA2	17	1:38.718	Ligier JS F3 Formula 3	Courtenay BC	CSCC	683399	
11	1	78	Brad Drew	FM	17	1:41.889	Mazda Formula	Camas WA	Ore	221118	Coast Lighting & Te
12	2	67	Bill Weaver	FM	17	1:41.470	Star Mazda Formula Mazda	Fresno CA	SFR	272665_1	James G. Parker In
13	3	77	Derry O'Donovan	FM	17	1:42.185	Formula Ma FM	Napa CA	SFR	229422	
14	2	57	Carson Etter	FX	17	1:41.803	Ligier JS F4	VILLA PARK/ CA 92861	CSCC	673149	Direct Edge/ Red O
15	3	17	John Holmes	FX	17	1:42.624	Ligier JS F4	Novato CA	Ore	624987	THEOREM/ ONDIEI
16	4	29	Christian Okpysh	FM	16	1:42.778	Mazda Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and Maintv
17	5	75	C.J. Ray	FM	16	1:43.330	Mazda Star Formula	Huntington Beach CA	SFR	616127	Sen's Car Wash and
18	6	19	Ritchie Hollingsworth	FM	16	1:44.531	Mazda Formula Mazda	Fair Oaks CA	SFR	310455	FX/FM 89 Heal Siftl
19	7	88	Randy Sturgeon	FM	10	1:43.759	Mazda Star Formula Ma	Ridgecrest CA	CSCC	486093	
20	5	14	John Purcell	FA2	8	1:36.244	Ligier JS F3	Vancouver BC	Nwst	519838	World Speed / Excl
21	8	63	Lars Jensen	FM	17	1:42.898	Star Formula Mazda	San Ramon CA	SFR	424700	Dig This Inc.
NF	DNF	46	Frank Russell	FX	2	1:45.263	Formula Speed 2.0 Formu	Hollister CA	SFR	466034	KT Machine Werks

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



Start of the race on Saturday. #08 John Manfroy and #52 Joe Viso. Manfroy would go on to win. photo Stev Bohac

Ten cars posted qualifying times for the Prototype group - four P1s, three P2s, and one each for ASR, FE2, S2. Continuing his current trend, John Manfroy set the pace for the overall group. His time of 1:29.359 was a mere .208 second quicker than Joe Viso. Vasilli Stratton was only 2.7 seconds off of Manfroy's time. Stratton was entered as an ASR, since his WOLF GB08ex is powered by a V8, which sounds really cool when the loud pedal is depressed. In P2 Kevin Mitz nipped Fernando Fabian Okonski by a little over .2 of a second. The lone FE2 car of Matthew Romer qualified seventh, while Troy Tinsley in the S2 car took the final grid spot in tenth.

John Manfroy took the initial lead which he held onto the entire race. He did have to fight off the challenge of Joe Viso after the first

full course caution came out for the disabled car of Matthew Romer. Romer hit the wall on the exit of Turn 11. Then, with about five minutes left in the race, another full course caution came out for Okonski. Because the second full course caution was so close to the end of the allotted time, the race ended under caution about two minutes before the full 25 minutes schedule slot had passed.

With Okonski out of the race, Kevin Mitz's main competition was gone giving him the P2 victory.

Stratton took the ASR home to third overall. The best time of the top three finishers was posted by Joe Viso and then by Stratton. Manfroy, the overall winner had the third fastest time; but he was the fastest over the race distance, which matters the most.



#6 Fernando Fabian Okonski had a good race with Kevin Mitz on Sunday. photo Randy Jones

## Group 2 Points

### FE2

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

### P1

Joe Viso	255
Chris Vian	231
John Manfroy	185
John Shine	99
Jim Devenport	50

### P2

Eddy Chan	125
Kevin Mitz	118
Fernando Fabian Okonski	81
Jaime Gonzalez	71
Tim Day Jr.	50
John Howarth	39
John MacIntyre	25

### DSR

Gary Guethlein	75
Steve Bresee	25

### S2

Troy Tinsley	121
Steve Gomas	46

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	08	John Manfroy	P1	11	1:32.519	Dauntless-Stohr P07d	San Jose CA	SFR	388822	Kevin Mitz Motorsp
2	2	52	Joe Viso	P1	11	1:32.115	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go Motorsj
3	1	7	Vasili Stratton	ASR	11	1:32.382	Wolf GB08 EX	San Jose CA	SFR	513121	
4	3	16	John Shine	P1	11	1:33.158	STOHR WF1	Anacortes WA	SFR	403445	Lis Robin Farm / Ce
5	1	13	Kevin Mitz	P2	11	1:36.039	Stohr WF1	CAMPBELL CA	SFR	242014_1	Kevin Mitz Motorsp
6	4	49	Chris Vian	P1	11	1:39.490	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises-T
7	2	3	Eddy Chan	P2	11	1:46.133	Radical SR3 RS	Millbrae CA	SFR	670996	
8	1	61	Troy Tinsley	S2	11	1:48.762	Lola T492	Montara CA	SFR	360702	www.RacingOnThe
9	3	6	Fernando Fabian Okonsk	P2	8	1:35.927	STOHR 01D/WF1	Los Gatos CA	SFR	329299	SCUDERIA FOKO
NF	DNF	29	Matthew Romer	FE2	3	1:38.959	Van Diemen FE2	Lake Havasu City AZ	CSCC	635768	



#7 Vasilli Stratton

Race 2 for Group Two was an interesting affair. It started with qualifying. John Manfroy's weekend took a turn for the worst on Sunday. Qualifying is only 15 minutes long, so if an issue comes up, you really do not have time to rectify it. The entire weekend, the sound meter was looking for people to penalize; and for this group it chose John Manfroy. He was notified of his violation and did not have time to change anything, so all of his times were disallowed. With no times posted, Manfroy had to start at the back of the pack. The good news was the field was not that big, so he could make up positions relatively easy.

The race for this group was in the hottest part of the day. It was well over 100 degrees with absolutely no breeze. It felt more like Willows, California than Sonoma California! These cars are very sensitive to the heat so running them for thirty minutes was going to be taxing. I watched this race perched up on the side of the hill by Turn 3a. I was the only person up in that part of the track mainly because of the heat. As I watched the cars go by, I felt like a lizard toasting on a rock; the only problem was even the lizards were smart enough to be out in that heat.



#13 Kevin Mitz has the grid official check his safety gear. photo Steve Bohac

As the ten car field was rounding Turn 10 behind the pace car, Manfroy lost all power. Not knowing exactly what was wrong, he coasted into the pits and had his crew investigate. They realized the body work was a little loose. The loose body moved around just enough to trip the kill switch and shut down all electrical functions of the car. Lucky his crew noticed the problem and after securing the bodywork the switch was flipped and the car fired up. The bad news was the green flag had already been given and now Manfroy was half a lap behind leader Joe Viso.

Leader Joe Viso was maintaining about a five-car length lead over Vasili Stratton, who in turn was keeping Kevin Mitz and Fernando Fabian Okonski behind him. A little further back was Chris Vain. On Lap 4 Vain dropped a tire on the exit of Turn 3, and the car spun across the track into the inside tire barrier. As Vain was sliding across the track, Matthew Romer crested the Turn 3a hill and had nothing but a cloud of dust in his line of sight. I waited to hear the sound of two cars colliding; but somehow Romer found his way through the dust and around Turn 4. Vain got the car going and limped into the paddock with the rear wing

dangling off the bodywork.

Mitz and Okonski were having a really good race for the top spot in P2. Mitz had the lead the entire race, but Okonski stayed close until the last few laps. He probably had to back off because of the extreme heat.

Manfroy in the meantime caught up to the back of the field relatively quickly. Just about every lap he passed a car. By the time he made it past Mitz for third, Viso and Stratton were out of touch. But at that point of the race, Manfroy made it to second in P1. This would mean that he would lose only a couple of points. But the heat was taking its toll of Manfroy's car. He was tapped out on the gauge and started to back off when he felt that something strange was happening in the rear end. So with two laps left in the race he pulled in and retired.

The heat also got to Stratton's car. In the closing laps his clutch started to slip, and he came in one lap early.

This was a race of attrition. Viso kept his cool in the heat and breezed to the victory. With the retirement of Manfroy and Stratton, Mitz finished second overall and Okonski took third.



#29 Matthew Romer was the lone FE2 car this weekend. photo Steve Bohac

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	52	Joe Viso	P1	19	1:32.608	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go Motorsp
2	1	13	Kevin Mitz	P2	19	1:36.493	Stohr WF1	CAMPBELL CA	SFR	242014_1	Kevin Mitz Motorsp
3	2	6	Fernando Fabian Okonsk	P2	19	1:37.991	STOHR 01D/WF1	Los Gatos CA	SFR	329299	SCUDERIA FOKO
4	1	7	Vasili Stratton	ASR	18	1:31.928	Wolf GB08 EX	San Jose CA	SFR	513121	
5	1	29	Matthew Romer	FE2	18	1:39.341	Van Diemen FE2	Lake Havasu City AZ	CSCC	635768	
6	2	08	John Manfroy	P1	17	1:31.744	Dauntless-Stohr P07d	San Jose CA	SFR	388822	Kevin Mitz Motorsp
7	3	3	Eddy Chan	P2	17	1:45.365	Radical SR3 RS	Millbrae CA	SFR	670996	
8	1	61	Troy Tinsley	S2	17	1:48.747	Lola T492	Montara CA	SFR	360702	www.RacingOnThe
9	3	16	John Shine	P1	14	1:33.597	STOHR WF1	Anacortes WA	SFR	403445	Lis Robin Farm / Ce
NF	DNF	49	Chris Vian	P1	4	1:39.679	Elan DP02	Auburn CA	SFR	624382	Vian Enterprises - T

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

### Group 3 Points

<b>AS</b>		Connor Lydon	33
Anthony Bonino	101	Bob Murillo	29
Dan Cullinane	89	Adrian Mulhall	29
Mikhail Butenko	66	Svilen Kanev	29
Michael Smith	50	Steve Villata	25
Michael Thompson	42	Anthony Bonino	25
Jeff Sutton	25	Behram Soonawala	18
<b>EP</b>		James Sean Thibodaux	18
Glen McCreedy	50	Randall Mackintosh	16
Kurt Frieztsche	50	Wilson Powell	13
Richard Apodaca	42	Martin Tagliavani	9
<b>GT1</b>		<b>MC</b>	
Joe Montana	75	Robert Luster	125
Mike Tompkins	50	Bill Pryor	96
Charles Laster	25	Matt Insley	93
<b>GT2</b>		Michael Lowe	68
Robert Roumimper	138	Gary Ludlum	42
Igor Lyustin	121	Charles Laster	25
Timothy Lynn	89	Richard Pryor	21
Andy Kwitowski	71	Lynne Griffiths	18
Mike Fine	55	Joe Montana	17
Bryan Macmillan	50	<b>SMX</b>	
Lars Mapstead	50	Clayton Ketcher	46
Mark Kibort	21	Wyatt Couch	46
Skip Rebozzi	21	Steve Borlik	33
Mitch Marvosh	18	Wesley Mollno	30
<b>GT3</b>		Sophia Story	25
Dan Payne	125	Andy Chittum	22
Jeff Francis	92	<b>SP</b>	
David Witkowski	50	Casey Mcloed	121
Guy Laidig	21	Jeff Francis	92
<b>GTX</b>		Mike Enos	50
Charles Laster	25	Dan Kowaleski	25
Joe Montana	25	<b>T1</b>	
<b>ITE</b>		Clark Nunes	254
Gustavo Greco	322	Tim Sullivan	138
Lenny Celiberti	137	Igor Gandzjuk	105
Sal Molinare	88	Don Van Nortwick	81
Andy Kwitowski	86	Wilson Powell	78
Jason Beacham	70	Tristan Littlehale	50
Justin Sprugasci	42	Ian Barberi	42
Sean Wheeler	42	Kristofer Olson	25
Scott Smith	33		



#6 Sean Wheeler finished second overall on Saturday. photo Stev Bohac

This is always an interesting race group. Typically the fastest class in this group is a GT1 car, but for the most part of the year, we have not had many GT1 cars enter our events. With no GT1 cars, it is a crap shoot as to which class of cars will be the dominant class. So far this year we have had Clark Nunes in a T1 car take the pole, we have had Tim Carroll in a GT2 car take the pole, and we have had Casey Mcloed take the pole in a SP car. This weekend it was Gustavo Greco's turn in an ITE car. Greco wheeled his BMW M3 around the 12-turn Sonoma race track two seconds faster than the second place car of Sean Wheeler. Wheeler, also in a BMW, had the T1 car of Clark Nunes behind him. The dark horse was Igor Lyustin in a GT2 Corvette in fourth.

When the race got under way, Greco took advantage of his pole position and stormed up the hill. At Sonoma, Turn 2 decides who is going to lead the initial lap, and Greco handled the turn prior to any of his competitors. Greco would make sure no one else got to see the front of the group by driving away from second place Wheeler. Greco had 17 seconds between him and Wheeler by the time the starter threw the checkered flag. He had also lapped up the fifth place finisher. Wheeler had to earn his second position. On Lap 2 Lyustin took charge of the second spot, having already put Nunes in his rear view. Wheeler was not going to take the demotion to third lying down. After four laps of watching Lyustin's Corvette go through the twisty bits of the track, Wheeler got back by. He would hold on to the spot the rest of the way, to finish second overall and second in class (ITE.) Lyustin came in third and won the GT2 class.

A Sedan (AS) had 7 cars entered. Ken Pedersen had already claimed a victory in SMG while competing in the Group 5. He took charge of his fellow AS racers and led his class flag to flag. Pedersen was obviously having a good day at the track. Second in AS was Dan Cullinane, who moved up three spots from his starting position. Returning after a long lay-off was Art Muncheryan. He entered his Mustang in AS and finished third in the class. Not bad considering the competition in the class and the time away from the competition.

Muscle Car had two entrants - Mathew Insley and Robert Luster. Luster had a view of the back on Insley's car the entire race distance, finishing second in the class.

Jeff Francis took the Hard Charger award, moving up eight places. He took the GT3 class win with his ninth place overall finish.

The only question left was whom the sound meter was going to pick on for this race. Dan Payne was the unlucky guy in his GT3 RX7 Mazda. He lasted three laps before he had to park and retire.





#3 Jeff Francis was the hard charger on Saturday. photo Steve Bohac

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	18	Gustavo Greco	ITE	15	1:45.050	BMW M3	San Mateo CA	SFR	638584	Greco Racing / TC
2	2	6	Sean Wheeler	ITE	15	1:46.773	BMW M3	Livermore CA	SFR	281432	TC Design Motorsp
3	1	71	Igor Lyustin	GT2	15	1:44.026	Chevrolet Corvette	San Francisco CA	SFR	389964	Driving Ambition
4	1	79	Clark Nunes	T1	15	1:47.227	Chevrolet Camaro	San Jose CA	SFR	496417	Premier Homes/ Fa
5	1	39	Ken Pedersen	AS	14	1:52.510	Ford Mustang GT	Novato Ca	SFR	524307	
6	3	09	Victor Torino	ITE	14	1:54.100	BMW M3	Windsor CA	SFR	674002	
7	2	33	Dan Cullinane	AS	14	1:54.624	Ford Mustang GT	Sonoma CA	SFR	272065	Dig Motorsports
8	3	99	Arthur Muncheryan	AS	14	1:55.338	Ford Mustang	San Francisco CA	SFR	113306	DIG Motorsports
9	1	3	Jeff Francis	GT3	14	1:56.722	Audi RS3	Fresno CA	SFR	212000	Finishmaster
10	2	54	Robert Roumimper	GT2	14	1:56.412	Datsun 240Z	Scotts Valley CA	SFR	97315	Rusty's Repair/ San
11	1	63	Helmuth Jones	T2	14	1:55.731	BMW M3 GT4	Paradise CA	SFR	282647	Monkey Parts Racin
12	4	68	Lenny Celiberti	ITE	14	1:58.076	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
13	1	19	Kris Foster	T3	14	1:58.406	Porsche Boxster	San Francisco CA	SFR	672633	
14	4	06	Anthony Bonino	AS	14	2:00.085	Ford Mustang	Novato CA	SFR	427325	
15	1	12	Joe Carr	EP	14	1:55.677	Mazda MX-5 Miata	Petaluma CA	SFR	498797	Carr Racing / Joe's
16	5	98	Michael Smith	AS	13	1:54.067	Ford Mustang	Broomfield CO	SFR	237577	M&L Racing
17	6	47	Mikhail Butenko	AS	13	1:53.350	Ford Mustang GT	San Francisco CA	SFR	608226	SFSECURITY.COM 8
18	1	56	Matthew Insley	MC	13	2:05.484	Chevrolet Camaro	Royal Oaks CA	SFR	330841_1	
19	2	86	Robert Luster	MC	13	2:09.426	Chevrolet camaro	Carmel CA	SFR	324482_1	
20	7	16	Charles Dehoney	AS	12	2:08.495	Chevrolet Camaro	Dixon CA	SFR	673795	
NF	DNF	32	Dan Payne	GT3	3	1:52.945	Mazda RX7	Petaluma CA	SFR	342989	Carr Racing Chassi
Not classified											
NS	DNS	58	Tim Sullivan	T1			Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Autor



#18 Gustavo Greco took group 3 by storm. Winning both days. photo Randy Jones.

Qualifying for the Sunday version of the Group 3 race saw the first five positions remain the same as it was on Saturday.

The race on Sunday looked as though it was going to be a repeat of Saturday. Gustavo Greco took off with the lead. It looked like it was only a matter of putting the laps in before he was going to win another race wire to wire. But as he was lapping one of the Muscle Cars, he got held up. That was all that the second place racer, Igor Lyustin, needed. He closed the gap and made the pass for the overall lead going into Turn 2. The overall lead lasted only two laps. Lapped traffic again played a role in the fight for the lead. This time it was Lyustin who lost out. He was coming up on the car of Robert Roumimper right at the braking area for the Carousel. Lyustin hesitated on which direction to go, and Greco took advantage of the indecision. He made the pass, as all three of them were going into the turn. Greco emerged from the bottom of the turn back into the lead. Once in the lead, he did not give Lyustin another opportunity to lead again. Lyustin took second place, six seconds ahead of Sean Wheeler.

Clark Nunes came in fourth overall and first in T1. He had an uneventful race holding down fourth the entire race distance. Dan Payne survived the sound meter to finish fifth overall. Whatever repair he did on the exhaust seemed to work, as he was not even listed as being in sound jeopardy.

The AS race was shaping up to be a good fight between Mikhail Butenko and Ken Pedersen. Pedersen took the initial lead in the class. But on Lap 2 Butenko got by Pedersen for the lead in the class. Butenko only lasted one lap, and then for unknown reasons he retired from the race.

MC was again a good race between Mathew Insley and Robert Luster. Insley, who worked Tech in between his on-track sessions, ended the first lap all the way down in eighteenth position. Luster finished the first lap two spots in front of Insley. They raced each other for every turn. At the end it was Insley who out-muscled Luster.



#71 Igor Lyustin lead briefly on Sunday, until he encountered lapped traffic. photo Randy Jones



#06 Anthony Bonino came out of the weekend leading the points in A Sedan. photo Randy Jones

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	18	Gustavo Greco	ITE	17	1:44.967	BMW M3	San Mateo CA	SFR	638584	Greco Racing / TC D
2	1	71	Igor Lyustin	GT2	17	1:45.818	Chevrolet Corvette	San Francisco CA	SFR	389964	Driving Ambition
3	2	6	Sean Wheeler	ITE	17	1:46.994	BMW M3	Livermore CA	SFR	281432	TC Design Motorsp
4	1	79	Clark Nunes	T1	17	1:47.952	Chevrolet Camaro	San Jose CA	SFR	496417	Premier Homes/ Fa
5	1	32	Dan Payne	GT3	17	1:52.170	Mazda RX7	Petaluma CA	SFR	342989	Carr Racing Chassi
6	1	39	Ken Pedersen	AS	16	1:53.932	Ford Mustang GT	Novato Ca	SFR	524307	
7	2	3	Jeff Francis	GT3	16	1:56.206	Audi RS3	Fresno CA	SFR	212000	Finishmaster
8	2	99	Arthur Muncheryan	AS	16	1:56.633	Ford Mustang	San Francisco CA	SFR	113306	DIG Motorsports
9	1	12	Joe Carr	EP	16	1:57.926	Mazda MX-5 Miata	Petaluma CA	SFR	498797	Carr Racing / Joebit
10	3	33	Dan Cullinane	AS	16	1:57.232	Ford Mustang GT	Sonoma CA	SFR	272065	Dig Motorsports
11	2	54	Robert Roumimper	GT2	16	1:58.563	Datsun 240Z	Scotts Valley CA	SFR	97315	Rusty's Repair/ San
12	1	56	Matthew Insley	MC	15	2:05.657	Chevrolet Camaro	Royal Oaks CA	SFR	330841_1	
13	2	86	Robert Luster	MC	14	2:06.400	Chevrolet camaro	Carmel CA	SFR	324482_1	
14	2	58	Tim Sullivan	T1	14	2:11.380	Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Autor
15	4	16	Charles Dehoney	AS	14	2:10.556	Chevrolet Camaro	Dixon CA	SFR	673795	
NF	DNF	19	Kris Foster	T3	7	2:00.874	Porsche Boxster	San Francisco CA	SFR	672633	
NF	DNF	63	Helmuth Jones	T2	4	1:59.401	BMW M3 GT4	Paradise CA	SFR	282647	Monkey Parts Racin
NF	DNF	68	Lenny Celiberti	ITE	4	2:05.083	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
NF	DNF	47	Mikhail Butenko	AS	2	1:53.142	Ford Mustang GT	San Francisco CA	SFR	608226	SFSECURITY.COM 8
Not classified											
NS	DNS	06	Anthony Bonino	AS			Ford Mustang	Novato CA	SFR	427325	
NS	DNS	09	Victor Torino	ITE			BMW M3	Windsor CA	SFR	674002	
NS	DNS	98	Michael Smith	AS			Ford Mustang	Broomfield CO	SFR	237577	M&L Racing

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

### Group 4 Points

#### FC

Paul Rodler	198
Jeffrey Pietz	158
Henry Kenneth Rozeboom	157
Lyn Greenhill	93
Daniel Swanbeck	38
James Hakewill	34
William Jordanov	19

#### FF

Denny Renfrow	252
David Jalen	224
Charles Horn	132
Doug Learned Jr.	118
Michael Bernstein	83
Mikhail Kalugin	33
Dalmo De Vasconcelos	29
Jerry Pacheco	16

#### FFT

Eric Little	78
Jon Brandstad	42

#### FST

Blake Tatum	25
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#### FV

Ron Wake	176
Chris Poncin	69
Brent J. Milner	46
Donald Manthe	36



#7 Blake Tatum FST dealt with an engine misfire all weekend. photo Randy Jones

Nine Formula Continentals showed up for Regional 13 and 14. Qualifying was going to be very important in the outcome of the race. Unfortunately Timing and Scoring had some technical difficulties, and the first five laps were not recorded. But with some quick thinking by the T&S crew, they fixed the problem and at least were able to record half of the session.

Jerry Dutch Schultz took the pole by .104 seconds over Rick Payne. With three FFT and six FF, which class reining supreme was in doubt. For the Saturday race, Denny Renfrow driving his Piper FF car took the pole for the small bore formula class.

The race got underway with Payne taking the lead over Schultz. Troy Shooter slotted into third and Paul Rodler fourth. Payne held onto the ever so slight lead, as he and Schultz raced each other for every inch of asphalt. With three laps left in the race, Schultz was given the meatball black flag for a sound violation. Reporting to the black flag station effectively ruined the race for him. Payne was left with no one to contest his position and won the race.

In FF, Renfrow took charge and was able to get the Formula

Continental car of Henry Rozeboom between him and the other FF competitors. Renfrow was able to motor on to the win uncontested.

FFT was a three-way battle between Stewart Patterson, Jon Brandstad, and Eric Little. Patterson crossed the timing loop in the lead, with Little tucked in behind him. The three raced hard at every corner waiting for a mistake or a mechanical issue. Unfortunately, Little had carburetor issues and began to fall back. This left Brandstad and Stewart to contest for the lead. Stewart held on for the win, and in the process set a new track record for FFT.

With two FST cars at the race I was hoping for some good racing between them. As it turned out, both cars were suffering from an engine misfire, and the race never materialized.

FV had only one car and therefore no one to race against. Ron Wake did run into a little bit of trouble. On the first lap, he hit the back of #22 Scott Waracka under braking going into Turn 4. The contact knocked the fiberglass nose off of Wake's Mysterian, and he finished the race with a little extra air conditioning. Several cars were reported to be in sound jeopardy, which is unusual for the small bore formula class.



#75 Rick Payne won both FC races. photo Randy Jones



#50 David Jalen came in second place in FF on Sunday. photo Steve Bohac

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member ID	Sponsor
1	1	75	Rick Payne	FC	16	1:36.335	Van Diemen	Mission BC	Nwst	387076	Payton Pools
2	2	87	Troy Shooter	FC	16	1:38.722	Van Diemen Rf99	Mission Viejo CA	CSCC	622367	
3	3	21	Peter West	FC	16	1:40.722	Van Diemen RF05	Malibu CA	CSCC	166282	Racing Optics/Alpin
4	4	68	Paul Rodler	FC	16	1:41.949	Van Diemen RF 00	San Rafael CA	SFR	229162	Porter Racing
5	5	88	Lyn Greenhill	FC	15	1:42.744	Van Diemen RF02	Rocklin CA	SFR	454636	DynaTech Engineer
6	1	11	Denny Renfrow	FF	15	1:44.303	Piper/Honda DL7	Kelseyville CA	SFR	203432_1	Towhee Racing
7	6	81	Henry Kenneth Rozeboo	FC	15	1:43.188	Van Diemen DP08	Crockett CA	SFR	22056	Porter Racing
8	1	27	Stewart Paterson	FFT	15	1:44.893	Swift DB6	Fallbrook CA	CSCC	311666_0	
9	2	44	Jon Brandstad	FFT	15	1:46.076	Swift Formula Ford	Stockton CA	SFR	351454	JBF Racing
10	2	8	Edward Erlandson	FF	15	1:47.549	SWIFT DB-6 honda	Burbank CA	CSCC	56470	Artwork by Eli/ Port
11	7	46	John Fabijanic	FC	15	1:47.275	Piper DF5	San Luis Obispo CA	CSCC	459116	Fast Forward Comp
12	3	50	David Jalen	FF	15	1:48.595	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin'
13	4	12	Michael Bernstein	FF	14	1:50.519	Piper DF5	San Ramon CA	SFR	100211	Karen Bernstein
14	3	5	Eric Little	FFT	14	1:46.271	Swift DB-1	Placentia CA	SFR	511202	Pick's Racing Engin
15	1	7	Blake Tatum	FST	14	1:55.641	Crusader Formula First	Stockton CA	SFR	121119_1	Mercedes Benz of S
16	1	41	Ron Wake	FV	13	2:00.034	Mysterian M4	Lafayette CA	SFR	50380	
17	8	57	Nicholas Coe	FC	11	1:51.243	Van Diemen RF02	Sylmar CA	CSCC	492483	Molonay Ketchup
18	9	51	Jerry Dutch Schultz	FC	13	1:36.346	Van Diemen RF01	San Clemente CA	CSCC	383876	44 Financing
19	5	9	Gregg Cavan	FF	8	1:57.779	Reynard FF 1600	Citrus Heights CA	SFR	546692	Antiquark Imports
NF	DNF	95	James Lepetich	FST	6	2:04.634	Gazelle	Cupertino CA	SFR	76999	My Wife
NF	DNF	22	Scott Waracka	FF	2	2:15.136	Swift DB1	Kaaawa HI	SFR	355107	Kailua Electric Serv



#41 Ron Wake lost the nose of his body work on the opening lap in turn 4. photo Steve Bohac

Sound issues continued to plague Jerry Dutch Schultz. All of his qualifying times were disallowed, and he had to start in the back of the pack. I talked to Schultz and he was very perplexed as to what the issue was. His car has been running in the region for years, and never had an issue with sound. He had not changed anything since his last race, when he was in compliance. But this weekend every session he has run afoul to the sound meter.

With Shultz in the back, it was going to be interesting to see if he could get up to the front and contest for the lead with Rick Payne. Schultz was making good progress going through the field. He was up to third, when he was again given the black flag for a sound violation. Once he received it, he figured there was no sense in continuing, so he parked the car.

Up at the front of the race Rick Payne had no trouble keeping the rest of the pack behind him. He cruised to the second win of the weekend. The race ended prematurely, when Paul Rodler got turned around and ended up backed into the wall at Turn 7.

The FF race had the three FFT guys out-qualifying Denny Renfrow, who was driving a FF. At the start Eric Little, who had worked hard all day Saturday in the heat repairing his car, took the initial lead. With a tight four-car battle, the race was shaping up to be very exciting. Slowly Little fell back, with Stewart Patterson eventually assuming the lead. Patterson was not cruising though; he had Jon Brandstad breathing down his neck. As the race was shaping up, Brandstad was sizing up his opponent. He figured Turn 11 gave him his best passing opportunity to take the lead. Brandstad felt he had a shorter braking distance, and on the last lap of green flag racing, Brandstad dove on the inside of Stewart. But Stewart did not know he was there. Somehow they were able to avoid contact. They came out of the turn with Patterson still in the lead. The contest for the FFT win was over at that point, because the caution came out for Rodler's car. Patterson won, but Brandstad erased Patterson's day old track record in FFT with a time of 1:44.614.

Ron Wake had a lonely race in FV, with no one to race. He ended with a best time of 1:58.959.



#57 Nicholas Coe and #9 Gregg Cavan going through the esses. photo Randy Jones



#21 Peter West took third place both days. photo Randy Jones

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member ID	Sponsor
1	1	75	Rick Payne	FC	16	1:37.633	Van Diemen	Mission BC	Nwst	387076	Payton Pools
2	2	87	Troy Shooter	FC	16	1:38.290	Van Diemen RF99	Mission Viejo CA	CSCC	622367	
3	3	21	Peter West	FC	16	1:41.318	Van Diemen RF05	Malibu CA	CSCC	166282	Racing Optics/Alpin DynaTech Engineer
4	4	88	Lyn Greenhill	FC	16	1:41.724	Van Diemen RF02	Rocklin CA	SFR	454636	
5	5	81	Henry Kenneth Rozeboo	FC	16	1:43.303	Van Diemen DP08	Crockett CA	SFR	22056	Porter Racing
6	1	27	Stewart Paterson	FFT	15	1:44.862	Swift DB6	Fallbrook CA	CSCC	311666_0	
7	2	44	Jon Brandstad	FFT	15	1:44.614	Swift Formula Ford	Stockton CA	SFR	351454	JBF Racing
8	1	11	Denny Renfrow	FF	15	1:44.643	Piper/Honda DL7	Kelseyville CA	SFR	203432_1	Towhee Racing
9	3	5	Eric Little	FFT	15	1:45.246	Swift DB-1	Placentia CA	SFR	511202	Pick's Racing Engin
10	6	46	John Fabijanic	FC	15	1:44.847	Piper DF5	San Luis Obispo CA	CSCC	459116	Fast Forward Comp
11	2	50	David Jalen	FF	15	1:47.826	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin'
12	3	8	Edward Erlandson	FF	15	1:47.301	SWIFT DB-6 honda	Burbank CA	CSCC	56470	Artwork by Eli/Porter
13	4	12	Michael Bernstein	FF	15	1:50.120	Piper DF5	San Ramon CA	SFR	100211	Karen Bernstein
14	5	9	Gregg Cavan	FF	14	1:52.377	Reynard FF 1600	Citrus Heights CA	SFR	546692	Antiquark Imports
15	1	41	Ron Wake	FV	14	1:58.959	Mysterian M4	Lafayette CA	SFR	50380	
16	7	68	Paul Rodler	FC	13	1:41.263	Van Diemen RF 00	San Rafael CA	SFR	229162	Porter Racing
NF	DNF	7	Blake Tatum	FST	4	1:57.449	Crusader Formula First	Stockton CA	SFR	121119_1	Mercedes Benz of !
NF	DNF	51	Jerry Dutch Schultz	FC	3	1:38.821	Van Diemen RF01	San Clemente CA	CSCC	383876	44 Financing
Not classified											
NS	DNS	57	Nicholas Coe	FC			Van Diemen RF02	Sylmar CA	CSCC	492483	Molonay Ketchup
NS	DNS	22	Scott Waracka	FF			Swift DB1	Kaaawa HI	SFR	355107	Kailua Electric Serv
NS	DNS	95	James Lepetich	FST			Gazelle	Cupertino CA	SFR	76999	My Wife

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



#35 Michael Parks was the only GTL competitor this weekend. photo Steve Bohac

### Group 5 Points

<b>B-Spec</b>		Dan Pruzan	80	Phillip Holifield	30	Terrance Underwood	124	Anthony Bonino	94
Thomas Lepper	100	Daniel Deluna	77	Scott Carter	28	Nuno Goncalves Pedro	123	Michael Smith	50
Carl Young	89	Fabrice Gallez	66	Chris Lee	28	Malon Brown	52	Michael Smith	50
<b>E30</b>		Wa Huang	64	Ernesto Acevedo	27	Aaron Garfinkel	51	Ken Pedersen	46
Charles Dehoney	96	Scott Story	55	Nathan Pope	26	Jared Korth	71	Mikhail Butenko	46
Marguerite Williams	25	Frank Zucchi	55	Ron Bond	23	Derek Stewart	42	Robert Brayton	16
<b>HP</b>		David Vrane	50	Taylor Vance	21	Scott Story	42	<b>SMX</b>	
John Faull	171	Eric Fulkerson	49	Gregory Smoot	17	John Paul Jose	34	Clayton Ketcher	46
Lee Fleming	75	Scott Smith	43	Dwayne Komush	16	Mark Wiseberg	35	Wyatt Couch	46
Donovan Helfrich Sr.	21	Andres Prieto	39	Michael Herbert	14	April Halliday	30	Steve Borlik	33
<b>ITA</b>		Joe Kou	39	Richard Bailey	12	Greg Powell	30	Wesley Mollno	30
Rob Fuller	229	Lynsie Zellmer	37	<b>ITR</b>		Steve Borlik	21	Sophia Story	25
Peter Phung	215	John Stuart	34	Andy Bougler	50	Kurt Friezsche	16	Andy Chittum	22
Ross Lindell	131	Tim Wright	34	<b>ITX</b>		Joshua Schachter	14	<b>SSC5</b>	
Suzanne Cobos	124	Eliana Lipilina	33	David Covin	350	<b>SMG</b>		Tim Sullivan	201
Christopher LaBouff	117	Michael Olivier	32	Taz Oka	174	Jeff Sutton	125	Kevin Jones	26
Jayceton Lapid	103	April Halliday	30	Matthew Wyatt	150	Dan Cullinane	124		



With all six of the Spec Mustangs occupying the first six grid positions, the good race potential meter was leaning heavily towards the fun zone. Fastest of the Spec Mustangs was Ken Pedersen, who was making his first San Francisco Region appearance of the year. Robert Brayton qualified second.

After the Spec Mustangs came Rob Fuller in an ITA Miata, followed by Ross Lindell also in an ITA Miata.

The race got underway with Pedersen jumping into the lead. Mikhail Butenko jumped ahead of Robert Brayton for second. Brayton fell down to fourth and was wondering what happened to his excellent starting position. The race at the front did not change, even though Butenko was staying within a couple of car lengths of Pedersen. Third place finisher Dan Cullinane fell several corners behind Butenko, but had to fight off the challenges of Brayton and Anthony Bonino.

The next group of cars were the various Miata running in either ITX or ITA. Rob Fuller took the lead of this group, over David Covin driving a Miata, but entered as an ITX. Fuller was holding off the advances of Covin until Lap 5 when it all fell apart for Fuller. Fuller lost the differential coming out of Turn 7 and became a spectator for the remaining laps of the race. Covin was able to maintain the lead he inherited once Fuller retired. Ross Lindell found himself all the way down in 11th overall, fourth amongst the Miatas on Lap 4. Lap 5 saw him get past Jayceton Lapid and then move up two more spots when Fuller and Korth retired.

Tony Kiratsous had someone to race this weekend in T4. Kiratsous

had a very nice race, moving up six positions from his first lap to the end of the race. He beat the other T4 car of Mauro Pellegrini by nine positions.

Seven of the 11 classes in the group had only one competitor.



Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	39	Ken Pedersen	SMG	14	1:52.266	Ford Mustang GT	Novato Ca	SFR	524307	
2	2	47	Mikhail Butenko	SMG	14	1:52.534	Ford Mustang GT	San Francisco CA	SFR	608226	SFSECURITY.COM &
3	3	33	Dan Cullinane	SMG	14	1:55.185	Ford Mustang GT	Sonoma CA	SFR	272065	Dig Motorsports
4	4	06	Anthony Bonino	SMG	14	1:56.162	Ford Mustang	Novato CA	SFR	427325	
5	5	18	Robert Brayton	SMG	14	1:56.802	Ford Ford Mustang	Oakdale CA	SFR	416026	C T Brayton and Sc
6	1	54	David Covin	ITX	14	1:58.752	Mazda NB Miata	Piedmont CA	SFR	649280	Leshar Motorsports
7	1	2	Ross Lindell	ITA	14	1:59.606	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
8	2	24	Jayceton Lapid	ITA	14	1:59.848	Mazda Miata	Daly City CA	SFR	355498	GTstickers.com
9	1	64	Taylor Vance	ITS	14	2:00.897	Mazda Miata	Shingle Springs CA	SFR	400227	
10	3	168	Peter Phung	ITA	14	2:00.206	Mazda Miata	Daly City CA	SFR	545337	Slant I Motorsports
11	1	94	Lawrence Murdter	STL	13	2:01.460	Mazda MX-5	Sunnyvale CA	SFR	436659	Haag Performance/
12	4	4	Dan Pruzan	ITA	13	2:02.427	Mazda Miata	Redwood City CA	SFR	526942	
13	2	81	Terrance Underwood Jr	ITX	13	2:02.647	Mazda Miata	Wildomar CA	SFR	673864	
14	3	115	Taz Oka	ITX	13	2:03.580	Mazda Miata	Sunol CA	SFR	635028	Larry Oka Racing
15	1	7	Bill Okell	N3	13	2:01.910	MG Midget	Victoria BC	SFR	104799	Joe Carr Racing/ B I
16	1	36	Tony Kiratsous	T4	13	2:03.065	Scion FR-S	San Jose CA	SFR	628106	EPMware Racing
17	5	43	Michael Olivier	ITA	13	2:03.794	Honda Civic EX	Santa Rosa CA	SFR	324980	The Garland Comp
18	6	0	Suzanne Cobos	ITA	13	2:06.738	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
19	7	42	Daniel Deluna	ITA	13	2:06.536	Mazda Miata	San Mateo CA	SFR	511594	
20	1	74	Carl Young	B-Spec	13	2:06.599	Mazda Mazda 2	Salinas CA	SFR	333636	Off Line Racing
21	8	32	Fabrice Gallez	ITA	12	2:02.711	Mazda Spec Miata	Campbell CA	SFR	624531	
22	4	171	Memet Aytolu	ITX	12	2:10.042	Mazda Miata	Danville CA	SFR	479129	
23	1	58	Tim Sullivan	SSC5	12	2:10.311	Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Autor
24	1	35	Michael Parks	GTL	12	2:05.534	Toyota Corolla SR-5	Benicia CA	SFR	45440_1	PEM Insulation Co.
25	2	75	Mauro Pellegrini	T4	11	2:21.816	Mazda 3	Redwood city CA	SFR	416564	M P Transportation/
NF	DNF	98	Michael Smith	SMG	6	1:56.888	Ford Mustang	Broomfield CO	SFR	237577	M&L Racing
NF	DNF	49	Rob Fuller	ITA	5	1:59.169	Mazda Miata	San Jose CA	SFR	496932	I Car Garage / Lar
NF	DNF	27	Jared Korth	ITX	5		Mazda Miata	Clovis CA	SFR	675789	
NF	DNF	11	John Faulk	HP	4	2:17.506	Austin Healey Sprite	San Jose CA	SFR	4995	Goodyear
Not classified											
NS	DNS	119	Aaron Jeansonne	ITA			Mazda Miata	Fishers IN	IND	534667	Slanti Motorsports
NS	DNS	76	Nuno Goncalves Pedro	ITX			Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing



#115 Taz Oka holds off the B-Spec car of Carl Young. photo Randy Jones



#8 Terrance Underwood Jr has #32 Fabrice Gallez in his rear view mirror. photo Steve Bohac

Qualifying for the Sunday race again had Ken Pedersen on the pole. Like Saturday, the front of the pack was dominated by SMG cars. However, David Covin broke the SMG juggernaut by hustling his Miata around the track slightly faster than Robert Brayton's SMG car. So the starting grid had four SMG cars followed by Covin in the ITX Miata and then Brayton in the final SMG car.

The race had Pedersen take the initial lead, but trouble was not too far away. On Lap 3 he was given the mechanical black flag. It seems one of the observant SCCA officials noticed his window net was not up. Lucky for Pedersen, as he was responding to the black flag station, there was a full course caution for Robert Brayton's stricken car. Pedersen would later tell me that he got to grid late and was still putting on his gloves when they were sent out onto the track. In his haste, the window net was not put up. Once he got going again, Pedersen and his Mustang marched through the field like he was riding for the pony express. By the end of the race, he made it up to second overall and second in class. He finished 36 second behind Mikhail Butenko.

Sunday was a much better ITA day for Rob Fuller. Overnight Fuller went to John Cerini's shop and built one good differential out of the two he had. It was installed in the car, and it was a different beast. Fuller started out in sixth and finished in fourth overall and first in ITA. Along the way he had to deal with David Covin and Ross "the hammer" Lindell. Lindell and Fuller took turns sharing the lead. The race ended while it was Fuller's turn. Lindell took second in ITA. Covin

won ITX, but he was as high as third overall, when he suddenly fell three spots after the full course caution.

Michael Parks took the Hard Charger award. He was in 26th place on the opening lap and finished 10th overall. Along the way he took the GTL class win by virtue of being the only car entered in the class.



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- Exhaust header fabrication

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1	1	47	Mikhail Butenko	SMG	15	1:52.474	Ford Mustang GT	San Francisco CA	SFR	608226	SFSECURITY.COM
2	2	39	Ken Pedersen	SMG	15	1:52.670	Ford Mustang GT	Novato Ca	SFR	524307	
3	3	33	Dan Cullinane	SMG	15	1:55.160	Ford Mustang GT	Sonoma CA	SFR	272065	Dig Motorsports
4	1	49	Rob Fuller	ITA	15	1:59.150	Mazda Miata	San Jose CA	SFR	496932	1 Car Garage / Larry
5	2	2	Ross Lindell	ITA	15	1:59.068	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
6	1	54	David Covin	ITX	15	1:58.758	Mazda NB Miata	Piedmont CA	SFR	649280	Leshar Motorsports
7	2	27	Jared Korth	ITX	15	2:00.549	Mazda Miata	Clovis CA	SFR	675789	
8	3	168	Peter Phung	ITA	15	1:59.952	Mazda Miata	Daly City CA	SFR	545337	Slant I Motorsports
9	1	64	Taylor Vance	ITS	15	2:01.493	Mazda Miata	Shingle Springs CA	SFR	400227	
10	1	35	Michael Parks	GTL	15	2:00.787	Toyota Corolla SR-5	Benicia CA	SFR	45440_1	PEM Insulation Co.
11	4	24	Jayceton Lapid	ITA	15	2:00.942	Mazda Miata	Daly City CA	SFR	355498	GTstickers.com
12	5	43	Michael Olivier	ITA	15	2:03.351	Honda Civic EX	Santa Rosa CA	SFR	324980	The Garland Comp.
13	3	115	Taz Oka	ITX	15	2:01.460	Mazda Miata	Sunol CA	SFR	635028	Larry Oka Racing
14	4	81	Terrance Underwood Jr	ITX	15	2:03.943	Mazda Miata	Wildomar CA	SFR	673864	
15	1	36	Tony Kiratsous	T4	15	2:02.837	Scion FR-S	San Jose CA	SFR	628106	EPMware Racing
16	1	7	Bill Okell	N3	14	2:01.795	MG Midget	Victoria BC	SFR	104799	100 Car Racing / Bill
17	6	0	Suzanne Cobos	ITA	14	2:04.628	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
18	5	76	Nuno Goncalves Pedro	ITX	14	2:06.443	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
19	1	74	Carl Young	B-Spec	14	2:07.272	Mazda Mazda 2	Salinas CA	SFR	333636	Off Line Racing
20	1	58	Tim Sullivan	SSC5	14		Chevrolet Corvette	Danville CA	SFR	478946	TS Classics & Autor
21	6	171	Memet Aytolu	ITX	14	2:08.531	Mazda Miata	Danville CA	SFR	479129	
22	1	11	John Faull	HP	14	2:09.060	Austin Healey Sprite	San Jose CA	SFR	4995	Goodyear
23	4	06	Anthony Bonino	SMG	13	1:57.423	Ford Mustang	Novato CA	SFR	427325	
24	7	4	Dan Pruzan	ITA	11	2:02.071	Mazda Miata	Redwood City CA	SFR	526942	
25	8	42	Daniel Deluna	ITA	11	2:06.792	Mazda Miata	San Mateo CA	SFR	511594	
26	1	94	Lawrence Murdter	STL	9	2:02.447	Mazda MX-5	Sunnyvale CA	SFR	436659	Haag Performance /
NF	DNF	75	Mauro Pellegrini	T4	4	2:12.805	Mazda 3	Redwood city CA	SFR	416564	M P Transportation /
NF	DNF	18	Robert Brayton	SMG	2	2:06.180	Ford Ford Mustang	Oakdale CA	SFR	416026	C T Brayton and Sc
NF	DNF	32	Fabrice Gallez	ITA	1	2:06.819	Mazda Spec Miata	Campbell CA	SFR	624531	
Not classified											
NS	DNS	98	Michael Smith	SMG			Ford Mustang	Broomfield CO	SFR	237577	M&L Racing
NS	DNS	119	Aaron Jeansonne	ITA			Mazda Miata	Fishers IN	IND	534667	Slanti Motorsports

## Group 6 (SRF,SRF3)

### Group 6 Points

<b>SRF</b>		Darrell Anderson	55
Bruce Richardson	268	John Black	50
Erich Woolley	192	Sean Saint	48
Dylan Arthaud	119	Noah Hambayi	47
Ed Coyne	54	Paul Mantiply	36
Mark Lueker	36	Haydn Fischer	32
Bert Aramburu	35	Sean Sorrell	32
Alexander Lueker	34	Eric Fulkerson	31
Andrew Moore	32	Tao Takaoka	29
Sean Saint	21	James Chartres	28
Dave Potter	18	Frank Valente	28
Paul Mantiply	15	Tom Fischer	28
<b>SRF3</b>		Scott Monroe	26
Robert Sachs	214	Andrew Moore	26
Greg Hoff	202	Nevin Spieker	24
Bill Booth	171	Sam Bhaumik	23
Umberto Milletti	156	Ken Woolley	20
Michael Woolley	140	Neal Wiebmer	18
Lee Douglas	138	Jim Ricketts	17
Eric Hand	99	Joe Kou	17
Brandon Lewis	92	Tim Weaver	16
Paul Luca	84	Todd Butler	16
Jerry Aplash	83	Michael McGarry	14
Caleb Shrader	78	Dustin Decker	10
Federico Mosconi	75	Jesse Babbitz	10
Justin Meretab	72	Kevin O'Connor	8
Bill Jordan	64	Paul Goudy	7
Sean O'Boyle	63	Michael Boyle	6
Dean Crowe	60	Steven Angus	5
John Sollner	58	Daniel Olmstead	2



#5 Bruce Richardson sporting a new paint job. Came in second place in SRF on Sunday. photo Randy Jones

Only 21 cars showed up to compete in Group 6 this weekend. Twenty-one cars for most groups is a lot especially when you consider that

there are only two classes in Group 6. But this was about ten cars short of our average for the season. The main reason for the shortage was the IndyCar weekend race was only a few days away. Many of the regular SFR racers did not want to risk damaging their cars and not being able to get them ready in time. The IndyCar race represented an opportunity for the SRF group to showcase their talents in front of an audience of thousands.

The racers that did show up for the Sonoma event were anyone who was chasing the points championship, and those that saw it as an opportunity to run in the front, since many of the top drivers were not present.

Qualifying for the Saturday race had the two of top three in points qualifying first and second. Greg Hoff, who was third in regional points, took the pole, while Robert Sachs who was currently in first for

the regional championship, qualified second.

New to this group were Eric Fulkerson and Joe Kou. They both are regulars in the Spec Miata class, and they were applying their race craft to a different type of cars. Fulkerson qualified sixth, while Kou qualified eleventh. Todd Johnson was the top qualifier in SFR (Gen 2.) He lined up ninth overall which is pretty impressive, considering the SRF Gen 2 car is a lot slower than the SRF Gen 3 car. Second in Gen 2 was Erich Woolley. Rumor has it he will be moving up to a Gen 3 car next year.

What looked to be a straight-up battle between the two championship contenders ended up being a disaster for Robert Sachs. He showed up to grid late and tried to assume his starting position. But he arrived just as the cars were being dispatched, and the Grid personnel were instructing him to go to the rear of the field. He initially ignored their request, even though he did not have his driving gloves on yet. As the cars pulled onto the pit lane, Sachs was sent to the rear of the field. Hoff did not mind that his main competition was sent to the rear. This enabled Hoff to take the lead of the race and drive away. He won by more than 13 seconds, beating Lee Douglas. Douglas started the race in fifth and moved to third on the second lap of the race. On the last lap of the race, he passed Noah Hambayi for second place.

Sachs moved through the field pretty quickly. He crossed the timing stripe in tenth place on the first lap. Sachs then spent the majority of the race in sixth behind Kou. Kou had a great race with Brandon Lewis, who was holding down fourth for most of the race. But an off and off



#56 Mark Lueker made his Sonoma Raceway debut this weekend. photo Randy Jones

at Turn 2 meant Lewis dropped to seventh at the end. Sachs minimized the damage in the points by finishing fifth overall. Kou took fourth, which was a great result for him, considering it was his first race in the car.

Johnson took the SRF victory finishing three positions ahead of Erich Woolley. Johnson's race pace was 1.6 seconds faster than his qualifying pace. This was Johnson's first race at Sonoma, so I am sure he was getting used to the track as he put in the laps.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	14	Greg Hoff	SRF3	14	1:49.930	SCCA Enterprises SRF3	Oakland CA	SFR	437964	John Cerini / Corne
2	2	2	Lee Douglas	SRF3	14	1:49.969	SRF Gen3	Portland OR	SFR	370148	LADCO Pipe & Pili
3	3	64	Noah Hambayi	SRF3	14	1:50.491	SCCA Enterprises Spec Ra	Trabuco Canyon CA	SFR	514290	Alphio Information
4	4	44	Joe Kou	SRF3	14	1:50.922	SCCA Spec Racer Ford Ge	Walnut Creek CA	SFR	528297	Golden State Ortho
5	5	35	Robert Sachs	SRF3	14	1:51.186	SCCA Enterprises Spec Ra	Napa CA	SFR	378223	Robert R. Sachs PC
6	6	141	Eric Fulkerson	SRF3	14	1:52.554	Ford Spec Racer Gen 3	Walnut Creek CA	SFR	528732	Golden State Ortho
7	7	66	Brandon Lewis	SRF3	14	1:51.253	SCCA Enterprises Spec Ra	San Francisco CA	SFR	436461	HSE Racing
8	8	83	Paul Luca	SRF3	14	1:52.427	SCCA Enterprises Spec Ra	Sonoma CA	SFR	193814	
9	9	48	Paul Mantipty	SRF3	14	1:52.957	SCCA Enterprises Spec Ra	Columbia CA	SFR	670923	
10	10	116	Sean Saint	SRF3	14	1:52.906	SCCA Enterprises SRF3	SAN DIEGO CA	SFR	670863	AccelRaceTek
11	1	21	Todd Johnson	SRF	14	1:53.282	SCCA Enterprises SRF3	Los Angeles CA	WDC	670315	
12	11	55	Sam Bhaumik	SRF3	14	1:54.684	SRF Spec Racer Ford Renl	San Mateo CA	SFR	286954	
13	12	39	Andrew Moore	SRF3	14	1:55.062	SCCA Enterprises SRF	San Francisco CA	SFR	511418	Cerini Motorsports
14	2	33	Erich Woolley	SRF	14	1:56.447	SCCA Enterprises Spec Ra	Newcastle CA	SFR	547685	Woolley Brothers a
15	13	49	Walter Kuhn	SRF3	13	1:54.628	Ford SRF3	Bigfork MT	BSky	547995	Accel Race Tek
16	14	37	Dean Crowe	SRF3	13	1:57.753	SCCA Enterprises SRF Gei	Los Gatos CA	SFR	639565	Accelracetek
17	3	5	Bruce Richardson	SRF	13	1:57.398	SCCA-E GEN2	Los Gatos CA	SFR	340127	AccelRaceTek
18	15	84	James Schubert	SRF3	13	1:58.523	SRF3	Sedona AZ	CSCC	133192	
19	4	05	Robert Meighan	SRF	13	2:04.026	Ford Spec ford racer gen	San Jose CA	SFR	674729	
20	5	56	Mark Lueker	SRF	12	2:07.663	Spec Racer Ford Gen2	Santa Barbara ca	SFR	663219	308 Systems
21	6	88	Alexander Lueker	SRF	12	2:04.026	SCCA SRF	Fort Collins CO	SFR	663220	

Qualifying for the Sunday race saw a mix up in the front. John Sollner, who did not make the Saturday race, qualified second next to Saturday's pole sitter Greg Hoff. Joe Kou qualified third and Robert Sachs took the fourth spot. Less than a second separated the top four positions. Todd Johnson gain took the top spot in SRF Gen 2. Erich Woolley, who was seen working on his car most of the weekend, did not make the grid for qualifying.

For Greg Hoff, the Sunday race was not as straight forward as the Saturday race. He did lead every lap and he did win the race. But this race was not one of those races where he could get a rhythm going. It was interrupted by two full course cautions.

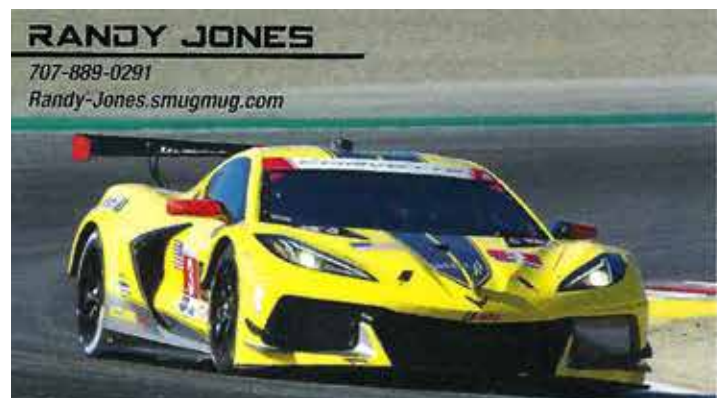
The first caution came out for car #88 Alexander Lueker on Lap 2. Lueker was parked in a hazardous position with a mechanical problem. At that point the running order was Hoff, Kou, Sollner, and Sachs. This caution lasted only one lap and on Lap 3 the race resumed.

With the front of the pack tightly grouped, they came out of Turn 10 headed for the hard braking zone of Turn 11. Sollner nailed Turn 10, had slipped to the inside of Kou, as the two cars braked for the hairpin right hander. Sollner exited the turn ahead of Kou, but not completely clear of him. The two raced up to past the start finish and towards Turn 1, with Kou's left front right along side of Sollner's right rear. Sollner, thinking he was clear of Kou, moved to the right just before the turn-in point for Turn 1. The two cars touched, with Kou hitting the inside retaining wall. He then bounced off and collected Sollner. The two cars came to a skidding halt tangled together and wedged up against the wall. With neither car able to continue the pace car was once again deployed.

The clean up took three laps to complete. When the green flag came back out, Hoff had his fellow championship contender Sachs glued to the back of his borrowed body work (the tail section is orange, while the rest of the car is white.) They raced that way the entire race, with Hoff able to maintain the top spot. When the checkered flag fell, the margin of victory was only .537 seconds.

Noah Hambayi and Lee Douglas were left to contest the final podium spot. Douglas got the better of Hambayi on Saturday, but during the Sunday race, the tides were turned - Hambayi beating Douglas by a scant .3 seconds. Todd

Johnson had the Gen 2 portion of this race locked up, but on Lap 10 something happened to him. He pulled into the pits and went to the back paddock, ending his race prematurely. That left the spoils to Erich Woolley, who had started from the back of the pack and passed five cars on the first lap of the race.



Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	14	Greg Hoff	SRF3	14	1:49.520	SCCA Enterprises SRF3	Oakland CA	SFR	437964	John Cerini / Corne
2	2	35	Robert Sachs	SRF3	14	1:49.595	SCCA Enterprises Spec Ra	Napa CA	SFR	378223	Robert R. Sachs PC
3	3	64	Noah Hambayi	SRF3	14	1:51.316	SCCA Enterprises Spec Ra	Trabuco Canyon CA	SFR	514290	Alpha Information
4	4	2	Lee Douglas	SRF3	14	1:50.416	SRF Gen3	Portland OR	SFR	370148	LADCO Pipe & Pilin
5	5	141	Eric Fulkerson	SRF3	14	1:51.966	Ford Spec Racer Gen 3	Walnut Creek CA	SFR	528732	Golden State Ortho
6	6	116	Sean Saint	SRF3	14	1:52.181	SCCA Enterprises SRF3	SAN DIEGO CA	SFR	670863	AccelRaceTek
7	7	83	Paul Luca	SRF3	14	1:52.789	SCCA Enterprises Spec Ra	Sonoma CA	SFR	193814	
8	8	49	Walter Kuhn	SRF3	14	1:53.741	Ford SRF3	Bigfork MT	BSky	547995	Accel Race Tek
9	9	48	Paul Mantiplay	SRF3	14	1:53.669	SCCA Enterprises Spec Ra	Columbia CA	SFR	670923	
10	1	33	Erich Woolley	SRF	14	1:55.995	SCCA Enterprises Spec Ra	Newcastle CA	SFR	547685	Woolley Brothers a
11	10	84	James Schubert	SRF3	14	1:56.381	SRF3	Sedona AZ	CSCC	133192	
12	2	5	Bruce Richardson	SRF	14	1:57.027	SCCA-E GEN2	Los Gatos CA	SFR	340127	AccelRaceTek
13	11	37	Dean Crowe	SRF3	14	1:59.060	SCCA Enterprises SRF Gei	Los Gatos CA	SFR	639565	Accelracetek
14	12	39	Andrew Moore	SRF3	14	1:58.631	SCCA Enterprises SRF	San Francisco CA	SFR	511418	Cerini Motorsports
15	3	56	Mark Lueker	SRF	13	2:06.452	Spec Racer Ford Gen2	Santa Barbara ca	SFR	663219	308 Systems
16	13	66	Brandon Lewis	SRF3	11	1:51.835	SCCA Enterprises Spec Ra	San Francisco CA	SFR	436461	HSE Racing
17	4	21	Todd Johnson	SRF	11	1:51.908	SCCA Enterprises SRF3	Los Angeles CA	WDC	670315	
NF	DNF	18	John Sollner	SRF3	5	1:50.942	SCCA Enterprises spec rac	Sonoma CA	SFR	648504	Sollner and Sons R
NF	DNF	44	Joe Kou	SRF3	5	1:50.789	SCCA Spec Racer Ford Ge	Walnut Creek CA	SFR	528297	Golden State Ortho
NF	DNF	88	Alexander Lueker	SRF	1	2:12.620	SCCA SRF	Fort Collins CO	SFR	663220	
Not classified											
NS	DNS	05	Robert Meighan	SRF			Ford Spec ford racer gen	San Jose CA	SFR	674729	
NS	DNS	55	Sam Bhaumik	SRF3			SRF Spec Racer Ford Reni	San Mateo CA	SFR	286954	



#94 Ken Sutherland had the field covered all weekend. Winning both group seven races and winning the Bobby Carter Memorial Race. photo Randy Jones

**Group 7 Points**

<b>SM</b>	David Covin	175	Kirk Williams	45	Steve Meyers	21	Mark Lenney	2	
Malon Brown	210	Rob Fuller	167	Alberto Goncalves	44	Alan Gjedsted	19	Charles Meyer	2
Tommy McCarthy	113	Eric Fulkerson	166	Mike LaBouff	43	Dan Pruzan	17	Fabrice Gallez	2
Tim Weaver	100	Joe Kou	140	Joan Linehan	43	Frank Zucchi	17	John Kriesa	1
Joe Schubert	68	Wa Huong	130	Tim Barber	43	Stephen Ichinaga	16	<b>SSM</b>	
John Anderson	50	Joseph Carl	107	Jared Highman	42	Charles Barr	15	Douglas Alvis	238
Joel Odelson	42	Kevin Carter	78	Mike Ray	41	Richard Bailey	13	Matthew Wyatt	196
Ryan Gutile	39	Ross Lindell	77	Taylor Vance	40	Scott Smith	13	Taz Oka	165
Gerald Schiefferly	39	Peter Phung	74	Juan Graziosi	39	April Halliday	11	Nuno Goncalves Pedro	130
John Riewerts	35	Gregory Smoot	71	Suzanne Cobos	35	Lynsie Zellmer	9	David Samuel	101
Christian Mali	35	Donald Ahn	69	Scott Carter	35	Scott Story	7	Steve Borlik	50
Catherine Mali	34	Brian Cross	62	Jayceton Lapid	34	Daniel Deluna	6	Mark Wiseberg	41
Taz Oka	33	Jared Korth	61	Phillip Holifield	33	David Rahemi	4	Aaron Garfinkel	38
Ari Ichinaga	25	Andres Prieto	57	Michael Herbert	30	Eric Lamascus	4	Scott Story	36
Andres Prieto	21	Justin Casey	54	Ron Bond	28	Sierra Lacey	3	Steve Whitaker	36
David Rahemi	18	Tim Wright	53	Bradley Oneto	27	Eddie Dupee	3	Greg Powell	32
Eric Lamascus	16	Ken Sutherland	50	David Vrane	24	Martin Tagliavini	3	Mark Means	18
<b>SMT</b>	Aaron Jeansonne	46	Joseph Ysais	22	Craig Yates	3	Andrew Wozencroft	16	
Greg Hoff	233	Tim Weaver	46	Derek Stewart	21	Steve Whitaker	3		

SMT is officially the dominant class in this group. Only one SM car was entered in the 38 car field. Six of the 38 were SSM (Sealed Spec Miatas) and the rest all SMT cars.

Greg Hoff took the pole position over Ken Sutherland, the difference was a whopping .055 seconds. Third fastest was Joe Kou, followed by Rob Fuller. Top qualifier in SSM was Roland Kamber occupying the 20th spot, while the lone SM car of Malon Brown qualified 27th.

The outcome of the race was determined on the first lap. Sutherland took the lead, with Hoff in second. David Covin moved up to third and Kou took fourth. The top seven positions did not change positions the entire race distance. The mover and shaker in the race was Rob Fuller.

Rob had a differential break during the ITA race with only two hours between the ITA race and the Group 7 race. Fuller and his friend Eddy put another differential in the car. The problem was the differential was not a race diff, so only one wheel had traction coming out of the corners. Fuller said considering everything, he was happy finishing eighth. He also said the guys from the SlantI team were very helpful.

SSM Kamber moved up seven positions from where he started. He won the class over Taz Oka. They had only the car of Taylor Vance between the two of them. Oka is making some serious strides in SSM. Every race the teenager has been getting more and more competitive.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	94	Ken Sutherland	SMT	13	1:57.941	Mazda Miata	Sherwood OR	SFR	283190	W yatt Fire Protec ite
2	2	7	Greg Hoff	SMT	13	1:57.635	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
3	3	54	David Covin	SMT	13	1:58.575	Mazda NB Miata	Piedmont CA	SFR	649280	Leshler Motorsports
4	4	6	Joe Kou	SMT	13	1:58.889	Mazda Spec Miata	Walnut Creek CA	SFR	528297	Competition Autow
5	5	89	kevin Carter	SMT	13	1:58.931	Mazda Miata	Elk Grove CA	SFR	437616	Imports Unlimited
6	6	2	Ross Lindell	SMT	13	1:59.518	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
7	7	59	Mike Ray	SMT	13	1:59.633	Mazda Miata	Pacifica CA	SFR	546072	
8	8	49	Rob Fuller	SMT	13	1:59.625	Mazda Miata	San Jose CA	SFR	496932	Car Garage   Larr
9	9	99	Frank Zucchi	SMT	13	2:01.107	Mazda Miata	Oakdale CA	SFR	335337	FZ Vapor Honing
10	10	27	Jared Korth	SMT	13	2:00.492	Mazda Miata	Clavis CA	SFR	675789	
11	11	85	Scott Carter	SMT	13	2:01.005	Mazda Miata	Suisun City CA	SFR	177333	Imports Unlimited
12	12	36	Joseph Carl	SMT	13	2:00.828	Mazda Miata	Santa Cruz CA	SFR	402223	Rustyâ€™s Repair
13	1	19	Roland Kamber	SSM	13	2:00.924	Mazda Miata	Campbell CA	SFR	426953	Precision Identity C
14	13	64	Taylor Vance	SMT	13	2:01.196	Mazda Miata	Shingle Springs CA	SFR	400227	
15	2	115	Taz Oka	SSM	13	2:00.091	Mazda Miata	SunoI CA	SFR	635028	
16	14	168	Peter Phung	SMT	13	2:00.249	Mazda Miata	Daly City CA	SFR	545337	Slant I Motorsports
17	15	96	Joan Linehan	SMT	13	2:01.711	Mazda Miata	Clayton CA	SFR	445423	Competition Autow
18	16	05	Alberto Goncalves	SMT	13	2:02.464	Mazda Miata	San Jose CA	SFR	417516	
19	17	20	Kirk Williams	SMT	13	2:01.410	Mazda Miata	Palo Alto CA	SFR	673105	
20	18	43	Michael Herbert	SMT	13	2:02.339	Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire I
21	19	32	Fabrice Gallez	SMT	13	2:02.715	Mazda Spec Miata	Campbell CA	SFR	624531	
22	20	4	Dan Pruzan	SMT	13	2:01.849	Mazda Miata	Redwood City CA	SFR	526942	
23	3	45	Mark Means	SSM	13	2:02.130	Mazda miata	Meadow Vista CA	SFR	404787	A+ Racing
24	4	97	Daniel Kulas	SSM	13	2:04.509	Mazda Miata	Sunnyvale CA	SFR	483501	
25	5	33	Douglas Alvis	SSM	13	2:05.106	Mazda Miata	Roseville CA	SFR	194182	Cut 2D Creative CN
26	21	0	Suzanne Cobos	SMT	13	2:05.018	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
27	22	42	Daniel Deluna	SMT	13	2:05.213	Mazda Miata	San Mateo CA	SFR	511594	
28	23	9	Charles Meyer	SMT	13	2:05.249	Mazda Miata	Sacramento CA	SFR	401888	A+ Racing
29	24	78	Steve Whitaker	SMT	13	2:05.007	Mazda Miata	Loomis CA	SFR	500463	Whitaker Motorspo
30	25	24	Jayceton Lapid	SMT	12	2:00.994	Mazda Miata	Daly City CA	SFR	355498	GTstickers.com
31	26	03	Jim Wickersham	SMT	12	2:06.078	Mazda Miata	Alamo CA	SFR	214821	Competition Autow
32	1	16	Malon Brown	SM	12	2:06.586	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
33	27	68	John Stuart	SMT	12	2:06.186	Mazda Miata	San Carlos CA	SFR	650334	All Reasons Moving
34	6	76	Nuno Goncalves Pedro	SSM	12	2:06.980	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
Not classified											
NS	DNS	51	Eric Fulkerson	SMT			Porsche Boxster	Walnut Creek CA	SFR	528732	Whir Orthopedic Sp
NS	DNS	119	Wa Huong	SMT			Mazda Miata	Union city ca	SFR	528626	Slant i Motorsports
NS	DNS	155	Eddie Dupee	SMT			Mazda Miata	SANTA CLARA CA	SFR	648509	
NS	DNS	14	Alan Gjedsted	SMT			Mazda Miata	San Francisco CA	SFR	402683	Larry Oka Racing



Race 2 of the weekend for the Miatas again had Gregg Hoff on the pole, with Ken Sutherland second. David Covin was third and Scott Carter third. SSM had Taz Oka out-qualify Roland Kamber by .903 seconds.

In a repeat from Saturday, Sutherland took the lead and never relinquished it. Hoff did all he could to take the top spot, but was unable to. He was overheard talking at the end of the race. Hoff said Sutherland had just a little bit of extra. He tried to run him hard to wear out his tires and it never happened. Hoff even backed off to let his tires cool off, but still could not wrestle the lead from Sutherland.

Covin held third the entire race. The big shake up in the front was between Joe Kou and Rob Fuller. Kou was holding down fourth and

Fuller was fifth. They went side by side through Turn 3, and the two banged doors. They both spun and went into the dirt. Fuller was able to get going faster than Kou, and found himself in ninth place. By the time Kou got going again he was 14th. They both worked their way up to finish seventh and eighth.

Roland Kamber, although out-qualified for the SSM pole, did not let that bother him. Kamber lined up 18th on the grid, but by the end of Lap 1, he was up to ninth. He moved up two positions when Kou and Fuller spun, but was overtaken by the duo four laps before the end of the race. Kamber won the class over Oka.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	94	Ken Sutherland	SMT	16	1:58.385	Mazda Miata	Sherwood OR	SFR	283190	Wyatt Fire Protection
2	2	7	Greg Hoff	SMT	16	1:58.382	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
3	3	54	David Covin	SMT	16	1:58.899	Mazda NB Miata	Piedmont CA	SFR	649280	Leshar Motorsports
4	4	85	Scott Carter	SMT	16	1:59.697	Mazda Miata	Suisun City CA	SFR	177333	Imports Unlimited
5	5	27	Jared Korth	SMT	16	2:00.571	Mazda Miata	Clovis CA	SFR	675789	
6	6	2	Ross Lindell	SMT	16	1:59.671	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
7	7	49	Rob Fuller	SMT	16	1:59.331	Mazda Miata	San Jose CA	SFR	496932	i Car Garage   Larry Oka
8	8	6	Joe Kou	SMT	16	1:59.402	Mazda Spec Miata	Walnut Creek CA	SFR	528297	Competition Autow
9	1	19	Roland Kamber	SSM	16	2:00.973	Mazda Miata	Campbell CA	SFR	426953	Precision Identity C
10	9	59	Mike Ray	SMT	16	2:00.617	Mazda Miata	Pacifica CA	SFR	546072	
11	2	115	Taz Oka	SSM	16	2:01.056	Mazda Miata	Sunol CA	SFR	635028	
12	10	05	Alberto Goncalves	SMT	16	2:00.958	Mazda Miata	San Jose CA	SFR	417516	
13	11	24	Jayceton Lapid	SMT	16	2:00.836	Mazda Miata	Daly City CA	SFR	355498	GTstickers.com
14	12	4	Dan Pruzan	SMT	16	2:01.987	Mazda Miata	Redwood City CA	SFR	526942	
15	13	43	Michael Herbert	SMT	16	2:01.907	Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire I
16	14	96	Joan Linehan	SMT	16	2:01.982	Mazda Miata	Clayton CA	SFR	445423	Competition Autow
17	15	14	Alan Gjedsted	SMT	16	2:01.216	Mazda Miata	San Francisco CA	SFR	402683	Larry Oka Racing
18	16	168	Peter Phung	SMT	16	2:01.062	Mazda Miata	Daly City CA	SFR	545337	Slant I Motorsports
19	17	20	Kirk Williams	SMT	16	2:02.980	Mazda Miata	Palo Alto CA	SFR	673105	
20	18	78	Steve Whitaker	SMT	16	2:03.229	Mazda Miata	Loomis CA	SFR	500463	Whitaker Motorspo
21	3	97	Daniel Kulas	SSM	16	2:04.614	Mazda Miata	Sunnyvale CA	SFR	483501	
22	1	16	Malon Brown	SM	16	2:04.443	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
23	19	9	Charles Meyer	SMT	15	2:03.886	Mazda Miata	Sacramento CA	SFR	401888	A+ Racing
24	20	0	Suzanne Cobos	SMT	15	2:05.767	Mazda Miata NB (spec)	REDWOOD CITY CA	SFR	616979	Slant I Motorsports
25	21	42	Daniel Deluna	SMT	15	2:06.921	Mazda Miata	San Mateo CA	SFR	511594	
26	4	33	Douglas Alvis	SSM	15	2:07.291	Mazda Miata	Roseville CA	SFR	194182	Cut 2D Creative CN
27	22	51	Eric Fulkerson	SMT	15	2:00.170	Porsche Boxster	Walnut Creek CA	SFR	528732	Wair Orthopedic Sp
28	5	76	Nuno Goncalves Pedro	SSM	15	2:06.004	Mazda Spec Miata	Half Moon Bay CA	SFR	478234	Larry Oka Racing
29	23	64	Taylor Vance	SMT	11	2:01.634	Mazda Miata	Shingle Springs CA	SFR	400227	
NF	DNF	68	John Stuart	SMT	6	2:08.255	Mazda Miata	San Carlos CA	SFR	650334	All Reasons Moving
NF	DNF	99	Frank Zucchi	SMT	4	2:01.332	Mazda Miata	Oakdale CA	SFR	335337	FZ Vapor Honing
NF	DNF	89	Kevin Carter	SMT			Mazda Miata	Elk Grove CA	SFR	437616	Imports Unlimited
NF	DNF	36	Joseph Carl	SMT			Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's™ Repair
Not classified											
NS	DNS	32	Fabrice Gallez	SMT			Mazda Spec Miata	Campbell CA	SFR	624531	
NS	DNS	03	Jim Wickersham	SMT			Mazda Miata	Alamo CA	SFR	214821	Competition Autow
NS	DNS	45	Mark Means	SSM			Mazda miata	Meadow Vista CA	SFR	404787	A+ Racing
NS	DNS	119	Wa Huong	SMT			Mazda Miata	Union city ca	SFR	528626	Slant i Motorsports
NS	DNS	155	Eddie Dupee	SMT			Mazda Miata	SANTA CLARA CA	SFR	648509	

## Bobby Carter Memorial Race (non points)



The large grid of cars go out for the Bobby Carter Memorial Race. photo Steve Bohac

Bobby Carter was a young father who flourished behind the wheel of a race car. Unfortunately, he died prematurely during a family vacation. His family wanted to share his memory with his fellow racers, so they sponsored a Miata Race in his honor. They came up with several awards, including top finishing car in each class, most positions gained, best looking car and crew, and longest tow.

The grid was set based on the Saturday morning qualifying grid. However some of the drivers moved back on the grid, possibly to earn the most positions gained award.

One of the people that moved to the back of the grid was Ken Sutherland. He moved up 21 spots to take the win. Rob Fuller moved up 20 positions and came in fifth. Another interesting note was that Pole sitter Greg Hoff was a no show for this race.

Mark Means was the best of the SSM Miata Class. He has won most of the SSM races recently.

Joe Kou led the initial laps of the race, but fell to third on Lap 6. Ross Lindell took the lead, but did not hold on to it very long, as Sutherland was storming through the field. It took Sutherland only seven laps to enjoy the view from the front. Kou did regain the second spot dropping Lindell to third. Lindell was not done giving up positions. Lap 7 saw him give up first, Lap 8 he gave up second, Lap 9 he gave up third. Lindell ended up fourth overall.

No SM (Spec Miatas) competed in this race.



Bobby Carter's family was all in attendance. photo Steve Bohac



#59 Mike Ray came in seventh place. photo Randy Jones



#2 Ross Lindell has to put some opposite lock into the steering as he holds off the advances of #94 Ken Sutherland.



#51 Eric Fulkerson moved up 15 places but he lost out to Ken Sutherland for the hard charger award. Here he is passing #45 Mark Means. photo Steve Bohac

Only one regional race weekend remains - the three-day Thunderhill season finale. What's new this year is that each of the three Regional Races will have its own separate track configuration.

And there's the big Saturday night party, with Patio BBQ and a live band. What better way to celebrate Halloween!

# SFR Solo II Round 9 & 10

## Round 9



*Fred Campbell cools off his tires between runs*

Round 9 of the SF Region's Solo II championship series was held on August 20, 2022, at Crows Landing. Ninety-two people braved the heat for the event that was chaired by Vernon Head and Tom Exley. Ben Martinez and Jonathan Lugod designed the courses for the weekend.

Monty Pack led the S1 group in a 2018 Porsche GT3. He was followed by Derek Hui in a '17 Chevrolet Corvette Grand Sport. At Hui's heels was Derek Punch in a '20 Porsche GT4.

Gary Fazekas took the top spot in S2 in a '19 Ford Mustang. Jeremy Eaton, in a '01 BMW M3, finished in second spot.

The S3 group was led by Dennis Hubbard in a '04 Toyota MR2 Spyder. Craig Boyle took second place in a '94 Mazda Miata, while Thomas Frecentese finished third in a '20 Mazda MX5. Harrison Lambert and Madison Lambert rounded out the rest of S3.

Michael Yanase, in a Honda Civic Si, took first place in S4. Yanase was followed by Marco Cruz in a '19 Civic. John Subosits rounded out third place in a '08 Civic. The rest of S4 included Suze Morrison, Kevin Chauvin, Conor Botkin, Ian Moore, James Rowney and Alex Vaughn.

Adrian Cardenas led the SMP class in a '95 Mazda RX7. Danny Gross took second in a '08 Mazda 3, while John Lawrence took third in a '17 Corvette. Eric Gnesa, Lisa Gnesa, Jourdan Risoen, Darrell Moskowitz and Elijah Kleeman rounded out the rest of SMP.

Andre Piernot took first place in ST2 in a '90 Miata. Wyatt Taylor took second in a '90 Miata with Kian Ramezani in third place, also in a '90 Miata. Tristan Wu rounded out the rest of ST2.

Cheng Li ran uncontested in STM in a '18 Subaru BRZ.

Scott Sandowski led the XS class in a '97 Civic. Khoa Cao took second in a '07 Honda S2000, while Attalah Hadad took third in a '96 Miata.

Darren Shortes took the

top spot in a AS in a '02 Corvette Z06. Vernon Head took second in a '01 Z06, with Kelly Prior in third place in a '05 Lotus Elise.

The DS class was led by Mark Scroggs in a '22 Volkswagen Golf R. John Rowe, in a '19 Civic Type R, took second, while Des Troups took the last podium spot. The rest of DS included Eileen Blando, Kevin Bui, Dennis Quilantang, Ed Runnion and Fred Campbell.

Reed Gibson, in a '15 Scion FRS, took the top spot in Solo Spec Coupe. Peter Loney took second in a '15 FRS, while Dhiraj Jadhav finished third in a BRZ. Glenn Austin and Eric Martin rounded out the rest of SSC. Kendra Mabie ran uncontested in SSC-Ladies in a '15 FRS.

Praneil Prasad led the STR group in a '97 BMW M3. Scott Mullens finished in second place in a '16 MX5, while Mark Lewis finished third in a '20 MX5 Club. Erik Acks and Rich Lee round out the rest of STR.

Steve McLaughlin took first place in STU in a '07 Nissan 350Z. Yon Visell finished second in a '10 Cayman S. Paul Tibbals rounded out third place in a '06 Subaru Sti.

Jonathan Lugod, in a '19 BRZ, took first place in STX. He was followed by Adam Tarnoff in a '19 BRZ, while William Stanaway finished third in a '13 FRS. Brian Stanaway rounded out the rest of STX. Jessica Yeung and Catherine Tran finished first and second, respectively, in STX-Ladies.

Jeff and Nicole Wong took first and second, respectively, in Classic American Muscle. Hal Dorton finished third in a '17 Mustang GTPP. The rest of CAM included Gordon White, Randy Grohosky, Greg Back, Chris Decker, Sean Evans, Roy Evans, and Terry Dalziel.

Ben Martinez led the M class in a '84 Van Diemen. Jamie Mendoza took second place in a '84 Van Deimen, with Matthew Ellam in third in a '98 Omnifab Cheetah. Tom Ellam and Douglas Hargrove rounded out the rest of the M category.

Andrew Mathers finished in first place in the N class in a '22 Toyota GR86. He was followed by Frederick Ernest in a '07 Corvette, while Jawaad Saleh took third in a '22 Toyota Supra. Jarrett Isaacson rounded out the rest of the N class.

Michael Maier, in a '65 Ford GT350, took the top spot in the Prep. Tom Exley took second place in a '87 RX7, with Johnathon Stewart taking third in a '65 Shelby. The rest of the group included Jake Obniski, James Laeno and Derek Boyd. Deanne Caraballo ran uncontested in P-Ladies in a '82 Toyota Starlet.



*Chris Decker*

**Round 10**

Crows Landing once again hosted the SF Region's Round 10 of the Solo II championship on Aug. 21, 2022. Vernon Head and Tom Exley co-chaired the event that was attended by 101 competitors, and the course was designed by Ben Martinez and Jonathan Lugod.

The AS group was led by Justin Bowen in a 2014 Porsche Cayman S. Bowen was followed by Vernon Head in a '01 Chevrolet Corvette Z06. Darren Shortes rounded out third in a '02 Corvette Z06. Al Andersen and Kelly Prior rounded out the rest of AS.

Alex Muresan, in a '19 Honda Civic Type R, took the top spot in DS. Hot on his heels was Mark Scroggs in a '22 Volkswagen Golf R. John Rowe took the last podium spot in a '19 Civic Type R. The rest of DS included Des Toups, Arvind Govindaraj, Ed Runnion, Kevin Bui, Fred Campbell and Haoshen Yang. Rebecca West ran uncontested in a '17 Toyota 86.

Solo Spec Coupe was led by Reed Gibson in a '15 Scion FRS. He was followed by Peter Loney in a '15 FRS. Glenn Austin took third in a '14 Subaru BRZ. Dhiraj Jadhav and Eric Martin rounded out the rest of SSC. Kendra Mabie ran uncontested in SSC-Ladies in a '15 FRS.

Scott Mullens took the top spot in STR in a '16 Mazda MX5. Praneil Prasad took second in a '97 BMW M3, with Mark Lewis in third place in a '20 MX5. The rest of STR included Glen Anderson, Rich Lee, Erik Acks, Megan Anderson and Ryan Ngo. Cindy Ngo ran uncontested in STR-Ladies in a '22 BRZ.

Justin and Mack Tsang finished first and second, respectively, in STU. The Tsangs were in a '06 Subaru Sti. Matt Ales took third in a '11 M3. Steve McLaughlin, Jimmy Au-Yeung, Yon Visell, Paul Tibbals and Scott Garriss rounded out the rest of STU.

Bryan Heitkotter led the STX group in a '15 BRZ. He was followed by Adam Tarnoff in a '19 BRZ, while Brian Stanaway rounded out third in a '13 FRS. The rest of STX included Teddie Alexandrova and William Stanaway. Jessica Yeung and Catherine Tran took first and second, respectively, in STX-Ladies. Both were in a '19 BRZ.

Classic American Muscle was led by Jeff Wong in a '19 Corvette. Hot on Wong's heels was Akash Mohanan in a '18 Chevrolet Camaro SS 1LE, while Michael Gardner finished third in a '16 Ford Mustang GT350. Nicole Wong, Hal Dorton, Adam Craig, Andy Craig, Gordon White, Greg Back and Leon Weinroth rounded out the rest of CAM. Brenda Barnes took the top spot in CAM-L in a '18 Mustang. Kristen Barnes took second, also in a '18 Mustang.

Ben Martinez took the top spot over co-driver Jaime Mendoza in Modifieds. They were driving a '84 Van Diemen. Douglas Hargrove rounded out third in a '83 F500 R&D Special. The rest of the M group included Eileen



Rich Lee

Blando and Ricardo Quinonez.

Jacob Fenenga took first place in the N class in a '14 Civic Si. Zhujie Lin finished second in a '13 BRZ.

Michael Maier led the Prepared class in a '65 Mustang GT350. Johnathon Stewart took second, while Tom Exley finished third in a '87 Mazda RX7. The rest of the Prepared class included Jake Obniski, James Laeno and Derek Boyd.

Monty Pack, in a '18 Porsche GT3, took the top spot in S1. Nipping at his heels was Steve Lau, also in a '18 Porsche GT3, with Eric Lam rounding out third in a '15 Porsche GT3. Derek Punch and Derek Hui rounded out the rest of S1. Tara Shapowal-Lau ran uncontested in S1-L in a '18 GT3.

Gary Fazekas finished in first place in S2. Fazekas was in a '19 Mustang. Jeremy Eaton took second in a '01 BMW M3.

Craig Boyle, in a '94 Miata, took the top spot in S3. Thomas Frecentese finished second in a '20 MX5.

The S4 group was led by John Subosits in a '08 Civic. He was followed by Suze Morrison in a '15 Ford Focus ST. Kevin Chauvin took the last podium spot in a '15 Focus ST. The rest of S4 included Conor Botkin, Ian Moore and Anton Savinov.

Jonathon Lugod took first place in SMP in a '95 Mazda RX7. Danny Gross took second in a '08 Mazda 3, while Adrian Cardenas finished third in a '95 RX7. Lisa Gnesa, Eric Gnesa, Isaac Acks, Allen Chen, Justin Quon, Jourdan Risoen, Darrell Moskowitz and Steve O'Blenes rounded out the rest of SMP.

Adam Smith and Tristen Wu finished first and second, respectively, in ST2. Smith was in a '91 Miata and Wu was in a '17 Subaru Crosstrek.

Mike McCrory led the STM class in a '95 Civic. Tristan Myklebust finished second in a '06 Carrera S.



Derek Hui

# Fresno Chapter Event 10 & 11



*Patty Jeschien's 2015 Mini Cooper S getting it on 3 wheels*

On the morning of September 10th, the Fresno Chapter was surprised with dark clouds above for Event 10. Before registration begun, the sky opened up for a good 30 minutes. The 58 drivers had to adjust for the wet conditions for which they were not prepared. On a positive note, the rain never came back, and the course dried up throughout the day. Event chairs Josh Cadiente and Brad Dawson designed a fast and fun course.

Taking advantage of the damp course was Phil Castro in his 2015 Mitsubishi Lancer Evo X. He would power all four wheels to TTOD with a 37.041. Second went to Jonathan Cadiente, co-driving a 2003 Mitsubishi Lancer Evo 8 with a 37.476; followed by Paul Newton in a 2016 Mazda MX-5 with a 37.824, Christian Mesina in his 2003 Mitsubishi Lancer Evo 8 with a 38.031, and Michael Gardner in his 2016 Ford Mustang GT350 with a 38.065. Alex Neufeld,



*Erick Castro in his 2006 Nissan 350Z*



*James Franks in his 1972 Datsun 510*

Keith Bullock, Eric Martin, Andrew Padua and Chris Rodriguez rounded out the top ten.

Paul Newton in the 2016 Mazda MX-5 took the win in PAX followed by Kyle Matsumura in his 2018 Honda Civic Si and Eric Martin in his 2013 Scion FR-S. Michael Gardner, Josh Cadiente, Dexter Jones, Keith Bullock, Alex Neufeld, Chris Rodriguez and Al Andersen rounded out the top ten.

In A Stock, Keith Bullock was able to drive his 2002 Chevy Corvette to the win on his last run over Chris Rodriguez in his 2004 Chevy Corvette. Brad Dawson led Patty Jeschien in D Stock. The 1994 Miata of Steve Carlson led Gary Lieb in E Stock. Gary Fazekas took the

win in F Stock over Quinn Ringgold and Corky Schroeder. Kyle Matsumura in his 2018 Honda Civic Si led co-driver Josh Cadiente and Al Andersen in G Stock. Richard Cadiente in C Stock ran uncontested.

In Street Touring competition, Gary Emenhiser took the win over Kevin Pena in STR. Josh Pinckney led STS over David Ruby and Ted Semonious. Travis Miranda (STH), Alex Neufeld (STU) and Dan Correll (STX) all ran uncontested.

Erick Castro (BSP), Chris Donnelly (DSP) and Jose Lopez (XSB) all ran uncontested.

In Street Mod action, Phil Castro powered his 2015 Mitsubishi Lancer Evo X to the win over Christian Mesina, Andrew Padua, Rofus Connell, James Carothers, Michael Bringetto, Ahla Yang, Brandon Xiong and Luis Perez. Yang Moua led SMF over Mas Vang and Joshua Stephens.

Michael Gardner led CAMC in his 2016 Mustang GT350 over Leon Weinroth and Greg Back. James West took the win in CAMT over Greg Gesterling.

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

Dexter Jones led the Novice Class over James Franks, Marco Sanchez, Trevor Fechner, Cha Xiong, Nick Sultana, Alexander Wood and Greg Donato.

Paul Newton took the win in the Index Class over Eric Martin, Audrey Tan and Jonathan Cadiente.



*Alex Neufeld in his 2015 BMW M235i*

Event 11 was held the following day. After a quick morning sprinkle of rain, the 49 drivers were ready to run the course backward with minor changes. Six runs each were granted by Event Chair, Brad Dawson.

What a weekend for Phil Castro; he took TTOD again on Sunday in his 2015 Mitsubishi Lancer Evo X. Gary Ratliff in his 1969 Volkswagen Beetle edged out Michael Gardner's 2016 Ford Mustang GT350 for second. Paul Newton, Christian Mesina, Neil Hodgson, Kyle Matsumura, Eric Martin, Chris Rodriguez and Dan Correll rounded out the top ten.

Michael Gardner took the win in PAX followed by Kyle Matsumura, Paul Newton, Eric Martin, Chris Rodriguez, Dan Correll, Audrey Tan, Dexter Jones, Keith Bullock and Leon Weinroth for the top ten.

In Street action, Keith Bullock was looking to repeat the win from Saturday, but didn't have enough on his last run. Chris Rodriguez took the win in A Stock by 2 tenths of a second. Brad Dawson led D Stock over Patty Jeschien. In E Stock, Steve Carlson took the win over Gary Lieb. Gary Fazekas led Quinn Ringgold and Corky Schroeder in F Stock. Kyle Matsumura (GS) and Christopher Sochan (HS) both ran uncontested.

David Ruby co-driving a 1994 Mazda Miata took the win over Josh Pinckney in STS. Travis Miranda (STH), Alex Neufeld (STU), Dan Correll (STX), Erick Castro (BSP), Chris Donnelly (DSP) all ran uncontested.

Phil Castro was on a mission and took the win in Street Mod again. Christian Mesina, Rufus Connell, Michael Bringetto, Ahla Yang and Amy Armes followed. In SMF, Mas Vang took the win over Ally Chang. In E Mod, Gary Ratliff led Neil Hodgson.

Michael Gardner led CAMC over Leon Weinroth and Greg Back. In CAMT, James West was quicker than Greg Gesterling and Tyler Oaks. Roger Oaks (CAMS) ran uncontested.

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

Dexter Jones once again led Novice Class over Jake Fagundes, James Franks, Trevor Fechner, Cha Xiong, Alexander Wood and Rambo Kim.

Paul Newton took the win in the Index Class over Eric Martin and Audrey Tan.

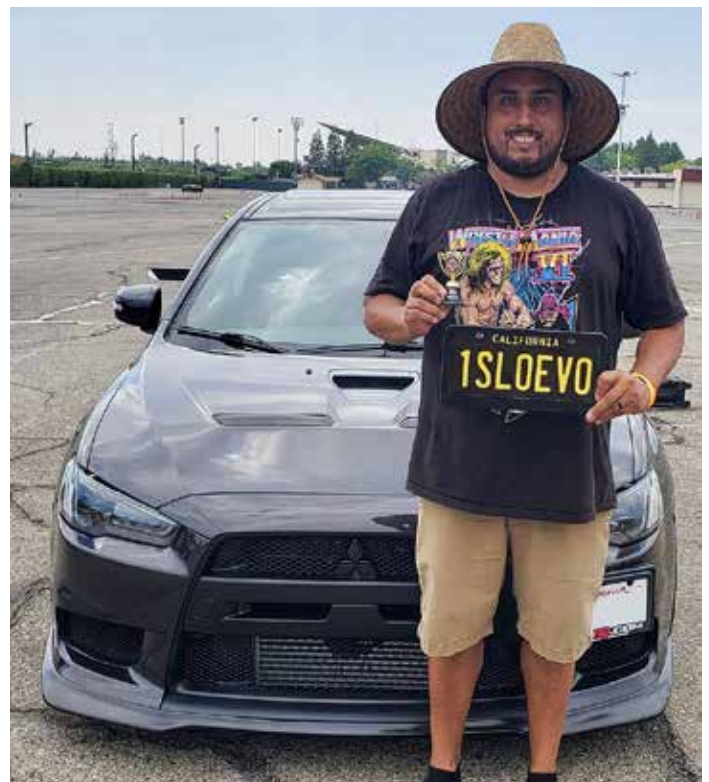
Two additional events were added to the schedule. Hoping to see everyone back at Famoso Raceway for Events 12 & 13 on October 29-30.



Eric Martin in his 2013 Scion FR-S



Rebecca West in her 2017 Toyota 86



TTOD for the weekend - Phil Castro in front of his 2015 Mitsubishi Evo X. photo by Audrey Tan

# Sacramento Round 12 Autocross

By Davey Drouin

Well, Round 12 - now things get serious. With only two rounds left, there is no more time to screw around. Run the setup that has been the most successful and drive fast. Those that are in a very tight race for first might consider getting a fresh set of tires to give them the edge they need. Forty-nine people showed up to autocross at Thunderhill Raceway, all hunting for a first place finish.

XSB had Steve Mills in an oh-so-lovely Datsun 240Z racing against Philip Ma's Miata. There has been a magic word around the SCCA that answers all racing questions. The answer is Miata every time, and unfortunately for Steve, Miata was the answer today as well. Philip bested Steve's 50.466 with a 46.520 for the win.

Super Street had some familiar racers show up - Al, Sue and Jeff. I am speaking of none other than Jeff, the only man Chuck Norris is afraid of, Glorioso. Jeff was nice enough to take third place. As Doug, our chapter President would say, "The only way to beat Jeff is when he lets you beat him." Second place went to Susan Fontaine. Her fastest run was 46.305. Winner for the day was Al Patterson with a 45.879.



Ken Yeo

48.905. Second place went to Mike Araan in a different BMW M3 with a run of 48.187. The winner for the day was Paul Tibbals in a Subaru STi. Paul was able to run the course in a mere 46.322.

Classic American S had Ken Yeo and Sean Breese trading the first and second place position run after run. The finish for these two guys was as close as close can be. Sean ran a 46.562 and Ken ran a 46.553. Ken took the win for the day.



Sean Breese

C Prepared had a Camaro and a Capri show up to represent the class. Michael Daugherty and his 5.0L Capri ran a 49.294. Not too bad of a run; but Mike Ansell has been racing his Camaro for a very long time and it is very quick. Ansell was able to lay down a 46.877 on his third and fastest run.

The following drivers ran unopposed and took first place; Demetrius Javier XSA, Tony Monoogan BS, Bill Tubbs DS, Rafa Soto FS, Chris Estrada GS, Eric Martin SSC, Michael Huber SSP, Jay West ESP, Jarred Javier CAMC, Robert Tyler CAMT, Carl Graf XP, Josh Garcia

DP, Dan Gallmeister SM, Nathaniel Berlant SSM, Douglas Hargrove FM, Penny Hubbard BSL, Charlotte Pelker CSL, Maureen Martin DSL, Tina McKay STUL, Rachele Tyler CAMTL, Korynne Smith XPL, Trish Berlant SSML

The next regular season event is September 24th and 25th. The last event of the year is October 8th and 9th which is the Autocross Enduro.

A Street had three drivers show up, which meant everybody had a good chance of finishing in the top three. Third place went to Robert Ghiselli in a Dodge Viper R/T. Second place went to Kurt Thorson in a Corvette Z06 with a 47.633. Champion for the day was Robert Foster in a Corvette with a run of 46.104.

C Street proved that Miata is not always the answer. Edward Pelker in a BMW Z4 ran a 49.662 beating the Miata of Mike Beech.

H Street had a single Mini Cooper put through its steps by two drivers. Rob and Shawn Luis completed all five runs without a hiccup. Rob was just a hair faster with a 48.337 for the win.

Street Touring U had a healthy car count for the day, with four drivers completing. There was a fifth, but it appears that Tina McKay didn't want to run the open class. Instead she switched to the ladies class. If she had stayed in the open class her fastest run would have been good enough to beat Doug McKay and take the fourth place finish away from him. Third place went to Bill Richter in a BMW M3 with a run of



Robert Tyler



# SFR ARCHIVES - NEW DONATION By Gary Horstkorta



Once again, Christmas has come early in the form of a donation from a former member of the San Francisco Region - Kati Poehlmann. Kati and George (her husband to be, deceased 2020) were introduced to sports car racing by friends they had met as participants in a square dance group they belonged to. They attended their first race in 1965 at the Candlestick Park races. Unfortunately, this was the race where Bart Martin

was fatally injured while racing. Normally this might dissuade anyone who experienced that tragic event but Kati and George decided to join the SFR and volunteer as safety workers at future races.

George became a fireman and went on to work on the Emergency crew. At one time he was head of the Emergency Crew staffing. Among other duties he handled as time was his position as a starter. Kati started out in communications on the turns and eventually also became a starter.

We began with USARM which was to become part of the SFR and worked races at VacaVille, Sear Point and Laguna Seca. Kati recalls when

Sears Point was under construction in 1968 watching the big earth movers having drag races up the tracks straightaway. During their 21 years working events for the SFR, they watched the region expand from a relatively small organization to become a very active and growing club.

Some of the names she remembers are Steva Mera who got us interested in racing; Jim Mitchel, Vincent Rossignol, Bud and Barbara McClellan, Rocky and Mary Lou Robson, Marty Elgin, Mary Kaufmann and Al Buzzard among many others. Both George and Kati worked in the SFR from around 1965 until they moved to Colorado in 1986. They tried to get involved with racing in Colorado, but it never worked out. Kati is still active volunteering at the zoo and performing lunch coverage for Keepers in Loft (outreach for animals).

Kati reached out to me (as the archivist) a few months back wanting to know if we would be interested in some of the memorabilia they had collected during their time with the Region. After receiving a positive response she gathered together among other things, a collection of patches, decals, lapel pins, a few plaques, etc. I was pleased to receive her box of items, which will become a part of the Regions Archive. Thank you Kati for thinking of us!

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# 2022 Election

## Regional Executive and Board of Directors

Board of Director Elections and Regional Executive elections are around the corner. The election opens on Friday October 21, 2022, and will close Tuesday November 15, 2022. Up for election are three Board of Directors positions and one Regional Executive position.

Ballots can be cast two ways. One method is via MotorsportReg. Log into your account and search San Francisco Region Election. Make your selections and cast your ballot.

The second method is by a paper ballot. All paper ballots must be submitted with the members SCCA number on the envelope. Paper ballots have to be received in the region office by 5:00 PM on the day the election closes. If you choose to vote by ballot call, the region office and one will be mailed to you.

All members in good standing are eligible to vote.

Candidate statements will be posted on the official San Francisco Region website as well as in the WHEEL magazine.

### **Regional Executive** (vote for one)

- **Tim Sullivan**

### **Board of Directors** (vote for three)

- **Bill Booth • Jeremy Cuthbertson • Mark Milazzo • Brent Morgan • Peter Phung**
- **Bruce Richardson • Greg Schlaman • Blake Tatum • Frank Zucchi**

## **Board of Directors** vote for three

### **Candidate Statement** **BILL BOOTH**



First, let me thank you for the opportunity to serve on our Board for the last 2 years. These are challenging times for the club and our sport. We have stepped up to meet many, and many remain.

Let's talk progress. In the last 2 years, we've:

- Completed a full review of our financials, restructured the systems, and given ourselves a clear view of where our money comes from and where it goes. I've reported on this at the recent membership meetings, have reviewed with many of you, and am happy to review, answer questions, and get feedback with all.
- We have made some changes, and for the first time in 2 years, have returned the club to break even. These changes were not easy, and we must continue to be diligent, while remaining true to our support of volunteers, racers, staff, and the organizations that support us.
- We have upgraded many systems, including the technology at Timing & Scoring, who with new PC's, upgraded software, and great leadership can now efficiently do a great job providing our results, as well as new safety equipment & training making our safety and volunteer crews the best in the business.

· We have returned the website to currency from its state of disrepair in recent months. It's still primitive, but it now has accurate content.

· We have initiated several exciting new events. The IndyCar support race was a huge success with 39 racers participating, rubbing elbows with Indy 500 winners, and providing great exposure & promotion for the club. We have also announced the creation of the Western Shootout, a new event with full support from SCCA National whose intent is to be the third leg in "the big 3" - The Runoffs, The June Sprints, and the Western Shootout. Stay tuned for more info on this exciting new addition to the SCCA schedule.

But there's much more to do. Top on our list has to be getting more track time/more value for the racer \$. As we all know, we've seen entry fees increase while track time has decreased. This is unacceptable. While economics times dictate that increases in our costs to put on an event are inevitable, we can take specific actions. First, we can continue to be frugal, keeping out cost base practical. But more importantly, we can find ways to increase track time for competitors and engagement for volunteers & guests. I've spoken to many of you on this, and we have several initiatives underway on this front. The net result will be more value for our racing \$, a good thing for all. We need to flesh these ideas out, with full input and participation from the entire membership. I look forward to working with all of you to do so, and give us more value for our time and money.

With your vote, and input, I look forward to working with the other members of the Board, and membership at large, on these initiatives. See you at the track!

## Candidate Statement

**JEREMY CUTHBERTSON**



I have worked in the performance car and racing industry for over twenty years. Six of those years I have owned and operated my own successful race car shop in the San Francisco Region. Over the years I have had ideas that could help improve and grow the region so I finally decided to run for a board seat. I want to better understand how the region is operated, and be able to come up with ways to help cut

costs for members and racers. I can help the board be more transparent with the members, find a way for the members voices to be heard, and have more input into the region sustaining itself and growing. I want to find ways to attract new members who will race with SFR for years to come. For example, finding other ways to advertise at local events (car shows, pro races, etc.) to grow awareness of the region. I look forward to your support! DIG Motorsports will be having a meet and greet Friday evening, October 28th at 5 - 7PM during the final regional at Thunderhill Suite B1. If you have any questions feel free to come by!

## Candidate Statement

**MARK MILAZZO**



Greetings, My name is Mark Milazzo and I am interested in joining the board of directors of the San Francisco Region SCCA.

I have been a member of the SCCA for over 30 years, and SFR has been my region since 1997. I got my start in motorsports through SCCA Solo Competition and enjoyed many years of autocrossing before moving to California to road race, and eventually manage the Jim Russell Racing Schools at Laguna Seca and Sonoma Raceway.

I am a PMI Certified Project Management Professional and very proficient at taking an idea, developing it, and carrying it through to completion. I have worked for World Speed Motorsports in a variety of capacities since 1997 and oversaw the development of multiple racing series, schedules, and even a clean-sheet open-wheel racing car. I am currently the Director

of Business Strategy & Communications at World Speed Motorsports while also overseeing operations of Reilly & Company (vintage car trackside support)

My experiences give me a clear understanding of racing AND business, and I believe that I would be a great asset to the region. My motorsports credentials and industry endorsements can be reviewed at: <https://www.RacingPro.net>

If elected, it would be my pleasure to assist the club in any way that I can. In my opinion, it is important to listen to all of the stakeholders before making large-scale changes of any kind, and to be fiscally responsible at every turn. I'd love to hear from any member who has an insight as to what our strengths, weaknesses, opportunities, and threats are, and what they think is the best path forward. There are a lot of challenges in front of us, let's work on them together.

## Candidate Statement

**BRENT MORGAN**



My name is Brent Morgan and I'm running for the SCCA San Francisco Region Board. SCCA SFR has a rich racing history and I believe that with the right leadership and management, we can continue to grow that history while welcoming a new generation of racers, members and volunteers to the region.

I'm a Military Veteran who after graduating from University with a Bachelor of Science degree, served as a Fighter Pilot flying fighter jet aircraft in the US Air Force, serving during the first Gulf conflict period. In addition to flight duties, I trained and participated in aircraft accident investigations, combat

operations, security details and was a certified FCF (Functional Check Flight) test pilot conducting numerous test flight sorties of fighter aircraft after major maintenance to approve the aircraft for return to flight status.

After my Military Career I flew as an airline pilot for a major commercial airline flying numerous commercial aircraft models. I am also founder and owner of a small business with over 100 employees serving the northern California region.

I started racing with Jim Russel Racing Drivers School back in 2003 and currently own and operate Exclusive Racing Inc. with my son Zak. We sell and run the Ligier brand, including the JS-F4 and JS-F3 formula race cars.

## Candidate Statement

PETER PHUNG



Hi my name is Peter Phung, and I'm honored to be one of the candidates running for a board of director's position.

I have been racing with the SCCA since 2018, during my time as a member of the club, I've volunteered as an instructor for driver's school, as well as helped build a race team with multiple cars, and some of the best teammates any racer could ask for.

I'm running for the board of directors first and foremost as a dedicated driver that loves the SCCA organization. I'm confident that I can contribute a big part to the organization by working to help make positive changes, that will help improve the driver experience by focusing on more track time, adding mandatory practice sessions for every regional/majors' race, while maintaining current budgets, and not adding extra cost. If elected I would like to come up with a plan to also introduce a time trial group to the regional/majors' events, to help attract more members that could potentially become future SCCA racers. The annual school has successfully brought on new members, but if we can also offer another

option through time trials with volunteer instructors, mandatory number of events attended, and instructor approval, we will gain more members that will pursue their passion for racing with the SCCA at a faster pace. Other organizations are currently offering this, I believe it would be within the best interest of the club for SCCA to do this as well. The more attendees we have, the easier we can keep the cost down and ultimately make it budget friendly for all. I will also focus on networking through social media and other advertising options.

Volunteers will be another subject I will be focusing on. They need more compensation for their loyalty, ie: hotels, and all travel expenses paid, or the option to drive during the event weekends for free through time trial. They should benefit more through the VIP program as an appreciation for their time and dedication, because without them we wouldn't be able to race.

I know what I am presenting won't be simple and will take time, but if I am elected as a board member, I am confident and committed that together we can make these changes both strategically and in a manner that benefits all.

## Candidate Statement

BRUCE RICHARDSON



I grew up with a love of cars and racing. I started building go karts and minibikes when I was a kid and worked on all kinds of cars in high school. After high school I went to CAL and graduated with a mechanical engineering degree. After college I went to work in high tech and put off any racing ambitions. I got married and started a family. I was blessed with two great kids. In 2007 I

started a biotech business in my garage and grew the business about 30% per year employing almost 100 people. In 2016 I sold the business and started AccelRaceTek with my son Perry. Perry owns/runs the race business now and I just race.

My goal as a board member is to reduce race entrance fees by increasing

car count. To do this I would work to increase promotion of the SFRSCCA, reduce the number of events on key holidays, coordinate with other regions to increase out of region participation, and request feedback from drivers. To increase promotion, I would work to create a volunteer group that would attend car shows, pro events, and work to get TV coverage. I would also work to promote driver school in February like I did by getting the Everyday Driver series on TV and YouTube, <https://www.youtube.com/watch?v=hD3bJKjLeLY>.

I feel the SFR SCCA is a great organization with a great future. With my strong technical knowledge, business experience, and leadership background I could help lead this organization to make it even better. I ask for your support to elect me to the Board of Directors. I will be a representative who listens, works with, and speaks for you.

## Candidate Statement

GREG SCHLAMAN



I am Gregg Schlaman and I am running for a position on your SF Region SCCA Club Board of Directors.

I am a 32 year member of San Francisco Region and SCCA. I joined in 1990 and have been a volunteer race official my entire time with this club. I have worked in several different volunteer specialties, from Communications, Flagging, Scrutineering, Worker Transportation, Course Marshals and most recently the Emergency crew. I have been known in the volunteer

arena as someone who has typically been at as many events as I can participate in, and when I do I try to help out any way that I can.

I live in the small town of Boulder Creek in the Santa Cruz mountains with my wife and daughter. In my day job, I am an electrical engineer in the Aerospace Industry.

One of the biggest issues I have encountered in my tenure with SCCA has been the dwindling membership numbers... not only with drivers but also the volunteers that we need to make club events happen. This is a problem nationwide; but we cannot count on the national club to help us locally.

Yes, we can ask that National improve..do more advertising of the club; that certainly would help at all levels, but we need to be in control of our own destiny and figure out new ways to recruit and retain volunteers for our race events.

We also need to come up with more effective ways to entice and retain interest for drivers at our events. We need to provide the best value for the price participants are paying - racing isn't cheap! I realize that a lot of this is based on the venues we run our events at, and perhaps there are opportunities for improvements that can satisfy our racers, volunteers, as well as the venues we race at.

I realize that being on the board is not a "solo" effort... it takes a team; and if you choose to elect me to your region's board, I will work together with my fellow board members and YOU, the membership to create the best racing environment we can so that members can appreciate and enjoy the experience at every one of our events.

Thank you for your time and I look forward to seeing you at the track.

All the best, Gregg



Hello Fellow San Francisco Regions Members!

I want to thank you for allowing me to be a member of the SFR Board of Directors. It's been a pleasure and a challenge. Because it is a challenge, I ask for your vote again. My work is not done.

You may not know this, but I have been a member of the board of directors longer than anybody in the history of the Club. 16 years!

That being said, I am not one of those guys who says we do it because that is the way we have

always done it!

But the advantage of being around as long as I have is that I know why decisions were made. I know the environment in which those decisions were made. That does not mean the environment cannot change.

There has been one constant cry from the members since I have been a Board member. That is - we need more volunteers and we need a younger populace of volunteers.

I came up with an idea of using Engineering Students enrolled in the Formula SAE Program as a means of recruiting new volunteers. These Students donate their time and the club in turn makes a donation to the Formula SAE program.

The results have been fantastic. Our affiliation with the San Jose State SAE students has ensured that many of our events are properly staffed. Not only are we getting a robust enrollment of volunteers, we are getting people who are young and enthusiastic. These students represent the future of our club; and so far, we have had several become full-time volunteers outside the Formula SAE program.

Being a racer, I understand about the costs of racing and how it affects your ability to do what you love to do. Believe me, I have looked at the amount of track time and figured out how much it cost per minute to race. In recent years that cost per minute has gone up substantially.

This has been a topic of discussion for several board meetings. Because I have been around so long, I reintroduced the idea of restricted regionals. This is something we did in the eighties. The idea is that the run groups that typically are undersubscribed will not be part of every race weekend. By not inviting one race group per weekend, we can add enough track time so that every run group can run a 20 minute feed-on, feed-off practice session. This will be part of the schedule next year.

Another challenge that has got us to this place and time has been the need to be financially stable. We cannot exist if our racing activities do not pay the bills. But several factors have made it hard to stay in the black or to break even. Some of the factors we do not control. Things like track rentals,

ambulance fees, and food costs are out of our control. When there are costs that you cannot control, you have to look at the things you do control. One of those things was the cost of printing the WHEEL Magazine. If I was a guy that said "because that is the way we do things" we would still be printing the magazine. But when it came time to really tighten up the belt, I suggested that the printing of the WHEEL was a luxury that we could no longer afford. I proposed publishing an online version only of the WHEEL. This one move has saved the club over \$40,000. No other cost saving measure has even come close to saving the club that kind of money.

It was very hard to give up the printed version of a magazine that has been around for 63 years. But always looking for a silver lining, we have been able to add more features to the magazine, more photos, and all in color. We have become much more flexible with the deadline and timeliness of our race coverage. Bottom line is I feel the WHEEL has improved and became more responsive to the members needs. And we will have a year-end printed issue.

Owning Thunderhill Raceway Park is a huge benefit to the club. The problem is a lot of members do not really see the benefit. I am currently working with members of the Thunderhill Properties board to make sure the club does see a larger benefit in ownership.

When the track was first proposed one of the selling points was that we were going to get testing time for our \$50 surcharge. The track was built and there was never a mention of the track time. I came up with the DRAFT card. The DRAFT card stood for

**DR**ivers  
**Ass**istance  
**For**  
**T**esting

It was designed to get drivers to volunteer their time working events in exchange for testing time at Thunderhill. It accomplished two goals; getting more volunteers and delivering on a promise to the drivers.

Another Track benefit that I insisted was the free test day. One day out of the year Thunderhill makes the track available to all of our members at no charge. No one thought about giving back to the drivers especially something free of charge but I pressed the issue until it became a reality.

I am not done yet. Let me continue to work with the track so that we all appreciate the benefit of ownership.

Like always, we have some work to do. Like always, I understand what needs to be done and am willing to roll up my sleeves and get to work.

Please vote and please mark one of the three Board of Directors positions for me, Blake Tatum.

See you at the track!



I am running for the board of SCCA San Francisco Region because I feel my knowledge and expertise in the auto racing world, 40 years to be exact and past experience of being an SCCA steward will bring a fresh view point from a past & current SCCA racer. I also have years of experience and observations from many of the older members that I knew as a boy growing up around SCCA. I now also have the

insight of the new and current generation of racers in SCCA. I feel it is imperative to blend the two to make our SCCA region the best it can be. I am currently stewarding again which gives me another vantage view point. It is important to me to convey the concerns and ideas of each and every member of our region, so that every member feels their voice counts. I am looking forward to making a positive and productive impact on the board.

Frank Zucchi



legendary, now Hall of Famer, Yvon Duhamel from French Canada, only knew how to race ragged edge flat-out, throttle wide-open. Though on the last lap he had a mile lead on second place, he just didn't know how to back-off. That's when he ran over a thin line

It was 1973 when I signed up to become a corner flagman. I wanted to be closer to the action but got more than I bargained for!

Our training was to take place at the about to reopen Sears Point (now Sonoma) Raceway. After two years of work parties at Vacaville, we now found ourselves doing same to get Sears back up & running. At the first work weekend it rained hard and, short on tools & shovels, we were digging mud & filling buckets with our bare hands. But several more work parties, a couple of "skip loaders," and a street sweeper, made the hillside that had come down across the track and closed it, eventually disappear.

The first event there was a Driver's School. It rained hard again. Needless to say, inexperienced drivers were off course everywhere. In return workers, from tow truck crews to new corner marshals like us, gained plenty of experience.

Even the seasoned instructors had their hands full. We were coming in off the course, a sopping wet group of us, riding in the back of a pickup truck. That's when we found the pit entrance closed by a crash. H. Tide Ebbing, a member of the colorful Rubber Chicken Racing Team, was leading a group of students around the course at speed. He lost it coming in off the track and not only turned a Triumph Spitfire into a square block of metal, but came to a stop wedged sideways between the pit road crash railings around the outside of the final turn. Thanks to quick yellow flags & good smarts by the following drivers they stayed on the track and took the hairpin. We followed suit, but to maintain standards of decorum, I won't include the overt "jab" his teammate (who that day was serving as a Driver Observer) yelled at him as we went by. Suffice to say it had everyone laughing in uproar while Tide stood there with a dumb-founded look on his face, like what do I do now?

Our flagger training was directed by then chief Vinnie Rossignol (who in daily life was an architect.) It led to my living three adrenalin-filled years carrying flags at not only SCCA & SFR races, but, after joining USARM, at AMA & AFM motorcycle races too.

It was at the second ever international motorcycle race at Laguna Seca that I enjoyed my 15 minutes of fame. Kawasaki's number one rider, the

of oil at the top of the Corkscrew and tried to turn a motorcycle into an airplane. He landed at the bottom of the turn, just missing our flag station, ending upright in front of a group of photographers. Next thing I knew my ugly mug

was in a bunch of two-wheel publications.

While those three years spent alongside courses were never to be forgotten, they also had their moments. The old Turn 3 at Sears was up and over a hill (since leveled). After drivers complained they couldn't see the lead flag station in time, we were elevated with the help of two large hay bales. Then we had to deal with the opposite when a Fiat 850 Spyder got in too deep, lost it entering the uphill sweep of the turn, swapped ends, came up the embankment backwards, and "creamed" the suddenly vacated hay bale station. While both of us put our "how to run correctly" training to good use, our back packs, which for starters contained our lunches, had both been run over. During the lunch break, we went down to the Paddock, looked up the driver, and after his profuse apology, he took us over to the concession stand and made sure we were well-fed.

And then years later, in my post flagging days, at a Sears Point weekend, I put away too many beers the night before. With a bad hangover, I finally dragged myself out of my VW Camper, just in time to walk down to the first turn, planning to shoot photos of the first race of the day. Looking thru my long lens, I noticed Bill Mitchell who was Turn Marshal on the hill across the track. He was literally jumping up and down, pointing at me, while blowing his whistle like crazy. After I got the idea and looked down, I suddenly realized that in my haze I'd pulled on a yellow golf shirt with red stripes. I was impersonating a human oil flag and didn't even realize it!

I met Bill the first weekend of flagging school when we were teamed together. He was someone I grew to admire and respect. He was a mathematical and early computer genius who eventually made it into pro racing. He was selling NASCAR chassis set-up programs he'd designed, when he suddenly died in his sleep. Godspeed Bill. It was a privilege to know you.

As Thunderhill Park begins its thirtieth year of successful operation, change is in the wind for long term staffing at the 530-acre club-owned Park.

The gentleman who will replace me at the track when I retire at the end of the year 2023 has accepted the position of General Manager and will arrive in Glenn County with his wife and ten-year-old son in early October. Matt Busby will be around for all to meet at the SCCA season finale at the end of October. He has previous experience at the NOLA Race Park in Louisiana and the Kentucky Motorsports Park where he worked with the talented Mitch Wright before accepting his position at Thunderhill.

Jennifer Hook is the soon-to-be accounting person at Thunderhill Park. She will replace Terry Taylor who is retiring at the end of the year, following more than twenty-seven years of keeping track of the money. Jennifer started on September first and has been in training with Terry since that time. Jennifer is married and has a ten-year old son. She lives in nearby Hamilton City and brings a wide diversity of bookkeeping and accounting background to her new position. "I am excited to join the Thunderhill Park team and look forward to getting my son and husband involved in motorsports," she said. Welcome Jennifer!

With my departure, Thunderhill embarks on a new chapter as one of the top recreational motorsport's venues in the nation. I will miss Thunderhill when that time comes, but I will be available to help as needed in my new role as a motor-sports consultant.

Contemplating leaving my baby brings up volumes of funny and sometimes amazing stories about how Thunderhill Park got to Glenn County and how it grew all these past thirty years. To begin with I could say that Thunderhill Park is 35 years old, because that is when I was hired for the job by Roger Eandi and Jon Norman. Actually, they interviewed me, and the Board headed by Tom McCarthy hired me. The adventures in Stanislaus, Fresno, Solano, and Yuba Counties are a story onto themselves. Then came Glenn County and meeting Dick Mudd who, after encountering my salesmanship, helped us make a club-owned track a reality. I could not say this back then, but Dick Mudd actually told the planning commission and the county staff that he wanted this track to be built. To say that he helped would be a gross understatement.

I recall that when I was hired, I knew almost nothing about the SCCA, including how it was structured into regions; and that the San Francisco Region was the largest and, in some peoples view, the best on many fronts. I did not know what a Formula Vee was, or why anyone would call a class of race cars, Improved Touring.

It was all Greek to me, but I quickly learned when Don Wixel, then current and very dedicated Region Manager of the Club, got sick, and I was called in to "watch the office." Wow. What a world. I met Vince Burgess and college student Ali Arsham in the office located over a glass cutting office just off Polk Street in San Francisco. With little help from me, they had to prepare the mountains of material that was needed for the next Club event. You would be amazed, if you knew how hard it was to process entries, assign numbers, print race groups and schedules, and create the "disc" for timing and scoring. It took

days and almost always had one or more mistakes. But that is another story.

My exposure to the SCCA as a driver began at the next driving school. I was asked if I wanted to get a license to race. My response was I had a license and showed it to them. It said California DMV. Not good. I asked why I need a license to race, adding that in sprint car racing if you make it through the first turn on your qualifying run you pass. If not, we visit you in the hospital. No one laughed. I went to the school. At the school I was told by my instructor that I was not following "the line." When I figured out what he was saying, I asked, how I was going to pass any one if we all drive the same line?" Long looks followed. From there I was fortunate to have a long and serious road racing adventure.

I raced Datsun 510's, Mazda RX7's and Mazda Miata's. I became known as an aggressive driver and won my fair share. I crashed too. It was tremendously rewarding to be considered a threat to win. I always enjoyed being part of a group of racers who played what I called "hard ball" in competition. It was real racing, not driving, and it made for good feelings and earned respect from friends and fellow drivers. There were also some tense moments along the way. The first several years of SCCA racing I also raced winged sprint cars at various tracks. One season I ran over sixty races. It does not get any better than that at the amateur level. I was lucky.

This year was the first year I did not race anything, but the year is not over yet. There comes a time when the "On Kill" switch flips off. I know that I no longer race "on kill." That may seem harsh or foolish, but to me racing is about winning and to win you have to play hard ball. Otherwise, it is not real racing. This was not the SCCA culture, but I survived and became a favorite friend of the stewards along the way. I wonder why?

I enjoy recalling the times I lived with the Mudd family. Dick and Reita Mudd are gone now, as are Tom McCarthy and Roger Eandi. To them and many others, I owe an insurmountable debt of gratitude for letting me make a racetrack that they could be proud of, one that I hope everyone is proud of. In the months ahead I will look back at stories and special people who I met along the way like Art Siri, Richard Siri, Steve Crawford, Terry Taylor, Vince Minto, Mike Smith and a host of others who had a role in making today's Thunderhill what it is. Remember, building a racetrack in California was and continues to be impossible, but we did it and it is there for all to see. More to come.

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



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

## STREET/AUTO-X/TRACK

### TRAILER/TOW

Have an enclosed Trailer?  
Want to Haul two Cars?  
Aluminum stacker rack (w/electric 120 V winch), Rack is fully disassembled but is in great condition, Came out of a 46' Pace Shadow GT goose neck trailer.  
I believe it was a factory installation and would have cost several thousand dollars when new.  
Fairly certain it would also work in a similar size Hallmark trailer  
Rob Fuller 510 329 2817 (Hayward CA)

## TOOLS/ EQUIPMENT /MISC FOR SALE



Hoosier slicks, 20x9-13. R25B compound, approximately 50% tread left. Set of four for \$200.  
Contact Rich at 408-725-0342, email: conerunner@yahoo.com

FF spec rain tires, purchased 2017 and run one session. Remarkably they are still softer than new dry tires. Price is \$0 but you have to pick them up or ship them.  
Mike Bernstein (510) 701-9292 cell

## BUSINESS OPPORTUNITIES

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

## SHOP/STORAGE SPACE

Trailer/RV storage at  
Thunderhill Park in Willows

## GET ON THE TRACK

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



Need space for car test and tune? Rent a Skid Pad at Thunderhill: The skid pads at Thunderhill are available for Vehicle Development, Drifting, Car Control, Autocross and more! Just tell us your idea, and we'll help you make it happen! Small Pad Rental Fees: (size 540 x 310 feet) Weekend day; weekday 1-20 cars = \$1500; \$1000

Big Pad Rental Fees: (size 662 x 363 feet) Weekend day; weekday 1-4 cars = \$2,000; \$1500 5-9 cars = \$2,500; \$2,000 10+ cars = \$3,000; \$2,500



## SERVICES

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

Haag Performance of Sacramento, a leading West Coast Spec Miata engine and drive train builder, has a limited number of spots available for racers needing storage, engine and drive train services, race prep, transportation and/or track support. Contact Mike@haagperformance.com or call (925) 783-9409. 1808

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

## RACE CAR RENTALS



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

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

Miatas for Rent Lilbit Racing Jim Hull LilbitRacing61@gmail.com

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

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

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



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

brichardson@accelracetek.com 1607

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

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

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## JOBS

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ing for details  
presssnoop@aol.com

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## Dedicated to Saving Young Lives

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Friends of Thunderhill Foundation is a 501  
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whose mission is to invest in teen driving  
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primarily through presenting Teen Car  
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As a motorsports enthusiast, if you engage  
in making charitable donations to non-  
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better program to support than Friends  
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young driver safety. The Foundation's only  
expenditures have been for the Teen Car  
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CA. 95988; or going to the donation  
website: [https://www.friendsofthunderhill.  
org/take-action](https://www.friendsofthunderhill.org/take-action) Donations can be in  
any amount; \$129 funds one scholarship.

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## WANTED

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The logo for Robert Watt photography features the name "Robert Watt" in a white, sans-serif font, with "Robert" and "Watt" on separate lines. Below this, the word "photography" is written in a smaller, lowercase, sans-serif font. The text is centered on a dark, rectangular background.

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