



# The wheel<sup>®</sup>



VOL. 64 | MARCH 2023

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



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p. 32

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Above: SRFs crest turn two in the first race of the 2023 season. Photo by James Kim

Cover:#87 Will Schrader leads a pack of Miatas in the wet and wild conditions at the season opener. photo Stave 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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The Wheel is the Official publication of the San Francisco region of the Sports Car Club of America located at 5250 Hwy 162, Willows, California 95988. It is published monthly by Wheel Publications, 6185 Riverbank Circle, Stockton, California 95219. Opinions expressed herein are those of the author and not necessarily those of the San Francisco Region, Wheel Publications, The Wheel, it's staff or advertisers. Material submitted to The Wheel that is slanderous, libelous, profane, pure inflammatory criticism offering no constructive alternatives, sexually explicit or material as directed by The Board, such as competitive series schedules, ads, etc. shall not be published.

Permission to reprint materials from The Wheel is hereby granted to all SCCA regional publications with the agreement that full credit be given to the author and The Wheel.

The Wheel • ISSN 0888-1103 • USPS 0625-160 • is published monthly for \$15 per year for the San Francisco Region of the Sports Car Club of America, 5250 Hwy 162, Willows, California 95988. Periodicals Postage paid at Willows, CA and at additional mailing offices.

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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](http://www.FresnoSCCA.com) for an up-to-date calendar.

Most Events held at Fresno Fairgrounds .

## SAN FRANCISCO REGION'S AUTOCROSS CHAPTER SCHEDULE

National Tour - **April 21-23**

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 3 & 4 - **April 1-2**

Round 5 & 6 - **May 6-7**

Round 7 & 8 - **June 10-11**

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

Round 11 & 12 - **August 26-27**

Round 13 & 14 - **September 30-October 1**

Enduro Practice & Enduro - **October 14-15**

*Events held at Thunderhill Raceway Park*

## RENO REGION SCCA SCHEDULE

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

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

  
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# 2023

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

APRIL 14

TEST DAY (THILL) - THUNDERHILL RACEWAY

APRIL 15-16

RESTRICTED REGIONAL (No Group 4 FC to run in Group 2) 5 & 6 - THUNDERHILL RACEWAY

MAY 4

TEST DAY (THILL) - THUNDERHILL RACEWAY

MAY 5-7

WESTERN SHOOTOUT - THUNDERHILL RACEWAY

MAY 12-14

IMSA - WEATHERTECH RACEWAY LAGUNA SECA

JUNE 2

TEST DAY (THILL) - THUNDERHILL RACEWAY

JUNE 3-4

REGIONAL 7&8 - THUNDERHILL RACEWAY

JUNE 30

(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

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## Track event and time Trial

All events are at Thunderhill Raceway Park, West Course

Bring your street car or track ready racer, it doesn't matter. SCCA wants to get you on the track. Come join us for stress free fun.

- Overnight paddock parking available ~ no charge
- If you completed an SCCA competition licensing school and are working on a full competition license **this Time Trial will count for one race weekend toward a SCCA Full Comp License.**
- Get ample seat time on-track in your car.
- Satisfy your "need for speed". Bring your car and drive for fun in Track Event or compete for fast lap in Time Attack.

**TRACK EVENT (TE):** Concentrates on driver enjoyment, philosophy, and the application of performance driving techniques. TE provides a constructive learning environment that stresses proper driving techniques in a noncompetitive environment. Driver coaching and classroom instruction included.

**TIME ATTACK (TT):** Timed competition where drivers compete against the clock for fastest lap time. This is not wheel-to-wheel competition for position. Passing allowed with point by anywhere.

## 2023 SCHEDULE

**April 14-16** Tire Rack SCCA Time Trial National Tour w Track Day. Hosted by SCCA, open to Time Trials National classes only. Follow this link for details:  
<https://timetrials.scca.com/events/2002348-2023-tire-rack-scca-time-trials-national-tour-at-thunderhill-powered-by-hagerty>

**\*June 24-25** RENO SCCA Time Trial/Track Event #1&2 Hosted by Reno Region SCCA  
Includes 80-minutes track time each day for all groups Tech 7:30 am Driver Meeting 8:30 am  
Go to: <http://www.renoscca.motorsportreg.com> for details and registration.

**\*Sept 09-10** RENO SCCA Time Trial/Track Event #3&4 Hosted by Reno Region SCCA  
Includes 80-minutes track time each day for all groups Tech 7:30 am Driver Meeting 8:30 am  
Go to: <http://www.renoscca.motorsportreg.com> for details and registration.

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## RACERS



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### **Registration for the Western Shootout has opened on Motorsportsreg.com**

Racers, the National Hoosier Super Tour is coming to Thunderhill Raceway Park May 4-7 for three days of competition and one pre-race weekend test day. 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-park-san-francisco-978205>

The Open Test Day hosted by Thunderhill Raceway Park is also available and accepting entries at Motorsportsreg.com. Your direct link to our Western Shootout 3-mile Test day is available here - <https://www.motorsportreg.com/events/3-mile-open-test-race-prepared-cars-only-thunderhill-raceway-park-708816>

Included in your registration, at no additional costs, will be unique swag, food, and fun. Participants package is all inclusive with a Western Shootout Event T-Shirt, event stickers, awards and more. Western Shootout Championship podium winners earn the inaugural trophy, a Champions ballcap, Champagne and flag. The most coveted prize of all will be Majors points for placement towards the SCCA Runoffs National Title chase.

The race is on to be the first Western Shootout Champion with all fields quickly filling for every classification and run group. Don't be left in the dust with the opportunity to ride the National stage to glory. Our Hoosier Super Tour will be an action packed weekend of fun festivities for all. We will host a Cinco de Mayo party Friday night and a Participant Party on Saturday night.

All racing will be live broadcast on the SCCA Official YouTube channel and available around the world (<https://www.youtube.com/@SportsCarClubofAmerica>)

In-car cameras are also available for those interested in participating with DriversEye Live. To pre-register for this service or be the first to purchase please contact DriversEye Live directly and let them know you want it for the Western Shootout. We are looking to have a minimum of one driver per run group broadcast the in-car views. Brendan Kaczmarek ([brendan@driverseye.live](mailto:brendan@driverseye.live)) is your direct connection, please give him a howler!

San Francisco Region needs your support both as racers and as volunteers. We are requiring more volunteers for flagging and other stations than any other seasonal event. Please consider pledging to take a part in history or bring a friend. Volunteering can be from members or non-SCCA members. If you are a member head to Motorsportsreg and sign up at the below link. If you are not a member contact SFR SCCA directly to plan in advance by calling 530-934-4455 or writing to [racing@westernshootout.com](mailto:racing@westernshootout.com) today.

<https://www.motorsportreg.com/events/scca-super-tour-western-shootout-volunteer-sign-up-thunderhill-raceway-198696>

Lastly, please spread the word to everyone you know from East to West that we are open and ready for racing. This is a three-day event with more track time and trophies than any other Hoosier Super Tour. Added value is we are running the full 5-mile track on Sunday for the Western Shootout Championship and a special trophy. Hoosier is broadcasting all weekend with additional off-track events scheduled to entertain all comers. The best competition is racing to town with the intent on commanding a title. National points are at stake, do not leave any on the table, get here now. Mark your claim immediately at Motorsportsreg.com and we will see you there!



---

## DriversEye Live

### Live In-Car Camera Streams for Super Tour Broadcasts

New for the 2023 Hoosier Super Tour racing series is a professionally broadcast multi-media & live coverage platform, accessible globally at the official YouTube channel hosted by SCCA – [SCCA Official](#). Live viewership and engagement numbers have increased significantly thanks to the National SCCA and Hoosier Super Tour’s engagement with *DriversEye Live*. Their platform is designed to create a thrilling broadcast environment with a dedicated team. Having multi-corner camera angles, in-car cameras, live timing graphics and two host announcers for every event weekend the response has been exceptional. Plus, for each event live chats are exploding with insights from participants and viewers, adding content value. The SCCA Official YouTube channel maintains each event, making them available for interested parties to re-watch or send forward anywhere. The time is now for all SCCA members, friends, and family around the world to tune in and watch Hoosier Super Tour racing.

Personalizing your experience is a feature *DriversEye Live* promotes for racing participants using in-car coverage. Partnering with SFR Western Shootout, the team at *DriversEye Live* will provide the resources necessary to interested racers wanting to give viewers an action-packed passport to real-time wheel-to-wheel competition. Racers should contact Brendan Kaczmarek ([brendan@driverseye.live](mailto:brendan@driverseye.live)) in advance of the Western Shootout coming May 4-7.

For the Western Shootout, SFR and *DriversEye Live* seek to increase in-car camera views for each of the seven run groups. No matter what car or class you run there is a camera available and easily set-up on your ride. *DriversEye Live* owner Brendan Kaczmarek states “our mission is to share more racing with more people. Onboard cameras help share the excitement of club racing better than we ever could, and the reception this year has been incredible.” There is no better venue than our inaugural event with the best in the West vying to earn the coveted Western Shootout Championship trophy.

Want to attract viewers or reward sponsors? *DriversEye Live* helps you deliver with worldwide promotion. Hoosier Super Tour viewership has risen into the thousands per weekend attracting attention and recognition for its strong amateur competition and engaging coverage. Enhancing the experience is expert play-by-play commentary by Brian Bielanski & Gregg Ginsberg who work directly with in-car camera participants to highlight featured talking points.

When the weekend ends the racing action lives on for you to share again and again. Become a part of history and contact *DriversEye Live* today for all the help you need to share your live in-car feed with the world.

[westernshootout.com](http://westernshootout.com)



# REGIONAL 1 AND 2

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 ((F4, FA2, FA3, FM)

Race 1



*Nicole Havrda took home second place on Saturday. photo by Randy Jones*

Group 1 was the last race of the day with eight formula cars entered. The group featured two FA2 cars (F3 Ligers), three F4 cars (F4 ligers), two FA3 cars (pro Formula Mazdas), and one FM car (which is the original Star Formula Mazda).

Qualifying took place in drying conditions but wet tires were the overall tire of choice. The two FA2 cars captured the front row with David Burketh out qualifying Nicole Havrda by almost four seconds. Third on the grid was Braydon Arthur in an F4 followed by Daniel Quimby in fourth.

The race got under with a mostly dry track. Issues occurred where streams of water were running across the track. This problem showed up on the first lap when the group was navigating the esses. Two cars slid and hit the barrier but at a rather reduced speed. It looked as though a full course caution was going to be called, but before the **Steward of the Meet** could fully determine what had happened the two cars pulled themselves away from the barrier and continued.

The confusion in the front allowed the two F4 drivers to jump to the lead.. Braydon Arthur was followed by Daniel Quimby over the start finish line for the first lap.

Arthur held onto the lead for four laps and lap five saw the pole sitter Burketh take the lead. Lap six saw Havrda pass Arthur for second place.

Arthur looked to have third place sewn up and more importantly first in F4 but on the last lap turn ten bit him and he ended up in the tires on the outside of the turn. To be fair turn ten looked sketchy the entire race, everyone had a serious lift on the loud pedal throughout the race.

Joe Briggs beat out Edd Ozard for the FA3 honors. Ozard made more than one trip down the pit lane during the race.

Rookie driver Ben Booker did a good job of keeping his car on the track and was able to get one of the three race requirements signed off his Novice permit.



Edd Ozard only ran on Saturday. photo by Randy Jones



David Burketh won the Saturday race. photo by Randy Jones

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member ID	Sponsor
1	1	12	David Burketh	FA2	11	1:39.972	Ligier JS F3		WDC	610877	
2	2	2	Nicole Havrda	FA2	11	1:40.586	Ligier JS F3 Formu	Courtenay BC	CSCC	683399	Farrow
3	1	24	Daniel Quimby	F4	11	1:41.892	Ligier JS F4		CSCC	696505	
4	1	9	Joe Briggs	FA3	10	1:54.928	Mazda Pro Formul	Healdsburg CA	SFR	486357	Briggs Co
5	2	177	James Lawley	F4	10	1:52.083	Ligier JS F4	Halifax NS	SFR	688492	
6	3	68	Braydon Arthur	F4	9	1:43.380	Ligier JS F4	Mission BC	Nwst	673972	
7	1	175	Ben Booker	FM	9	2:04.442	Formula Mazda St	Loomis CA	SFR	688055	B & H Wh
8	2	0	Edd Ozard	FA3	6	1:52.869	Mazda Pro Mazda	Auburn CA	SFR	20453-1	PacWest S





*Daniel Quimby won the Sunday race overall and came in third (1st in F4) on Saturday. photo by Randy Jones*

What a tough weekend to be driving a formula car. Had this race not been part of the Formula Car Challenge I question if any formula cars would have shown up. As it was Sunday we had only eight cars on the entry sheet for group one, five of which actually went out in qualifying. Taking the pole was Nicole Havrda in a FA2 car. Less than a second back was David Burketh also in a FA2 car.

The conditions from qualifying to the race were a drastic difference. Qualifying the pole time was in the 1:34 and in the race the fastest time was a 1:56. So for the second day in a row the formula car group had to deal with very nasty conditions.

Burketh got the jump at the start and took the lead on the first lap. Havrda slotted in behind him. It was now a race to see you could not have any offs or spins because the conditions were not conducive to open wheeled racing. Unfortunately on the second lap of the race Havrda got stuck out by the ever-changing conditions and spun at turn ten. She was able to get the car going again but ran into further

trouble at turn two. The car ended up in a hazardous position and she had to be pull towed. Once back on solid ground she was able to get the car gong again but her next stop was the pit lane to retire the car.

Burketh maintained the lead and through eight laps it looked like he was going to take the victory. But lap nine saw his demise, which opened the door for Daniel Quimby. Later Burkett said that the tries got real cold and he must have hit some ice, because he just slid straight off. Quimby, driving a F4 car, was quietly working his way through the field. He was fourth on the opening lap and then third by lap two. Lap six saw him take over second and on lap nine he took over the lead when Burketh slid off the track. Coming in second only 1.1 seconds back was Braydon Arthur also in a F4 car.

Rookie driver Ben Booker stayed out of trouble all weekend and brought his car home fifth overall. Ben now has two of the three races needed signed off of his novice permit.



Rookie driver Ben Booker kept everything on the black stuff and had a solid weekend. photo by Randy Jones

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member ID	Sponsor
1	1	24	Daniel Quimby	F4	10	1:56.757	Ligier JS F4		CSCC	696505	
2	2	68	Braydon Arthur	F4	10	1:56.974	Ligier JS F4	Mission BC	Nwst	673972	
3	3	177	James Lawley	F4	10	2:08.845	Ligier JS F4	Halifax NS	SFR	688492	
4	1	9	Joe Briggs	FA3	10	2:11.844	Mazda Pro Formul.	Healdsburg CA	SFR	486357	Briggs Co
5	1	175	Ben Booker	FM	10	2:14.311	Formula Mazda St	Loomis CA	SFR	688055	B & H Wh
6	1	12	David Burketh	FA2	9	1:57.621	Ligier JS F3		WDC	610877	
DNF	DNF	2	Nicole Havrda	FA2	2	2:26.871	Ligier JS F3 Formu	Courtenay BC	CSCC	683399	Farrow
Not classified											
DNS	DNS	0	Edd Ozard	FA3			Mazda Pro Mazda	Auburn CA	SFR	20453-1	PacWest S



With lots of spray coming off the cars, Joe Viso slips to the inside of Chris Vian. photo by Randy Jones

Only three cars were in this group. There were two questions coming into this race. One was how many times Joe Viso would lap the field. Two was would the battery powered car, driven by Jerry Kroll, make it to the end of the race. The battery powered car was the SFR debut of a racecar without an ICE (internal Combustion Engine), the class is designated as EM1.

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

The answer to question one was he only lapped Jerry Kroll in the electric car twice. The answer to question 2 was the electric car made it to the end of the race without much of a problem. In fact his fastest lap was on lap ten of the 12 lap race.

With mixed track conditions the drivers had to take it easy in a lot of the fast turns, therefore from the uniformed observer's point of view this race looked more like a 25 minute test session.



SFR first all electric car, Jerry Kroll. photo by Randy Jones

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member ID	Sponsor
1	1	52	Joe Viso	P1	14	1:34.351	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go
2	2	49	Chris Vian	P1	14	1:48.124	Elan DP02	Auburn CA	SFR	624382	Vian Enter
3	1	01	Jerry Kroll	EM1	12	1:59.141	Ascend EV Sports	Vancouver BC	SFR	384912	Jevitty Life



Group 2 was really suffering an attendance issue this weekend. First off group four was folded into group two because group four was so small. Then the three drivers in group four did not attend. With no group four drivers, group two was left with three people. By the time the Sunday race went off one of those three did not attend. With two cars the group two race set the record for the fewest cars ever on the track for an official SFR race.

The two drivers were Chris Vian and Jerry Kroll.

Vian walked away to a 97 second victory over Kroll.

From Kroll's perspective this weekend was a good test session for his all electric Sports Racer. He finished every race and got to learn a lot about racing an electric powered racecar.



Joe Viso won on Saturday did not run on Sunday. photo by Randy Jones



Chris Vian getting some laps in. photo by Randy Jones

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member ID	Sponsor
1	1	49	Chris Vian	P1	13	2:34.281	Elan DP02	Auburn CA	SFR	624382	Vian Ente
2	1	1	Jerry Kroll	EM1	13	2:42.667	Ascend EV Sports	Vancouver BC	SFR	384912	Jevitty Lif
Not classified											
DNS	DNS	52	Joe Viso	P1			Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog G

## Group 3 (AS, EP, GT2, GTX, ITE, SMX, T1, T3)



*It's good to see Roger Eagleton's car conforms with the California Vehicle Code by having a front license plate! photo by Randy Jones*

Last year Gustavo Greco dominated in ITE driving a BMW M3. For the first race of the year Gustavo turned over the car to his son Jonathon Greco. We all found out one thing for sure, the car is fast no matter which Greco is at the wheel.

Qualifying was conducted under less than ideal conditions so the times varied quite a bit. Some people have better rain tires, some cars are better in the rain, and some drivers do better in the rain. So normal differences in times are thrown out the window. Case in point Jonathon Greco was nine seconds faster than the second place qualifier Sean Lovett. Roger Eagleton qualified third 11 seconds off of Greco's pace.

When the race started the track was semi dry. Dry tires were definitely the call but that is not to say the track was ready for the next track record. There were a few places that could catch a driver out and cause them to end up in a barrier.

Greco did not care about the track conditions because he basically took the lead and drove away from the very diverse group of racecars. Second place qualifier Lovett fell back to third right away and then back to fifth place where he would end up finishing. The good news he was first in T3, mainly because he was the only T3 car in the field.

Clark Nunes jumped up to second and ran the entire race in that position. He was never threatened and finished 14 seconds behind Greco.

The best race of the group or for that matter the day was the battle between Roger Eagleton and Brian Lock. Eagleton held on to the third spot for the first five laps. But during that time Lock was busy closing the gap. On lap five he slipped past Eagleton and worked towards extending his lead. Lock did his best to put Eagleton out of reach but lapped traffic and Eagleton's determination meant that Lock was not a lock for the position.

On lap 13 Eagleton got past Lock as the pair came upon lapped traffic out of turn 11. Eagleton was then able to hold off Lock until the end of the race taking third overall and first in A Sedan.

This race featured several cars out of place because of the conditions. Casey Mcloed and Danny Malfatti would have been up towards the sharp end of the pack in dry conditions. They spent the race nursing the throttle making sure their cars did not suffer any damage, needless to say they both succeeded.



Casey McLoed started at the back on Saturday and carefully navigated the race track. photo by Randy Jones

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member ID	Sponsor
1	1	18	Jonathan Greco	ITE	14	1:45.247	BMW M3	San Mateo CA	SFR	638583	"Greco Ra
2	1	79	Clark Nunes	T1	14	1:47.565	Chevrolet Camaro	San Jose CA	SFR	496417	"Premier I
3	1	11	Roger Eagleton	AS	14	1:51.876	Ford Mustang	Burlingame CA	SFR	415261	Circuit Ha
4	2	99	Brian Lock	AS	14	1:52.112	Ford Mustang	Scotts Valley CA	SFR	697938	CDR Valky
5	1	37	Sean Lovett	T3	14	1:53.439	BMW Spec e46	Petaluma CA	SFR	550015	North Bay
6	3	33	Amir Haleem	AS	13	1:56.418	Ford Mustang	Novato CA	SFR	367406	
7	1	72	Michael Neumeyer	SMX	13	1:57.936	Mazda Spec MX-5	San Mateo CA	SFR	365843	
8	1	22	Casey McLoed	GTX	13	1:58.594	Ford Mustang	Placerville CA	SFR	625502	CORE Rea
9	1	155	Danny Malfatti	GT2	12	2:06.416	Chevrolet monte c	Hayward CA	SFR	462665	
10	2	68	Lenny Celiberti	ITE	12	2:08.938	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
11	3	51	Charles Dehoney	ITE	12	2:08.952	BMW E46 M3	Dixon CA	SFR	673795	McGee mc
12	1	81	Terrance Underwood Jr	EP	12	2:07.968	Mazda Miata	Wildomar CA	SFR	673864	
13	4	16	Michael Thompson	AS	11	2:08.059	Chevrolet camaro	Vacaville CA	SFR	327288	"Indy Met
DNF	DNF	10	Michael Lowe	AS	6	2:16.045	Ford GT350 Musta	Hayward CA	SFR	497261	ILM Tool
DNF	DNF	19	Kris Foster	T3			Porsche Boxster	San Francisco CA	SFR	672633	
Not classified											
DNS	DNS	94	Lawrence Murdter	SMX			Mazda MX-5	Sunnyvale CA	SFR	436659	"Haag Per
DNS	DNS	130	Matt Lituchy	AS			Ford Mustang	San Francisco CA	SFR	669507	





*No one could touch Jonathan Greco both days. photo Randy Jones.*

Big Bore production cars and wet race tracks can add up to an expensive day. Since everyone racing is an amateur and since they all pay for their own racecars many of the people entered did not participate in qualifying.

Half the field either packed up and left or sat out the qualifying session hoping the race session would be in better conditions. Jonathon Greco who won on Saturday took the pole position by eight seconds over Clark Nunes. Nunes had Sean Lovett

In his BMW E46 slotted right behind him with Michael Lowe qualifying fourth.

The race got underway and for the first time all weekend the sun was out. With ten cars now in the field it was going to be interesting to see if the track improved as there was a lot of moisture still on the track.

Greco had a repeat performance of Saturday's race. In case you were wondering the repeat performance was him driving off into the distance with nothing but small cars in his rear view mirrors.

The interesting part of the race was the driver whom started at the back. Brian Lock in an A Sedan Mustang drove through the field to finish second. Lock is four races into his ten-race requirement to earn his FIA license.

Third place and second in AS was Amir Haleem. This was Haleem's first weekend back racing after a seven-year lay off. Welcome back!!! Haleem ran in AS and SMG this weekend. He earned two second and two thirds.

Terrance Underwood finished fourth overall and first in EP. Terrance was running as high as second but by the later stages of the race the V8 powered cars of Lock and Haleem overtook him.



*Clark Nunes struggles putting the power down out of turn two. photo Randy Jones.*



Danny Malfatti had to really nurse the throttle in the mixed conditions. photo Randy Jones.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member	ID	Sponsor
1	1	18	Jonathan Greco	ITE	11	2:09.972	BMW M3	San Mateo CA	SFR	638583		"Greco Ra
2	1	99	Brian Lock	AS	11	2:19.052	Ford Mustang	Scotts Valley CA	SFR	697938		CDR Valky
3	2	33	Amir Haleem	AS	11	2:21.765	Ford Mustang	Novato CA	SFR	367406		
4	1	81	Terrance Underwood Jr	EP	10	2:26.749	Mazda Miata	Wildomar CA	SFR	673864		
5	1	37	Sean Lovett	T3	10	2:26.010	BMW Spec e46	Petaluma CA	SFR	550015		North Bay
6	1	79	Clark Nunes	T1	10	2:32.948	Chevrolet Camaro	San Jose CA	SFR	496417		"Premier I
7	1	22	Casey McLoed	GTX	9	2:44.570	Ford Mustang	Placerville CA	SFR	625502		CORE Rea
8	2	68	Lenny Celiberti	ITE	9	2:54.916	Maserati Biturbo	Windsor CA	SFR	660738		Auto Italia
9	3	16	Michael Thompson	AS	9	2:57.413	Chevrolet camaro	Vacaville CA	SFR	327288		"Indy Met
10	3	103	Tom Hummel	ITE	8	3:17.133	Mazda Miata	Redwood City CA	SFR	692697		
Not classified												
DNS	DNS	10	Michael Lowe	AS			Ford GT350 Musta	Hayward CA	SFR	497261		ILM Tool
DNS	DNS	72	Michael Neumeyer	SMX			Mazda Spec MX-5	San Mateo CA	SFR	365843		
DNS	DNS	11	Roger Eagleton	AS			Ford Mustang	Burlingame CA	SFR	415261		Circuit Ha
DNS	DNS	19	Kris Foster	T3			Porsche Boxster	San Francisco CA	SFR	672633		
DNS	DNS	51	Charles Dehoney	ITE			BMW E46 M3	Dixon CA	SFR	673795		McGee mc
DNS	DNS	94	Lawrence Murdter	SMX			Mazda MX-5	Sunnyvale CA	SFR	436659		"Haag Per
DNS	DNS	130	Matt Lituchy	AS			Ford Mustang	San Francisco CA	SFR	669507		
DNS	DNS	155	Danny Malfatti	GT2			Chevrolet monte c	Hayward CA	SFR	462665		

## Group 5 (ITA, ITX, SMG, STL)

In Group 5 SMG cars usually rule the roost. That is until the conditions change and lower powered, more balanced, cars with skinner tires take over. Such as the case in qualifying when the ITA car of Sean Lovett (BMW E30) took the pole in the wet conditions. But SMG fans should not fret because second place qualifier was Roger Eagleton in an SMG Mustang. The difference between the two was only 1.45 seconds.

The race started in damp conditions and Eagleton jumped to the lead which he never relinquished. Finishing the race under caution really helped his cause because that thwarted the charge of Brian Lock who was also in a SMG Mustang.

Lovett slotted himself into second place and for the most part of the race looked like he was going to take home second overall. But Lock who was tenth by the end of the first lap worked his way through the field and was in second by lap nine. He was closing in on Eagleton

when the full course caution came out for Lawrence Murdter who hit the barriers at turn eight.

Lovett won ITA in a BMW, which is the first time in several years that something other than a Miata won in ITA.

The ITX winner was Jared Korth which spoiled David Covin's chance of winning every ITX race for the year. Korth was the guy that spoiled Covin's run of consecutive wins last year. But since they pit together I am sure the rivalry is enjoyed between the two of them.

Michael Neumeyer was seventh after lap one and moved up three spots by the end of the race taking fourth overall and first in STL.

Wilson Powell started at the back of the field and finished tenth overall in his BMW M3. In dry conditions Powell has this car at the front of the pack, so you can see the rain played a big role in everyone's performance.



#33 Amir Haleem has Roger Eagleton stalking him. photo by Randy Jones





Lawrence Murdter got caught out by the tricky track conditions during the Saturday race. photo by Randy Jones

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member ID	Sponsor
1	1	11	Roger Eagleton	SMG	13	1:53.725	Ford Mustang	Burlingame CA	SFR	415261	Circuit Ha
2	2	99	Brian Lock	SMG	13	1:54.165	Ford Mustang	Scotts Valley CA	SFR	697938	CDR Valky
3	1	37	Sean Lovett	ITA	13	1:57.707	BMW E30	Petaluma CA	SFR	550015	North Bay
4	1	72	Michael Neumeyer	STL	13	1:57.382	Mazda Spec MX-5	San Mateo CA	SFR	365843	
5	1	27	Jared Korth	ITX	13	1:58.920	Mazda Miata	Clovis CA	SFR	675789	
6	2	54	David Covin	ITX	13	1:58.928	Mazda Miata NB	Piedmont CA	SFR	649280	Leshar Mc
7	2	2	Ross Lindell	ITA	13	2:00.956	Mazda Miata	Oakland CA	SFR	450243	Larry Oka
8	3	30	Richard Bailey	ITA	12	2:02.869	Mazda Miata	Foster City CA	SFR	449378	
9	4	90	Matthew Wyatt	ITA	12	2:01.787	Mazda Miata	San Francisco CA	SFR	647230	"Yang Che
10	1	77	Wilson Powell	STU	12	2:04.071	BMW M3	Danville CA	SFR	338274	
11	5	4	Dan Pruzan	ITA	12	2:03.339	Mazda Miata	Redwood City CA	SFR	526942	
12	6	34	David Vrane	ITA	12	2:03.980	Mazda Miata	San Jose CA	SFR	623200	
13	7	186	Peter Phung	ITA	12	2:03.515	Mazda Miata	Daly City CA	SFR	545337	"Slant I M
14	3	33	Amir Haleem	SMG	12	2:01.653	Ford Mustang	Novato CA	SFR	367406	
15	8	119	Kirk Williams	ITA	12	2:07.072	Mazda Miata	Palo Alto CA	SFR	673105	
16	9	20	Michael Johnson	ITA	12	2:07.283	Mazda Miata	Rancho Palos Verdes CA	CSSC	630365	MJDrive
17	10	28	Dwayne Komush	ITA	12	2:11.226	Mazda MX-5	Patterson CA	SFR	71221	"Funnel C
18	3	155	Nuno Goncalves Pedro	ITX	12	2:11.371	Mazda Mazda	Half Moon Bay CA	SFR	478234	
19	4	98	Greg Powell	ITX	11	2:12.730	Mazda Miata	Oakland CA	SFR	426755	Blanche P
20	5	110	Keira Howard	ITX	11	2:14.637	Mazda Miata	Pleasanton CA	SFR	479084	
21	11	32	Fabrice Gallez	ITA	11	2:10.732	Mazda Spec Miata	Los Gatos CA	SFR	624531	
22	12	09	Sai Lai	ITA	11	2:23.213	Mazda Miata	Monterey Park CA	CSSC	683080	A+Racing
23	2	94	Lawrence Murdter	STL	10	2:03.430	Mazda MX-5	Sunnyvale CA	SFR	436659	"Haag Per
24	4	130	Matt Lituchy	SMG	6	2:06.812	Ford Mustang	San Francisco CA	SFR	669507	

Not classified

DNS	DNS	10	Michael Lowe	SMG			Ford GT350 Musta	Hayward CA	SFR	497261	ILM Tool
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Sean Lovett ran group 3 and group 5. In group 5 he won ITA, which is the first time in quite some time that something other than a Miata has won the class. photo by Randy Jones

Like every session this weekend the weather played a key role in the number of cars on the track. Qualifying for group five had 16 of the 25 cars entered present themselves. Notable absences were Roger Eagleton, Wilson Powell, and Brian Lock. Lawrence Murdter suffered too much damage during the race on Saturday and his weekend was over.

With the track conditions predicting the pole winner was impossible. The conditions made it so the under powered cars were actually better suited to reign supreme. The lower horsepower and less torque meant the likely hood of your left foot overpowering the traction limits was reduced. Plus the lower powered cars have skinner tires which cut through the water better than the wide tires,

Pole position went to Sean Lovett in his BMW E30. To prove my point depending on the year of the BMW E30 the horsepower can be as low as 130. Which is equivalent to the horsepower the smugged out cars of the 80s produced. Second went to Matthew Wyatt in a Miata. Wyatt was three seconds adrift of Lovett.

The race got underway in wet conditions. Not so wet that there were rivers running across the track but wet enough to keep the driver on the edge of his seat.

Lovett converted his pole position to the lead and was pulling away from the pack. Jared Korth sweep into second place from his fourth place starting position and looked to close the gap on the BMW in front of him. Korth said he was about five seconds back but as the conditions got worse he got faster in relation to his fellow competitors. On the 12th lap of the race Korth got by Lovett and drove home for the overall victory in his Spec Miata. Korth said it was a very tricky race because the track was very unpredictable. Any slight deviations from the preferred line meant trouble.

Third place went to Brian Lock. Lock started from the back of the pack and worked his way through the field. First two positions were taken by low horsepower cars. It would have been interesting if Lock had qualified and started near the front. He might have proved me wrong regarding low horsepower cars in wet conditions. At this point we will never know.



Jared Korth overall winner in group 5 on Sunday. photo by Randy Jones



David Covin had two second place finishes in ITX and two second place finishes in SMT. photo by Randy Jones

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member ID	Sponsor
1	1	27	Jared Korth	ITX	15	2:20.065	Mazda Miata	Clovis CA	SFR	675789	
2	1	37	Sean Lovett	ITA	15	2:21.905	BMW E30	Petaluma CA	SFR	550015	North Bay
3	1	99	Brian Lock	SMG	15	2:23.135	Ford Mustang	Scotts Valley CA	SFR	697938	CDR Valky
4	2	54	David Covin	ITX	15	2:23.661	Mazda Miata NB	Piedmont CA	SFR	649280	Lesher Mc
5	2	2	Ross Lindell	ITA	15	2:29.456	Mazda Miata	Oakland CA	SFR	450243	Larry Oka
6	3	90	Matthew Wyatt	ITA	15	2:26.651	Mazda Miata	San Francisco CA	SFR	647230	"Yang Che
7	2	33	Amir Haleem	SMG	14	2:28.429	Ford Mustang	Novato CA	SFR	367406	
8	4	119	Kirk Williams	ITA	14	2:31.020	Mazda Miata	Palo Alto CA	SFR	673105	
9	5	30	Richard Bailey	ITA	14	2:31.123	Mazda Miata	Foster City CA	SFR	449378	
10	6	186	Peter Phung	ITA	14	2:29.802	Mazda Miata	Daly City CA	SFR	545337	"Slant I M
11	7	109	Michael Johnson	ITA	14	2:31.237	Mazda Miata	Rancho Palos Verdes (	CSCC	630365	MJDrive
12	8	34	David Vrane	ITA	14	2:36.909	Mazda Miata	San Jose CA	SFR	623200	
13	9	32	Fabrice Gallez	ITA	13	2:41.307	Mazda Spec Miata	Los Gatos CA	SFR	624531	
14	3	155	Nuno Goncalves Pedro	ITX	13	2:40.754	Mazda Mazda	Half Moon Bay CA	SFR	478234	
15	3	10	Michael Lowe	SMG	13	2:43.056	Ford GT350 Musta	Hayward CA	SFR	497261	ILM Tool
16	4	110	Keira Howard	ITX	10	2:36.513	Mazda Miata	Pleasanton CA	SFR	479084	
DNF	DNF	4	Dan Pruzan	ITA	1	3:16.677	Mazda Miata	Redwood City CA	SFR	526942	
Not classified											
DNS	DNS	72	Michael Neumeyer	STL			Mazda Spec MX-5	San Mateo CA	SFR	365843	
DNS	DNS	09	Sai Lai	ITA			Mazda Miata	Monterey Park CA	CSCC	683080	A+Racing
DNS	DNS	11	Roger Eagleton	SMG			Ford Mustang	Burlingame CA	SFR	415261	Circuit Ha
DNS	DNS	28	Dwayne Komush	ITA			Mazda MX-5	Patterson CA	SFR	71221	"Funnel C
DNS	DNS	77	Wilson Powell	STU			BMW M3	Danville CA	SFR	338274	
DNS	DNS	94	Lawrence Murdter	STL			Mazda MX-5	Sunnyvale CA	SFR	436659	"Haag Per
DNS	DNS	98	Greg Powell	ITX			Mazda Miata	Oakland CA	SFR	426755	Blanche P
DNS	DNS	130	Matt Lituchy	SMG			Ford Mustang	San Francisco CA	SFR	669507	



## Group 6 (SRF3, SRF)



#67 O'Boyle and #22 Meretab battling for the lead in Saturday's race. photo by Randy Jones



Eric Fulkerson won SRFH on Saturday. photo by Randy Jones

9:55 AM was the first qualifying session of the new season. The SRFs were the lucky guys to go out and be the Guinea pigs. What they found out was the track was a handful and setting a good time was going to depend on how well you read the track and how quick your reflexes were.

Sean O'Boyle showed the group he is the man when it comes to wet weather driving. He took the pole by 3.289 seconds over Brandon Lewis. Last years championship contender Greg Hoff qualified in third 5.493 seconds off of O'Boyle's time.

This year the region has offered a regional only class called SRFH. The H stands for cars with the older "H" pattern transmission. The other transmission available is the sequential shift Sadev.

Top qualifier in the "H" class was Eric Fulkerson. Who qualified fifth overall.

The race got under way with O'Boyle taking the lead, followed by Lewis, and then Eric Hand who jumped Greg Hoff for third.

Being first out to qualify also meant they were the first to race and check out the track in the drying conditions that were presented to them. It did not take long for trouble to hit. Car #116 Sean Saint found

the guardrail at turn eight ending his day. It took the emergency crew two laps to get the race going again.

O'Boyle resumed the lead and had Brandon Lewis following in his spray with Justin Meretab in third. Meretab had already moved up three places from his sixth qualifying position.

Meretab was the guy on the move. Lap seven he knocked Lewis down one position and set his sights on the leader.

Lap eight Meretab was filling O'Boyle's mirrors and on lap nine he took the lead which he never relinquished.

O'Boyle held on for second and Lewis took him third.

Greg Hoff fell back to fourth at the start, he lost another position on lap two for fifth, and then on the restart lost two more positions for seventh. He was able to get one spot back for sixth which was his final finishing position. Joe Kou moved up two spots to finish fifth.

First in SRFH was Eric Fulkerson who moved up two spots from his sixth starting position. Eric will go down in history as the first winner in SRFH.



With a mist of moisture trailing off the cars, #6 Joe You leading Eric Fulkerson through turn nine. photo by Randy Jones



#55 Sam Bhaumik and novice driver #79 EJ Abed side by side at the start finish line. photo by Steve Bohac

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member ID	Sponsor
1	1	22	Justin Meretab	SRF3	12	1:55.301	Spec Racer Ford S	SAN FRANCISCO CA	SFR	628101	
2	2	67	Sean O'Boyle	SRF3	12	1:54.844	SCCA Enterprises !	San Francisco CA	SFR	276755	
3	3	66	Brandon Lewis	SRF3	12	1:54.806	SCCA Enterprises !	San Francisco CA	SFR	436461	HSE Racin
4	1	141	Eric Fulkerson	SRFH	12	1:59.904	Ford Spec Racer G	Walnut Creek CA	SFR	528732	Golden Sta
5	4	6	Joe Kou	SRF3	12	1:58.229	SCCA Spec Racer I	Walnut Creek CA	SFR	528297	Golden Sta
6	5	14	Greg Hoff	SRF3	12	1:56.801	SCCA Enterprises !	Oakland CA	SFR	437964	John Cerin
7	6	76	Eric Hand	SRF3	12	2:01.660	Ford Spec Racer F	San Jose CA	SFR	545935	
8	2	3	Jim Ricketts	SRFH	12	2:03.182	SCCA Enterprises !	Battleground WA	SFR	646662	
9	7	21	Paul Mantiply	SRF3	12	2:04.912	SCCA Enterprises !	Columbia CA	SFR	670923	
10	3	83	Paul Luca	SRFH	12	2:04.948	SCCA Enterprises !	Sonoma CA	SFR	193814	
11	8	55	Sam Bhaumik	SRF3	12	2:07.059	SRF Spec Racer Fc	San Mateo CA	SFR	286954	
12	4	39	Andrew Moore	SRFH	12	2:05.454	SCCA Enterprises !	San Francisco CA	SFR	511418	Cerini Mot
13	9	79	EJ Abed	SRF3	12	2:10.478	SCCA Enterprises !	Mountain View CA	SFR	695378	
14	10	64	Edward Rorer	SRF3	11	2:11.211	SCCA Enterprises !	Sausalito CA	SFR	546495	
15	11	84	James Schubert	SRF3	11	2:10.458	SRF3	Sedona AZ	AZ	133192	
16	1	32	Bruce Richardson	SRF	11	2:18.645	SCCA Enterprises !	Los Gatos CA	SFR	340127	AccelRace
DNF	DNF	116	Sean Saint	SRF3			SCCA Enterprises !	SAN DIEGO CA	SFR	670863	AccelRace





*It was a long weekend for the Volunteers!! photo by Steve Bohac*

Sunday the second day of the weekend did not offer any relief from the rain. The morning started out dry but by race time most of the races were in wet conditions.

Racing in the rain or on a changing track is really tricky. It takes a few turns to determine the level of grip you have. Some turns the natural line is okay but others that have a lot of rubber built up on them the natural line is very slippery. It comes down to reading the track and realizing the outside tires are doing all the work.

The Spec Racer Fords were the first race of the afternoon. Sean O'Boyle was thriving in the damp conditions and took his second pole position of the weekend. He needed only three laps to establish the time to beat. Saturday's race winner, Justin Meretab, qualified second, with Brandon Lewis taking third. The margin from first to second was .700 seconds.

The SRF race was the first race of the day on Sunday. The rain had stopped but with all of the moisture in the air and the cloud cover the track was still very damp. Conventional wisdom says that dry tires would be the choice because the track should dry up making the slicks much faster than the rain tires. Sean O'Boyle thought long and hard about his tire choice. He looked at his weather app and figured when the next rain was going to come over the racetrack. He chose rain tires, when most everyone else was on drys.

When the green flag flew Meretab won the drag race up to turn 2. But the damp conditions caused him to lock up and he slid wide. O'Boyle ducked into the apex of the turn and went by Meretab's out of position racecar. Lap one saw O'Boyle leading the way and trying to find the level of adhesion. The esses were a definite lift and turn ten had to be taken very cautiously. But he did lead the first lap with Meretab on the drys trying to figure out where his next opportunity was going to be. Braking into turn four was sketchy and the carousel had to be taken about half the speed they normally hit it at.

By lap three Meretab passed O'Boyle on the exit of turn ten. He opened up several car length lead going up to turn two and at that point O'Boyle probably thought the dry tires were going to be the right choice. But remember I said that the braking into turn four was tricky and Meretab found out the hard way how tricky it was. He went wide into the turn and had to lock up his brakes. The loss of momentum allowed O'Boyle to retake the lead.

But within a few turns water droplets were forming on the visors of the driver's helmets and any hope of a drying race track was quickly fading away. O'Boyle was able to extend his lead but every lap was a learning experience. All the moisture in the air was making the track very unpredictable. From that point on the racer who had the best concentration and ability to read the track was going to win the race.

Lap six was the end of the day for Meretab as he went off at the bottom of the carousel bringing out the safety car. To add to the confusion the safety car did not pick up O'Boyle and by the time the mistake was rectified another lap of caution had to be expended.

When the race resumed Sean "the Weatherman" O'Boyle was right about the tire choice and now spray was coming off the cars, O'Boyle really had to pay attention if he was going to win his first race. Turns like one and five which normally are no big deal were big lifts and at times big hand fulls of opposite lock on the steering wheel. The driving conditions continued to worsen.

Towards the end of the race the cars on slicks were just tip toeing around the track. O'Boyle had to deftly get around them without losing control or getting hit by them. After 15 laps O'Boyle was able to exhale as the checkered flag fell and his first win was in the books.

Jim Ricketts finished fourth overall and first in SRFH. He started seventh and got past some big time drivers like Eric Fulkerson and Greg Hoff. So he will have the dubious distinction of being the second guy in history of the San Francisco Region of the SCCA to win a SRFH race.





Jim Ricketts took him the SRFH victory on Sunday. photo by Randy Jones.



Saturday race winner Justin Meretab. photo by Randy Jones.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member ID	Sponsor
1	1	67	Sean O'Boyle	SRF3	15	1:57.697	SCCA Enterprises !	San Francisco CA	SFR	276755	
2	2	66	Brandon Lewis	SRF3	15	1:57.711	SCCA Enterprises !	San Francisco CA	SFR	436461	HSE Racir
3	3	76	Eric Hand	SRF3	15	1:59.068	Ford Spec Racer F	San Jose CA	SFR	545935	
4	1	3	Jim Ricketts	SRFH	15	2:02.796	SCCA Enterprises !	Battleground WA	SFR	646662	
5	4	14	Greg Hoff	SRF3	14	1:56.841	SCCA Enterprises !	Oakland CA	SFR	437964	John Ceri
6	5	21	Paul Mantipty	SRF3	14	2:02.149	SCCA Enterprises !	Columbia CA	SFR	670923	
7	6	49	Sean Saint	SRF3	14	2:01.943	SCCA Enterprises !	SAN DIEGO CA	SFR	670863	AccelRace
8	2	83	Paul Luca	SRFH	14	2:07.954	SCCA Enterprises !	Sonoma CA	SFR	193814	
9	7	79	EJ Abed	SRF3	13	2:07.269	SCCA Enterprises !	Mountain View CA	SFR	695378	
10	8	84	James Schubert	SRF3	13	2:12.362	SRF3	Sedona AZ	AZ	133192	
11	3	141	Eric Fulkerson	SRFH	13	1:58.024	Ford Spec Racer G	Walnut Creek CA	SFR	528732	Golden St
12	9	64	Edward Rorer	SRF3	13	2:14.316	SCCA Enterprises !	Sausalito CA	SFR	546495	
13	1	32	Bruce Richardson	SRF	9	2:14.610	SCCA Enterprises !	Los Gatos CA	SFR	340127	AccelRace
DNF	DNF	22	Justin Meretab	SRF3	6	1:55.122	Spec Racer Ford S	SAN FRANCISCO CA	SFR	628101	
Not classified											
DNS	DNS	6	Joe Kou	SRF3			SCCA Spec Racer I	Walnut Creek CA	SFR	528297	Golden St
DNS	DNS	39	Andrew Moore	SRFH			SCCA Enterprises !	San Francisco CA	SFR	511418	Cerini Mo
DNS	DNS	55	Sam Bhaumik	SRF3			SRF Spec Racer Fc	San Mateo CA	SFR	286954	

## Group 7 (SM, SMT, SSM)



Daniel Kulas was the top qualifier in SSM on Sunday.. photo by Randy Jones.



This was not Greg Hoff's best weekend. Sixth on Saturday and 23rd on Sunday. photo by Randy Jones.

Group 7 featured two young guns versus two wily veterans. The young guns were Jared Korth and David Covin. The wily veterans were Ken Sutherland and Will Schrader. Qualifying saw the two young guns take first and second with Korth out qualifying Covin. Korth was a whopping three seconds faster than Covin. Schrader took third with Sutherland fourth. Last year's regional Champion, Greg Hoff, qualified fifth.

The race got underway with Korth taking the lead followed by Covin, Sutherland, Ross Lindell, and Schrader. Watching the cars go by you could tell the guy that was going to be the hard to beat was Sutherland. He was the guy making the moves. On lap three Sutherland got around Covin for second. On lap six he displaced Korth for the lead. Korth was in second place for just a minute as Covin knocked him down to third. On lap eight an incident brought out the yellow flag at the same time Korth developed a handling issue. He started to fall back from Covin and by lap 10 Korth pulled the car into the pits and retired.

Sutherland was busy keeping Covin and Schrader in his mirrors. Thomas Micich who happens to be from Oregon (just like Sutherland and Schrader) was on the move. Although he qualified sixth he fell back to 17th on the first lap. He then spent the rest of the race working his way back through the field. Micich did a great job and finished two places higher (fourth) than where he qualified. Ross Lindell was involved in battles the entire race getting as high as fourth and finishing fifth. Greg Hoff had an up and down race. He was sixth at the end of lap one, fell to tenth, made it up to fifth and ended up in sixth.

Keirra Howard won SM. She was as far back as 27th but worked her way up to 22nd overall but more importantly first in SM. This was Keirra's second race weekend with the San Francisco Region. She competed last year at the season finale.

Taz Oka took the SSM class win. He was involved in a multi-car battle throughout the race with David Vrane, Michael Johnson, Steve Whitaker, and Daniel Kulas.



Thomas Micich driving away from the field photo by Randy Jones.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member ID	Sponsor
1	1	94	Ken Sutherland	SMT	12	1:58.178	Mazda Miata	Sherwood OR	SFR	283190	Wyatt Fire Pr
2	2	54	David Covin	SMT	12	1:57.854	Mazda Miata NB	Piedmont CA	SFR	649280	Leshar Moto
3	3	87	Will Schrader	SMT	12	1:58.107	Mazda Miata	Happy Valley OR	Ore	343433	Miatacage /
4	4	92	Thomas Micich	SMT	12	1:58.185	Mazda Miata	Newberg Ore	Ore	415643	Dan's Auto C
5	5	2	Ross Lindell	SMT	12	2:00.038	Mazda Miata	Oakland CA	SFR	450243	Larry Oka R
6	6	7	Greg Hoff	SMT	12	1:59.574	Mazda Miata	Oakland CA	SFR	437964	Larry Oka R
7	1	11	Tim Wright	SM	12	2:01.011	Mazda Miata	Piedmont CA	SFR	278776	Larry Oka R
8	7	199	Frank Zucchi	SMT	12	2:00.059	Mazda Miata	Oakdale CA	SFR	335337	FZ Vapor Ho
9	8	169	Brian Cross	SMT	12	2:02.008	Mazda Miata	San Francisco CA	SFR	438200	
10	9	90	Matthew Wyatt	SMT	12	2:02.289	Mazda Miata	San Francisco CA	SFR	647230	"Yang Chen I
11	10	186	Peter Phung	SMT	12	2:02.970	Mazda Miata	Daly City CA	SFR	545337	"Slant I Motr
12	11	30	Richard Bailey	SMT	12	2:02.197	Mazda Miata	Foster City CA	SFR	449378	
13	12	119	Kirk Williams	SMT	12	2:04.620	Mazda Miata	Palo Alto CA	SFR	673105	
14	13	4	Dan Pruzan	SMT	12	2:04.296	Mazda Miata	Redwood City CA	SFR	526942	
15	14	82	Robert Epstein	SMT	12	2:00.900	Mazda miata	Danville CA	SFR	648886	
16	15	123	Alex Torrenegra	SMT	12	2:00.385	Mazda Miata	Napa CA	SFR	699332	
17	16	34	David Vrane	SMT	12	2:05.508	Mazda Miata	San Jose CA	SFR	623200	
18	1	115	Taz Oka	SSM	12	2:08.153	Mazda Miata	Sunol CA	SFR	635028	Larry Oka R
19	2	20	Michael Johnson	SM	12	2:07.114	Mazda Miata	Rancho Palos Verdes (	CSCC	630365	MJDrive
20	2	78	Steve Whitaker	SSM	12	2:08.358	Mazda Miata	Loomis CA	SFR	500463	Whitaker Mo
21	3	71	Daniel Kulas	SSM	12	2:06.518	Mazda Miata	Sunnyvale CA	SFR	483501	
22	3	110	Keira Howard	SM	12	2:09.053	Mazda Miata	Pleasanton CA	SFR	479084	
23	17	59	Mike Ray	SMT	12	2:09.654	Mazda Miata	Pacifica CA	SFR	546072	
24	18	43	Michael Herbert	SMT	12	2:09.666	Mazda Miata	Oakland CA	SFR	512106	"Battalion Or
25	19	99	Ian Epstein	SMT	12	2:08.142	Mazda miata	DANVILLE CA	SFR	647829	
26	20	32	Fabrice Gallez	SMT	12	2:09.250	Mazda Spec Miata	Los Gatos CA	SFR	624531	
27	4	155	Nuno Goncalves Pedro	SSM	11	2:08.415	Mazda Mazda	Half Moon Bay CA	SFR	478234	
28	21	55	Aravind Ramachandran	SMT	11	2:10.888	Mazda Miata	Cupertino CA	SFR	694910	A+ Racing
29	5	66	Douglas Alvis	SSM	11	2:16.101	Mazda Miata	Roseville CA	SFR	194182	"Daco Filter :
30	6	98	Greg Powell	SSM	11	2:15.099	Mazda Miata	Oakland CA	SFR	426755	Blanche Pow
31	22	96	Joan Linehan	SMT	11	2:16.715	Mazda Miata	Clayton CA	SFR	445423	Competition
32	23	44	Anand Ramachandran	SMT	11	2:19.602	Mazda Miata	Pleasanton CA	SFR	694860	A+ Racing
33	4	09	Sai Lai	SM	11	2:20.492	Mazda Miata	Monterey Park CA	CSCC	683080	A+Racing
34	7	80	Andrew Wozencroft	SSM	11	2:17.461	Mazda Miata	San Jose CA	SFR	545967	
35	24	21	David McCoy	SMT	11	2:23.220	Mazda Miata	MODESTO CA	SFR	655391	
36	8	76	Behram Soonawala	SSM	11	2:22.593	Mazda MIATA	Santa Rosa CA	SFR	280022	LARRY OKA I
37	9	41	David Samuel	SSM	11	2:21.846	Mazda Miata	Fresno CA	SFR	501035	Larry Oka R
38	25	27	Jared Korth	SMT	10	1:58.677	Mazda Miata	Clovis CA	SFR	675789	
39	26	26	Scott Story	SMT	6	2:03.521	Mazda Miata	El Dorado Hills CA	SFR	624903	Story Design





*Taz Oka won both races over the weekend in SSM. photo by Randy Jones.*

Qualifying for the Spec Miata race was not in ideal conditions but better than most people experienced. Ken Sutherland took the pole with a time of 2:00.04. The last time he was at the track he qualified in the 1:56 range. So the track was not bad but the grip was not there like everybody is used to. Sutherland is from Sherwood Oregon and racing in the Pacific Northwest has garnered Sutherland lots of experience when the track conditions are snotty. The next two qualifiers were also from Oregon, Thomas Micich and Will Schrader. The first Californian was Jared Korth who had his buddy David Covin qualify right behind him.

The top SM qualifier was Michael Johnson who took the 12th overall spot. The top SSM qualifier was Daniel Kulas.

With qualifying in mixed conditions the drivers were hoping for a dry race. They were really aching to attack the track at full speed. But it was not to be as the rain really came down during this race. Turn ten was particularly worrisome, as the field was given an extra pace lap just to get the full understanding of the conditions.

When the green flag flew 32 multi colored Miatas screamed to the start finish line. Screaming right along with the cars was the windshield wiper motors, as every car in the field needed them just so they could see the spray from the car in front of them. In fact conditions like that you have to just follow the spray. The rule of thumb is if you cant see you must be going the right way. Of course that is assuming the guy ahead of you is staying on the track.

The race at the front between the SMT drivers was an up and down affair for everybody. Pole sitter Sutherland led one lap. By lap four he

was fourth. He then traded places with Will Schrader a couple of times and even had a tussle or two with David Covin. Sutherland finished fourth.

Covin dropped to sixth spot on lap two before making a gradual climb up the order. He got as high as second place. He ended up finishing in second, given the circumstances I am sure Covin was happy with that result.

Fourth place qualifier Jared Korth worked his way into the lead by lap two and held the position for three laps. But on lap six he pulled into the pits and never went back out.

Will Schrader fell as far back as ninth on lap three. He fought his way back to eventually finish third.

Second place qualifier Thomas Micich fell back to third in the early stages of the race but he recovered to win the race. Lap seven saw Micichi seize the lead for good and he was able to hold off the hard charging Covin.

Tim Wright finished seventh overall but first in SM. He was all the way down in tenth at the end of the first lap, He worked his way past Matthew Wyatt and SM pole sitter Michael Johnson.

SSM Pole sitter Daniel Kulas fell seven positions on lap two. It took everything he had to get back into the SSM race. Taz Oka was keeping his nose clean and steadily moving up as others spun. He moved up to finish 12th overall and first in SSM. Kulas took second in SSM one second behind Oka.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make/Model	Hometown	Region	Member ID	Sponsor
1	1	92	Thomas Micich	SMT	9	2:28.696	Mazda Miata	Newberg OR	Ore	415643	Dan's Aut
2	2	54	David Covin	SMT	9	2:29.291	Mazda Miata NB	Piedmont CA	SFR	649280	Lesher Mc
3	3	87	Will Schrader	SMT	9	2:32.639	Mazda Miata	Happy Valley OR	Ore	343433	Miatacage
4	4	94	Ken Sutherland	SMT	9	2:32.627	Mazda Miata	Sherwood OR	SFR	283190	Wyatt Fire
5	5	30	Richard Bailey	SMT	9	2:33.835	Mazda Miata	Foster City CA	SFR	449378	
6	6	2	Ross Lindell	SMT	9	2:33.620	Mazda Miata	Oakland CA	SFR	450243	Larry Oka
7	1	11	Tim Wright	SM	9	2:33.790	Mazda Miata	Piedmont CA	SFR	278776	Larry Oka
8	7	90	Matthew Wyatt	SMT	9	2:36.416	Mazda Miata	San Francisco CA	SFR	647230	"Yang Che
9	2	109	Michael Johnson	SM	9	2:38.281	Mazda Miata	Rancho Palos Verdes (	CSCC	630365	MJDrive
10	8	169	Brian Cross	SMT	9	2:42.034	Mazda Miata	San Francisco CA	SFR	438200	
11	9	119	Kirk Williams	SMT	9	2:39.470	Mazda Miata	Palo Alto CA	SFR	673105	
12	1	115	Taz Oka	SSM	9	2:42.926	Mazda Miata	Sunol CA	SFR	635028	Larry Oka
13	2	71	Daniel Kulas	SSM	9	2:40.838	Mazda Miata	Sunnyvale CA	SFR	483501	
14	10	186	Peter Phung	SMT	9	2:39.854	Mazda Miata	Daly City CA	SFR	545337	"Slant I M
15	11	123	Alex Torrenegra	SMT	9	2:43.998	Mazda Miata	Napa CA	SFR	699332	
16	12	34	David Vrane	SMT	9	2:48.095	Mazda Miata	San Jose CA	SFR	623200	
17	3	78	Steve Whitaker	SSM	9	2:49.119	Mazda Miata	Loomis CA	SFR	500463	Whitaker
18	4	155	Nuno Goncalves Pedro	SSM	9	2:48.271	Mazda Mazda	Half Moon Bay CA	SFR	478234	
19	13	82	Robert Epstein	SMT	8	2:50.095	Mazda miata	Danville CA	SFR	648886	
20	14	99	Ian Epstein	SMT	8	2:53.052	Mazda miata	DANVILLE CA	SFR	647829	
21	5	66	Douglas Alvis	SSM	8	3:09.028	Mazda Miata	Roseville CA	SFR	194182	"Daco Filt
22	6	41	David Samuel	SSM	8	3:18.739	Mazda Miata	Fresno CA	SFR	501035	Larry Oka
23	15	7	Greg Hoff	SMT	7	2:37.824	Mazda Miata	Oakland CA	SFR	437964	Larry Oka
24	3	110	Keira Howard	SM	7	2:52.758	Mazda Miata	Pleasanton CA	SFR	479084	
25	16	44	Anand Ramachandran	SMT	7	3:03.212	Mazda Miata	Pleasanton CA	SFR	694860	A+ Racing
26	17	27	Jared Korth	SMT	6	2:26.575	Mazda Miata	Clovis CA	SFR	675789	
27	18	32	Fabrice Gallez	SMT	4	2:49.887	Mazda Spec Miata	Los Gatos CA	SFR	624531	
28	19	14	Alan Gjedsted	SMT	4	3:02.165	Mazda Miata	San Francisco CA	SFR	402683	Larry Oka
29	20	21	David McCoy	SMT	4	3:01.255	Mazda Miata	MODESTO CA	SFR	655391	
30	21	55	Aravind Ramachandran	SMT	4	3:09.001	Mazda Miata	Cupertino CA	SFR	694910	A+ Racing
DNF	DNF	26	Scott Story	SMT	3	2:42.444	Mazda Miata	El Dorado Hills CA	SFR	624903	Story Des
DNF	DNF	43	Michael Herbert	SMT	1	3:51.876	Mazda Miata	Oakland CA	SFR	512106	"Battalion
Not classified											
DNS	DNS	4	Dan Pruzan	SMT			Mazda Miata	Redwood City CA	SFR	526942	
DNS	DNS	199	Frank Zucchi	SMT			Mazda Miata	Oakdale CA	SFR	335337	FZ Vapor
DNS	DNS	76	Behram Soonawala	SSM			Mazda MIATA	Santa Rosa CA	SFR	280022	LARRY OK
DNS	DNS	09	Sai Lai	SM			Mazda Miata	Monterey Park CA	CSCC	683080	A+Racing
DNS	DNS	59	Mike Ray	SMT			Mazda Miata	Pacifica CA	SFR	546072	
DNS	DNS	80	Andrew Wozencroft	SSM			Mazda Miata	San Jose CA	SFR	545967	
DNS	DNS	96	Joan Linehan	SMT			Mazda Miata	Clayton CA	SFR	445423	Competiti
DNS	DNS	98	Greg Powell	SSM			Mazda Miata	Oakland CA	SFR	426755	Blanche P

### THANK YOU WORKERS AND DRIVERS!

SFR thanks all the dedicated Workers who worked the weekend at Sonoma Raceway for Regional Races One and Two. We would also like to thank all the Drivers who stuck it out all weekend. Lets face it, it was less than ideal weather conditions. It was misty, drizzly, rainy, windy and really cold on Saturday. It was declared a Rain Race day, so everybody had to have working rain lights.

Sunday was just a different version of Saturday. It started out relatively mild, with drizzles and light rain and cold! But it soon ramped up, with wind, more chill and rain. So much wind that Grid had to anchor it's awning to a car. In the afternoon a few of the races had lots, and lots of rain. Group 7 had two pace laps so they could check out the lake in Turn 10. And no one had a snorkel or a periscope. Then ... after the Group 7 Miata race, the sun came out. Go figure. The Media Center, which was home to Race Admin and Social became an ad hoc Warming Shelter, with Drivers, Crews, and Workers ducking in to get warm.

So, thank you one and all, for your dedication, and we hope you're dried out and have warmed up.



# SCCA Sacramento Auto X Round 1

By Davey Drouin



Autocross can be seen in many lights and from many different perspectives. The best definition of an autocross would be improving driver's safety and their ability to drive safely on public roads. Each driver is learning a safe driving course in which they are given multiple tries to prove they can drive the course the safest. Safest means get off the course as quickly as possible in order to make the course safe for the next safe driver. At the end of the day the general public benefits because all of these learned safety skills are being used on public roads making them even safer. You would think that the DMV or local police departments would pay us to autocross because of the increased safe driving in and around events. It's just an idea.

Starting from the top, Super Street had three brave drivers to face the weather and put down some rubber. Lanny Bowden in a white Corvette



ran a 50.604 which earned him third place. Second place went to Jeff Glorioso in a Grand Sport Corvette with a 48.412. Winner and safest driver for this class was Jeff Eikenberry with a run of 46.336.

D Street had a very interesting mix of cars all of which had four cylinders and a turbo. It appears that all wheel drive had an advantage with the damp weather. Lloyd Feaver in an EcoBoost Mustang was able to put down a 51.646. Second place went to Bill Tubbs in his Mini Cooper S. Bill was able to run a 50.061. Winner for the day was Josh Garcia in a WRX. Now Josh normally drives a D-Prepared Datsun 510, but I would make the assumption the weather forced his hand to choose a car with all wheel drive, windows, window wipers and a heater.

E Street had a Miata and a Toyota MR2 slipping and sliding trying to post that fastest time. Having an engine in the rear wouldn't be ideal for a wet surface. Jeff Grant was able to push his MR2 to a 63.488 finish. The front engine Miata driven by David Andersen was able to run the course in 49.739 for the win.

F Street had two Mopars, two GMs and

one BMW with a total count of five drivers for the day. Top honors went to Rafa Soto in an alpine white BMW with a run of 45.177. Second place went to Andrew Barriou in a GTO with a 46.696. Third place went to Mike Waltz with a 46.714 in a Camaro SS 1LE.

Street Touring R had a pair of Miatas sometimes called MX-5s competing for the win. Kate Engelking and Philip Ma in two different color Mazdas both posted their fastest runs on their fourth try. Kate did a great job with a 51.049. The problem is that Philip was just a little bit faster with a

49.304.

Street Touring U saw the likes of James Doornbos, Mike Agraan and Bill Richter. James in a Corvette nailed a 51.481. Mike and Bill were both driving a white M3. Mike was able to run down a 50.561 which was good for second place. Bill was able to run .659 faster. His fastest time was a 49.902 which gave him the win for the day.

Classic American C class had the classic Ford vs Chevy battle playing out once more. Third place went to Jarred Javier in a Mustang GT. Second place went to Ken McCulloch in another Mustang GT. Unfortunately for Ford fans today was not their day. The win went to a blue bow tie driven by Mark Heinrichs. Mark piloted his Chevy Camaro SS to a 46.843 finish for the first place victory.

Classic American S had a Mustang and a truck, yes a truck entered to drive.

At the end of the day Robert Tyler and his Chevy C10 pick up truck was able to best Randy Grohosky's Mustang with a 49.051.

The following all ran unopposed and took first place in their class.

XSA Adesh Dhillon, XSB Curtis Yamanaka, AS Robert Ghiselli, BS Edward Pelker, GS Chris Estrada,

HS Cody Perry, SSC Eric Martin, STH John Keith, SST Narayan Hammari, FSP Eric Williams, CAMS Ken Yeo, XP Carl Graf, SSM Kenneth Dippel, STUL Tina McKay, FSPL Donora Wichmann, CAMCL Gina McCulloch, CAMTL Rachele Tyler, XPL Korynne Smith.

Top of the day went to Carl Garf in his XP Chevy powered Datsun. He was able to run down a 43.334. Top PAX for the day went to Rafa Soto. Rafa ran a 45.177 with his adjusted PAX it moved his time down to a 36.728. Rafa was running a M3 in F Street class. Second event rounds 3 and 4 are coming up April 1 and 2.





# Fresno Chapter Event 2 & 3



Steve Carlson in his Lotus Seven.

California had seen a lot of rain since the beginning of the year. That trend continued into the autocross weekend for the Fresno Chapter on the morning of Saturday February 25th. Sixty-one drivers came out and put their driving skills on display in the wet conditions. Deep inside, the AWD drivers had a big smile of joy and knew they had the upper hand.



Yang Moua in his 2023 GR Corolla taking the win in D Street. photo by Anthony Topalian

Minor changes were made to the course to steer clear of the large water puddles the rain had created overnight. The rain continued in the morning; but by the time the first car went out, the rain had stopped. The course got drier and drier as the day went on, and by the last run group, the times got quicker and quicker. Taking advantage of the dry course was William Marlow. He powered his 2013 STX Honda Civic Si to TTOD with a time of 30.773. The top five times all came from the last run group of the day. Anthony Topalian, in his 2017 Corvette GrandSport, came in second with a time of 31.247; follow by Dan Correll in his 2004 BMW 330Ci with a time of 32.175. Chris Rodriguez, Taylor Coon, Yang Moua, Alex Neufeld, Dave Warner, Rob Krider and Keith Bullock rounded out the top ten.

Top PAX for the day also went to William Marlow in his Civic Si. Dan Correll in his 2004 BMW 330Ci came in second, followed by Yang Moua in his 2023 Toyota GR Corolla. Rob Krider, Anthony Topalian, Chris Rodriguez, Taylor Coon, Josh Cadiente, Dave Warner and Kelsey Stoltenberg rounded out the top ten in PAX.

A Street was a battle between who could drive a 2004 Corvette fastest. Chris and Sal Rodriguez co-drove the Corvette, with Chris taking the win this time around.

The brand new, highly anticipated GR Corolla made its debut in D Street driven by Yang Moua and it did not disappoint. Moua took the win in D Street over Brad Dawson, John Marihart and Stephen Dumore. E Street had Quinn Ringgold taking the win over Gary Lieb. Ted Semonious got it done in his 1995 Ford Mustang on his last run in F Street. Falina Marihart, Gary Fazekas and Corky Schroeder followed. James West, now driving a 2020 Honda Civic Si, took the win in G Street over Al Andersen. Josh Cadiente drove his 2013 Honda Civic Si to the win in H Street over Christopher Sochan and Franchiseur Shelton. Matt Britter led Meng Moua in SS. Dave Warner ran B Street unopposed.

William Marlow took the win in STX over Dan Correll. Ricardo Quinonez (SSC), Adam Zakarian (SSP), Jay Scrivatsan (SST) Dexter Jones (STH), Keith Bullock (STS), Alex Neufeld (STU), Brandon Flowers (XP), Chris Donnelly (DSP), Mas Vang (FSP), Steve Carlson (OSP) Paochoua Vang (SMF), Jayman Topalian (CAMC) and Anthony Topalian (CAMS) all ran unopposed.

Phil Castro in his 2015 Mitsubishi Lancer Evolution X took the win in Street Modified over Ahla Yang.

Kelsey Stoltenberg in a 1999 Mazda Miata led the Ladies Class over Rebecca West, Sandra Hermans and Pamela Schroeder.

In Novice Class, Taylor Coon piloted a 2018 Porsche Cayman to the win over co-driver Skylar Coon, followed by Nick Sultana and Justin Riggins. Eduardo Pineda, Forriest Reed, Jadon Spomer, Abraham Nunez,



Rob Krider taking the PAX win in a 2018 Honda Civic Si



Gary Emenhiser in his 2022 Subaru BRZ

Jerron Marihart, Luis Aguilera, Ernesto Gutierrez, Chan Saeteurn, Daniel Silguero, Tiger Luna, Joel Gutierrez and Miguel Martinez rounded out the rest of the field.

Rob Krider took the win in the Index Class over co-driver Kyle Matsumura in a 2018 Honda Civic Si, followed by James Coon and Eric Martin.

On Sunday February 26th, the course was slightly damp from the rain over night. It mostly dried up by the time the first car went out on course. The top ten times on Sunday was mostly full of AWD vehicles and Honda Civics. Jimmy Au-Yeung powered all four wheels on his Mitsubishi Lancer Evolution to TTOD with a time of 35.854. Phil Castro in another Mitsubishi Lancer Evolution came in second with a time of 36.204 followed by Rob Krider in a Honda Civic Si in third with a time of 36.499. Yang Moua, Kurt Wong, Dexter Jones, William Marlow, Ahla Yang, Kyle Matsumura and Dan Correll rounded out the top ten.



Kurt Wong in his 2013 FRS.

Taking the win in PAX was Rob Krider followed by Jimmy Au-Yeung, Yang Moua, Kyle Matsumura James West, Dexter Jones, Kurt Wong, William Marlow, Al Andersen and Kelsey Stoltenberg.

The eight D Street drivers had a good mixture of vehicles. Yang Moua in his 2023 GR Corolla again took the win. Shawn Butler followed in his 2019 Honda Civic Type R, then Brad Dawson in his 2015 Subaru WRX, John Marihart in his 2015 Audi S4, Gary Emenhiser in his 2022 Subaru BRZ, Patty Jeschien in her 2015 Mini Cooper S, James Franks in a 2015 Mini Cooper S and Stephen Dumore in his 2013 Scion FR-S. Quinn Ringgold took the win over



Ahla Yang in his 2014 Subaru Impreza

Gary Lieb in a two-headed horse race in E Street. Gary Fazekas led F Street over Falina Marihart and Ted Semonious. James West over Al Andersen in G Street. Christopher Sochan took the win in H Street over Frachiseur Shelton. Chris Rodriguez (AS), Dave Warner (BS) and Francisco Delagarza (CS) all ran unopposed.

In Street Touring competition, William Marlow got it done on his last run in STX over Dan Correll to take the win. Jay Srivatsan (SST), Dexter Jones

(STH), Philip Ma (STR), Keith Bullock (STS) and Alex Neufeld (STU) all ran unopposed.

Phil Castro took the win again in Street Modified over Ahla Yang. In SMF, Paochoua Vang led Kevin Pena. Jose Lopez over Daniel Wells in XSB. Chris Donnelly (ESP), Mas Vang (FSP), Steve Carlson (OSP), Adam Zakarian (SSP), Brandon Flowers (XP) and German Pulido (CAMS) all ran unopposed.

Kelsey Stoltenberg led the Ladies Class over Rebecca West and Sandra Hermans.

Thirteen novice drivers competed in the Novice Class. Taylor Coon took the win over Nick Sultana, Skylar Coon, Owen Bullock, Justin Riggins, Forriest Reed, Jerron Marihart, Stuart Johnson, Tiger Luna, Abraham Nunez, Jon Law, Ernesto Gutierrez and Joel Gutierrez.

Rob Krider took the win in the Index Class over Jimmy Au-Yeung, Kyle Matsumura, Kurt Wong, Eric Martin, Paul Newton and Audrey Tan.

Events 2 and 3 are now in the books. We hope to see you at the next two events in March.



# SFR Solo II



## Round 1

The SF Region's 2023 Solo II series opened under cold but sunny, clear skies on February 18 at Crows Landing. Lisa and Eric Gnesa co-chaired the event, and 120 drivers took to the course designed by Arvind Govindaraj.

Shelly Monfort took the top spot in AS in a 2007 Corvette Z06. Monfort's co-driver, Ken Mollenauer, took second, while Carl Winkler, in a '15 Porsche Cayman S finished third. Darren Shortes and Vernon Head rounded out the rest of AS.

The DS group was led by Alex Muresan in a '19 Honda Civic Type R. John Rowe, also in a '19 Civic Type R, came in second place. Andy Mathers, in a '22 Toyota GR86, finished third. The rest of DS included Ed Runnion, Lloyd Feaver, Tiberiu Muresan, Michael Scott, Jose Fait and Dennis Collins.

John Subosits, in a '13 Subaru BRZ, led the Solo Spec Coupe group. Glenn Austin took second in a '14 BRZ. Frederick Ernest finished third in a '13 BRZ, with Eric Martin rounding out the rest of SSC.

Tommy Suen ran uncontested in SST in a Ford Mach E GT.

Matt Jones took first place in STR in a '19 Mazda MX5. Arvind Govindaraj finished second in a '20 MX5, while Mark Lewis took third in a '20 MX5. The rest of STR included Rich Lee, Philip Ma, Erik Acks, Kurt Wong, Glen Anderson, Dennis Quilantang, Matt Francavilla, Jarrett Isaacson, Megan Anderson, Rey Punao, Steve Endo and Jasmine Lane-Garcia.

The STU group was led by Justin Tsang in a '06 Subaru STI. Jimmy Au-Yeung took second place in a '06 Mitsubishi Lancer Evolution, with Steve McLaughlin in third in a '07 Nissan 350Z. James Carothers, Paul Tibbals and Kris Bruington rounded out the rest of STU.

Brian and William Stanaway finished one-two, respectively, in STX in a '13 Scion FR-S.

Hall Dorton took first place in Classic American Muscle in a '17 Ford Mustang GTPP. Michael Gardner finished second in a '16 Mustang GT350, while Gordon White took third in a '18 Mustang. The rest of CAM included Samuel Ruiz, Matt Roberts, Ryan Williams, Greg Back, Leon Weinroth, Thomas Repsha, Dave Roberts, Sean Evans and Roy Evans. Brenda Barnes ran uncontested in CAM-L in a '18 Mustang.

Ben Martinez ran uncontested in Modifieds in a '84 Van Diemen.



STR30: Ray Punao pilots a '73 Datsun 240Z.

Alex Kang ran uncontested in ML in a '03 Toyota MR-S.

The Novice group was led by Owen Bullock in a '90 Miata. He was followed by Lueka Hosking in a '17 Volkswagen Golf GTI, with Jett Sevilla rounding out third in a '18 Mustang. Ahmed Shmara, Kris Hicks, Andrew Santos, Jesse Haney, Nathan Louie, Tristan Auffaath, Earl Schneider, Ahad Virji, Jonathan

The grid at the first SFR autox of 2023

Fung, Ethan Moore, John Osgood and Quinn Zhu rounded out the rest of the Novice class.

Howard Wolf, in a '82 Toyota Starlet, took first place in the Prepared class. James Laeno, in a '90 Miata, finished second, while Deanne Caraballo taking third in the Starlet. Eric Gnesa, Derek Boyd, Arie Villasal, Lisa Gnesa, Michael Sutton, Robert Marcy and Dwayne Komush rounded out the rest of the class.

The S1 class was led by Monty Pack in a '18 Porsche GT3. Pack was closely followed by Eric Lam in a '15 Porsche GT3, with Karlton Lew rounding out the top three in a '21 Porsche Cayman GT4. The rest of the S1 class included Donald Lew, Brian Jacobson, David Rushing and Simon Huang.



Kelly Prior takes off in a 2007 Lotus Exige.

Dennis Hubbard took first place in S2 in a '08 Corvette. Maggie Elorza, in a '21 Toyota GR Supra, took second, while Gary Fazekas rounded third in a '22 Mustang.

Craig Boyle led the convertible contingent in S3 in a '94 Miata R. Eric Neilsen finished in second place in a '99 Miata, with Barry Burr taking third in a '06 BMW Z4.

James West, in a '20 Civic Si, took first place in S4. He was followed by Brandon Phillips in a '15 Ford Focus ST, while Glenn Tozier finished third in a '18 Fiesta ST. Kevin Chauvin and Al Andersen rounded out the rest of S4. Kristen Barnes ran uncontested in S4L in a '13 Mini Cooper Coupe.

Jeff and Nicole Wong finished one-two, respective, in SMP in a 2019 Corvette. Isaac Acks took third in a '06 Lancer Evo. Dave Jackson, Darrell Moskowitz and Cha Xiong rounded out the rest of SMP.

Andre Piernot led the ST2 class in a '90 Miata. Keith Bullock finished second in a '90 Miata, while Shaun Luis rounded out third in a '97 Miata. Paul Mattish finished in fourth place.

Takeshi Yoshida took first place in STM in a '03 Lancer Evo. Mas Vang came in second in a '94 Nissan Sentra SE-R.

The XS group was led by Jake Obniski in a '07 Lotus Exige. Khoa Cao, in a '07 Honda S2000, came in second, with Carlin Hefner in third place in a '23 Tesla 3. Sergei Avedisov, Kelly Prior, Jason Hammond and Nick Nguyen rounded out the rest of XS.



**Round 2**

Round 2 of the SF Region's Solo II Championship Series was held under sunny skies at Crows Landing on Feb. 19, 2023. Arvind Govindaraj designed the course that 96 drivers went through, with the event co-chaired by Lisa and Eric Gnesa.

Ben Martinez took the top spot in Mods in a 1984 Van Diemen. Ricardo Quinonez finished second in a '09 Shark Stealth. Alex Kang ran uncontested in M-L in a '03 Toyota MR2 Spyder.

The Novice group was led by Sean Garcia in a '95 BMW M3. Owen Bullock, in a '90 Mazda Miata, finished in second place, with Michael Bejan rounding out third in a '99 M3. The rest of group included Ahad Virji, Jett Sevilla, Andrew Santos, Andrew Yang, Sameen Ibrahim, Ryan Nguyen, Sky Shields, Yujia (Tony) Luo, John Osgood and Siddharth Sharma.

Eric and Lisa Gnesa took first and second, respectively, in the Prepared class in a '09 Porsche Cayman S. James Laeno finished third in a '90



The start line at round 2.

Miata, while Derek Boyd took fourth.

Eric Lam, in a '15 Porsche GT3, finished in first place in S1. Monty Pack took second in a '18 Porsche GT3, with David Rushing taking third in a '17 Porsche Turbo. Boris Elpiner rounded out the rest of S1.

Maggie Elorza led the S2 class in a '21 Toyota GR Supra. Nipping at Elorza's heels was Gary Fazekas in a '22 Ford Mustang, while Rich Bishop rounded third in a '17 BMW M240ix.

Craig Boyle handily took first place in S3 in a '94 Miata R. Oliver Ready finished second in a '23 Miata.

Brandon Phillips took first place in S4 over co-driver Kevin Chauvin. They were driving a '15 Ford Focus ST. Al Andersen finished in third place in a '16 Volkswagen GTI. Kristen Barnes ran uncontested in S4-L in a '13 Mini Cooper Coupe.

Nicole and Jeff Wong took first and second, respectively, in SMP. The Wongs were driving a '19 Chevrolet Corvette. Mike Monegan rounded out third in a '12 BMW M3 Coupe. The rest of SMP included Jaime Mendoza, Darrell Moskowitz and Jourdan Risoen.

The ST2 group was led by Andre and Julie Piernot in first and second, respectively, in a '90 miata. Keith Bullock finished third in a '90 Miata. The rest of ST2 included Wyatt Taylor, Kaelan Mikowicz, D'John Keith and Max Ready.

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

Jason Hammond ran uncontested in XS in a '05 Subaru Impreza WRX Sti.



Maggie Elorza takes a spin in a 2021 GR Supra

Justin Bowen, in a '14 Cayman S, took first place in AS. Bowen was followed by Darren Shortes in a '02 Corvette Z06. Barry Goldine finished third in a '17 Camaro ZL1, with Joel Hansen rounding out the rest of AS.

The DS group was led by Mark Scroggs in a '23 Hyundai Elantra N. Nipping at his heels was Alex Muresan in a '19 Honda Civic Type R, while John Rowe took third, also in a '19 Civic Type R. The rest of DS included Tiberiu Muresan, Lloyd Feaver, Ed Runion, Michael Scott,

Jose Fait and Jiachun Zhu.

John Subosits, in a '13 Subaru BRZ, finished in first place in the Solo Spec Coupe class. Glenn Austin took second place in a '14 Subaru BRZ. Eric Martin rounded out third in a '13 Scion FRS, while Frederick Ernest took fourth.

The STR group was led by Matt Jones in a '19 Mazda MX5.

Mark Lewis, in a '20 MX5 Club, finished second, while Victor Harris took third in a '20 MX5. The rest of STR included Rich Lee, Erik Acks, Glen Anderson, Philip Ma, Dennis Quilantang, Matt Francavilla, and Megan Anderson.

Mack and Justin Tsang took first and second, respectively, in STU in a '06 Subaru Sti. Steve McLaughlin rounded out third in a '07 Nissan 350Z. Paul Tibbals and Kris Bruington rounded out the rest of STU.

Brian Stanaway finished in first place over co-driver William Stanaway in STX in a '13 FRS. Jacob Fenenga took third in a '14 Civic Si.

Michael Gardner, in a '16 Mustang GT350, led the Classic American Muscle group. Brian Hobaugh, in a '73 Camaro, took second, while Hal Dorton finished third in a '17 Mustang GTPP. The rest of CAM included Bryan Stewart, Samuel Ruiz, Steve Hobaugh, Gordon White, Greg Back, Randy Grohosky, Leon Weinroth, Sean Evans and Roy Evans. Brenda Barnes ran uncontested in CAM-L in a '18 Mustang.



John Osgood pilots a 2013 Cadillac CTS-V coupe.

# Confessions of a Cone Slayer

By Rob Krider



## To Smoke or Not To Smoke

I started my motorsports journey in autocross where “a lot of track time” might be a fifty-two second lap. Eventually I moved on to endurance racing, which brought a complexity of challenges that autocross had not

exposed me to – things like running out of gas and pit stops.

One particular lesson I learned was a bit embarrassing (and one I will never forget.) I was on a team running a three hour enduro at Buttonwillow Raceway. The race weekend schedule was to show up Friday night, camp at the track, do some practice pit stops and driver swaps, and then on Saturday qualify the car before lunch to set the grid for the enduro which would start at 5:30 p.m. The race would take us through the sunset and go until 8:30 at night with the checkered flag flying in the dark.

The team had a crew chief named Steve who was a detail oriented guy. He would be managing the race and calling the shots for the weekend. We practiced our fueling pit stop and driver swaps with the pit crew and everybody seemed pretty dedicated to having a successful effort. I was feeling good about the weekend and our chances at a respectable showing. Steve put me in the car for qualifying. I slapped on my Bell helmet with my smoked visor and I went out on a hot summer day at Buttonwillow and put the car on the front row of the Endurance 3 class. Things were looking very positive.

The car owner, Keith, was the first driver for the team. He would start the race, get through one tank of fuel, bring the car in and then the team would fuel the car and strap me to be the anchor driver. The pit window was going to be tight, as we weren't sure if the car could make a full hour and a half on one tank. I watched as the capable team prepped the car and sent Keith out to take the green flag. It was a sweltering hot weekend. As the race started I hung out at the pit wall wearing shorts, a t-shirt and flip flops. I left my Nomex racing suit, HANS and helmet back in my motorhome. It would be over an hour before I would need to suit up to drive.

Things for the team were going good. Keith kept us on the lead lap for our class while the crew chief Steve had good communication with the pit crew. Everybody seemed quite capable. I chilled by pit wall looking at my watch waiting to decide when I should ride my beach cruiser back to the motorhome to get ready. My plan was to be ready early but not so early that I melted in my Nomex suit while waiting to get in the car.

As the sun was setting our pit window was approaching. The crew chief told me to get suited up. I headed off to my motorhome to get dressed. In my motorhome I systematically got ready, Nomex underwear, Cool Shirt, radio ear plugs, driving suit and shoes. I grabbed my balaclava, HANS and helmet and threw them into my beach cruiser basket. Then I took a leisurely bike ride back to pit lane as the sun was setting and it was almost dark. I was relaxed and focused on my stint.

When I got back to the pit wall things were less relaxed. Keith had radioed in the car was starting to burp. They were running out of gas. They needed me to be ready to drive the car. I jumped off my bike, grabbed my helmet and told the crew chief I would be “good to go” in twenty seconds. That was when I realized I was about to get into a car to race at night with a smoked visor on my helmet. It would be like driving in the dark wearing sunglasses. I knew I had a spare clear visor but it was back in my motorhome. I told the crew chief, “I’ll be right back!” I jumped



back on my bike and started riding like a maniac through the paddock. I arrived at my motorhome, thrashed the interior and quickly grabbed the clear visor. I furiously rode back to the pit wall with the new visor. When I arrived the crew chief looked like he wanted to kill me.

The pit crew got to work quickly searching for tools to swap the two visors. Three people were working on my helmet while the car was on track running out of gas. I could hear the radio chatter and the driver/car owner was stressed about how much the car was stalling. I could see the panic on the pit crew's faces as they worked as fast as they could to swap the smoked visor for the clear one. The crew chief was not happy.

They got my helmet done and I was still connecting my HANS device to it as the car came in on fumes. The crew transitioned from helmet repair to fueling team. We got Keith out of the car and me strapped in before the team was done fueling. I heard a quick radio check through my helmet radio. It was the crew chief and his words were, “Can you see now?” Obviously he was still perturbed at the near disaster.

I simply said, “Yup,” and then tore out of the pits to try and bring home the race. I put the helmet snafu behind me. I needed to be present in the moment looking far ahead into the darkness through my clear helmet visor. We finished in second place and the whole team was on the podium, chugging beers and collecting a new trophy. While standing on the podium, the crew chief leaned over and whispered in my ear, “Never again with that damned smoked visor.” And since that day I’ve never again smoked at night.

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





# RE Report

By Tim Sullivan



Hi All,

Well, while we are all a little tired of all the rain, we do need it. Not the ideal way to start the season. Our first two race weekends we have been rained upon. This has affected car counts as well as volunteer participation. I do want to shout out to all our volunteers, both at Sonoma and Thunderhill, a huge "THANKS" for sticking it out through the cold and wet at both events. Without the dedicated volunteer staff, we couldn't put these races on.

On the Driver's side, we are constantly looking for ways to increase track time. For the first two weekends we combined Groups, due to low numbers, and increased track time to around 2 hours and twenty minutes per event.

We will be combining Groups as need all year. Our schedule in the Supps reflects a few of the changes, but we also have some groups joining us with their series as well.

The Crossflow Cup (FF) will be joining us this year. At the upcoming June 2-4th races at Thunderhill, the Crossflow Cup will be part of the schedule. This was a last-minute addition as they had a scheduling snafu. It will be great to see these vintage FF cars out with us and we welcome them!

In April the Spec MX5 folks will be joining us again. They have been coming to our races for the last several years. They are fun to watch and very competitive.

July 28-30 brings us the "Pro Formula Mazda Reunion". This will be at Laguna Seca. This should also be a great event as it will bring FM cars out that probably haven't been out in a while.

July 1-2 races will again bring out the Spec Corvette racers. This is always a fun Group, and Fast. These folks race all over the country and this year the races with us are double points for them, so look for a large contingent of cars!

I do want to say, while we are having these groups join us, we are not selling slots, or time to them. They are joining us and racing WITH us. This is Club racing and we thrive when we race as a Club. The Goal is to keep our car counts up, both for economic reasons and competitive reasons. Two cars in a group, in separate classes is no fun for anyone. In these changing times, we need to be competitive in the marketplace and be sure our club, and its membership thrive and continue to be the premiere place to come and enjoy "wheel to wheel" racing.

In May we also have the inaugural "Hoosier Super Tour "Western Shoot-Out". John MacIntyre has spearheaded this effort for us, and we anticipate a strong turnout. As a "Super Tour", it is only open to National classes, but we expect that we will have drivers coming from all points west, and perhaps east. Friday we will run the 3 mile with the bypass (rare for us), Saturday will be over the Crows Nest at T5, and Sunday we will be on the 5 mile. Sunday is the Shootout, and does not count for National Super Tour points. This is the first year for this event, and we are looking forward to having a successful weekend.

While we have a lot of things happening on the Classes and the Drivers, we also will be looking to change up some of the Social (dinner) activities. We are planning on doing more BBQ's and dinners done by the Club, as opposed to just having them catered. This gives our events more of a "Club" feel. If you would like to be a part of this, let us know. We are still finalizing the schedule for these things and would welcome the help. We will be going back to Volunteer lunches supplied by Loose

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STANDING



Caboose at Laguna this year, so I do think that will be a welcome change.

We are always looking to shore up and keep the folks that make the races happen the most qualified in the country. Our timing and scoring crew has evolved into a well-oiled machine and we are now on par with the best in the country. National has recognized this as well as other racing organizations. This is nothing new for our Club. We have been, and always will strive to be the best!

We are looking to add folks to all of our specialties. It is a fact that our numbers have dwindled in recent years, in all areas. We have had to pull in folks for our F & C crews as well as other crews. This is mainly due to "aging out", retirements, relocations, etc. Our Pit/Fire Crew is nonexistent. For the Pro events, we are now outsourcing this, as the requirements from IMSA, Indy, Rennesport, etc., have increased. Some of the requirements include having BLS folks on our rescue trucks at Pro events. If you, or someone you know is interested in this, or just want to see what working on the E Crew is like, give us a shout. It is a great way to see the track upfront and personal. Call Trish or Courtney at the office, or email them: trish@sfrscca.org It takes upwards of 100 volunteers to fully staff a race weekend. Come on down and be part of the fun!

One of our Directors has stepped down from his position in the past two weeks. Chris Linkous has stepped down due to personal and medical issues. Per the ByLaws, the BoD has asked John MacIntyre to fill the position for the rest of the open term (end of year). This was a unanimous decision by the BoD. I look forward to John's input as he has been the driving force behind the Western Shootout, and other things. Welcome John MacIntyre to the SFR BoD!

Our Solo folks are also busy. The Sacramento Chapter is now racing at Thunderhill full time! Fresno is also active with their schedule. The SF chapter is still racing at Crows Landing, which is a great venue, but may not be there forever. They are still looking for the perfect place to call home, much like the Road Racing folks did in the late 80's when

Thunderhill became a reality. If you have any ideas for a site, let them, or our office know. Changing times have limited access to venues that were used for long periods of time. I am sure we will find a site at some time so the Solo community can thrive!

Finally, our return on investment in Thunderhill continues to pay off. Thanks to all of the membership's contributions, in time and money, over the last 30+ years, we are realizing an improved return on that investment. This past February, at Driving School, Mike Smith and David Vodden presented a check in the amount of \$250,000 to our Club. This is a five-fold increase over the last 17 years. Between the SFR BoD and the Properties BoD, we made a commitment to receive a return of 12-15% for the next several years. That is if Thunderhill continues to make a profit. This will benefit all Club members. I personally want to thank Blake Tatum, Jeff Lederman, Joe Briggs, and Mike Smith for being on the committees between the track and the SFR Board for working to make this happen. While both BoD's were involved, the individual committee worked on all of the issues before presenting this to the Properties Board for a vote to make it happen. I also want to thank all of the visionaries way back when, who had the foresight to create Thunderhill Park. Without them we would not have this asset, which also ensures we will always have a place to race!

Lastly, as you may know, David Vodden will be retiring at the end of this year. Matt Busby has been brought on as a replacement for David and has been working at the track since late last year. He and his family have relocated from Bowling Green, KY (NCM Track) to take on this position. He likes our facility and is a great addition for the future.

In addition, Jennifer Hook had taken over for Terry Taylor, who has also retired. She is doing very well and is a ball of fire and energy. Please take a moment to meet them the next time you are at the track!

Until next month.... See you at the track!

Tim

## Red Candle for RON DENT

By **Marcia Ulise**

We are celebrating the life of region volunteer Ron Dent who was lost to us much too soon. Ron joined SCCA in 2011 and became a member of the Flagging and Communications crew in 2012. As a member of the F&C crew Ron worked events at Laguna Seca and Thunderhill in support of the region. In 2016 Ron was looking for a new challenge and joined the Starter's crew. As a member of the Flagging, Communications, and Start crews, Ron was always learning new things and willing to train newer members along the way. He had opportunities to work Regional events, IMSA, Indy Car, Vintage events, and more. He traveled to work the Long Beach Grand Prix and events like Formula 1 at Circuit of the America's in Texas.

Marcia Ulise from the Start crew shares this story: During the 2016 SCCA National Runoffs at Mid-Ohio, one of the Starters working the event dropped the checkered flags on the Start/Finish straight. Ron was watching the live stream and texted Marcia to ask if she was the one who had dropped the flags. Marcia texted Ron back advising that it was not her and asked him if he was really asking his chief that question. They continued to laugh about that incident in subsequent years.

Ron retired from his day to day job in 2021 and moved to the Sacramento area, from Watsonville. After retiring, Ron had plans to travel to a few prestigious race events in 2022 such as the Miami Formula 1 race and the SCCA National Runoffs at Virginia International

Raceway (VIR). Changes in the Miami program caused Ron to cancel on that event, and his illness prevented travel to Virginia. Along with his plans for the Runoffs, Ron and his wife, Martha, had planned to go to Pennsylvania to visit family.

Ron was a follower of Formula 1, IMSA, Indy Car, World Endurance Championships (WEC), SRO World Challenge and the like. He even ran a Fantasy F1 league for a group of friends he worked with.

Ron's family came to Thunderhill Regional Races 3&4 to celebrate the man, the friend, the race volunteer, and race enthusiast that Ron was. Ron was a member of this racing family and while his loss affects us all, those of us who knew and worked with Ron will carry him with us in our hearts.

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dalvisgt@gmail.com or  
lan at 805-305-0452

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### 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:  
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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  
Small skid pad - 1-5 cars \$1000; each additional car \$150  
Big skid pad - 1-10 cars \$1500; 10+ cars \$3500.  
Rates include insurance.



### 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

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### SHOP/STORAGE SPACE

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## RACE CAR RENTALS



"What are your plans for 2023? Miata Race Car Rentals. Contact Doug at 916-960-9779 dalvisgt@gmail.com or Ian at 805-305-0452 iancook@sbcglobal.net

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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.

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

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