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Above: Working through the mechanical gremlins Troy Tinsley in his Carbir CS2. Photo Randy Jones

Cover: #195 Daniel Kulas leads a pack of three other Miatas at Thunderhill Regional 3 and 4. Photo Randy Jones

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

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CALENDAR

FRESNO AUTOCROSS CHAPTER SCHEDULE

Event 6 & 7 - **May 20-21**

Event 8 - June 10 Event 9 - July 15 Event 10 & 11 - September 2-3

Event 12 & 13 - November 11-12

Note dates are tentative and subject to change. We are expecting to return to Famoso Dragstrip in the 2023. Dates are yet to be confirmed and may affect our Fairgrounds schedule.

Visit www.FresnoSCCA.com for an up-to-date calendar

Most Events held at Fresno Fairgrounds.

SAN FRANCISCO REGION'S AUTOCROSS CHAPTER SCHEDULE

National Pro Solo - **April 28-30** Rounds 5 & 6 - **May 20-21** Rounds 7 & 8 - **June 17-18** Rounds 9 & 10 - **July 22-23** Rounds 11 & 12 - October 7-8
Rounds 13 & 14 - November 4-5

Most events held at Crows Landing, unless noted

SCCA SACRAMENTO AUTOCROSS CHAPTER SCHEDULE

Round 5 & 6 - May 6-7

Round 9 & 10 - **July 29-30**

Round 13 & 14 - September 30-October 1
Enduro Practice & Enduro - October 14-15

Events held at Thunderhill Raceway Park

Round 7 & 8 - June 10-11

Round 11 & 12 - August 26-27

RENO REGION SCCA SCHEDULE

All events are at Thunderhill Raceway Park 2 Mile West Course, Saturday *3 Mile East Course, Friday GO TO: www.renoscca.motorsportreg.com for additional information and register OR Contact: Andy Ross duetto_67@hotmail.com









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2023 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

MAY 4

TEST DAY (THILL) - THUNDERHILL RACEWAY

ΜΔΥ 5-

WESTERN SHOOTOUT - THUNDERHILL RACEWAY

MAY 12-14

IMSA - WEATHERTECH RACEWAY LAGUNA SECA

JUNE 2

TEST DAY (THILL) - THUNDERHILL RACEWAY

JUNE 3-4

REGIONAL 7&8 -THUNDERHILL RACEWAY

JUNE 30

(SFR) - 1/2 DAY TEST WEATHERTECH RACEWAY

LAGUNA SECA

JUNE 30- JULY 1-2

9&10 - WEATHERTECH RACEWAY LAGUNA SECA

JULY 28

TEST DAY (SFR) - WEATHERTECH RACEWAY LAGUNA SECA

JULY 29-30

RESTRICTED REGIONAL (GROUP 1 AND 2 COMBINED) 11&12 - WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 12-13

PRE REUNION - WEATHERTECH RACEWAY

LAGUNA SECA

AUGUST 16-19

REUNION - WEATHERTECH RACEWAY LAGUNA

SECA

SEPTEMBER 1

TEST DAY TEST DAY (RUN BY HOD) - SONOMA

RACEWAY

SEPTEMBER 2-3

REGIONAL 13&14 - SONOMA RACEWAY

SEPTEMBER 8-10

INDY CAR - WEATHERTECH RACEWAY LAGUNA

SECA

SEPTEMBER 28 - OCTOBER 1

RENNSPORT - WEATHERTECH RACEWAY

LAGUNA SECA

OCTOBER 26

TEST DAY (THILL) - THUNDERHILL RACEWAY

OCTOBER 27-29

REGIONAL 15,16,17 - THUNDERHILL RACEWAY





Western Shootout at Thunderhill

By Jim Devenport

San Francisco Region SCCA has taken a bold step in promoting the Western Shootout race weekend at Thunderhill Raceway Park on May 4-7, 2023 and I am honored to play a part in sponsoring the Western Shootout trophies. Only the Western Shootout crowns three winners in 27 different classes in one event weekend. The event is the seventh stop on the ten weekend Hoosier Super Tour schedule. Hoosier Super Tour races are the pinnacle of SCCA racing and all the action will be live broadcast with commentary. Friday and Saturday race winners will be awarded 2023's latest iteration of the Super Tour trophies, but unique is the Western Shootout Championship trophies awarded after the Sunday 5-mile race to the overall points winner from all three

The Friday and Saturday races will be run on the renowned 3-mile track with Friday's race using the bypass made famous in the 25 hours of Thunderhill and Saturday's race using the traditional layout over the crow's nest. The weekend will start off with a test day on Thursday. Then, the Cup Race will start the action on Friday, followed by the Sprint Race on Saturday, and finally, the Shootout Feature Race on the 5-mile track on Sunday to crown the overall Champions based on the highest point totals for all three races combined!

There is no other SCCA event like this and the Western Shootout trophy will be a center piece for any winner's collection. The event promises to be a lot of fun with unique swag and parties on Friday and Saturday including free food. The amount of track time will fulfill even

the most hard-core racers' need for speed. With only one Shootout champion's trophy going to the best racer in each of the 27 classes, a real premium will be placed on consistency and error free driving over all three days. Thunderhill is one of the best racetracks in the nation and the perfect venue for a challenge like this with Sunday's race creating the ultimate test of mental and physical stamina on the 5-mile track.







By John MacIntyre

Super Value at Western Shootout ____



Maximum Racing, Most Awards & More fun for the least Cost

As the green flag approaches for the Inaugural Western Shootout Hoosier Super Tour at Thunderhill Raceway Park on May 5-7 many SCCA members are unaware of how great a value is available to them. San Francisco Region SCCA leads all Hoosier Super Tour's providing the least expensive and most thrilling 3-day racing experience anywhere. Added value accelerates as participants will have the most on track racing time, chances to win 4 trophies, race on 3 separate track configurations, take home 3 championship titles, race in 2 series and vie for the coveted overall weekend inaugural Western Shootout Championship, all in one event, there has been no better value EVER! It is a whole season in 1 weekend.

Whether you are racing for Majors points or are a weekend regional racer the value only increases when the National Hoosier Super Tour comes to town. The best racers compete at the pinnacle of amateur racing here during the Hoosier Super Tour. Coming from across the country, following the 10 weekend race series, the best will challenge you at every apex. Wheel-to-wheel action could not get any better than this anywhere and at any time. We are loaded with National Title

holding champions determined to keep their pistons out front. What better way to show your skills than to unload, fire up and show down the best SCCA has to offer. Draw your mark on the Western Shootout to make history and save yourself a ton.

Folks it only gets better from there. It is even more valuable when you realize that every single second will be live broadcast around the world. You heard that correct all - live broadcast for you, your family, your friends, and your sponsors to witness all the thrills. The value will last long after the live feed as the Western Shootout weekend broadcast will last a lifetime on SCCA's Official YouTube channel for you to relive, resend and rebroadcast as often as you pick. Now that is a claim worth gold. Come on out to the inaugural Western Shootout Super Tour and dig into the savings for an eternal experience.

San Francisco Region SCCA wants everyone to be a winner. We are investing in your adventure to give back a great big bit of thanks. Everyone in SCCA is more than one event, but this event is the best commodity for you. We are set to give away a whopping saddlebag number of gifts, food, fun and more. These are bankable properties each participant can take home. Here are but a few of them - two nights of food & festivities, a free T-shirt, event stickers, winner's trophies, ballcaps, Super Tour towels, Mazza wine, Sunday Champagne, and flags. Come and get yours NOW!!

You may link directly to the Sign Up page for the Official Western Shootout Championship here - https://www.motorsportreg.com/ events/scca-super-tour-western-shootout-thunderhill-raceway-parksan-francisco-978205

You may link directly to the SCCA Official YouTube channel -(https://www.youtube.com/@SportsCarClubofAmerica)









Countdown to Green —

Pistons are loaded to fire at the Inaugural Western Shootout

If you are reading this and have not signed up for the inaugural Western Shootout Super Tour at Thunderhill get yourself over to Motorsportsreg.com NOW! What is better than being first? How about being the first FIRST to win your class. This is a once in a lifetime chance to get that glorious Western Shootout Championship trophy. Make history by racing yourself to the front of the field as you speed across the finish line, taking that checker, and standing atop the podium with the world watching. It is all happening on our home turf May 5-7 at Thunderhill Raceway Park.

That is correct - home turf. You know it better than any of the National racers coming from all over the country to participate in the 7th round of the Hoosier Super Tour. This is not as much of a gamble for you San Francisco Region. From the 3-mile to the 5-mile you have been there more



than any out-of-town racer. Put those skills to the test and throwdown some consistently hot laps each of the three days, racking up point totals. Because in the final round it is all about hauling the most points, from all three days, over the line than any other racer. Do that and you are guaranteed the Western Shootout Championship victory!!!

Do not be left in the dust on this one. There will not be another inaugural event of this caliber to grace all the configurations on offer at Thunderhill. From the famous 25 hours of Thunderhill course run on Friday to the longest track anywhere our 5-mile is aiming to showcase the best amateur racing in America come Sunday. All broadcast live with 12 cameras angles, in-car views and much more. There is absolutely no reason to watch on the sidelines. Get your preferred seat by heading over to Motorsportsreg.com sign up page for the Western Shootout and register.

Everyone has a chance! It is not about what level you race or whether you intend to go to the National Runoffs this year. What it is all about is racing the most competitive field ever to arrive here at our track. Trigger up and be the best-in-class performer to send them packing home with their tails between their legs. Bragging rights are defended on track - there is only one way - checkered.

Showdown every one coming here believing they can strike a claim on our property. Pony up, saddle up and load those wagons for your piece of gold. It all starts at Registration and it all ends Sunday May 7th with a total of 7 on-track events, 4 trophy chances, and more points than any race in the country. There are all kinds of festivities and give aways as well. Come get your Inaugural Western Shootout T-Shirt, winners ballcap, stickers and more. All that and affordably priced for the BEST VALUE in motorsport.

westernshootout.com

NICOLE HAVRDA —

By John MacIntyre

Adventures in Racing

Western racers crave sustenance to perform at their peak. From A rising star streaked across the Thunderhill track at San Francisco Regions Regional 3&4, catching the eye of many in the paddock. Young Canadian Nicole Havrda handily beat our Formula Atlantic (FA3) regional champion Joe Briggs in wheel-to-wheel competition with confidence on the dry and wet conditions which pervaded the entire weekend. Supported by her family she comfortably performed under extreme pressure in the Ligier JS F3 winning both days with a strong in class showing. Team NHR followed up with travels to Button Willow Raceway for another weekend of back-to-back wins, steering her way through a strong field to gain the Hardest Charger award on Saturday. We sat down with Canadian phenom Nicole Havrda to discuss what lays ahead in her sights.



Where did it all start for you?

I have been athletic and loved the thrill of competition my whole life. I spent three years racing on a ski team and six years swimming on teams at a very competitive level. However, it was not until I saw my first Formula 1 race, in Austria, that I fell in love with motorsports. After that I right away emailed driving schools and began karting not long

What was it like growing up racing in British Columbia, Canada?

Growing up just from Vancouver, BC on an Island makes it slightly harder since we must constantly take a ferry. In my karting days it was hard since there is not much racing happening here, we had to travel all the way to a kart track in Vancouver almost every weekend with our motorhome to test and race which took 5 hours each way.

Your family is very supportive towards your ambitions. How has it been having them on this amazing journey?

My family is amazing, they support me through everything. When we go down to the track most of the time we travel in a motorhome because it is logistically easier. My parents drive for 24hours straight down to California from Canada, they switch every 3 hours, it is amazing to see how dedicated they are.

My dad sometimes makes jokes about saying that my racing is his second company, people don't see how much work there is being done behind the scenes it is crazy.

Funny story, when I was karting my brother, which is now 32 years old was very proud of me racing karts. But when I got into racing cars, he got interested as well, so now he has a Supra and does plenty of autocrosses and time trial events. It is amazing to get to talk about racing and cars to my brother and that we are so close because of

Early on in your career you captured the attention of some World-Class brands. Tell us about some of the opportunities you have had to race abroad?

Yes, it has been amazing working with such high-end brands, like Mercedes Benz Canada, TSN (like ESPN) Indian Racing League etc. Last year (2022) I had the opportunity to be featured in a documentary about women in motorsports and it will be produced later this year. The documentary follows three women race cars drivers from Canada including me being the youngest. It followed our careers and featured us in a 3-hour endurance race in California in an AMG GT4. I was also a part of a Mercedes Benz Canada campaign at the Montreal F1 Grand Prix and had an interview with Lewis Hamilton on TSN.

You have some great partnerships & sponsorships established. What skills drives you to achieve so much at such a young age?

Yes, I have some amazing partners with me including Valley Kitchens, Farrow, Colonial and others. I think the main skill that helps me the most is to be able to market myself/brand and to sell my brand well. I am shown in many newspapers, magazines, news, radios, and podcast and that helps potential sponsors see that I am marketable and return on investment is my focus with working with my partners.

Currently you are on the Formula Americas tour with some regional races thrown in as well. How has the 2023 season been for you and your family and what more is to come this year?

NICOLE HAVRDA continued **-**

The start to the 2023 racing season for me and my team has been amazing so far. We have already done 8 races with plenty more to come. Last year ended very well with me doing the W-Series test early in the year and then doing an intensive testing program in the Formula 3 car, while also getting to do some things in sports cars, in an Aston Martin GT4 and to end the year I was invited to take part in the Indian Racing League Championship in Indian for 15 races. I got to race against the best drivers, like Le mans 24hr race winner, Red Bull factory drivers, Porsche Factory drivers etc. It was an amazing experience and I finished 11 out of 29 in the championship which was an amazing

You have tested in the W-Series already, what is the ultimate dream series for you to compete?

The W-Series test was amazing, and I learned a lot and I would love to be a part of W-Series or Formula 1 Academy in the future. I am open to any series of racing whether it is sports car racing or open wheel racing, I will take whatever opportunities that come.

Who inspires you as a driver and why? Are there any other female drivers that motivate you today?

Honestly, I am inspired by my own story and my racing career but if I had to pick one driver, I would say Lewis Hamilton is my inspiration. Outside of racing I am inspired by Michael Jordan, because of his mindset and his determination to constantly win and be the greatest of

Do you have a favorite track? Or is there a track you've always wanted to race?

A track that I would like to race on is the Red Bull Ring in Austria because I have a bunch of memories from there and that is the place that I fell in love with the sport. But my dream track to race at is Monaco, Monte Carlo. I would love to race there because I love street circuits. Speaking of street circuits one of my favorite tracks I have raced on is the Formula E track in Hyderabad,\ India it is also a street circuit and I raced on it in the Indian Racing League Series there, and

that was a beautiful track and I love having the walls that close and having to be so precise.

Will you be going to the National Title Runoffs this year at VIR?

I am not too sure yet, we have a bunch of plans coming up, and great opportunities in front of us. But I will have all my races on my website so it will be there if I will do it.

What is next for you as a driver, as a spokeswoman and in life?

As a driver I am racing the Formula Pro USA series this year and we will be working on getting the championship, we also have plans to race in the Formula Regional Americas series as well.

I am working on many things with news, radios, and podcast to market myself and to act as a spokeswoman to other girls in the sport.

You are an inspiration to many young drivers. Are there any skills or life lessons you have learned that you can pass along?

I love helping younger drivers and if anyone would like to ask me any questions, please contact me I love to help. I would say the number one thing I learned is in motorsports you have to be able to market yourself/your brand in order to succeed in this sport. Marketing my brand has helped me gain partners and big opportunities by marketing myself the right way.

How can people find out more about your adventures, contact or partner with you directly?

Feel free to check out my website which is www.nicolehavrda.com and my social media @nicole.havrda. Also, if someone would like to email me directly, please email, nicole@ nicolehavrda.com

Try and catch her at the San Francisco Regional 4 & 5 if you can.



By John MacIntyre

Super Party .

Romer Beverage Company sponsors Western Shootout festivities

Western racers crave sustenance to perform at their peak. From sunrise to high-noon to evening fun, fuel powers us all to victory. After hours pistons may stop firing while we head to the saloon for refreshments, but tasteful eats, special moments, and good times among friends will last us all a lifetime. This is why the Western Shootout is such a historic event. It brings us all together as a club, as regions, as a community and most important as fellow racers from the East Coast to the West Coast.

Giving back to the racing community in spades is a way of life for Chip Romer - our current National Prototype 1 (P1) Champion. While Romer Beverage is based out of Kingman Arizona, Chip Romer is a local San Francisco Region member through and through. His family run company, Romer Beverage distributorship, has built its business serving world class refreshments from a variety of top shelf featured brands one case at a time. The Romer family business is a leader as is their support for SCCA.

Recognizing the attraction to partner with and take the inaugural Western Shootout Super Tour (May 4-7) to new heights he laid his chips on the table in support of our National Super Tour festivities. By sponsoring the food, drink and entertainment for the Friday night Cinco de Mayo party and the Participant Party on Saturday night Chip Romer gave SCCA a boost we can all take to the track. His staunch commitment to hosting one of the best events in the west came loud and clear with a howler "rustle up and feed those racers on me!" It did not end there my friends as Chip then drew his next card and threw it down as a gambling man. He looked at me with his steely smile and exclaimed "anyone wants to match my speed on track needs a loaded belly, so I'm fix'in to make sure they're full up." Now that is a challenge any competitor worth their weight in race fuel would take.

At the Western Shootout make sure to match up and give thanks to one of the finest piston slingers in the nation. You can find him on pole or leading the Prototype pack in his metallic red and black (#29) Elan DP02. Or if your wagon trail takes you through Arizona make sure to stop off and have a drink at any one of the three regions served by this fine man. You can find yours in Mohave, Yuma and La Paz counties or search - romerbeverage.com - to get connected at other Community Events sponsored throughout the season by Romer Beverage.

westernshootout.com

From your brew crew we encourage everyone to drink responsibly





REGIONAL 3 AND 4

The 2023 SFR SCCA season started with a thud. The thud was the weather. The torrential winter that California was finally experiencing played a major factor in the success of the race weekend. Unsettled conditions were predicted for the entire weekend meaning only the hardy were ready to take on the challenge. Group 4 which is the small bore formula car group had four people registered one week before the race. By the entry deadline there were only three cars. Because of the

extremely low entry level and because group 2 which is the prototype group also had very low entry numbers, they were combined. By the time the weekend started none of the group 4 cars showed up and only three group 2 cars presented themselves.

Unfortunately for the SCCA volunteers they don't get to down scale based on the weather. In fact the weather adds to the need for the volunteers especially in places like the Emergency crew and grid.

Group 1,2,4 (ASR, EM1, FA2, FA3, FF, FX, P1, P2)

Race 1



#27 Gary Guethlein like many of his competitors only raced on Saturday.



#55 Jeffrey Lederman took the P1 class win on Saturday

The lack of entries for these three groups forced the region to combine all of them. With two FF from Group 4, three cars from Group 1, and seven cars from Group 2 the seven-car field took on the weekend.

Jim Devenport driving his Norma M20FC took the pole position by 4.3 seconds over Jeffrey Lederman who was piloting his Stohr WF1 Conversion. John MacIntyre was third fastest and the first P2 car.

Saturday's race saw Devenport take the lead and never look back. For Devenport, four of the first five laps were in the high 1:30s, while Lederman was lapping in the low 1:40s. Devenport's biggest question was how many of the cars in the field was he going to lap. The answer was all except one.

Lederman had MacIntyre to worry about in his P2 car. MacIntyre was

lapping in the low 1:40s also, so the two had an interesting race.

With all the cloud cover, these cars have a tendency to pop the sound meter. Devenport has fallen victim to the dreaded decibels decider, and for this race it was MacIntyre.

So, on Lap 7, McIntyre reported to the black flag station, effectively ruining his race.

Joe Briggs took over the last podium spot when MacIntyre retired. Briggs also set a new track record for FA3.

Jerry Kroll also set a track record in his all electric EM1 car.

Denny Renfrow and David Jalen were the two FFs in the field. Renfrow was able to drive away from Jalen.

BY BLAKE TATUM AND LYNNE HUNTTING



#50 David Jalen has a bee problem, in the name of Denny Renfrow



Jim Devenport brought out the Norma and won on Saturday. He did not run on Sunday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_	ID Sponsor
1	1	23	Jim Devenport	ASR	18	1:38.843	Norma M20FC	Alamo CA	SFR	370871	"Cranbrook (
2	1	55	Jeffrey Lederman	P1	18	1:40.260	Stohr WF1 Conver	Vacaville CA	SFR	387457	"Joseph, Cor
3	1	9	Joe Briggs	FA3	17	1:46.659	Mazda Pro Formula	Healdsburg CA	SFR	486357	Briggs Consu
4	2	49	Chris Vian	P1	17	1:48.992	Elan DP02	Auburn CA	SFR	624382	Vian Enterpri
5	1	2	Nicole Havrda	FA2	17	1:49.817	Ligier JS F3 Formu	Courtenay BC	SFR	683399	Farrow
6	2	27	Gary Guethlein	ASR	16	1:53.790	A-Mac AM-6	Livermore CA	SFR	189231	
7	1	11	Denny Renfrow	FF	16	1:55.353	Piper/Honda DL7	Kelseyville CA	SFR	203432_1	Towhee Raci
8	2	50	David Jalen	FF	15	1:58.505	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetF
9	1	1	Jerry Kroll	EM1	14	2:12.328	Ascend EV Sports	Vancouver BC	SFR	384912	Jevitty Life S
NF	NF	22	John MacIntyre	P2	8	1:43.022	STOHR WF1	San Jose CA	SFR	528343	"Spectator C
NF	NF	60	Troy Tinsley	P2	3	1:54.060	Carbir CS2	Montara CA	SFR	360702	Heritage Avia
Not	classifie	ed									
NS	NS	127	Tao Takaoka	FX			F S 2.0 F S 2.0	Richmond CA	SFR	437817	Reves Racino



#2 Nicole Havrda won her class both days



#1 Jerry Kroll logging in the second weekend for his all electric EM1 car.

Horrible track conditions greeted the group on Sunday morning, meaning that only three cars took a stab at qualifying.

Joe Briggs took the pole over Nicole Havrda, with Jerry Kroll taking third. By the time the Sunday race time came around, five people lined up on the grid. The two additions from the qualifying session were John MacIntyre and Chris Vian.

When the race got underway MacIntyre made short work of the five-car field and took the lead. Holding down second and giving MacIntyre something to worry about was Nicole Havrda. The Canadian teenager finished second, 29 seconds behind MacIntyre. But more importantly, she held off Joe Briggs. At the end of the race, the gap between Briggs and Havrda two was 1.1 seconds. Brigg's fastest lap was only .007 seconds slower than Havdra.



#22 John MacIntyre won overall on Sunday. He was black flagged while leading on Saturday due to a sound violation.



#127 Tao Takaoka did not make the grid either day.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID Sponsor
1	1	22	John MacIntyre	P2	19	1:47.225	STOHR WF1	San Jose CA	SFR	528343	"Spectator C
2	1	2	Nicole Havrda	FA2	19	1:49.142	Ligier JS F3 Formu	Courtenay BC	SFR	683399	Farrow
3	1	9	Joe Briggs	FA3	19	1:49.149	Mazda Pro Formula	Healdsburg CA	SFR	486357	Briggs Consu
4	1	49	Chris Vian	P1	19	1:53.089	Elan DP02	Auburn CA	SFR	624382	Vian Enterpr
5	1	1	Jerry Kroll	EM1	14	2:19.524	Ascend EV Sports	Vancouver BC	SFR	384912	Jevitty Life S
Not	classifie	ed									
NS	NS	11	Denny Renfrow	FF			Piper/Honda DL7	Kelseyville CA	SFR	203432_1	Towhee Raci
NS	NS	23	Jim Devenport	ASR			Norma M20FC	Alamo CA	SFR	370871	"Cranbrook (
NS	NS	27	Gary Guethlein	ASR			A-Mac AM-6	Livermore CA	SFR	189231	
NS	NS	50	David Jalen	FF			Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetF
NS	NS	55	Jeffrey Lederman	P1			Stohr WF1 Conver	Vacaville CA	SFR	387457	"Joseph, Col
NS	NS	60	Troy Tinsley	P2			Carbir CS2	Montara CA	SFR	360702	Heritage Avia
NS	NS	127	Tao Takaoka	FX			F S 2.0 F S 2.0	Richmond CA	SFR	437817	Reyes Racing

Group 3 (GT2, GTX, ITE, MC, SMX, SP, T3)



#88 Joe Montana came in second in GTX during Saturday's race. He did not run on Sunday.

Thirteen of the 14 cars entered in Group 3 set a qualifying time. The only car that did not was Michael Fine. I do not know if the lack of a qualifying time was because of a sound violation or because he did not have a transponder. Either way he was going to have to start in the back of the pack. Pole sitter was Jonathon Greco. In three races for this group this year, Greco is perfect as far as the pole positions. Three races - three poles. Casey McLoed qualified second, while Sean Lovett took third.

Cloud cover and cool temperatures greeted the Group 3 drivers, They were the first race of the day. If you saw the first two races of the year with this group you could guess what happened at the start. Jonathan Greco saw the green flag and hit the loud pedal. The end result was another convincing victory. His lap chart was just one straight line at the top of the sheet. This was Greco's third wire-to-wire victory this year. Finishing second was Casey McLoed. His lap chart has one little valley that lasted two laps. In those two laps Michael Fine inserted himself into the picture after starting last. But as soon as Fine showed up to make the race interesting, he retired, most likely because of

sound violation. Another retiree from the race was Tommy McCarthy. He was debuting his new Toyota GR86 Cup car. Tommy started 11th and made it to fourth before he ran out of gas and retired.

Keith Korth set a new track record for SMX class with a 2:19.552. This track record will most likely be shattered during the April Regional at Thunderhill, because the SMX tour will be in town and the weather conditions will be more favorable.

Sean Lovett continues to impress this year. He took the T3 race victory for his fifth race win of the year. After this weekend Sean loaded up and went to Virginia International Raceway. For the first three months of the year Lovett has been to four different events all across the country.

Robert Luster in a Muscle Car had a good scrap with Bob Murillo. Murillo, driving the more nimble Porsche, beat out Luster's Z28 Camaro.



#76 Robert Luster won a Saturday, he did not run on Sunday.



#66 Michael Fine did not finish on Saturday and did not race on Sunday.



#81 Behram Soonawala came in third in ITE on Saturday. He did not race on Sunday.



#82 Bob Murillo came in second in ITE and did not run on Sunday.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID Sponsor
1	1	18	Jonathan Greco	ITE	16	1:52.957	BMW M3	San Mateo CA	SFR	638583	"Greco Racin
2	1	22	Casey McLoed	GTX	16	1:58.248	Ford Mustang	Placerville CA	SFR	625502	CORE Realty
3	2	88	Joe Montana	GTX	16	2:01.741	Chevrolet Monte C	Grass Valley CA	SFR	494434	"EBC Racing
4	1	37	Sean Lovett	T3	16	2:04.478	BMW Spec e46	Petaluma CA	SFR	550015	North Bay Ba
5	2	132	Tom Roberts	T3	15	2:04.979	BMW 330Ci	Seattle WA	Nwst	552700	AR Motorspo
6	2	82	Bob Murillo	ITE	15	2:07.139	Porsche 911 Carre	Santa Cruz CA	SFR	283058	Rothsport
7	1	76	Robert Luster	MC	15	2:08.707	Chevrolet Camaro	Carmel CA	SFR	324482_1	My wife
8	3	81	Behram Soonawala	ITE	15	2:10.476	Porsche 911	Santa Rosa CA	SFR	280022	FreeM USA F
9	4	68	Lenny Celiberti	ITE	14	2:13.357	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
10	2	65	Craig MacDonald	MC	14	2:16.216	Chevrolet Camaro	Sonoma CA	SFR	646548	
11	1	21	Keith Korth	SMX	14	2:19.552	Mazda MX-5	Clovis CA	SFR	696513	
12	5	103	Tom Hummel	ITE	11	2:23.555	Mazda Miata	Redwood City CA	SFR	692697	Rapid Roboti
13	1	23	Tommy McCarthy	SP	9	1:58.627	Toyota GR86 Cup	Mountain View CA	SFR	10581_3	Lucy
NF	NF	66	Michael Fine	GT2	3	1:55.078	Chevrolet Camaro	West Sacramento CA	SFR	505227	Architectural

Race 2

Sunday's qualifying session for Group 3 was lass than ideal. In fact, it was rotten, wet and windy! Because of the track conditions, there were seven no-shows to Grid. That left seven cars on the track. It does not matter what the track conditions are, Jonathan Greco was still the man to beat. Greco was making the rest of the group look silly. He was over eight seconds faster than Sean Lovett, and 25 seconds faster than third place Tom Roberts.

When the race started, none of the non-qualifying drivers showed up to the race. I suspect they loaded up and went home. With seven cars

in the field on a track that was trying to dry out, Greco again drove away from the field. Greco led every lap and had a Margin of Victory of 129 seconds (that's over two minutes.) This race was certainly lacking the suspense and drama that a SRF race would dish up. This race was a procession of cars doing laps. The first three drivers finished exactly the way they qualified, with Lovett taking second and Roberts third.

The hard charger of the race was Casey McLoed. He was last on the first lap and worked his way up to fourth overall and first in GTX.



#22 Casey McLoed won ITX both days.



#23 Tommy McCarthy trying out his Toyota GR86 Cup Car.



#18 Jonathon Greco was in a league of his own the entire weekend.



#68 Lenny Celiberti had some stiff competition from the two Porsches entered during the weekend.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_	ID Sponsor
1	1	18	Jonathan Greco	ITE	16	2:09.823	BMW M3	San Mateo CA	SFR	638583	"Greco Racin
2	1	37	Sean Lovett	T3	16	2:20.763	BMW Spec e46	Petaluma CA	SFR	550015	North Bay Ba
3	2	132	Tom Roberts	T3	14	2:32.226	BMW 330Ci	Seattle WA	Nwst	552700	AR Motorspo
4	1	22	Casey McLoed	GTX	13	2:39.999	Ford Mustang	Placerville CA	SFR	625502	CORE Realty
5	2	68	Lenny Celiberti	ITE	13	2:43.116	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
6	3	103	Tom Hummel	ITE	13	2:44.014	Mazda Miata	Redwood City CA	SFR	692697	Rapid Roboti
7	1	21	Keith Korth	SMX	13	2:43.166	Mazda MX-5	Clovis CA	SFR	696513	
Not	classifie	ed									
NS	NS	23	Tommy McCarthy	SP			Toyota GR86 Cup	Mountain View CA	SFR	10581_3	Lucy
NS	NS	65	Craig MacDonald	MC			Chevrolet Camaro	Sonoma CA	SFR	646548	
NS	NS	66	Michael Fine	GT2			Chevrolet Camaro	West Sacramento CA	SFR	505227	Architectural
NS	NS	76	Robert Luster	MC			Chevrolet Camaro	Carmel CA	SFR	324482_1	My wife
NS	NS	81	Behram Soonawala	ITE			Porsche 911	Santa Rosa CA	SFR	280022	FreeM USA F
NS	NS	82	Bob Murillo	ITE			Porsche 911 Carre	Santa Cruz CA	SFR	283058	Rothsport
NS	NS	88	Joe Montana	GTX			Chevrolet Monte C	Grass Valley CA	SFR	494434	"EBC Racing

Group 5 (ITA, ITS, ITX, SMG, STL, STU, T4)



#8 Taz Harvey was leading the race on Saturday but had to take evasive action to avoid a collision. The accumulated grass stuck in the grill caused him to retire.



times indicated that the conditions were favorable for peeling off some good lap times. Michael Smith was the lone SMG (Spec Mustang) and claimed the loneliest number on the starting grid, number one (for those that do not get the reference - Three Dog Night had a song called ONE; lyrics referred to one as the loneliest number!) Second place, 1.7 seconds adrift was Taz Harvey, who was one of two ITA.)

Harvey's in the field. Son Vitek qualified 21st. Mr. Sean Lovett was third. His name keeps coming up, not only in Group 5, but also in Group 3. Tom Roberts was the first STU car, and Kevin Carter beat out Matthew Wyatt for the ITA top spot. Tim Auger ran into some sound problems and had to go to the back paddock, which automatically erases all the lap time one has earned to that point.

Race Group 5's Saturday qualifying session was a dry session. Lap

With a 1.7 second advantage, you would expect the pole sitter to take charge of this race. But that was not the case. Taz Harvey jumped into the lead and held it for five laps. Sean Lovett, who held second for two laps, followed him. On Lap 3 he fell to fourth, when Tom Roberts took his spot. In the meantime, Michael Smith was motoring around in third for the first five laps. On Lap 5, Harvey took evasive action for a Miata that was spinning in front of him. The resulting off-course excursion filled the grill with pretty green grass that choked off the air supply to the radiator. Needless to say, Harvey's race was over. Michael Smith used Harvey's demise as an opportunity to take command of the race.

#21 Keith Korth took second in STL on Saturday did not run on Sunday.

He displaced Lovett for second on Lap 6, and then took the lead, when Harvey ran into trouble. Smith was able to hold the lead until the caution came out for a car that was stalled in a hazardous position. The race ended with the pace car taking the checkered flag first.

Five different classes represented the first five positions. Lovett took second and first in ITS (At the season opener he ran the same car in

Based on the qualifying times the STU race looked like it was going to be a good one. Roberts out qualified Tim Auger by .7 of a second. But as the race got underway, Auger did not record any laps and Roberts was left to run around without any heat from someone running in his class.

Jared Korth did not post a time in qualifying, so he had to start from the back of the 27 car field. He won the Hard Charger award by passing 23 cars to finish fourth overall and first in ITX. By the time he came around on the first lap, he passed 16 cars!

Carter won ITA with a steady race. He held fifth overall all but one lap, when Korth passed him. But with the Harvey retirement Carter moved back into fifth. Mark Means was second in ITA, when Robert Epstein tapped him from behind causing him to spin onto the grass. Then the caution came out and he was not able to reclaim his position. Robert Epstein took second in ITA.



#164 Michael Smith only ran on Saturday but he did take the overall victory.

2 1 37 Sean Lovett ITS 12 2:07.064 BMW E30 Petaluma CA SFR 550015 N 3 1 132 Tom Roberts STU 12 2:04.524 BMW 330Ci Seattle WA Nwst 552700 A 4 1 27 Jared Korth ITX 12 2:10.119 Mazda Miata Clovis CA SFR 675789 5 1 89 Kevin Carter ITA 12 2:10.782 Mazda Miata Elk Grove CA SFR 437616 In 6 2 39 Robert Epstein ITA 12 2:11.195 Mazda Miata Danville CA SFR 648886 A 7 3 85 Scott Carter ITA 12 2:11.195 Mazda Miata Danville CA SFR 648886 A 8 4 72 Michael Neumeyer ITA 12 2:11.1527 Mazda Miata San Mateo CA SFR 365843 9 5 90 Matthew Wyatt ITA 12 2:11.1939 Mazda Miata San Francisco CA SFR 647230 " 10 6 45 Mark Means ITA 12 2:11.1898 Mazda Miata San Francisco CA SFR 647230 " 11 2 133 Matthew Singler ITX 12 2:11.898 Mazda Miata Red Bluff CA SFR 647230 " 12 7 34 David Vrane ITA 12 2:11.2492 Mazda Miata San Jose CA SFR 623200 13 3 54 David Covin ITX 12 2:11.290 Mazda Miata NB Piedmont CA SFR 649280 L 14 8 186 Peter Phung ITA 12 2:12.728 Mazda Miata Daly City CA SFR 649280 L 15 1 8 Taz Harvey STL 12 2:04.448 Acura Integra Typi 16 4 66 Caitlyn Singler ITX 12 2:13.898 Mazda Miata NB Piedmont CA SFR 694980 L 17 9 2 Nolan Stinger ITA 12 2:13.898 Mazda Miata NB Piedmont CA SFR 694986 T 18 5 16 Malon Brown ITX 12 2:13.898 Mazda Miata Pleasanton CA SFR 694980 L 19 10 92 Ian Epstein ITA 12 2:13.898 Mazda Miata Pleasanton CA SFR 694980 L 19 10 92 Ian Epstein ITA 12 2:13.898 Mazda Miata Pleasanton CA SFR 694191 18 5 16 Malon Brown ITX 12 2:13.898 Mazda Miata Pleasanton CA SFR 694191 18 5 16 Malon Brown ITX 12 2:13.898 Mazda Miata Pleasanton CA SFR 694191 18 5 16 Malon Brown ITX 12 2:13.898 Mazda Miata Pleasanton CA SFR 694191 18 5 16 Malon Brown ITX 12 2:13.901 Mazda Miata Pleasanton CA SFR 694191 18 5 16 Malon Brown ITX 12 2:13.901 Mazda Miata Pleasanton CA SFR 694191 18 5 16 Malon Brown ITX 12 2:13.909 Mazda Miata Pleasanton CA SFR 694191 18 6 16 Malon Brown ITX 12 2:19.908 Mazda Miata Pleasanton CA SFR 694190 A 22 11 12 44 Anand Ramachandran ITA 12 2:19.908 Mazda Miata Pleasanton CA SFR 694191 18 6 155 Nuno Goncalves Pedro ITX 12 2:19.909 M	; PI	IC No	. Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID Sponsor
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NF NF 07 Tim Auger STL Acura Integra Hailey ID SFR 422425 "S Not classified	14	4 68	Tom Brown	ITA	11	2:25.176	Mazda Miata	San Jose CA	SFR	674040	All Reasons I
Not classified	1	1 75	Mauro Pellegrini	T4	7	2:19.099	Mazda 3	Redwood city CA	SFR	416564	MP Transport
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Saturday's qualifying was a dry session and 25 cars participated. Sunday the rain came and a lot of the drivers went home. Only 14 cars showed up to grid on Sunday morning, meaning more cars went home than ran the session. With wet conditions you get an unpredictable qualifying order. But with four races into the 2023 schedule, you can see who does well in the rain. That person for this group was Sean Lovett. He has been near the front in every rainy session that he has run. This session was no exception, with Lovett taking the pole over David Covin by 4.8 seconds. Third was Kevin Carter, and fourth was Jared Korth.

Track conditions for the race were basically dry. The track had some bleeders around Turn 3, and Turn 8 was really dicey. The short chute between Turns 14 and 15 offered a good challenge; but other than that, the track had pretty good grip.

When the race got under way, Lovett told the rest of the field to shove it ,as he grabbed the lead and never relinquished it.

Taz Harvey ,who was the class of the field on Saturday until his grill was filled with cattle feed, made a great start from his sixth starting

position. By the end of Lap 1, he jumped all the way to second. Harvey had his sights set on Lovett, but with two laps remaining, Harvey's car caught on fire. Harvey said within 20 seconds the car was fully engulfed. Due to the intense heat the master cylinder melted, so getting the car stopped was hard. Remember, he needed the car to stop so he could get out! Harvey was able to pull into the pit lane and exit the car. In the meantime, fast acting Grid workers and E-crew responded, putting the fire out before the car burnt to the ground. Harvey

was not harmed, but this was the car he wanted to take to the Runoffs. As he looked over the damage he said "looks like he will be taking a different car to the VIR."

David Covin was the big benefactor of Harvey's demise, and he seized second place, but more importantly first in ITX.

Scott Carter won his second race of the weekend holding off Michael Neumeyer.

Rookie Driver Matthew Singler had another solid performance finishing second in ITX. This goes along with his two wins in SSM. Sister Caitlyn also had a solid weekend with her second fourth-place finish in ITX to go along with her second and third in SSM. Saturday's ITX winner, Jared Korth, fell three spots at the start of the race, and worked his way back to his original starting position. On Lap 10 he had an off in Turn 4 and fell back down to eighth. He eventually recovered one of those positions to finished seventh overall, but more importantly he missed out on some valuable points in ITX. Korth told me later that he started the race on rain tires and those tires really affected his performance.



#132 Tom Roberts came in third overall on Saturday and won his class on Sunday.



#85 Scott Carter came in third on Saturday and won on Sunday in ITA.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	_ID Sponsor
1	1	37	Sean Lovett	ITS	17	2:08.547	BMW E30	Petaluma CA	SFR	550015	North Bay Ba
2	1	54	David Covin	ITX	17	2:11.827	Mazda Miata NB	Piedmont CA	SFR	649280	Lesher Moto
3	1	85	Scott Carter	ITA	17	2:13.195	Mazda Miata	Suisun City CA	SFR	177333	Imports Unli
4	2	72	Michael Neumeyer	ITA	17	2:13.167	Mazda Miata	San Mateo CA	SFR	365843	
5	3	34	David Vrane	ITA	17	2:14.177	Mazda Miata	San Jose CA	SFR	623200	
6	2	133	Matthew Singler	ITX	17	2:14.809	Mazda Miata	Red Bluff CA	SFR	545761	
7	3	27	Jared Korth	ITX	17	2:13.449	Mazda Miata	Clovis CA	SFR	675789	
8	4	186	Peter Phung	ITA	16	2:16.159	Mazda Miata	Daly City CA	SFR	545337	"Slant I Moto
9	4	66	Caitlyn Singler	ITX	16	2:19.791	Mazda Miata	Red Bluff CA	SFR	652640	
10	5	155	Nuno Goncalves Pedro	ITX	16	2:20.243	Mazda Mazda	Half Moon Bay CA	SFR	478234	
11	5	89	Kevin Carter	ITA	16	2:12.096	Mazda Miata	Elk Grove CA	SFR	437616	Imports Unli
12	1	8	Taz Harvey	STL	15	2:11.755	Acura Integra Type	Danville CA	SFR	494856	Tracy Honda,
13	6	98	Vitek Harvey	ITX	15	2:24.983	Mazda Miata	Danville CA	SFR	696120	
Not	classifie	ed									
NS	NS	90	Matthew Wyatt	ITA			Mazda Miata	San Francisco CA	SFR	647230	"Yang Chen (
NS	NS	2	Nolan Stinger	ITA			BMW 325i	Los Gatos CA	SFR	694191	
NS	NS	07	Tim Auger	STL			Acura Integra	Hailey ID	SFR	422425	"Shibusa Sys
NS	NS	16	Malon Brown	ITX			Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
NS	NS	21	Keith Korth	STL			Mazda MX-5	Clovis CA	SFR	696513	
NS	NS	39	Robert Epstein	ITA			Mazda Miata	Danville CA	SFR	648886	A+ Racing
NS	NS	44	Anand Ramachandran	ITA			Mazda Miata	Pleasanton CA	SFR	694860	A+ Racing
NS	NS	45	Mark Means	ITA			Mazda miata	Meadow Vista CA	SFR	404787	A+ Racing
NS	NS	55	Aravind Ramachandran	ITA			Mazda Miata	Cupertino CA	SFR	694910	A+ Racing
NS	NS	68	Tom Brown	ITA			Mazda Miata	San Jose CA	SFR	674040	All Reasons I
NS	NS	75	Mauro Pellegrini	T4			Mazda 3	Redwood city CA	SFR	416564	MP Transport
NS	NS	77	Wilson Powell	STU			BMW M3	Danville CA	SFR	338274	
NS	NS	92	Ian Epstein	ITA			Mazda miata	DANVILLE CA	SFR	647829	
NS	NS	114	David Humphreys	ITA			Mazda Miatta	Buellton CA	CSCC	647252	A+Racing +
NS	NS	132	Tom Roberts	STU			BMW 330Ci	Seattle WA	Nwst	552700	AR Motorspo
NS	NS	164	Michael Smith	SMG			Ford Mustang	Broomfield CO	SFR	237577	M&L Racing

Group 6 (SRF3, SRFH, SRF)

Greg Hoff took the pole for the Saturday race by .967 seconds over Bill Booth. Third place was the Sonoma wet weather star, Sean O'Boyle; and fourth was Joe Kou. Eric Fulkerson qualified first in SRFH and Bruce Richardson was the only SRF.

The 18-car field slowly pulled up the front straight for the start. The track was dry, and for once it looked like this group was going to get a dry race. Pole sitter Hoff was beat to the first turn by the reigning Regional Champion,, Bill Booth. Joe Kou tucked under Booth's tail section and took second, while Hoff had to settle for third. O'Boyle took fourth and Fulkerson was in fifth.

Second place for Kou only lasted until Turn 3, where the tricky off-camber turn proved to have a little less grip than Kou was anticipating. He got a little sideways. Hoff who was right behind him, went around the outside of Kou (how his car was able to stick there I don't know) which set him up for the inside line of Turn 4 where the pass was completed.

So over the Eagle's nest it was Booth, Hoff, Kou and O'Boyle. This

order stayed for four laps. Hoff was hounding Booth and studied him, looking for a weakness. Hoff decided that weakness was Turn 2. On Lap 4, Booth took his usual line into Turn 2, which is the inside. Hoff positioned his car about one car width wider into the turn, and was able to brake deeper into the turn. This additional speed allowed Hoff to pull along the outside of Booth. The two stayed alongside of each other around the 180 degree turn, and with Hoff being on the outside meant he was in the preferred position for Turn 3. Booth had to yield to the better-positioned Hoff, and by the time they came around to the stripe for Lap 5, there was a new leader.

While Hoff was stalking Booth, O'Boyle was doing the same to Kou. Lap 3 O'Boyle got a strong draft off of Kou, and passed him going into Turn 1. The very next lap Kou returned the favor in the same place.

From this point on the race settled down, and the order at the front stayed the same. Hoff pulled away from Booth, Kou fell back initially from Booth, and O'Boyle fought off the challenge from Fulkerson.

Fulkerson took the SRFH win and Richardson won SRF.



#71 Jerry Aplass checks his mirror to see #116 Sean Saint attempting a pass.



#14 Greg Hoff looks in his mirrors and sees nothing but #6 Joe Kou looking for a way around.



#116 Sean Saint was involved in some tight racing.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID Sponsor
1	1	14	Greg Hoff	SRF3	15	1:59.000	SCCA Enterprises !	Oakland CA	SFR	437964	John Cerini /
2	2	57	Bill Booth	SRF3	15	1:59.508	SCCA Enterprises !	Cupertino CA	SFR	336219	Bulldog Moto
3	3	6	Joe Kou	SRF3	15	1:59.612	SCCA Spec Racer I	Walnut Creek CA	SFR	528297	Golden State
4	4	67	Sean O'Boyle	SRF3	15	1:59.678	SCCA Enterprises !	San Francisco CA	SFR	276755	
5	1	141	Eric Fulkerson	SRFH	15	1:59.778	Ford Spec Racer G	Walnut Creek CA	SFR	528732	Golden State
6	5	66	Brandon Lewis	SRF3	15	1:59.768	SCCA Enterprises !	San Francisco CA	SFR	436461	HSE Racing
7	6	76	Eric Hand	SRF3	15	2:01.392	Ford Spec Racer F	San Jose CA	SFR	545935	
8	7	71	Jerry Aplass	SRF3	15	2:00.907	SRF	Newcastle CA	SFR	404463	"Burrell Cons
9	2	64	Haydn Fischer	SRFH	15	2:00.246	SCCA Enterprises !	Mill Valley CA	SFR	671493	Cerini Motors
10	8	116	Sean Saint	SRF3	15	2:00.782	SCCA Enterprises !	SAN DIEGO CA	SFR	670863	AccelRaceTel
11	3	7	Bill Jordan	SRFH	15	2:00.951	SCCA Enterprises !	Rough & Ready CA	SFR	155429	
12	4	18	John Sollner	SRFH	15	2:00.522	SCCA Enterprises !	Sonoma CA	SFR	648504	Sollner and S
13	9	79	EJ Abed	SRF3	15	2:02.497	SCCA Enterprises !	Mountain View CA	SFR	695378	
14	5	83	Paul Luca	SRFH	15	2:02.954	SCCA Enterprises !	Sonoma CA	SFR	193814	
15	6	3	Jim Ricketts	SRFH	15	2:03.595	SCCA Enterprises 5	Battleground WA	SFR	646662	
16	7	4	Frank Valente	SRFH	15	2:06.062	Ford SRF	Penryn CA	SFR	421471	"Healdsburg
17	1	32	Bruce Richardson	SRF	14	2:09.434	SCCA-E GEN2	Los Gatos CA	SFR	340127	AccelRaceTel
18	8	39	John Hearn	SRFH	14	2:09.558	SCCA Enterprises !	Mountain View CA	SFR	674442	Cerini Motors



#57 Bill Booth came in second on Saturday. Sunday he spun on the first lap and recovered to fifth.

The qualifying session for Group 6 Race Two was not ideal. The guys that ran the entire session fared better, as most of the racers set their fastest lap on the last lap of the session. Sonoma rain meister Sean O'Boyle was dethroned by Hayden Fisher. He was followed by Greg Hoff, who was a scant .444 seconds behind. Bill Booth took third, and Bill Jordan took the outside spot of the second row. O'Boyle took sixth.

With a mixed-up grid, the race was going to be thrilling. Another aspect that was going to add to the excitement was the drying race track. Drying meant that the conditions called for dry tires, but there were places on the track that had streams of water trickling across them. Basically full grip interrupted by small patches of very slippery excitement.

The 16-car field took the green, and right away there was a lot of movement. Bill Booth went around the inside of Fisher, and led briefly into Turn 1. But Fisher and Hoff ganged up on Booth through Turn 2, and by the time they got to Turn 3, Fisher was in the lead, followed by Hoff and then Booth. As the group was jostling for positions, they were also figuring out the grip level. The leaders went through Turn 8, which in a SRF is a breath in the throttle, hit the apex, and then accelerate up the hill to Turn 9. Notice is said hit the apex. Because missing the apex is what caused Bill Jordan to go wide on the exit of the turn and out into the grass. The wet grass offered no traction, so he lost control and slid back onto the track in front of the on-coming pack. Luckily no one hit him, and Jordan returned to the paddock and retired. The exit of Turn 9 saw Bill Booth lose it as he was coming down the hill. He did

a 360 degree spin and continued on, but now he was in 12th position.

The order after Lap 1 was Fisher, Hoff, and Eric Hand.

On Lap 2, Jerry Aplass was side-by-side with Eric Fulkerson going into Turn 3. Aplass hit one of those streams of water and slid into the side of Fulkerson. Fulkerson was able to

maintain control, but Aplass spun. On Lap 3 Kou passed Fulkerson by using the draft to take third. By this point, Fisher was stretching his lead, Hoff was comfortably in second, and Kou was in third. Lap 4 saw the caution come out for Aplass, who somehow ended up way off the track in Turn 4. The E-Crew cleaned up the mess in one lap and the racing resumed on Lap 5. Fisher maintained his lead, but only for one lap. Hoff benefitted greatly from the full course caution, and once the green came out he hounded Fisher for the next lap and a half. Until the two of them hit the front straight. Fisher did the best he could to protect the inside line, but Hoff was able to draft up to Fisher and swing to the outside. The extra speed was just enough for Hoff to swing across Fisher's nose for the lead into Turn 1. Hoff and Fisher were able to stretch out the gap over Kou, who was separating himself fro O'Boyle, Fulkerson, Booth, and Hand. Fisher stayed hooked on Hoff's tail for the reminder of the race and was never able to claim the top spot back again. The O'Boyle, Fulkerson, Booth, and Hand battle was raging on, lap after lap, with plenty of jostling for position; but with little change in position. That is, until Lap 13, when O'Boyle slid wide in Turn 2 and Fulkerson ducked underneath him for fourth. Fulkerson never had the chance to trip the timers to get credit for the fourth position, because he lost it on the exit of Turn 9. Fulkerson fell back and finished 11th. But the worst part was he gave up second in the SRFH class. The race ended after 16 laps with Hoff taking the win, Fisher grabbing second, less than half behind, but first in SRFH. Joe Kou took third, Sean O'Boyle fourth and Bill Booth recovered to finish fifth.



#4 Frank Valente looking for someone to race.



#6 Joe Kou has #67 Sean O'Boyle hunting him down.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID Sponsor
1	1	14	Greg Hoff	SRF3	16	2:01.138	SCCA Enterprises !	Oakland CA	SFR	437964	John Cerini /
2	1	64	Haydn Fischer	SRFH	16	2:01.565	SCCA Enterprises !	Mill Valley CA	SFR	671493	Cerini Motors
3	2	6	Joe Kou	SRF3	16	2:01.845	SCCA Spec Racer I	Walnut Creek CA	SFR	528297	Golden State
4	3	67	Sean O'Boyle	SRF3	16	2:01.424	SCCA Enterprises !	San Francisco CA	SFR	276755	
5	4	57	Bill Booth	SRF3	16	2:00.997	SCCA Enterprises !	Cupertino CA	SFR	336219	Bulldog Moto
6	5	76	Eric Hand	SRF3	16	2:02.674	Ford Spec Racer F	San Jose CA	SFR	545935	
7	6	66	Brandon Lewis	SRF3	16	2:02.314	SCCA Enterprises !	San Francisco CA	SFR	436461	HSE Racing
8	7	116	Sean Saint	SRF3	16	2:02.627	SCCA Enterprises !	SAN DIEGO CA	SFR	670863	AccelRaceTel
9	8	79	EJ Abed	SRF3	16	2:04.540	SCCA Enterprises !	Mountain View CA	SFR	695378	
10	2	83	Paul Luca	SRFH	16	2:03.927	SCCA Enterprises !	Sonoma CA	SFR	193814	
11	3	141	Eric Fulkerson	SRFH	16	2:02.697	Ford Spec Racer G	Walnut Creek CA	SFR	528732	Golden State
12	4	3	Jim Ricketts	SRFH	16	2:03.738	SCCA Enterprises !	Battleground WA	SFR	646662	
13	1	32	Bruce Richardson	SRF	16	2:10.916	SCCA-E GEN2	Los Gatos CA	SFR	340127	AccelRaceTel
14	5	4	Frank Valente	SRFH	15	2:11.769	Ford SRF	Penryn CA	SFR	421471	"Healdsburg
15	9	71	Jerry Aplass	SRF3	13	2:05.074	SRF	Newcastle CA	SFR	404463	"Burrell Cons
NF	NF	7	Bill Jordan	SRFH			SCCA Enterprises !	Rough & Ready CA	SFR	155429	
Not	classifie	ed									
NS	NS	18	John Sollner	SRFH			SCCA Enterprises !	Sonoma CA	SFR	648504	Sollner and S
NS	NS	39	John Hearn	SRFH			SCCA Enterprises !	Mountain View CA	SFR	674442	Cerini Motors

Group 7 (SM, SMT, SSM)



#85 Scott Carter leads #89 Kevin Carter into turn 11.

Thirty two cars took the green flag for the Miata race. The pole sitter was Greg Hoff, who was 1.1 seconds faster than Jared Korth. Eric Fulkerson took third, 1.6 seconds off the pace. Tim Wright took fourth and was the first Spec Miata. Everyone else at the front was in a SMT car. Top qualifying SSM car was Matthew Singler, about 1.3 second faster than his sister, Caitlyn Singler.

The race got under way with Hoff taking the lead, followed by Korth and then Fulkerson. On the next lap, Fulkerson took over second place with Korth right on his bumper. Wright slotted into fourth and held that spot until Lap 3, where he lost a spot to David Covin. Two laps later, Wright fell another position to sixth, when Adam Smalley passed him.

About the half way point, they all got a chance to catch their breath when the Safety Car came out for the disabled car of Kenny Harvey parked in the grass on the way up to the Eagle's Nest. Once the field was under control, Harvey got the car fired up and back on the racing surface.

This gave everyone a chance to relax for a little over a lap and attack the race with about six laps left.

Hoff took control of the race again, holding off Fulkerson with Korth following in his draft. With four laps to go, Korth overtook Fulkerson for second, setting his sights on Hoff. This marked the beginning of the end for Fulkerson, as he fell to fifth on the next lap, and then went

off in left field at the exit of Turn 9 at about 80 mph. Wright in the meantime was righting the ship, making his move past Smalley and Fulkerson. Smalley was not going down without a fight, because, with two laps left, Smalley passed Wright again, only to lose out eventually to him at the flag.

Finishing order was Hoff, Korth, Wright (first in SM,) and Smalley. Covin had a race to forget, as he ran as high as fourth; but after the caution, he got over run and fell all the way back to eighth. With two laps left, he made up two positions to finish sixth. As a side note, Hoff qualified as a SM driver and before the race told Korth that he was not racing in the same class as him. But when the race was over and everyone was pulled into impound, the officials told Hoff that he had to be classified as a SMT driver because he was racing on Toyos. Because he did not think he was racing against Hoff, Korth did not work as hard to race with him. It was only once they were in impound that Korth learned he was second and not first in SMT.

Novice driver Matthew Singler won the SSM class. He was in 11th on the first lap and worked all the way up to sixth overall. But the last lap he came upon a much slower car at the Eagles Nest and had to take evasive action. With two wheels in the dirt, his car spun and before he could get going again, he dropped eight spots to 14th overall. He finished one position better than his sister Caitlyn. The two fly in for the race weekend from Salt Lake City where they attend Brigham Young College.



#27 Jared Korth uses all of the track on his way to a second place on Saturday and a first place on Sunday.



#18 Adam Smalley came in third in SMT on Saturday.



#133 Mathew Singler beat his sister Caitlyn on Saturday for first in SSM. He also won on Sunday in SSM.

	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	_ID Sponsor
1	1	7	Greg Hoff	SMT	13	2:08.701	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Ra
2	2	27	Jared Korth	SMT	13	2:09.527	Mazda Miata	Clovis CA	SFR	675789	Lesher Motor
3	1	11	Tim Wright	SM	13	2:10.496	Mazda Miata	Piedmont CA	SFR	278776	Larry Oka Ra
4	3	18	Adam Smalley	SMT	13	2:09.854	Mazda Miata	Battle Ground WA	Ore	551377	Smak Plastic
5	4	85	Scott Carter	SMT	13	2:10.472	Mazda Miata	Suisun City CA	SFR	177333	Imports Unli
6	5	54	David Covin	SMT	13	2:09.897	Mazda Miata NB	Piedmont CA	SFR	649280	Lesher Motor
7	6	45	Mark Means	SMT	13	2:12.068	Mazda miata	Meadow Vista CA	SFR	404787	A+ Racing
8	7	82	Dale Pestes	SMT	13	2:12.007	Mazda Miata	Gresham OR	SFR	498961	
9	8	26	Scott Story	SMT	13	2:12.301	Mazda Miata	El Dorado Hills CA	SFR	624903	Story Design
10	9	34	David Vrane	SMT	13	2:12.382	Mazda Miata	San Jose CA	SFR	623200	
11	10	39	Robert Epstein	SMT	13	2:11.602	Mazda Miata	Danville CA	SFR	648886	A+ Racing
12	11	186	Peter Phung	SMT	13	2:12.313	Mazda Miata	Daly City CA	SFR	545337	"Slant I Moto
13	12	72	Michael Neumeyer	SMT	13	2:12.056	Mazda Miata	San Mateo CA	SFR	365843	
14	1	133	Matthew Singler	SSM	13	2:11.744	Mazda Miata	Red Bluff CA	SFR	545761	
15	2	66	Caitlyn Singler	SSM	13	2:13.840	Mazda Miata	Red Bluff CA	SFR	652640	
16	13	96	Joan Linehan	SMT	13	2:13.983	Mazda Miata	Clayton CA	SFR	445423	Competition
17	14	92	Ian Epstein	SMT	13	2:14.777	Mazda miata	DANVILLE CA	SFR	647829	
18	15	114	David Humphreys	SMT	13	2:14.695	Mazda Miatta	Buellton CA	CSCC	647252	A+Racing +
19	16	171	Tom Roberts	SMT	13	2:15.266	Mazda Miata	Seattle WA	Nwst	552700	
20	17	68	John Stuart	SMT	13	2:16.544	Mazda Miata	San Carlos CA	SFR	650334	All Reasons I
21	18	09	Nadeem Bari	SMT	13	2:16.289	Mazda Miata	Redondo Beach CA	STL	294506	
22	3	155	Nuno Goncalves Pedro	SSM	13	2:14.156	Mazda Mazda	Half Moon Bay CA	SFR	478234	
23	4	91	Michael Cheney	SSM	13	2:17.794	Mazda Miata	Pleasanton CA	SFR	695266	"Larry Oka R
24	5	31	Gregory Martin	SSM	13	2:19.731	Mazda Miata	Rancho Cordova CA	SFR	513762	Larry Oka Ra
25	19	44	Anand Ramachandran	SMT	13	2:19.821	Mazda Miata	Pleasanton CA	SFR	694860	A+ Racing
26	6	98	Vaclav Harvey	SSM	13	2:21.511	Mazda Miata	Danville CA	SFR	696120	
27	20	51	Eric Fulkerson	SMT	12	2:08.948	Mazda Miata	Walnut Creek CA	SFR	528732	Competition/
28	7	41	David Samuel	SSM	12	2:28.329	Mazda Miata	Fresno CA	SFR	501035	Larry Oka Ra
29	21	55	Aravind Ramachandran	SMT	12	2:29.168	Mazda Miata	Cupertino CA	SFR	694910	A+ Racing
30	8	97	Kenny Harvey	SSM	11	2:19.684	Mazda Miata	Oakland CA	SFR	696121	
31	9	195	Daniel Kulas	SSM	10	2:14.892	Mazda Miata	Sunnyvale CA	SFR	483501	Larry Oka
NF	NF	90	Matthew Wyatt	SMT	5	2:10.714	Mazda Miata	San Francisco CA	SFR	647230	"Yang Chen (
Not o	classifie	ed									
NS	NS	89	Kevin Carter	SMT			Mazda Miata	Elk Grove CA	SFR	437616	Imports Unli



#11Tim Wright put on a great show after he spun on Sunday.

What a difference a day makes! The track condition for the Sunday qualifying session was full-on wet! These were perfect condition for the Janis Joplin song 'Me and Bobby McGee' with the windshield wiper slapping time, as the racers did their best to navigate the completely soaked surface. According to Daniel Kulas, Turn 8 in particular was an adventure. The initial turn-in was hydroplaning, followed by a brief moment of grip right as the track was disappearing from underneath the drivers. Lots of tight sphincter muscles amongst the drivers willing to have a go. In fact, according to the entry list, nine drivers decided that they did not need that type of exercise, and they did not participate in qualifying.

With the mixed conditions, the starting line-up was quite a bit different from the Saturday race.

Taking the pole was David Covin, 1.214 seconds faster than Tim Wright (top qualifier in SM.) Jared Korth qualified third and Greg Hoff took fourth. In SSM Kulas took the top spot, almost two seconds faster than Matthew Singler.

The race was first thing after lunch, and by this time the rain had slowed down. Instead of the windshield wipers needing to be on high, now they were going to be on intermittent. With these condition, there was a decision to be made: go with rains or dry tires. This was a big decision, because the right choice would determine who was going to win the race.

In the case of the race winner Jared Korth, he chose rain tires. He felt that even though the track was drying up, there were enough wet areas that the rain tires were going to produce the most benefit.

At the start of the race Covin took the lead and was holding Korth at bay. With the track drying, it was questionable whether or not the rain tires were going to be the right decision. But according to Korth, Turn 8 was an adventure the entire race; and the short chute between Turns

14 and 15 was really sketchy. So those two areas alone made it so that the rain tires were competitive.

At the three-fourths mark of the race, the officials had to bring out the Safety Car first because Peter Phung stopped on the track by Turn 4; and then for the car of Matthew Wyatt, who went off the course in the tricky Turn 8 area and rolled his car in the mud. It was so far off the track that the safety crew decided to leave it until the end of the day. Wyatt was not injured.

After the caution, Korth needed one lap to displace Covin for the lead. He held the position, winning by a scant .121 seconds. Covin took home second, which was a better result than Saturday's race. So, for Korth the rain tires proved to be the right choice.

In SSM, pole sitter Kulas decided on rains, while second place qualifier Singler chose the dry tires. For the SSM guys, the dry tires proved to be the difference maker. Singler was able to pass Kulas going into Turn 1 on the opening lap. From there, he held off Kulas, who fell back a few spots and was not able to threaten Singler until the end. Singler said the dry tires were the right choice, especially for the back half of the track. He said Turns 2-5 two were especially tricky. For Singler, this was his second victory of the weekend; and it also meant that he had the needed races for Chief Steward Barbara McClellan to sign off his Novice Permit.

Tim Wright won SM. He had an eventful race. He was in sixth overall when the caution came out , leading SM. On lap 11 he spun in Turn 3. and Nadeem Bari took the lead in SM. Wright fell 11 positions; but the good news was he was only three positions behind the new SM leader. With only three laps left and conditions that were all over the place, Wright used every bit of skill to try and catch Bari. On the last lap he had Bari directly in front of him on the main straight. The two raced down to the checkered flag and Wright was able to swing out and nip Bari by a nose.



#54 David Covin came in second in SMT on Sunday.



#186 Peter Phung fell several positions after contact with another car on Sunday.



#92 Ian Epstien only raced on Saturday. He was the hard charger on Saturday moving up nine spots.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member_ID	Sponsor
1	1	27	Jared Korth	SMT	13	2:15.517	Mazda Miata	Clovis CA	SFR	675789	Lesher Motor
2	2	54	David Covin	SMT	13	2:15.614	Mazda Miata N	Piedmont CA	SFR	649280	Lesher Motor
3	3	51	Eric Fulkerson	SMT	13	2:14.745	Mazda Miata	Walnut Creek CA	SFR	528732	CompetitionA
4	4	89	Kevin Carter	SMT	13	2:16.575	Mazda Miata	Elk Grove CA	SFR	437616	Imports Unlir
5	5	85	Scott Carter	SMT	13	2:16.139	Mazda Miata	Suisun City CA	SFR	177333	Imports Unlir
6	6	72	Michael Neumeyer	SMT	13	2:15.069	Mazda Miata	San Mateo CA	SFR	365843	
7	7	18	Adam Smalley	SMT	13	2:16.642	Mazda Miata	Battle Ground W.	Ore	551377	Smak Plastics
8	8	34	David Vrane	SMT	13	2:19.241	Mazda Miata	San Jose CA	SFR	623200	
9	1	133	Matthew Singler	SSM	13	2:19.420	Mazda Miata	Red Bluff CA	SFR	545761	
10	2	195	Daniel Kulas	SSM	13	2:24.234	Mazda Miata	Sunnyvale CA	SFR	483501	Larry Oka
11	9	171	Tom Roberts	SMT	13	2:25.493	Mazda Miata	Seattle WA	Nwst	552700	
12	1	11	Tim Wright	SM	13	2:18.771	Mazda Miata	Piedmont CA	SFR	278776	Larry Oka Ra
13	2	09	Nadeem Bari	SM	13	2:26.393	Mazda Miata	Redondo Beach	STL	294506	
14	3	66	Caitlyn Singler	SSM	13	2:26.348	Mazda Miata	Red Bluff CA	SFR	652640	
15	4	91	Michael Cheney	SSM	13	2:28.458	Mazda Miata	Pleasanton CA	SFR	695266	"Larry Oka Ra
16	5	115	Kenny Harvey	SSM	13	2:28.700	Mazda Miata	Oakland CA	SFR	696121	
17	6	31	Gregory Martin	SSM	13	2:29.479	Mazda Miata	Rancho Cordova	SFR	513762	Larry Oka Ra
18	10	90	Matthew Wyatt	SMT	12	2:19.431	Mazda Miata	San Francisco CA	SFR	647230	"Yang Chen (
19	7	155	Nuno Goncalves Pedro	SSM	12	2:29.006	Mazda Mazda	Half Moon Bay C	SFR	478234	
20	8	98	Vaclav Harvey	SSM	12	2:33.196	Mazda Miata	Danville CA	SFR	696120	
21	9	41	David Samuel	SSM	12	2:42.764	Mazda Miata	Fresno CA	SFR	501035	Larry Oka Ra
22	11	186	Peter Phung	SMT	11	2:19.371	Mazda Miata	Daly City CA	SFR	545337	"Slant I Moto
23	12	26	Scott Story	SMT	9	2:21.247	Mazda Miata	El Dorado Hills C	SFR	624903	Story Design
DNF	DNF	7	Greg Hoff	SMT	4	2:21.784	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Ra
DNF	DNF	82	Dale Pestes	SMT			Mazda Miata	Gresham OR	SFR	498961	
Not c	lassified										
DNS	DNS	39	Robert Epstein	SMT			Mazda Miata	Danville CA	SFR	648886	A+ Racing
DNS	DNS	44	Anand Ramachandran	SMT			Mazda Miata	Pleasanton CA	SFR	694860	A+ Racing
DNS	DNS	45	Mark Means	SMT			Mazda miata	Meadow Vista C/	SFR	404787	A+ Racing
DNS	DNS	55	Aravind Ramachandran	SMT			Mazda Miata	Cupertino CA	SFR	694910	A+ Racing
DNS	DNS	68	John Stuart	SMT			Mazda Miata	San Carlos CA	SFR	650334	All Reasons N
DNS	DNS	92	Ian Epstein	SMT			Mazda miata	DANVILLE CA	SFR	647829	
DNS	DNS	96	Joan Linehan	SMT			Mazda Miata	Clayton CA	SFR	445423	Competition /
DNS	DNS	114	David Humphreys	SMT			Mazda Miatta	Buellton CA	CSCC	647252	A+Racing + I
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SFR Solo II ■

Round 3



AM81: Eileen Blando takes a 2020 Shark Stealth through its paces.

The wet weather predicted for Round 3 of the SF Region's Solo II Championship Series did not materialize, and 83 drivers participated in the event on March 4, 2023. The event was co-chaired by Praneil Prasad and John Rowe, with Ben Martinez designing the course.

Darren Shortes ran uncontested in AS in a 2002 Chevrolet Corvette 706

Alex Muresan led the DS group in a '19 Honda Civic Type R. Nipping at his heels was John Rowe, also in a '19 Civic Type R. Cody Mountjoy rounded out third in a '23 Toyota GR Corolla. The rest of DS included Tiberiu Muresan, Andy Mathers, Lloyd Feaver, Alex Ottoboni and Ryan Nguyen.

The Solo Spec Coupe class was led by John Subosits in a '13 Subaru BRZ. Dhiraj Jadhav finished second in a BRZ, while Russ Bowlus took third in a '13 Scion FRS. Eric Martin, Glenn Austin and Frederick Ernest rounded out the rest of the class.



XSA31: Jason Hammond took third in a 1997 Subaru Impreza.

Mark Lewis, in a '20 Mazda MX5 Club, took first place in STR. He was followed by Arvind Govindaraj, also in a '20 MX5, while Praneil Prasad finished third in a '97 BMW M3. The rest of STR included Erik Acks, Glen Anderson, Philip Ma, Matt Francavilla, Jarrett Isaacson, Megan Anderson, Ahmed Shmara, Dylan Studden, Andrew Santos and Rishi Patel.

Bryan Heitkotter took the top spot in STU in a '06 Mitsubishi Lancer Evo. He was followed by Mack Tsang in a '20 BMW M3 and Justin Tsang in a '06 Subaru STI. Jimmy Au-Yeung and Paul Tibbals rounded out the rest of STU.

Gordon White led the Classic American Muscle group in a '18 Ford Mustang. Close behind in second was Anthony Olea in a '07 Corvette Z06, while Samuel Ruiz was third in a '01 Chevrolet Camaro. The rest of CAM included Greg Back and Cameron Chavez. Brenda Barnes ran uncontested in CAM-L in a '18 Mustang.

Ben Martinez led Eileen Blando in the Mods class. Martinez was in a '84 Van Diemen RF84, while Blando was in a '20 Shark.

The Novice class was led by Michael Thompson in a Honda Civic. Owen Bullock took second in a '90 Miata, while Kyle Camarena-Pipa finished third in a '07 Subaru WRX. The rest of the Novice classs included Michael Bejan, Nathan Louie, Jonathan Fung, Kevin Kirschman and Lincoln Bejan.

Andy McKee took first place in the Prepared class in a '93 Mazda RX7. Eric and Lisa Gnesa finished second and third, respectively, in a '09 Porsche Cayman. Deanne Caraballo and Dwayne Komush rounded out the rest of the class.

Monty Pack, in a '18 Porsche GT3, finished in first place in S1. Kristen Acharya took second place in a '22 Porsche GT4, while Boris Elpiner rounded out third in a '18 Porsche 718 Cayman GTS.

Jeremy Eaton took the top spot in S2 over Gary Fazekas. Eaton was in a '01 BMW M3 while Fazekas was in a '22 Mustang.



GS133: Kevin Chauvin does a little three-wheel motion in a 2015 Focus ST.

The S3 group was led by Jeff Stuart in a '99 Miata. Eric Nielsen was a distant second, also in a '99 Miata, while Prithviraj Prakash Pandian rounded out third in a '16 MX5.

James Rowney took first place in S4 in a '22 Volkswagen GTI. He was followed by Suze Morrison in a '15 Ford Focus ST, with Kevin Chauvin taking third place in a '15 Focus ST. Conor Botkin, Al Anderson and Ian Moore made up the rest of S4. Kristen Barnes ran uncontested in S4-L in a '13 Mini Cooper Coupe.

Matt Ales, in a '11 M3, finished in first place in SMP. He was followed by Isaac Acks in a '06 Lancer Evo.

Andre Piernot led the ST2 group in a '90 Miata. Kaelan Mikowicz, in a '15 VW GTI, took second place, while Daniel Marien rounded out third in a '01 Subaru 2.5RS. The rest of ST2 included Daniel Erigero, Keith Bullock and Wyatt Taylor. Julie Piernot ran uncontested in ST2-L in a '90 Miata.

Mas Vang took the top spot in STM in a '94 Nissan Sentra SE-R. Paochoua Vang finished in second place in a '92 Honda Civic.

Jake Obniski took first place over co-driver Kelly Prior in XS. They were driving a '07 Lotus Exige. Jason Hammond finished in third place in a '97 Subaru Impreza.



SSC98: Glenn Austin at the starting line in a 2014 Subaru BRZ.

Round 4



CAM284: Gustavo Pontinha in a 2019 Dodge Challenger.

The wet weather predicted for Round 4 of the SF Region's Solo II championship series on March 5, 2023, at Crows Landing did not deter 89 drivers from participating in the event. Run Group 1 saw the worst of the deluge, with Groups 2 and 3 seeing drier conditions. Praneil Prasad and John Rowe co-chaired the event, with the course designed by Ben Martinez.

The Novice class was led by Nicholas Young in a 2022 Hyundai Elantra N. David Anderson, in a '02 Mazda MX5, took second, while Lance McQuinn finished third in a '17 BMW 230i. The rest of the Novice class included Phi Le, Tristan Auffaoth, Ethan Moore, John Osgood, Cleber Baldan, Kevin Kirschman, Stanislav Voetskyi and Owen Bullock.

Lisa Gnesa took first place in the Preps class in a '09 Porsche Cayman S. Deanne Caraballo finished second in a '82 Toyota Starlet, while Eric Gnesa was third in a '09 Cayman S. Dwayne Komush rounded out the



DSN61: Phi Le tests a new 2023 GR Corolla on the course.

Kristen Acharya led the S1 class in a '22 Porsche GT4. She was followed by Monty Pack in a '18 Porsche GT3, with Alex Ottoboni taking third in a '18 Tesla 3. Kaustav Acharya rounded out the rest of the class.

Jeremy Eaton took first place in S2 over Gary Fazekas. Eaton was in a '01 BMW M3 while Fazekas was in a '22 Ford Mustang.

It was an all-Miata party in S3, with Jeff Stuart leading the class in a '99 model. Craig Boyle took second in a '94 model, while Eric Nielsen finished third, also in a '99 model. The rest of S3 included Wade Spurlock, Jedwyn Taasin, Danee Kenyon, Ravi Haksar, Robert Finney and Sandra Gartner. Janmarie Bongcaron ran uncontested in S3-L.

Brandon Phillips took the top spot over co-driver Suze Morrison in S4. They were driving a '15 Focus ST. Al Andersen finished third in a '16 VW GTI. Kristen Barnes ran uncontested in S4-L in a '13 Mini Cooper Coupe.

Matt Ales, driving a '11 BMW M3, led the SMP group. Isaac Acks finished in second place in a '06 Lancer Evo, while Van Huynh took third place in a '05 BMW M3.

Cliff Fong and co-driver David Chau finished one-two, respectively, in ST2. They were in a '89 Honda Civic. Kaelan Mikowicz took third place

in a '15 VW GTI. Keith Bullock, Boon Pin Yap, Gilbert Escalante and Brian Phan rounded out the rest of ST2.

Ed Burghardt ran uncontested in STM in a '07 Porsche Cayman.

The XS group was led by Sergei Avedisov in a '07 Honda S2000. He was followed by Skyler Burton in a '05 Honda S2000, with Tyler Packard in third in a '11 Mazda RX8. Jason Hammond, Paul Rangel and Hoang-Long Bui rounded out the rest of XS.

Justin Bowen handily took the top spot in AS in a '14 Porsche Cayman S. Darren Shortes finished in second place in a '02 Chevrolet Corvette Z06.

John Rowe led the DS class in a '19 Honda Civic Type R. He was followed by Erik Acks in a '23 Toyota GR Corolla, with Cody Mountjoy in third place, also in a '23 GR Corolla. Daniel Marien, Lloyd Feaver, Kevin



STS369: Cliff Fong leads the ST2 class in a 1989 Honda Civic.

Bui, Michael Scott and Ed Runnion filled out the rest of DS.

Glenn Austin took first place in Solo Spec Coupe class in a '14 Subaru BRZ. Nipping at his heels was John Subosits in a '13 BRZ, while Russ Bowlus rounded out third in a '13 Scion FRS. Eric Martin rounded out the rest of SSC.

The STR class was led by Arvind Govindaraj in a '20 MX5. Praneil Prasad was a very close second in a '97 BMW M3, with Mark Lewis rounding out third in a '20 MX5. The rest of STR included Glen Anderson, Philip Ma, Matt Francavilla, Megan Anderson and Andrew Santos. Lily Liu-Shin took the top spot in STR-L over Shelley Fenstermacher. Both were driving '23 Subaru BRZs.

Mack and Justin Tsang took first and second, respectively, in STU. Mack was in a '10 M3 while Justin was in a '06 Subaru STI. Paul Tibbals finished in third place in a '06 STI.

Bryan Heitkotter handily took first place in STX over co-driver Teddie Alexandrova. They were in a '15 Subaru BRZ. Jay Haksar rounded out third in a '14 Scion FRS.

Hal Dorton led the Classic American Muscle class in a '17 Mustang GTPP. Gustavo Pontinha finished second in a '19 Dodge Challenger, with Kevin Chauvin taking third in a '17 Mustang GT. Greg Back and Gordon White rounded out the rest of CAM.

Sean Fenstermacher ran uncontested in the FUN class in a '23 BRZ.



XP193: Lisa Gnesa in 2009 Cayman S.

Sacramento Autocross Round 3



Well, the first weekend was rainy cold and windy. It was fun, but not to the level of fun that is a normal Sacramento event. This weekend the weather was a bit warmer, the sun came out; and Doug, our fearless leader, was working in the trailer with a Tyrannosaurus. (See the picture.) Now this was more like a normal Sac event. Like always, someone was announcing and giving drivers a hard time in order to motivate them to do better, all with love of course. It is the old 'we tease you because

Super Street Modified had a pair of Corvettes. Kenneth Dippel ran a 44.204, which was good for second place. First place went to Tom Nivison with a run of 42.310.

Classic American Muscle S had a different pair of Corvettes jockeying for the top spot. Is anybody else seeing a theme here? If you have a Corvette you should autocross it because there are many classes it can be successful in. Ken Yeo was able to best Nate Berlant's 40.826

> with a run of 39.849. Ken pretty much got Nate by a good second. It is hard to race against Ken because he has been racing his Vette for quite

This weekend, Classic American Muscle C was an all Mustang class with three in total. Third place went to Gurbir Mahal in white Mustang with a 46.056. Second place went to Jarred Javier in a blue Mustang GT with a 42.501. In his magnetic Mustang GT Ken McCulloch ran a 41.334, which was good enough to steal that first place away from the field.

Super Street Touring had a pair of Hondas models that seemed like they were unevenly matched for the class. Justin Walter ran his Honda Civic. His best run was 50.124. Winner for the day was Narayan Hammari in a Honda S2000 with a

we like you. If we didn't like you we wouldn't say anything.' The antics and humor would make me vote that the Sac chapter event is one of the funnest you will ever attend. It's just people hanging out and having a good time realizing that we all have a love of cars. Whether they are domestic, imports, sports cars or vintage eco boxes doesn't matter

them tucked away in a garage somewhere is the worst thing you can do to a car. Taking it out and driving it for the sheer fun of it is what it is all about.

Now to the numbers. E Modified had a mess of VW-powered four wheeled vehicles. Third place went to Neil Hodgson in a Dune Buggy with a run of 43.176. Second place went to Bob Weisickle in a VW Bug with a 41.232. The winner for the day was Gary Ratliff in a VW Beetle with a 39.032

run of 40.757.

Super Street Touring U had some very close lap times. Mike Agraan in a BMW M3 ran a 42.810. Four tenths of a second faster than Mike was Matt Miller in a Mustang Ecoboost with a 42.436. One second faster than Matt was Bill Richter in another BMW M3 with a run of 41.411.





Great runs and close laps always make a fun class to be in.

Street Touring R had a full house of Mazdas. Fourth went to Joey Dwyer with a 48.431. Third place went to Chris Triplett with a run of 45.489. Second place went to Zachery Turner with a 44.265. With a run of 43.144 first place went to Kate Engelking.

G Street had two cars that were both blue and had four cylinders.

However the lead car had a turbo on the engine, which kind of helps a little bit with that straight line power. Second place went to Andrew Timothy, the man with two first names, with a run of 46.570 in an Acura Integra. First place went to a little blue Ford Focus ST driven by Chris Estrada with a run of 44.034.

head, was able to take the win for the day. George ran a 45.154. Curtis laid down a 41.315 for the win.

The following drivers ran unopposed and took first for the day; Demetrius

F Street had five drivers signed up, but only four showed. First place went to Andrew Barrious in a Pontiac GTO with a 42.516 run. Rafa Soto nailed a 42.542 on his last run. The difference between first and second still was three hundredths of a second. You can win by a mile or a few hundredths of a second - but a win is a win. Third place went to Andrew Waibel in a Camaro with a 45.072.

D Street had Bill Tubbs cleaning up the lap times in his Mini. His first, second and third runs all improved by a whole second or better, to his fastest run of a 42.391. Second place went to Gigi Cockerill in a Golf R with a run of 47.285.

B Street had the Classic Corvette-Porsche duke out. Doug Hubbard in his Chevy Corvette vs Edward Pelker in his Cayman S. Run for run, neither car had a leg up on the other; both were running within

tenths of a second of each other. Doug's fastest was 41.701. Unfortunately for Doug, Ed was able to get his Cayman to scoot around the course at a little quicker pace on his fourth and fastest run. He was able to get a 41.416, which got him the win for the day.

Super Street, better known as the dream car class, is nothing but high end sports cars and for some reason, the newer electric cars. Third place went to the Mayor of Folsom (not really, but I have it on pretty good authority that like 90% of the people in Folsom know him.) Mr. Jeff Glorioso. Jeff ran a 40.374 in his Grand Sport Corvette. Second place went to Susan Fontaine with a clean run

of 39.564. Susan was driving the family Porsche. Winner for the day in an ACR Viper was Mr. Al Patterson. Al was able to get all ten cylinders to crank out a 38.509 run which earned him first place.

XSB had Curtis Yamanaka and George Akiyama each driving a green Miata. Between the two, Curtis, being a much more seasoned cone

Javier XSA, Robert Ghiselli AS, Mike Beech CS, Jeff Grant ES, Liam Gawthorne HS, Steve Mills HCS, Tom Mills STH, Carl Graf XP, Brad Sherman CP, Josh Garcia DP, Arvin Silvestre SM, Penny Hubbard BSL, Tina McKay STXL, Gina McCulloch CAMCL, Trish Berlant CAMSL, Korynne Smith XPL.

The next event will be the weekend of May 7th and 8th. See you at the autocross pad at T-HIII.



Confessions of a Cone Slayer

By Rob Krider



Full Metal Jacket

If you caught any of the coverage of golf's "The Masters" recently, I'm sure you saw the iconic shot of the winner putting on the green jacket. This jacket, which is admittedly ugly, symbolizes the ultimate champion of the tournament. The jacket's importance is so great, and getting one

is so absolutely coveted by the players, nobody who ever earned it cares that it is quite an ugly jacket. They simply love the jacket because of the feeling of accomplishment while wearing it.

In the world of motorsports there are jackets to be won, and oftentimes, they too are quite ugly. I have been (circle your favorite adjective here) privileged enough, fast enough, lucky enough, determined enough, all-of-the-above enough to receive a number of these jackets over the years. I've loved every one of those jackets and what they represented. Some were extremely hard to earn, like winning a road racing National Championship at the tricky Mid-Ohio Sports Car Course. Another one I earned locally while autocrossing in a class without a ton of competition that season. Regardless of how hard or easy it was to get each jacket, I still feel an immense sense of pride each time I adorn one of my champ jackets. It is important to note, these jackets do not have the words "participant" embroidered in them; they clearly and boldly say "Champion." To me, they are cool. To my wife, they are very uncool.

What I have found with these jackets is that they are immensely important to the wearer while nobody else on the planet really cares. Even my wife, whom I love, she could not care less about my champ jackets. She thinks they are garish and too braggy. Essentially in her opinion they are undeniably ugly.

I can tell you without a doubt, because I've tried numerous times, walking into a bar wearing a champ jacket does not get you a free drink. The world is a vast, busy, complicated place and most people are concentrating on their own journey, which means they don't even see or bother to read the embroidery on your jacket that says, "CHAMPION." Thus, no free beer. And if someone does, for whatever reason, notice what the jacket says, it only opens up a lot of questions of which all of the answers will be disappointing to the listener?

"Do you race NASCAR?"

"No."

"How fast do you go in a race?"

"Sometimes about 62 miles per hour."

"Do you race at Indy?"

"No, I race in a parking lot."

This is why I am extremely grateful to the San Francisco Region of the SCCA for the custom embroidery on my recent champ jacket where they put my nickname (and thus the name of this column) The Cone Slayer on my jacket. I am who I am. Yes, I race around cones, against a clock, in a parking lot. It isn't that sexy, but I love it, and I love my jacket. Thank you SFR!

Even though most of the jackets are admittedly ugly and nobody cares that we have them, as racers we individually each care very much. We know the amount of work, late nights, long tows, and adrenaline that went into earning one of those jackets. One of the things I never do (and you shouldn't either, especially in front of your spouse) is calculate how much it actually cost to earn one of these jackets. Folks, never do this math! Trust me you would save a lot of money if you just went down to Burlington Coat Factory and bought a jacket that wasn't as ugly. But, of course, that defeats the purpose and meaning of the jacket: being the best. To wear one means you accomplished something others have not, could not, or would not. I recently picked up a new champ jacket from the kind staff at American AutoX Series. As I was walking out of the trailer someone stopped me and asked, "Do they sell those here?"

"Nope, sorry, you gotta earn this jacket."

The garment is not meant to keep you warm, the garment itself is an accomplishment. Speaking of accomplishments, there is a new one coming to our region. For you solo racers/autocrossers/cone-dodgers of the San Francisco Region there is something new you can shoot for this season: a State Championship. The California Autocross Championship (www.calautoxchamps.com) has a five-race schedule that touches every chapter in the San Francisco Region. And the best news of all about the series - no ugly jackets! The rumor is the winner of the series will earn an ugly watch instead.

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







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Dedicated to Saving Young Lives

Friends of Thunderhill Foundation is a 501 C-3 charitable/tax-deductible foundation whose mission is to invest in teen driving safety, improved automotive safety, industry education and community outreach primarily through presenting Teen Car Control Clinics that give students real-world, hands-on experience behind the wheel of their own cars.

As a motorsports enthusiast, if you engage in making charitable donations to non-profit programs that matter to you, what better program to support than Friends of Thunderhill, dedicated to improving young driver safety. The Foundation's only expenditures have been for the Teen Car Control Clinics.

You can easily make a donation to Thunderhill Properties Foundation by mailing a check to PO Box 966, Willows, CA. 95988; or going to the donation website: https://www.friendsofthunderhill.org/take-action Donations can be in any amount; \$129 funds one scholarship.

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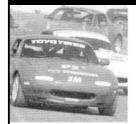
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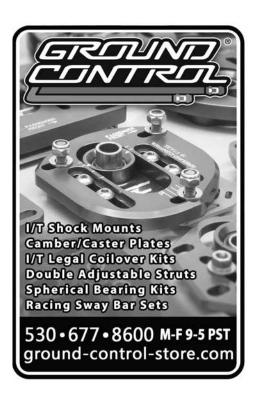


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