



The wheel®

VOL. 65 | MARCH 2024

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



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Round 1
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#78 Brad Drew has #12 Marcus Brodie behind him approaching turn 11. Brodie would finish second in FM while Drew would take third during the Sunday race. Randy Jones Photo

Cover: #2 Bill Booth has #14 Greg Hoff and #8 Michael Woolley hot on his tail section. Booth finished second on Saturday and third on Sunday. Randy Jones Photo

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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 shall not be published.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 25-26**

Event 9, **July 13**

Event 12 & 13 Enduro, **November 9-10**

All Events held at Fresno Fairgrounds.

Event 8, **June 8**

Event 10 & 11, **September 7-8**

SAN FRANCISCO REGION'S AUTOCROSS CHAPTER SCHEDULE

SCCA ProSolo, **April 19-21**

Round 7 & 8, **June 15-16**

Round 13 & 14, **October 5-6**

All Events are at Crows Landing.

SCCA National Tour, **April 26-28**

Round 9 & 10, **July 20-21**

Round 15 & 16, **November 2-3**

Round 5 & 6, **May 18-19**

Round 11 & 12, **August 24-25**

SCCA SACRAMENTO SOLO II AUTOCROSS CHAPTER SCHEDULE

Round 3 & 4, **April 27-28**

Round 9 & 10, **July 27-28**

Enduro Practice & Enduro, **October 19-20**

Events held at Thunderhill Raceway Park

Round 5 & 6, **May 18-19**

Round 11 & 12, **August 24-25**

Round 7 & 8, **June 29-30**

Round 13 & 14, **September 28-29**

RENO REGION SCCA SCHEDULE

Test & Tune 1 & 2, **March 30-31**

Track Event #3 **June 22**

All Track Events: Thunderhill Raceway Park

All Solo & Test & Tune Events: Regional Public Safety Training Center

Solo Round 1 & 2, **April 6-7**

Track Event #4, **August 10***

2 Mile West Course, Saturday

Track Event #1 & 2, **April 27-28**

Track Event #5 & 6, **September 7-8**

*3 Mile East Course, Friday

Solo Round 3 & 4, **May 4-5**

Track Event #7, **October 19**

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MAY 10-11-12

*IMSA - WEATHERTECH RACEWAY LAGUNA SECA

JUNE 7-8-9

REGIONAL 7 & 8 - WEATHERTECH RACEWAY LAGUNA SECA

JULY 5-6-7

REGIONAL 9 & 10 - WEATHERTECH RACEWAY LAGUNA SECA

JULY 20-23

*INDYCAR - WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 10-11

*PRE REUNION - WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 14-15-16-17

*REUNION - WEATHERTECH RACEWAY LAGUNA SECA

AUGUST 30

TEST DAY TEST DAY - SONOMA RACEWAY

AUGUST 31-SEPTEMBER 1

WESTERN SHOOTOUT - SONOMA RACEWAY

SEPTEMBER 13-15

REGIONAL 13 & 14 - WEATHERTECH RACEWAY LAGUNA SECA

OCTOBER 26-27-28

SEASON FINAL/ENDURO - THUNDERHILL RACEWAY

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TRACK EVENT AND TIME TRIAL

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- Get ample seat time on-track in your car.
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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.

2024 SCHEDULE

April 27-28 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.

***June 22** RENO SCCA Time Trial/Track Event #3 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.

August 10 RENO SCCA Time Trial/Track Event #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

September 7-8 RENO SCCA Time Trial/Track Event #5-6 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

October 19 RENO SCCA Time Trial/Track Event #7 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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GARY MEEKER

By Lynne Huntting



Gary Meeker passed away last month. He was a long time active member of San Francisco Region and will be sorely missed. He was inducted into the SFR Hall of Fame in 2011 and thanks to Bruce Brunner and Barbara McClellan, part of his introduction is included here.

Gary first became involved in racing after seeing his first race in 1958 at the Santa Barbara Airport. There was a driver there by the

name of Elliott Forbes Robinson, driving a Sprite, which was new to the US.

Gary was so impressed, he bought one, drove it to LA to put in a roll bar. His dad owned a sheet metal business, so they filled a pipe with sand, heated it and bent it over a vise, cut it, welded flanges to mount it on the floor, drove to Del Mar, where he went to Registration and said he wanted to race. They sold him a membership (#1946,) arranged with a driver dentist to give him a physical in a horse barn, and entered him in the novice race. The course was nothing but a Solo II type thing with hay bales. He knew nothing about flags, but after the race they gave him his Regional license. For the race, he took off the front bumper and muffler and thought it was highly modified. It wasn't until years later that he found out that the EFR driver who inspired him to start racing, was really Elliott Forbes Robinson's dad.

Gary raced an H-Prod Sprite from 1959 to 1963 in So. Cal. and resumed in 1975 in SFR and continued to 1990. He was Regional Champion in H Prod a number of times during those latter years. And he taught his sons Steve Hussey and Rob Hussey how to drive. After that he was crew chief for his son Steve Hussey, the 1993 and 1995 National Champion for H-Prod at the Runoffs. Later he crewed for his son Rob Hussey who has competed in SFR in H-Prod and Spec Racer Ford. Steve said there's no doubt he never would have been a two-time National Champion without the amazing support of his Dad. Gary transported Steve's car and equipment to every race and to the race shops which worked on it. "He was a steadying influence at high pressure races and reminded me 'slow in, fast out.'" For the last five years Gary was part of the LinnSpeed Racing Team, running the checklist and reminding the team of things that needed to be done during a race weekend and in preparation leading up to the races. He was part of the team when Brian Linn won his first National Championship at Daytona, driving Steve's Honda.

Steve also credits his Dad's support for Steve acceptance at all three service academies and throughout Steve's Air Force and civilian careers.

From a Stewarding standpoint, Gary became a National Steward in 1984, a title he held until he retired in 2023. Gary became the Executive Steward for NorPac from 2004 to 2012. He served as NorPac Divisional Driver Licensing

Administrator from 2014 to 2023. Gary has been part time Series Chief Steward for NASPORT, WCAR, and Formula Mazda. And he served IMSA for three years as their 928 Rapid Response Car Driver. After the years he spent crewing for Steve at the Runoffs, he had several different roles which included Pace Car Driver at Mid-Ohio, Steward of the Course (which is like our Black Flag/Tech Steward), and a Steward of the Meet at the Runoffs all of the years he served as an Executive Steward. And often at the Pro events at Laguna Seca, when he was not needed as a Steward, Gary could be found on a turn working on the Communications crew.

Gary was inducted into the San Francisco Regional Hall of Fame in 2011. The SFR HOF honors individuals who make major contributions to the San Francisco Region. In fact, when the idea of the SFR HOF was begun, Gary was asked to serve on the committee, since he had been an advisor to the National SCCA HOF committee. And he served well for three years, but left after everything was working smoothly.

From 1986 to 1995, Gary served on the SFR Board of Directors. Initially he was the Competition Director, and he subsequently served five years as Regional Executive. This was during the time the Region was looking for property to build a race track. He traveled to several potential sites and once the Thunderhill property was identified, was heavily involved in the acquisition of it. Gary worked with the lawyers to set up San Francisco Regional Properties Board and has served on that Board from 1986 to 2019. He was part of the group which built the original 1.7 mile track, then the expansion to the 2.5 mile track, and the building of the Club House. Thunderhill has been profitable every year of operation since its construction. And he was part of the group which oversaw the constant improvement and expansion of that property. Gary was a firm believer that as far as our Region and Properties are concerned, there should be open visibility of our affairs, transparency, which should be afforded to all members on all matters and that all questions should be answered.

As the Executive Steward for NorPac, Gary represented us at the monthly conference call meetings where decisions were made which affected us as drivers, crew, and workers. They help set the standards which keeps SCCA racing fun and fair. Also one of the things that Gary did was to hold regular meetings with our RE to ensure that there is a smooth working relationship between the Region, drivers and the Stewards—who have the ultimate responsibility of running our races.

Gary has been honored several times by the SFR Board of Directors and the Regional Executive. In 2009 he received the SFR Premier Award of Merit. At the 2007 National SCCA Convention, Gary received the David Morrell Award, which is the highest honor that can be bestowed upon a Steward.

Gary is survived by son Steve Hussey and wife Alison, son Rob Hussey, daughter Barbara Hussey and husband Anders, daughter Susie Hussey, six grandchildren and two great grandchildren.

MR. MOOKER

Another honor for Gary Meeker, which was bestowed in fun, is the title "Mr. Mooker." About 2003 or so at Drivers School at Thunderhill, the turns did a practice "Alert" so the novice drivers could have the experience of driving with emergency vehicles on course. So the call from the turn was something to the effect, "Alert T8 (which means everyone stops talking and listens.) I have a cow in the middle of the course at the apex which has been hit by car #5. The car is off drivers right and my course is partially blocked. I can't see the driver, but the cow is definitely injured." Well, Gary was either blamed for letting his cows loose, or he blamed the other Operating Steward for claiming the cows were his. But it just grew from there.

There was the large banner across from race operations which proclaimed the cows were looking for him. Gary has received mugs, bath mats, jokes, you name it, if it has a cow on it, he has received it. There is a picture of Gary in a full body cow costume (which was photoshopped of course.) There have been cow lights hanging from the ceiling in race operations and there were the black and white "Mooker Butterflies" which appeared on the wall in the Stewards room at the Runoffs. And then there was the birthday when Gary went out to pick up his morning newspaper, to be greeted by more than 60 plastic cows which mysteriously appeared on his lawn over night. And at the 2011 Hall of Fame induction, Gary was presented with a pendant from then Infineon, now Sonoma Raceway, picturing, what else, but a racing cow.

REGIONAL 3 & 4

March 23, 2024, was a blustery day with scattered clouds and a crisp northerly wind. As the sun ducked in and out from behind the clouds, your level of comfort was directly affected. With a threat of rain, several drivers decided to stay home.

The schedule featured an early morning practice session which only happened because the schedule featured one less run group when Group 2 and Group 4 were combined. With four month's worth of rust to work off, it was important to have at least one practice session.

Saturday featured a downpour during the Spec Miata race that did not produce a yellow flag!

This weekend was the first race for the Formula Car Championship and the Formula Pro USA series. They had six Formula Mazdas, four Formula 3 (Liger JS F3,) three Formula 4 (Liger JS F4,) and three FX Cars. One of the F4 drivers commutes from Victoria, Australia to Northern California during race weekends!

Group 1 (FA3, FX, FM, F4)

Race 1



#4 Valentino Gargarino made a last lap pass of #74 Drew Such on the last lap of the Sunday race. Here is about to be passed by Landan Matriano Lim. Tod Bice Photo

During the 25-minute qualifying session Landan Matrino Lim took the pole position by .295 seconds over James Lawley. Lim set his pole time on the last lap of the ten lap session. Third fastest was Henry Jay Horak in a FA3 car 1.966 seconds off of Lim's time.

Fastest FM was Bill Weaver. He nipped Christian Okpysh by .480 seconds. Brad Drew was third in FM, followed by Lars Jensen. All of these names should be familiar to you because they were the main competitors vying for the Formula Car Challenge Championship last year. In FX, Doron Dreksler was faster than Tao Takaoka and Frank Russell.

The race saw Lawley grab the initial lead only to lose it to Lim by the second lap. Once in the lead Lim stretched out his advantage and won the race by 7.541 seconds over Lawley.

In FM Drew grabbed the lead followed by Weaver and then CJ Ray. Lap 2 Okpysh got by CJ Ray for third in the class. Lap 4 Okpysh made it by Weaver and was now chasing after Drew. The problem was Okpysh was leaking water, and it was only two laps before he had to retire. By this point Drew had about a ten-car lead on second place

Weaver. In the next five laps Weaver did all he could to erase the deficit and by Lap 10 he made a move for the lead going into Turn One. Drew saw Weaver coming and as the two cars approached the turn-in point, they were side by side. Drew being on the inside was able to exit the turn with the lead still intact. But the two drivers continued to duke it out the rest of the lap. At Turn 14 Weaver slipped to the inside of Drew and passed for the lead in FM. He would go on to take the class win. Drew took second, followed by CJ Ray.

F4 was won by Brad Majman. Going into the final lap of the race Brad was in 11th position overall and had fellow F4 driver Valentino Garbarino and Doron Dreksler ahead of him. When the three of them came down the hill from the Eagles Nest, Dreksler had a slight bobble and the two F4 drivers went around Dreksler on both sides as they approached Turn Six. Majman made it to the turn before Garbarino and took the class lead. He held on through the remaining 11 turns to take the class win.

Dreksler took the FX victory as Takaoda did not make the race and Russell never quite caught up to Dreksler.



Landan Matriano Lim came in first both days. He also set a new track record in FA2. Randy Jones Photo



Doran Dreksler won the FX class on Saturday. Randy Jones Photo

Pos	No.	Name	Make	PIC	Class	Laps	Best Tm	Hometown	Club	Member	I Sponsor
1	30	Landan Matriano Lim	Ligier JS F3	1	FA2	14	1:45.767	Shreveport LA	RDRV	674830	Kiwi Motorsp
2	8	James Lawley	Ligier JS F4	2	FA2	14	1:46.317	Halifax NS	SFR	688492	
3	37	Jay Henry Horak	Ligier JS F3	3	FA2	14	1:46.879	Mesa AZ	SFR	450049	AutoEnginuit
4	67	Bill Weaver	Formula Mazda	1	FM	14	1:51.467	Fresno CA	SFR	272665_1	James G Parl
5	78	Brad Drew	Formula Mazda	2	FM	14	1:52.394	Camas WA	ORE	221118	Coast Lightnig
6	75	C.J. Ray	Star Mazda	3	FM	14	1:51.820	Huntington Beach CA	SFR	616127	Sem's Carwa:
7	12	Marcus Brodie	Formula Mazda	4	FM	14	1:52.394	MARINA CA	SFR	428793	
8	63	Lars Jensen	Formula Mazda	5	FM	14	1:52.069	San Ramon CA	SFR	424700	Dig This Inc
9	95	Brad Majman	Ligier JS F4	1	F4	13	1:53.599	VIC AU	FLA	725235	
10	4	Valentino Garbarino	Ligier F4	2	F4	13	1:53.292	Martinez CA	SFR	722497	Harris Group
11	70	Doran Dreksler	Formula Speed 2.0	1	FX	13	1:52.667	Mill Valley CA	SFR	313137	spire architec
12	74	Drew Szuch	Ligier JS F4	3	F4	13	1:55.500	Saint Charles IL	CHI	719549	
13	3	Larry Schnur	Ligier F3	4	FA2	13	1:52.703	Santa Monica CA	CSCC	336700	Worldspeed
14	46	Frank Russell	Formula Speed 2.0	2	FX	13	1:57.329	Hollister CA	SFR	466034	KT Machine \
DNF	29	Christian Okpysh	Formula Mazda	DNF	FM	5	1:51.993	Santa Barbara CA	SFR	656519	Tarltton Motor
Not classified											
DNF	27	Tao Takaoka	Formula Speed FS2.0	DNS	FX			Richmond CA	SFR	437817	Reyes Racing



#8 James Lawley has #95 Brad Majman behind him. Lawley finished second in the FA2 class on Saturday. Majman won the F4 class on Saturday. Randy Jones Photo

Group 1 was the first group out in the morning; the only problem was that their session had to be delayed by 30 minutes because the racetrack was completely engulfed in fog. Once the fog lifted the session got underway, but the outside temperature felt like it was going to snow. You had to wonder what the level of grip was going to be. According to the lap times, the grip was pretty good as the pole sitter from Saturday was slightly faster on Sunday. This was confirmed by Bill Weaver. I talked to him right after the session and he said even though it was cold his tires came up to temperature and his Sunday qualifying time was better than his Saturday qualifying time. Go figure.

Landan Matriano Lim again took the over pole position, but for Sunday Jay Henry Horak qualified second. James Lawley was third. All three drivers were competing in FA2,

Weaver took the pole in FM beating Brad Drew by 1.4 seconds. Third in FM was CJ Ray.

Tao Takaoka was the fourth fastest qualifier which was a drastic improvement from Saturday, when, for some reason, he did not race.

In F4 Brad Majman was over two seconds faster than his nearest F4 competitor.

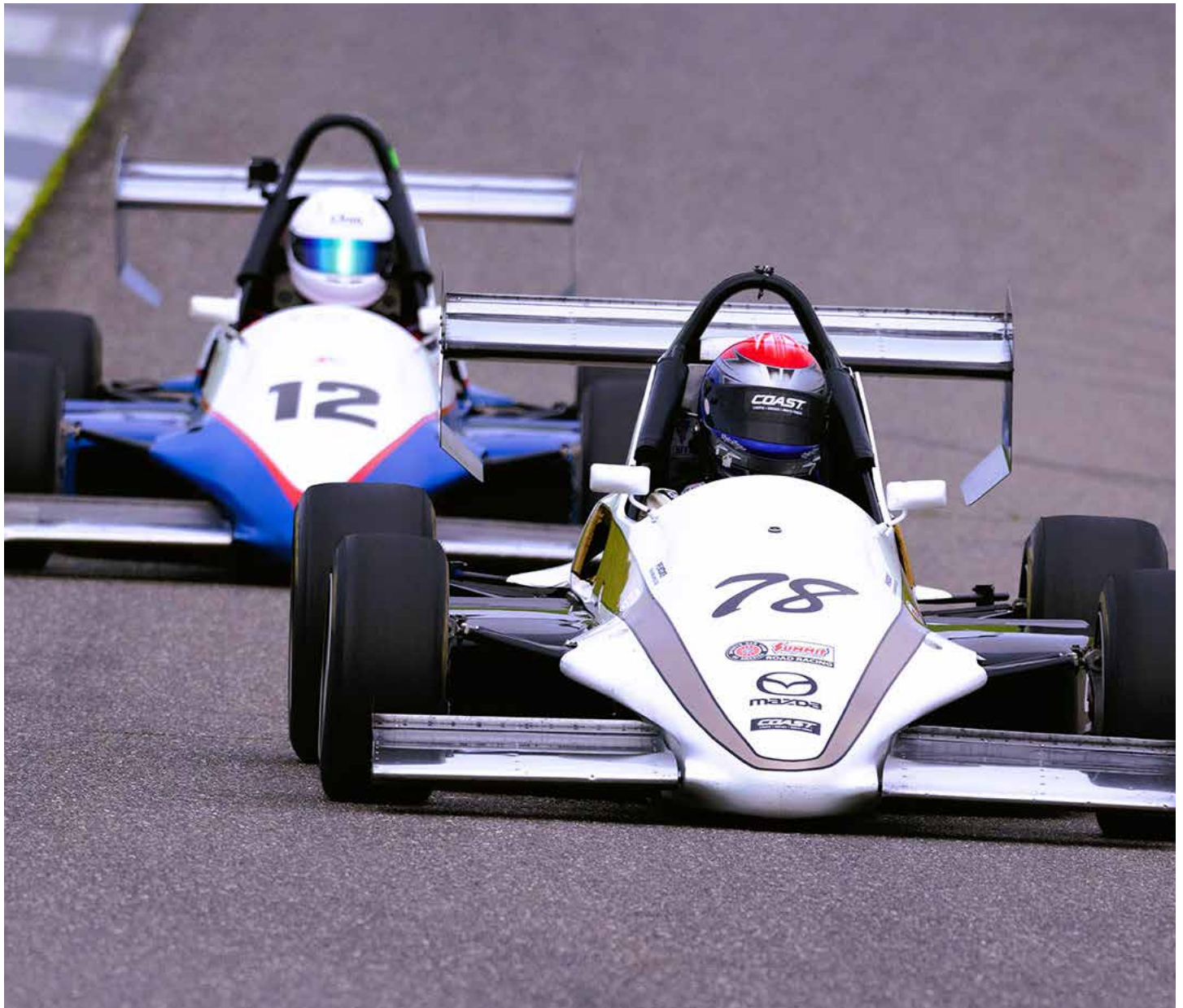
When the race got under way Jay Henry Horak made a bid for the lead at the start, but Lim was able to hold him off. Horak then lost out to James Lawley before the first lap was ever completed. Lawley tried to stay close to Lim, but Lim was laying down lap times in the 1:45 range while Lawley was posting in the 1:47 range.

Two things happened in just a few laps. Lim had a very comfortable lead and Lawley retired after only six revolutions of the track. This left Horak in second, but several car lengths back. Lim cruised to the win and set a new track record for the Thunderhill Three Mile course in FA2. Pretty impressive considering this was his first race at the track.

In FM, Bill Weaver seized the lead and never looked back. It helped by not having Christian Okpysh in the race. Apparently the water leak

issue he experienced in the Saturday race kept him from competing on Sunday. Weaver's other two main antagonists, CJ Ray and Brad Drew, were engaged in a three-way scrape with Tao Takaoka for the fourth overall position. Takaoka took fourth overall and first in FX. Ray looked to have the fifth overall and second in FM wrapped up; but a bobble on Lap 11 saw him give up two positions, with Doran Dreksler and Marcus Brodie slipping past.

The F4 was a quite the thriller. All three F4 drivers were nose to tail on the race track. At the end of Lap 1, Majman from Victoria, Australia was in the lead, followed by Drew Szuch from Saint Charles, Illinois, and with Valentino Garbarino from Martinez, California in third. By Lap 2 the kid from Martinez got past Szuch and was setting his sights on the pole sitter Majman. Things were going good for Majman until Lap 8 when he got into a slight tussle with Garbarino, who was getting antsy behind Majman and tried an inside pass at the flat-out Turn 8. With speeds reaching 115 mph, Garbarino saw an opening and tried the inside pass. Majman did not see him until they were both at the apex of the turn and made his normal turn in. They were about to touch wheels when both drivers had to react. Garbarino had to cut short his exit, otherwise the two would collide. Majman had to change his course and get out of the throttle. Garbarino had severe opposite lock and was doing everything he could from having all four tires go out onto the slick green grass. Garbarino did a great job of collecting the car, but ended up losing the top spot in the class to Szuch. Garbarino emerged still in second, but now Majman was in third, with Szuch leading. On the last lap of the race, Garbarino got a good run on Szuch going down the front straight. Going into Turn 1 he was a half a car length ahead of Szuch, but was not clear of him. When he got to the turn-in point, Garbarino had to leave a car widths worth of room for Szuch. Fortunately there was enough grip at 100 mph for the pass to stick. With all of the excitement out of the way the rest of the lap was a piece of cake, Garbarino held on for the win with Szuch taking second in F4.



#78 Brad Drew has #12 Marcus Brodie behind him approaching Turn 11. Brodie would finish second in FM while Drew would take third during the Sunday race.

Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member_ID	Sponsor
1	1	30	Landan Matriano Li	FA2	16	1:45.037	Ligier JS F3	Shreveport LA	RDRV	674830	Kiwi Motorsports
2	2	37	Jay Henry Horak	FA2	16	1:49.630	Ligier JS F3	Mesa AZ	SFR	450049	AutoEnginuity
3	1	67	Bill Weaver	FM	16	1:50.366	Formula Mazda	Fresno CA	SFR	272665_1	James G Parker Insu
4	1	27	Tao Takaoka	FX	16	1:50.233	Formula Speed FS	Richmond CA	SFR	437817	Reyes Racing
5	3	3	Larry Schnur	FA2	16	1:50.274	Ligier F3	Santa Monica CA	CSCC	336700	Worldspeed
6	2	12	Marcus Brodie	FM	16	1:51.655	Formula Mazda	MARINA CA	SFR	428793	
7	2	70	Doron Dreksler	FX	16	1:50.991	Formula Speed 2.(Mill Valley CA	SFR	313137	spire architecture
8	3	75	C.J. Ray	FM	15	1:51.227	Star Mazda	Huntington Beach C	SFR	616127	Sem's Carwash and
9	4	78	Brad Drew	FM	15	1:53.424	Formula Mazda	Camas WA	ORE	221118	Coast Lighting & Toc
10	1	4	Valentino Garbarin	F4	15	1:53.147	Ligier F4	Martinez CA	SFR	722497	Harris Group
11	2	95	Brad Majman	F4	15	1:53.130	Ligier JS F4	VIC AU	FLA	725235	
12	3	74	Drew Szuch	F4	15	1:53.886	Ligier JS F4	Saint Charles IL	CHI	719549	
13	3	46	Frank Russell	FX	15	1:55.849	Formula Speed 2.(Hollister CA	SFR	466034	KT Machine Werks
14	5	63	Lars Jensen	FM	14	1:52.583	Formula Mazda	San Ramon CA	SFR	424700	Dig This Inc
DNF	DNF	8	James Lawley	FA2	6	1:46.504	Ligier JS F4	Halifax NS	SFR	688492	
Not classified											
DNF	DNF	29	Christian Okpysh	FM			Formula Mazda	Santa Barbara CA	SFR	656519	Tarltton Motorsports/



#91 Gary Peterson and #80 Jeffrey Pietz had the best racing action in groups 2/4. Tod Bice Photo

This weekend Race Groups 2 and 4 were combined due to anticipated low attendance. With only ten cars entered the call to combine them was justified.

The group consisted of three P1 cars, three FC cars, two FE2, one FF, and one FST.

Before the group ever queued onto the track, it was a forgone conclusion that the P1 car of Jim Devenport would be the fastest car on the track. His time of 1:37.975 was ten seconds faster than the P1 car of Eddy Chan. Chan for his part was working the bugs out of his new install of a 1300 Hybusa engine. Before, he was running a 1000 cc Hybusa and it proved to be too unreliable. Although Chan was in a P1 car he was not the second fastest car in the group. That honor was taken by Blake Pigeon. He has plans to go to the Runoffs and has been getting a lot of seat time in the FE2 car. The seat time has really paid off, as he was a very respectable nine seconds slower than the P1 car of Devenport. The best and closest class battle was with the three FC cars. Gary Peterson outqualified Jeffrey Pietz for the class pole position. Pietz is back after losing out on the Regional Championship last year, and hopefully he will contend for it this year.

As expected Devenport jumped into the lead and drove away from the field. Watching Devenport through Turn One is truly amazing. As far as I can tell there is just a slight lift of the throttle, and once he turns towards the apex, you can hear the engine go full beans as the car crests the rise of the turn. Once the car takes a set, it just shoots down the short straight towards Turn Two. It is no wonder that he is able to drive away from others with less experience in the P1 type cars.

Chan got a good start and jumped past Pigeon on the opening lap. He then turned up the wick from his qualifying performance and set a fastest time of 1:43.584, which was four seconds faster than his qualifying time. Chan held onto second, finishing second in P1.

Pigeon maintained a healthy lead over the top FC driver, which was Gary Peterson. Pigeon finished third overall and first in FE2. The other FE2 driver, Tom Burt, did not make the grid.

Peterson and Pietz had a close race for a few laps; but as the race settled in Peterson laid down some consistent laps in the low 1:50 range, while Pietz was posting laps in the high 1:50 range.

David Jalen and Chris Poncin were the only cars in their class. Both finished and collected full points for the beginning of the year.



Eddy Chan worked through some engine troubles during the weekend. Photo Tod Bice

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	23	Jim Devenport	P1	15	1:40.742	Norma M20FC	Alamo CA	SFR	370871	Cranbrook Group Inc
2	2	3	Eddy Chan	P1	15	1:43.584	Stohr WF1	Millbrae CA	SFR	670996	
3	1	109	Blake Pigeon	FE2	14	1:47.775	2023 Formula Enterp	Austin TX	Texas	649330	Tige Boats/ATX Boats
4	1	91	Gary Peterson	FC	14	1:51.149	Van Diemen	fallbrook CA	CSCC	339604	
5	2	80	Jeffrey Pietz	FC	13	1:55.005	Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infant Care
6	3	9	Stewart Wells	P1	13	1:57.710	Ligier JS53	Gold Run CA	SFR	696538	Nyack
7	3	02	Kim Willcox	FC	13	1:59.441	Van Diemen F2000	Stateline NV	SFR	350981	Hooverspeed
8	1	50	David Jalen	FF	12	2:06.998	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin
9	1	33	Chris Poncin	FST	12	2:14.791	Tig Tech	Penryn CA	SFR	543366	"CSI Construction



#45 Tom Burt double dipped this weekend. Here he was running in FE which he finished second to Blake Pigeon. He also raced in the SRF group. Tod Bice Photo

Qualifying for the Sunday race saw Devenport go even faster than he did on Saturday, with a time of 1:36.531. Eddy Chan took second ten seconds adrift to Devenport. Third was Pigeon followed by Tom Burt. Peterson was again the fastest FC car.

As far as the race was concerned, Devenport grabbed the lead and was never threatened. He lapped the entire field at least one time. The difference for this race was that Chan did not make the grid. His new motor developed a knock in the lower end. It was one of those knocks that you knew was not going to go away. So instead of risking an engine explosion, he parked the car before the race ever started.

Pigeon took control of second place; and on Sunday he had to work for the class win, as Tom Burt made the grid and was right behind Pigeon at the start. As the race wore on, Pigeon was able to stretch out his lead and was not threatened for position at the finish.

The FC race initially was a three-car battle, with the FC cars all running in order and within late-braking distance of making a pass. But as the race wore on, Peterson built up a formidable lead over Pietz, while Pietz did the same over Kim Wilcox.

Jalen and Poncin both finished and won their class, as they were the only competitors.



Chris Poncin had a trouble free weekend. Randy Jones Photo



Dave Jalen got to work on his lap times since he was the only FF this weekend. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	23	Jim Devenport	P1	19	1:36.886	Norma M20FC	Alamo CA	SFR	370871	Cranbrook Group Inc
2	1	109	Blake Pigeon	FE2	18	1:47.589	2023 Formula Enterp	Austin TX	Texas	649330	Tige Boats/ATX Boats
3	2	45	Tom Burt	FE2	17	1:48.162	SCCA Mazda FE2	Shoreline WA	SFR	190965	
4	1	91	Gary Peterson	FC	17	1:51.135	Van Diemen	fallbrook CA	CSCC	339604	
5	2	80	Jeffrey Pietz	FC	17	1:52.651	Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infant Care
6	2	9	Stewart Wells	P1	16	1:57.085	Ligier JS53	Gold Run CA	SFR	696538	Nyack
7	3	02	Kim Willcox	FC	16	1:58.816	Van Diemen F2000	Stateline NV	SFR	350981	Hooverspeed
8	1	50	David Jalen	FF	16	2:02.234	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin
9	1	33	Chris Poncin	FST	14	2:15.746	Tig Tech	Penryn CA	SFR	543366	"CSI Construction
Not classified											
DNS	DNS	3	Eddy Chan	P1			Stohr WF1	Millbrae CA	SFR	670996	



Clark Nunes leads Michael Cheney during the early stages of the Saturday race. Nunes dominated Group 3 both days taking decisive victories. Randy Jones Photo

Clark Nunes in his T1 Camaro took the pole position over Michael Cheney in his T2 Corvette. Nunes was over three seconds faster than Cheney, so the prospects of a good race at the front were slim. Third fastest was Michael Lowe in his A Sedan Mustang.

When the race got underway, as predicted Nunes took off and by the time the 14-lap race was over, he lapped the entire field.

The good thing about SCCA racing is there is always a race somewhere in the pack. You just had to look one spot behind Nunes, as Cheney, Low, and Roger Eagleton put on a great display of driving as the three of them raced each other nose to tail the entire race. Cheney occupied the second spot for most of the race, but on Lap 9 Eagleton made it by Cheney for second overall and first in AS. Cheney

apparently did not like the view of Eagleton's rear bumper, so on the last lap of the race he used all the horsepower his Corvette had to get around Eagleton for second overall. Eagleton still won his class and beat Lowe to the line by a car length.

The two SMX cars of Steve Borlik and Bryce Johnson had a good race. They ran in order most of the race, with Borlik having the advantage most of the race. Johnson did get a small taste of the lead on Lap 4, but Borlik was not interested in letting Johnson get comfortable there and took back the SMX class lead on Lap 6.

The Muscle Car race was won by Robert Luster as he was lapping 15 seconds a lap faster than Novice driver John Taylor.



Roger Eagleton won AS both days. Randy Jones Photo



Michael Lowe had two good races with Roger Eagleton in AS. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	I Sponsor
1	1	79	Clark Nunes	T1	13	1:57.213	Chevrolet Camaro	San Jose CA	SFR	496417	Premier Home
2	1	17	Michael Cheney	T2	12	2:04.121	Chevrolet Corvette Z1	Pleasanton CA	SFR	695266	Valley Plumbir
3	1	11	Roger Eagleton	AS	12	2:04.156	Ford Mustang	Burlingame CA	SFR	415261	Five Star Prop
4	2	10	Michael Lowe	AS	12	2:05.636	Ford Mustang	Hayward CA	SFR	497261	M&L Metals
5	3	30	Matt Lituchy	AS	12	2:07.470	Ford Mustang	San Francisco CA	SFR	669507	
6	1	25	Steve Borlik	SMX	12	2:07.971	Mazda MX5	Los Altos CA	SFR	290257	Haag Perform
7	2	05	Bryce Johnson	SMX	12	2:08.200	Mazda MX-5	San Jose CA	SFR	654878	Haag
8	1	76	Robert Luster	MC	12	2:08.350	Chevrolet Camaro Z2	Carmel CA	SFR	324482_1	My Wife
9	1	68	Lenny Celiberti	ITE	12	2:12.696	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
10	4	06	Anthony Bonino	AS	11	2:09.494	Ford Mustang	Incline Village NV	SFR	427325	
11	2	23	John Taylor	MC	11	2:23.140	Pontiac Firebird	Mesquite NV	SFR	708041	N/A
Not classified											
DNS	DNS	88	Joe Montana	GT1			Chevrolet Monte Carl	Grass Valley CA	SFR	494434	EBC Racing br



Group 3 action. Michael Cheney followed by Roger Eagleton and Michael Lowe. Randy Jones Photo

Qualifying for the Sunday race was not much different than the Saturday race. Clark Nunes took the pole by a larger margin (6.799 seconds) over Michael Cheney in his Corvette. Top AS qualifier was Michael Lowe. Steve Borlik was almost three seconds faster than the only other SMX car of Bryce Johnson. Roger Eagleton did not post a qualifying time.

As with the Saturday race, Nunes brought the field up to the green flag and led the pack into the first turn. From there he just drove away and he just needed to make sure he did not lose concentration. I am thinking Nunes is already missing Jonathon Greco and Skip Rebozzi from last year.

Cheney, however, had a slight mishap. It seems on the pace lap he had to stop on the track to take care of an issue. Once the issue was resolved he continued and got back in his qualifying position. Cheney took the green flag, but was immediately given the black and orange meatball flag. He reported to the Tech station on the pit lane and was informed of his errant ways. Cheney was then sent back out and had to play catch up the rest of the race. He made it back to fourth overall, but could not catch the second and third place cars of Roger Eagleton and Michael Lowe.

Roger Eagleton is making a habit out complicating his races. Last season at the end of the year it was not uncommon for me to write about Roger Eagleton working his way through the field to take victory in either AS or in SMG. Well here it is only the second race of the season and he is already starting at the rear of the field and making life difficult on himself. In the span of five laps he went from seventh overall to third overall, but more importantly, second in AS. From Lap 5 to Lap 14 Eagleton and Lowe raced hard with no changes in position. Lowe held the top spot in the class while Eagleton stayed closely behind. Then, in true Roger Eagleton fashion, he got past Lowe on the front straight when Lowe missed the shift from third to fourth. Eagleton won the AS class, and in addition, he finished second overall.

The qualifying difference in SMX was not a true representation of the pace both cars had. Borlik's time was a legitimate time; but based on Saturday's results, you knew that Bryce Johnson was much closer to Borlik. The race proved this point as Borlik's and Johnson's Sunday race was a repeat of the Saturday race. Nose to tail racing again, with Borlik taking the class win.

Robert Luster again took the Muscle Car win over John Taylor. Lenny Celeberti took ITE (I am sure he does not mind Greco and Rebozzi being absent.) Justin Cone returned from a tough collision on Saturday to take EP class win in a BMW Z3.



Steve Borlik leads Bryce Johnson in a very close SMX race. Borlik prevailed both days. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member_ID	Sponsor
1	1	79	Clark Nunes	T1	15	1:58.293	Chevrolet Camaro	San Jose CA	SFR	496417	Premier Homes/
2	1	11	Roger Eagleton	AS	15	2:04.379	Ford Mustang	Burlingame CA	SFR	415261	Five Star Proper
3	2	10	Michael Lowe	AS	15	2:05.133	Ford Mustang	Hayward CA	SFR	497261	M&L Metals
4	1	17	Michael Cheney	T2	15	2:04.246	Chevrolet Corvette Z06	Pleasanton CA	SFR	695266	Valley Plumbing/
5	3	30	Matt Lituchy	AS	14	2:07.806	Ford Mustang	San Francisco CA	SFR	669507	
6	1	76	Robert Luster	MC	14	2:08.180	Chevrolet Camaro Z28	Carmel CA	SFR	324482_1	My Wife
7	4	06	Anthony Bonino	AS	14	2:08.200	Ford Mustang	Incline Village NV	SFR	427325	
8	1	25	Steve Borlik	SMX	14	2:08.982	Mazda MX5	Los Altos CA	SFR	290257	Haag Performan
9	2	05	Bryce Johnson	SMX	14	2:09.464	Mazda MX-5	San Jose CA	SFR	654878	Haag
10	1	68	Lenny Celiberti	ITE	14	2:10.429	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
11	1	34	Justin Cone	EP	14	2:10.856	2002 BMW Z3	Loomis CA	SFR	497535	
12	2	23	John Taylor	MC	13	2:22.445	Pontiac Firebird	Mesquite NV	SFR	708041	N/A
Not classified											
DNS	DNS	88	Joe Montana	GT1			Chevrolet Monte Carlo	Grass Valley CA	SFR	494434	EBC Racing brak



#2 Ross Lindell followed by #4 Dan Pruzan and #39 Donald Ahn. Randy Jones Photo

Michael Smith is really getting the hang of the SMG class. This is not surprising as his previous class of choice was SRF, and he was a multi-time Regional Champion. Smith posted a best qualifying time of 2:03.904, which so far is his best time in the class. It is always hard to compare lap times, because the conditions of the day play such a large role in the ultimate speed. The best barometer is who you beat that day and Smith had four other experienced SMG racers on hand and the closest any of them came to him was 2.634 seconds. Taking second in SMG was Michael Lowe, followed by Roger Eagleton.

Thirteen ITA cars entered in Group 5 this weekend. Fastest was Ross Lindell, who was consistently quick last year. He missed out on the Regional Championship mainly because of the lack of races entered versus lack of speed. Second fastest in ITA was Matthew Wyatt.

There were only two other cars not entered in SMG or ITA - they were Steven Kiratsous (T4) and Donovan Helfrich Sr. (HP.)

Michael Smith grabbed the lead as the green flag dropped. He led the field into the first turn and led the field into the last turn of the race. Smith led the entire distance, but to say it was easy would be misleading. Second place qualifier Michael Lowe never made it to the starting grid, which eliminated one of his competitors. Smith's biggest threat to victory, Roger Eagleton, started at the back of the pack, thereby giving Smith enough time to build a comfortable lead before Eagleton would eventually storm towards the front. By the time the checkered flag fell Eagleton was only 1.058 seconds behind.

Ross Lindell took control of the ITA race. He was mixing it up with Anthony Bonino in a SMG Mustang and Donald Ahn in a ITA Miata. He never gave up the top spot in the class, cruising to his first ITA win of the year. It was interesting to note there were not any ITX Miatas entered this weekend.



Novice Driver Andre Marconett. Finished on Saturday but did not start on Sunday. Randy Jones Photo



Donovan Helfrich Sr. brought out his Sprite. He ran into some mechanical issues but let's hope he makes the next event. Randy Jones Photo



Anthony Bonino came in second place in SMG on Sunday. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	II Sponsor
1	1	164	Michael Smith	SMG	12	2:04.876	Ford Mustang	Broomfield CO	SFR	237577	M&L Racing
2	2	11	Roger Eagleton	SMG	12	2:03.184	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property M
3	3	30	Matt Lituchy	SMG	12	2:07.802	Ford Mustang	San Francisco CA	SFR	669507	
4	1	2	Ross Lindell	ITA	12	2:11.711	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
5	4	06	Anthony Bonino	SMG	12	2:12.095	Ford Mustang	Incline Village NV	SFR	427325	
6	2	39	Donald Ahn	ITA	12	2:12.425	Mazda spec miata	San Rafael CA	SFR	529358	AutoLogic/SpeedSF/
7	3	90	Matthew Wyatt	ITA	12	2:11.617	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commer
8	4	50	Tupper Hull	ITA	12	2:13.620	Mazda Miata	Sacramento CA	SFR	355326	Haag Performance
9	5	4	Dan Pruzan	ITA	12	2:13.577	Mazda Miata	Redwood City CA	SFR	526942	
10	6	43	Michael Herbert	ITA	12	2:13.382	Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire Pi
11	7	3	Michael Olivier	ITA	12	2:16.507	Honda Civic EX	Santa Rosa CA	SFR	324980	The Garland Compar
12	8	6	Scott Howard	ITA	12	2:15.718	Mazda Miata	Pleasanton CA	SFR	478988	RF Racing
13	9	152	Jeff Tam	ITA	12	2:15.765	Mazda Miata	San Leandro CA	SFR	724015	
14	1	36	Steven Kiratsous	T4	11	2:16.956	Scion FRS	Los Angeles CA	CSCC	719863	EPMWARE RACING
15	10	85	Andre Marconett	ITA	11	2:25.245	Mazda RX7	San Carlos CA	SFR	350829	
16	11	28	Dwayne Komush	ITA	11	2:25.426	Mazda MX-5	Patterson CA	SFR	71221	Funnel Consulting LL
DNF	DNF	24	Jayceton Lapid	ITA	3	2:14.657	Mazda Miata	Daly City CA	SFR	355498	GTstickers
DNF	DNF	199	Donovan Helfrich s	HP	2	2:50.709	MG Midget	Cottonwood CA	SFR	430473	
Not classified											
DNS	DNS	10	Michael Lowe	SMG			Ford Mustang	Hayward CA	SFR	497261	M&L Metals
DNS	DNS	8	Justin Cone	ITA			Mazda Miata	Loomis CA	SFR	497535	



Matt Lituchy overall winner on Sunday in Group 5. Randy Jones Photo



Matthew Wyatt took the ITA win on Sunday. Randy Jones Photo

Since Michael Smith only runs on Saturdays, everyone knew there was going to be a new pole sitter for Sunday. Last year's SMG Champion, Matt Lituchy, grabbed the pole position with a time of 2:05.404, which was 1.499 seconds faster than Anthony Bonino. Michael Lowe took third. The Sunday Group Five race only had three SMG Mustangs, as Smith did not enter and Eagleton was having car issues.

Ross Lindell again was the fastest ITA car and Matthew Wyatt was about .3 of a second behind him.

When the race got under way, Lituchy seized the moment and grabbed the lead. He was followed by Bonino and Lindell. The third Mustang of Michael Lowe did not start.

After one lap, it was Lituchy, Bonino, and Lindell. The very next lap Lindell was replaced by Roger Eagleton, who again started at the back of the field. Apparently the overheating problem Eagleton was

fighting all weekend was not fixed, and he had to retire after four laps. With the race for the overall win and the SMG win settled, all eyes turned to the ITA battle.

Lindell held the top spot in ITA for the first seven laps, but he could not shake Matthew Wyatt. On Lap 8 Wyatt passed Lindell for the lead. But the cars were too evenly matched, and Wyatt could not shake Lindell. On Lap 9 Lindell grabbed the ITA lead back and held onto the precious point for two laps. Wyatt's turn at the front was on Lap 11. Then, the ITR car of Justin Cone came storming to the front on Lap 12. In the process he broke up the fight between Wyatt and Lindell, allowing Wyatt a one lap break. On Lap 13 Cone passed Wyatt for third overall, which put Wyatt and Lindell back together on the track. Unfortunately the damage had been done and Lindell lost too much time when Cone passed him. He was not able to mount another challenge for the lead in the final laps.



#36 Steven Kiratous got another race weekend towards his full competition license. Tod Bice Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	30	Matt Lituchy	SMG	15	2:07.662	Ford Mustang	San Francisco CA	SFR	669507	
2	2	06	Anthony Bonino	SMG	15	2:08.310	Ford Mustang	Incline Village NV	SFR	427325	
3	1	34	Justin Cone	ITR	15	2:10.741	Mazda Miata	Loomis CA	SFR	497535	
4	1	90	Matthew Wyatt	ITA	15	2:12.148	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercial
5	2	2	Ross Lindell	ITA	15	2:12.095	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
6	3	39	Donald Ahn	ITA	15	2:12.117	Mazda spec miata	San Rafael CA	SFR	529358	AutoLogic/SpeedSF/Bo
7	4	24	Jayceton Lapid	ITA	15	2:13.776	Mazda Miata	Daly City CA	SFR	355498	GTstickers
8	5	4	Dan Pruzan	ITA	15	2:13.426	Mazda Miata	Redwood City CA	SFR	526942	
9	6	43	Michael Herbert	ITA	15	2:13.800	Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire Prot
10	7	50	Tupper Hull	ITA	15	2:13.816	Mazda Miata	Sacramento CA	SFR	355326	Haag Performance
11	8	6	Scott Howard	ITA	14	2:16.521	Mazda Miata	Pleasanton CA	SFR	478988	RF Racing
12	9	3	Michael Olivier	ITA	14	2:16.951	Honda Civic EX	Santa Rosa CA	SFR	324980	The Garland Company
13	10	152	Jeff Tam	ITA	14	2:16.930	Mazda Miata	San Leandro CA	SFR	724015	
14	1	36	Steven Kiratous	T4	14	2:16.990	Scion FRS	Los Angeles CA	CSCC	719863	EPMWARE RACING
DNF	DNF	11	Roger Eagleton	SMG	4	2:06.092	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Man
Not classified											
DNF	DNF	10	Michael Lowe	SMG			Ford Mustang	Hayward CA	SFR	497261	M&L Metals
DNF	DNF	28	Dwayne Komush	ITA			Mazda MX-5	Patterson CA	SFR	71221	Funnel Consulting LLC
DNF	DNF	85	Andre Marconett	ITA			Mazda RX7	San Carlos CA	SFR	350829	
DNF	DNF	164	Michael Smith	SMG			Ford Mustang	Broomfield CO	SFR	237577	M&L Racing
DNF	DNF	199	Donovan Helfrich	HP			MG Midget	Cottonwood CA	SFR	430473	



Welcome back, Robert Sachs returning after missing the entire 2023 season. Randy Jones Photo

At the 2023 Season Finale Greg Hoff beat out Bill Booth for the Regional Championship. However neither one of them won a race in the triple header finale. There was a serious youth movement occurring that weekend with Caleb Schrader and Connor Solis setting the pace. For the season opener, Connor Solis was in attendance again, as was another young man who competed all last season, by the name of Michael Woolley. Woolley won the Regional Championship in SFRH last year and was consistently running in the top five overall. But he could not quite overcome the advantage the SFR3 cars had because of the sequential shift Sadev transmission. Determined to eliminate all of the excuses Woolley dropped the \$10,000 and installed a Sadev transmission in his car. Now according to the SCCA Enterprise office, the Sadev does not add any speed to the car, I think you should tell Mr. Woolley that, because once the transmission was installed he earned his first pole position in the Spec Racer Ford group. Second fastest was last year's Regional Champion, Greg Hoff. He was only .169 seconds off of Woolley. Connor Solis was third .331 seconds adrift.

In SRFH John Sollner took the pole over Ken Woolley, Michael's Dad. Jake Woolley, one of Michael's younger brothers, was the only SRF entered.

A large 28 car field lined up for the last race of the day on Saturday afternoon. By this time the weather was getting a little brisk but fortunately the track dried out after the downpour during the Group 7 race. Twenty-one of the 28 car field were SRF3 which is a clear indication that the Sadev transmission is the only way to the front.

Michael Woolley slowly led the large field up to the green flag. He wanted to see what all of those gear options were going to do for him when it came to acceleration. The starter waved the flag with the field even with the track entrance. Woolley stomped the throttle and pulled back the shifter. Greg Hoff and the rest of the 28 strong field did the same. They were side by side going into Turn One. Woolley on the inside - Hoff on the outside. The field disappeared over the crest and we had to wait until they peeked back out on the entry to Turn Three. It was Woolley in the lead. Hoff was second and third was Solis.

Lap Three Solis got by Greg Hoff for second, and then started to harass Woolley. Solis was doing everything he could to distract him by keeping his mirrors occupied with the white #22 car. At every turn Solis gave Woolley a different look. Maybe it was an inside peek for a late breaking move. Maybe it was an outside pass at a high speed kink. Solis was close enough to see the sand scratches in Woolley's paint. For six laps it appeared that Woolley was handling the pressure,

but in his efforts to nail Turn Nine at the top of the hill he put two wheels off in the dirt. Not enough of an error to lose the position, but enough of an error to have a lapse in concentration. At the very next turn, Turn Ten, which is a down hill left hander with a slight amount of banking, Woolley's muscle memory from the old "H" pattern transmission kicked in.

With the "H" pattern at Turn Ten he would downshift and brake. This entailed using his right foot on the brake and the left foot to operate the clutch. With the Sadev, the left foot is used for the brake because you can shift without having to use the clutch.

Unfortunately for Woolley, his initial braking was with his right foot. He quickly realized that he should be using his left and hit the brake pedal with his left foot. Now he had two feet on the brake pedal and was giving the car way too much brake input for the turn. Naturally the pack of hungry wolves behind him took full advantage of the mistake and Woolley found himself in fourth place by the time they reached Turn Eleven.

The order was Solis, Bill Booth (who passed Hoff a lap earlier,) Hoff, and Woolley.

Two laps after Solis grabbed the lead John Sollner spun in Turn Three, and while trying to get the car going again he was hit. This brought out the pace car and ended the race.

In SRFH Sollner, who was the pole sitter, had a very rough outing. On the opening lap he was on the inside going through Turn Three when he was tapped from behind. This sent him sideways into the grass on the inside of the turn. With the grass being so green and slick, he slid quite a distance and even after the entire field cleared him it took a little bit of effort to get the car back onto the racing surface. At this point he was half a lap down to the field, but he tried to make the best of it. By Lap 7 he caught up to the field and was working his way through, when one of the drivers made an unexpected move in Turn Three. Sollner was already on the part of the turn that had very low grip, so when he had to unweight the car, it spun. While trying to get going again, another car came through and hit him. Tough way to start the season!

With Sollner out, Ken Woolley (Dad) won the class. Bro Jake Woolley took the SRF race, as he was the only entrant.

Funny side note: I was talking to Eric Fulkerson and he told me that during the Pace Lap his steering wheel came off. He said he was able to quickly put it back on and start the race. But in Turn One the steering wheel came off again, and he had to grab the steering shaft

by hand to steer the car. He was again able to put the steering wheel back on; and from that point on, he made sure to put pressure forward on the wheel to keep it from coming off. This is not the first time a steering wheel has come off. A Formula Vee friend crashed on the first

lap of a race at Laguna Seca when he found the steering wheel in his lap instead of attached to the car. He made it three-fourths of the way around the track before it came off.



Sunday Pole sitter Eric Fulkerson. He would go on to finish second during Sunday's race. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	22	Connor Solis	SRF3	10	1:58.798	SCCA Spec Racer For	Prunedale CA	SFR	489312	AccelRaceTek
2	2	2	Bill Booth	SRF3	10	1:59.524	SCCA Spec Racer For	Cupertino CA	SFR	336219	Bulldog Motorsports
3	3	14	Greg Hoff	SRF3	10	1:59.360	SCCA Spec Racer For	Oakland CA	SFR	437964	John Cerini/Cornerston
4	4	8	Michael Woolley	SRF3	10	1:59.119	SCCA Spec Racer For	Newcastle CA	SFR	497355	Woolley Brothers and I
5	5	6	Joe Kou	SRF3	10	1:59.527	SCCA Spec Racer For	Walnut Creek CA	SFR	528297	Golden State Orthoped
6	6	67	Sean O'Boyle	SRF3	10	1:59.302	SCCA Spec Racer For	San Francisco CA	SFR	276755	
7	7	39	EJ Abed	SRF3	10	1:59.796	SCCA Spec Racer For	Mountain View C	SFR	695378	
8	8	45	Tom Burt	SRF3	10	2:00.281	SCCA Spec Racer For	Shoreline WA	SFR	190965	Flat Out Racing
9	9	5	Eric Fulkerson	SRF3	10	1:59.223	SCCA Spec Racer For	Walnut Creek CA	SFR	528732	Golden State Orthoped
10	10	76	Eric Hand	SRF3	10	2:00.332	SCCA Spec Racer For	San Jose CA	SFR	545935	
11	11	07	Christian Guirguis	SRF3	10	2:00.103	SCCA Spec Racer For	Kirkland WA	Ore	450919	Flat Out Racing
12	12	52	Graham Woodd	SRF3	10	2:01.286	SCCA Spec Racer For	Colbert WA	Ore	612701	Flatout Racing
13	13	66	Brandon Lewis	SRF3	10	2:01.210	SCCA Spec Racer For	San Francisco CA	SFR	436461	HSE Racing
14	14	31	Jim Ricketts	SRF3	10	2:01.551	SCCA Spec Racer For	Battleground WA	Ore	646662	Saber Engineering/Volk
15	15	71	Jerry Aplash	SRF3	10	2:01.798	SCCA Spec Racer For	Newcastle CA	SFR	404463	Burrell Consulting Grou
16	16	83	Paul Luca	SRF3	10	2:03.753	SCCA Spec Racer For	Sonoma CA	SFR	193814	
17	1	41	Ken Woolley	SRFH	10	2:04.178	SCCA Spec Racer For	Newcastle CA	SFR	150687	Woolley Brothers and I
18	17	35	Robert Sachs	SRF3	10	1:59.877	SCCA Spec Racer For	Napa CA	SFR	378223	Robert R. Sachs PC
19	18	37	Dean Crowe	SRF3	10	2:04.698	SCCA Spec Racer For	La Selva Beach C	SFR	639565	Accelracetek
20	2	86	Edward Rorer	SRFH	10	2:04.606	SCCA Enterprises SRI	Sausalito CA	SFR	546495	
21	19	118	Cliff Rosson	SRF3	10	2:05.922	SCCA Spec Racer For	Clackamas OR	Ore	615036	
22	20	82	James Lepetich	SRF3	10	2:06.869	SCCA Spec Racer For	Cupertino CA	SFR	76999	Jacquelyn Lepetich
23	3	10	Andrew Moore	SRFH	10	2:06.992	SCCA Spec Racer For	San Francisco CA	SFR	511418	Cerini Motorsports
24	4	23	Harrison Paull	SRFH	10	2:09.635	SCCA Spec Racer For	Grass valley CA	SFR	370813	
25	5	4	Frank Valente	SRFH	10	2:09.682	SCCA Spec Racer For	Penryn CA	SFR	421471	Healdsburg Distillers/E
26	1	3	Jake Woolley	SRF	10	2:10.409	SCCA Spec Racer For	Newcastle CA	SFR	696278	Woolley Brothers and I
27	21	02	Rami Kawach	SRF3	9	2:05.900	SCCA Spec Racer For	Mercer Island WA	Nwst	711492	
28	6	18	John Sollner	SRFH	7	2:01.935	SCCA Spec Racer For	Sonoma CA	SFR	648504	Sollner and Sons Racin



The award for best paint job goes to Christian Guirguis. Guirguis had a pretty good race on Sunday, finishing sixth in the highly competitive SRF3 class. Randy Jones Photo



#18 John Sollner had a tough day on Saturday. He came back on Sunday to win in SRFH. Randy Jones Photo

Qualifying for the Sunday Spec Racer Ford event saw a shake-up at the top. Eric Fulkerson (yes the same guy whose steering wheel came off in Race 1) took the pole position over Tom Burt. Burt races out of the Flat Out Racing stable and hails from Shoreline Washington. Third fastest was Michael Woolley even though his car showed up to impound with a hole in the side pod. The winner of Saturday's race, Connor Solis, was eighth fastest. The incident that caused the damage to Woolley's car limited the session to only four laps.

Fastest of the SRFH racers was again John Sollner, but the gap to second place, Ken Woolley, was .015 seconds.

The field of 28 SRFs took the green flag with Burt grabbing the lead, followed by Fulkerson, and Woolley. The race at the front was looking like it was going to settle into a groove, with good runs on exits of turns, and drafting, setting up the rest of the passing. But looks were deceiving. On Lap 4 things went bad for Burt. He was hit from behind and spun off in Turn Nine. He pulled into the pit lane, and stopped for a few minutes to fix damaged body work. Burt rejoined the field, but by the time he got back on the track his hopes of winning were dashed. When Burt pulled in, Connor Solis had already worked his

way into the second spot, and he inherited the lead during the Burt pit stop. Fulkerson assumed second and Bill Booth was now in third. The race stabilized and it appeared the finishing order was going to remain stagnant. But after having a tough day on Saturday, a tough qualifying on Sunday, and not the greatest race on Sunday, Michael Woolley made contact with Robert Sachs while going down the front straight. This brought out the full course caution and ended the race. Although the racing was over, the discussions in the impound area had just begun. With lots of interviews, some reviews of video footage, and rules applications, Michael Woolley was given probation. In addition Joe Kou was moved to last place in class because of body contact, with Tom Burt. Lastly Edward Roper lost two positions due to contact. A lot of drama and the season has just begun!

John Sollner won the SRFH race over Ken Woolley. Sollner beat Ken Woolley for the win in class. Now that the season point championship was begun, both John and Ken have a class victory. Let the championship begin!

Jake Woolley won the SRF race. Unfortunately he did not have anyone to race this weekend.



Tom Burt qualified on the front row and was leading the Sunday race when he was spun in Turn 9. Randy Jones Photo



Ken Woolley won the SRFH race on Saturday. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	II Sponsor
1	1	22	Connor Solis	SRF3	12	1:59.002	SCCA Spec Racer I	Prunedale CA	SFR	489312	AccelRaceTek
2	2	5	Eric Fulkerson	SRF3	12	1:59.288	SCCA Spec Racer I	Walnut Creek CA	SFR	528732	Golden State Orthoped
3	3	2	Bill Booth	SRF3	12	1:59.691	SCCA Spec Racer I	Cupertino CA	SFR	336219	Bulldog Motorsports
4	4	67	Sean O'Boyle	SRF3	12	2:00.647	SCCA Spec Racer I	San Francisco CA	SFR	276755	
5	5	76	Eric Hand	SRF3	12	2:00.655	SCCA Spec Racer I	San Jose CA	SFR	545935	
6	6	07	Christian Guirguis	SRF3	12	2:00.304	SCCA Spec Racer I	Kirkland WA	ORE	450919	Flat Out Racing
7	7	66	Brandon Lewis	SRF3	12	2:00.646	SCCA Spec Racer I	San Francisco CA	SFR	436461	HSE Racing
8	8	14	Greg Hoff	SRF3	12	2:00.680	SCCA Spec Racer I	Oakland CA	SFR	437964	John Cerini/Cornerston
9	9	39	EJ Abed	SRF3	12	2:01.259	SCCA Spec Racer I	Mountain View CA	SFR	695378	
10	10	31	Jim Ricketts	SRF3	12	2:01.378	SCCA Spec Racer I	Battleground WA	ORE	646662	Saber Engineering/Volo
11	11	71	Jerry Aplass	SRF3	12	2:01.683	SCCA Spec Racer I	Newcastle CA	SFR	404463	Burrell Consulting Grou
12	12	83	Paul Luca	SRF3	12	2:01.797	SCCA Spec Racer I	Sonoma CA	SFR	193814	
13	1	18	John Sollner	SRFH	12	2:03.257	SCCA Spec Racer I	Sonoma CA	SFR	648504	Sollner and Sons Racin
14	2	41	Ken Woolley	SRFH	12	2:03.828	SCCA Spec Racer I	Newcastle CA	SFR	150687	Woolley Brothers and C
15	3	10	Andrew Moore	SRFH	12	2:06.492	SCCA Spec Racer I	San Francisco CA	SFR	511418	Cerini Motorsports
16	13	82	James Lepetich	SRF3	12	2:05.045	SCCA Spec Racer I	Cupertino CA	SFR	76999	Jacquelyn Lepetich
17	14	02	Rami Kawach	SRF3	12	2:05.601	SCCA Spec Racer I	Mercer Island WA	Nwst	711492	
18	15	118	Cliff Rosson	SRF3	12	2:04.897	SCCA Spec Racer I	Clackamas OR	ORE	615036	
19	4	23	Harrison Paull	SRFH	12	2:07.629	SCCA Spec Racer I	Grass valley CA	SFR	370813	
20	16	37	Dean Crowe	SRF3	12	2:04.082	SCCA Spec Racer I	La Selva Beach CA	SFR	639565	Accelracetek
21	1	3	Jake Woolley	SRF	12	2:10.104	SCCA Spec Racer I	Newcastle CA	SFR	696278	Woolley Brothers and C
22	17	52	Graham Woodd	SRF3	10	2:01.446	SCCA Spec Racer I	Colbert WA	ORE	612701	Flatout Racing
23	18	35	Robert Sachs	SRF3	9	2:00.130	SCCA Spec Racer I	Napa CA	SFR	378223	Robert R. Sachs PC
24	19	8	Michael Woolley	SRF3	9	1:59.198	SCCA Spec Racer I	Newcastle CA	SFR	497355	Woolley Brothers and C
25	5	4	Frank Valente	SRFH	9	2:11.500	SCCA Spec Racer I	Penryn CA	SFR	421471	Healdsburg Distillers/E
26	20	6	Joe Kou	SRF3	12	2:00.400	SCCA Spec Racer I	Walnut Creek CA	SFR	528297	Golden State Orthoped
27	6	86	Edward Rorer	SRFH	12	2:03.649	SCCA Enterprises I	Sausalito CA	SFR	546495	
DNF	DNF	45	Tom Burt	SRF3	4	2:00.760	SCCA Spec Racer I	Shoreline WA	SFR	190965	Flat Out Racing



#94 Ken Sutherland tried several times to pass #87 Will Schrader on the outside of Turn 1. It never worked. Sutherland did find another place to pass and took victories both days in SMT. Tod Bice Photo



Greg Hoff was the best of the San Francisco Region drivers in SMT. The guys from the Pacific Northwest continue to set the SMT standard. Randy Jones Photo

Thirty-six cars showed up for the qualifying grid with 27 of them being entered in SMT. There were no cars entered as SM. With five drivers making the trip from the Pacific Northwest, the safe money was on one of them taking the pole. But to everyone's surprise, Greg Hoff snatched the pole by .353 seconds. Hoff said he got in behind all of the guys from Oregon and let them tow him around the track. By the time the third lap was over, Hoff had the pole position. Second was Adam Smalley, followed by Will Schrader.

Daniel Kulas picked up where he left off from last year and took the pole position in SSM. Kulas was an impressive 14th overall. Second in SSM was Thomas Bellemin, 1.6 seconds off of Kulas' time.

The race got under way just after a thundershower opened up on the track. Most of the racers were already on the grid; but at least one, Scott Story, left the grid and went to his pit location to put on the wet tires.

When the large group took the green flag, the wet conditions caught pole sitter Hoff out and he fell back several positions to fifth. Ken Sutherland, who qualified fourth, found the needed grip to jump into the lead. Sutherland in the lead spelled bad news for the rest of the field, as once he was in the lead it was hard to wrestle him out of the

top spot. The top three drivers, all from the Pacific Northwest, started to pull away from fifth place Hoff. His adventure had just begun, because Story was able to get past Hoff, as Story was sporting the rain tires. So after starting on the pole, Hoff found himself in sixth on the third lap. Up front, Sutherland was maintaining his lead, but only by about five car lengths. Schrader was holding off an antsy Smalley, and Hoff's skid towards the back was done. With the top five holding station, it looked like the fight for positions were over. But on the last lap of the race, Story was determined to get around Will Schrader. As the two entered Turn 1 Story gave it a go but was thwarted. Then as the pair came into Turn 14, Smalley dove to the inside and left his braking for the last possible second and slipped inside of Schrader to take the second position. Also on the last lap Greg Hoff dove on the inside of Scott Story in Turn 14 to take fourth overall.

In SSM Kulas improved four positions on the opening lap and held that position the entire race. The second place car in SSM, Thomas Bellemin, had four SMT cars in his line of sight before he caught glimpse of the purple bumper of Kulas' car. This weekend represented Bellemin's second road racing event at Thunderhill. He entered the 2023 season finale and participated in a time trial there. With minimal experience, Bellemin is making good progress.



#95 Daniel Kulas started at the back of the grid on Sunday but still won the SSM class. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	94	Ken Sutherland	SMT	11	2:18.288	Mazda Miata	Sherwood OR	SFR	283190	Wyatt Fire Prc
2	2	68	Adam Smalley	SMT	11	2:16.455	Mazda Miata	Battle Ground WA	SFR	551377	Smak Plastics,
3	3	87	Will Schrader	SMT	11	2:17.404	Mazda Miata	Happy Valley OR	Ore	343433	Miatacage/Scl
4	4	7	Greg Hoff	SMT	11	2:17.741	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Rac
5	5	32	Scott Story	SMT	11	2:20.008	Mazda Miata	El Dorado Hills CA	SFR	624903	
6	6	90	Matthew Wyatt	SMT	11	2:22.552	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Co
7	7	2	Ross Lindell	SMT	11	2:17.180	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Rac
8	8	36	Joseph Carl	SMT	11	2:17.798	Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's Repaii
9	9	11	Tim Wright	SMT	11	2:17.717	Mazda Miata	Oakland CA	SFR	278776	
10	1	95	Daniel Kulas	SSM	11	2:21.394	Mazda Miata	Sunnyvale CA	SFR	483501	Larry Oka
11	10	51	Eric Fulkerson	SMT	11	2:17.977	Mazda Miata	Walnut Creek CA	SFR	528732	CompetitionA
12	11	24	Jayceton Lapid	SMT	11	2:19.261	Mazda Miata	Daly City CA	SFR	355498	GTstickers
13	12	39	Donald Ahn	SMT	11	2:20.150	Mazda spec miata	San Rafael CA	SFR	529358	AutoLogic/Sp
14	13	34	David Vrane	SMT	11	2:20.292	Mazda Miata	San Jose CA	SFR	623200	
15	14	131	Emy Kissick	SMT	11	2:25.787	Mazda Miata	Olympia WA	Nwst	689653	Mad Vinyl Wo
16	2	5	Thomas Bellemin	SSM	11	2:29.855	Mazda Miata	San Francisco CA	SFR	694443	
17	15	43	Michael Herbert	SMT	11	2:29.710	Mazda Miata	Oakland CA	SFR	512106	Battalion One
18	16	152	Jeff Tam	SMT	11	2:27.801	Mazda Miata	San Leandro CA	SFR	724015	
19	17	4	Dan Pruzan	SMT	11	2:27.741	Mazda Miata	Redwood City CA	SFR	526942	
20	18	93	Lee williamson	SMT	10	2:27.127	Mazda Spec Miata	Danville CA	SFR	548689	Larry OKA Rac
21	19	6	Scott Howard	SMT	10	2:30.722	Mazda Miata	Pleasanton CA	SFR	478988	RF Racing
22	3	78	Steve Whitaker	SSM	10	2:32.732	Mazda Miata	Loomis CA	SFR	500463	Whitaker Mot
23	4	16	Malon Brown	SSM	10	2:31.402	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
24	5	31	Gregory Martin	SSM	10	2:35.997	Mazda Miata	Rancho Cordova CA	SFR	513762	Larry Oka Rac
25	20	3	Curtis Zhi	SMT	10	2:34.887	Mazda Miata	Cupertino CA	SFR	618257	
26	6	97	Richard Fekete	SSM	10	2:35.087	Mazda Miata	San Mateo CA	SFR	718371	
27	21	82	Aaron Romero	SMT	10	2:50.028	Mazda Miata	Pleasanton CA	SFR	722323	A+ Racing
28	7	41	David Samuel	SSM	10	2:36.533	Mazda Miata	Fresno CA	SFR	501035	Larry Oka Rac
29	8	76	Evan Fekete	SSM	9	2:41.039	Mazda Miata	San Mateo CA	SFR	718965	
30	22	84	Damian Pascuzzo	SMT	5	2:56.055	Mazda miata	Folsom CA	SFR	495788	Pascuzzo & P
DNF	DNF	98	Griffin Potrock	SSM	1	2:56.710	Mazda Miata	San Francisco CA	SFR	722645	
DNF	DNF	96	Joan Linehan	SMT			Mazda Miata	Clayton CA	SFR	445423	Competition A
Not classified											
DNS	DNS	116	Joe Kou	SMT			Mazda Spec Miata	Walnut Creek CA	SFR	528297	Competition A
DNS	DNS	182	Dale Pestes	SMT			Mazda Miata	Gresham OR	SFR	498961	
DNS	DNS	8	Justin Cone	SMT			Mazda Miata	Loomis CA	SFR	497535	
DNS	DNS	08	Alex Mancano	SMT			Mazda Miata	roseville CA	SFR	694740	formula jake
DNS	DNS	05	Alberto Goncalves	SMT			Mazda Miata	San Jose CA	SFR	417516	



#116 Joe Kou dusted off the SMT car and competed in the Group 7 race on Sunday. Randy Jones Photo

In Race Two for the Spec Miatas, Sutherland took the pole position, but only .064 seconds back was Will Schrader. Adam Smalley was .735 off of Sutherland and Greg Hoff was 1.293 seconds back. In SSM, Saturday's winner, Daniel Kulas, did not make qualifying. He would start 36th on the field. I found out later that he spent the prior night sick in his hotel room. Taking the SSM pole was Thomas Bellemin with a time of 2:12.136.

With clear skies and a dry track the Sunday race would play out differently from Saturday. As the front row slowly crept down the front straight, Will Schrader was able to get on the loud pedal a little sooner than Sutherland; and going through Turn One and Turn Two side by side saw Schrader take the lead. Sutherland was glued to his bumper, with Smalley being glued to Sutherlands. Hoff fell back a few car lengths, but was certainly still in the hunt.

The top four stayed the same with the three Pacific Northwest drivers (Schrader, Sutherland, and Smalley) slowly pulling away from Hoff. As the top four pulled away, there was a close fight between Scott Story, Eric Fulkerson, and Joseph Carl.

In the meantime Daniel Kulas was carving his way through the field in hopes of winning for the second time during the weekend.

At the front, Sutherland was doing his best to draft past Schrader and take control of the race. A couple of times as they passed the timing stripe Sutherland got credit for leading the lap. But when the two cars came to Turn One they would go through the turn side by side. Every time they did that Schrader would come out in front by the time they reached Turn Three. Ken Sutherland was doing everything he could to get around Will Schrader but it was becoming evident that making the pass on the front straight was not going to stick. With two laps remaining, Sutherland found a different place to pass. He made the pass going into Turn 14 and was able to hold off Schrader for the final two laps. Smalley stayed close to the leaders, but was never able to mount a challenge. Hoff finished a distant fourth.

In SSM Kulas did not need much time to find the lead car and take charge of the race. By Lap 2 he had accomplished his goal. Kulas would go on to pass 21 cars and not only claim the class win, he also took the Hard Charger award.

Regional 3 & 4 Conclusion

The Sunday Spec Racer Ford race was the last race of the weekend. By that time the sun was out and the wind was barely blowing. The hillsides were green with grass and yellow with mustard. Spring had sprung! It had turned into a nice day. The conditions at the end of the weekend were far cry from everything that had happened up until that point. Saturday was cold and windy, with a severe downpour during the Spec Miata race. Sunday morning was fogged in and the races had to be delayed 30 minutes. When the fog lifted, it felt like it was going to snow, so to end the weekend soaking in the Vitamin D felt pretty good. I can only imagine how the corner workers felt during the

swings in the weather.

The weekend also featured two Green to Checkered Spec Miata races, with one of the races in the rain! I can only surmise that the quality of driving is so good that they know how to race without hitting each other, or maybe they all decided that repairing damaged race cars was no fun.

The Sunday F4 race was quite the thriller. Here is a YouTube clip of the pass for the lead. Side by Side through Turn 1,

<https://youtu.be/1PAQW4HvFsQ?si=vtVGHVCdzE-o7xEU>



#32 Scott Story bolted on rain tires prior to going out. He was started eighth and was as high as fourth overall, but a drying track saw him lose the fourth position to Greg Hoff on the last lap. Tod Bice Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	94	Ken Sutherland	SMT	13	2:09.011	Mazda Miata	Sherwood OR	SFR	283190	Wyatt Fire Proteciton/M
2	2	87	Will Schrader	SMT	13	2:09.346	Mazda Miata	Happy Valley OR	Ore	343433	Miatacage/Schrader Pr
3	3	68	Adam Smalley	SMT	13	2:08.989	Mazda Miata	Battle Ground W/	SFR	551377	Smak Plastics/Flextank
4	4	7	Greg Hoff	SMT	13	2:09.575	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
5	5	51	Eric Fulkerson	SMT	13	2:10.642	Mazda Miata	Walnut Creek CA	SFR	528732	CompetitionAutowerks,
6	6	36	Joseph Carl	SMT	13	2:10.924	Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's Repair
7	7	32	Scott Story	SMT	13	2:10.815	Mazda Miata	El Dorado Hills CA	SFR	624903	
8	8	131	Emily Kissick	SMT	13	2:11.567	Mazda Miata	Olympia WA	Nwst	689653	Mad Vinyl Works/ Hydr
9	9	2	Ross Lindell	SMT	13	2:11.770	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
10	10	34	David Vrane	SMT	13	2:11.903	Mazda Miata	San Jose CA	SFR	623200	
11	11	90	Matthew Wyatt	SMT	13	2:11.704	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercia
12	12	116	Joe Kou	SMT	13	2:12.423	Mazda Spec Miata	Walnut Creek CA	SFR	528297	Competition Autowerks
13	13	11	Tim Wright	SMT	13	2:12.647	Mazda Miata	Oakland CA	SFR	278776	
14	14	24	Jayceton Lapid	SMT	13	2:13.460	Mazda Miata	Daly City CA	SFR	355498	GTstickers
15	15	93	Lee williamson	SMT	13	2:12.665	Mazda Spec Miata	Danville CA	SFR	548689	Larry OKA Racing
16	16	182	Dale Pestes	SMT	13	2:14.358	Mazda Miata	Gresham OR	SFR	498961	
17	1	95	Daniel Kulas	SSM	13	2:13.165	Mazda Miata	Sunnyvale CA	SFR	483501	Larry Oka
18	17	50	Tupper Hull	SMT	13	2:13.204	Mazda Miata	Sacramento CA	SFR	355326	Haag Performance
19	2	5	Thomas Bellemin	SSM	13	2:12.728	Mazda Miata	San Francisco CA	SFR	694443	
20	18	43	Michael Herbert	SMT	13	2:14.406	Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire Prot
21	19	6	Scott Howard	SMT	13	2:15.740	Mazda Miata	Pleasanton CA	SFR	478988	RF Racing
22	20	4	Dan Pruzan	SMT	13	2:12.977	Mazda Miata	Redwood City CA	SFR	526942	
23	3	78	Steve Whitaker	SSM	13	2:15.718	Mazda Miata	Loomis CA	SFR	500463	Whitaker Motorsports/I
24	4	16	Malon Brown	SSM	13	2:15.234	Mazda Miata	Pleasanton CA	SFR	610793	Larry Oka
25	21	3	Curtis Zhi	SMT	13	2:15.886	Mazda Miata	Cupertino CA	SFR	618257	
26	22	96	Joan Linehan	SMT	13	2:16.721	Mazda Miata	Clayton CA	SFR	445423	Competition Autowerks
27	23	05	Alberto Goncalves	SMT	13	2:16.180	Mazda Miata	San Jose CA	SFR	417516	
28	5	31	Gregory Martin	SSM	12	2:20.348	Mazda Miata	Rancho Cordova CA	SFR	513762	Larry Oka Racing
29	24	82	Aaron Romero	SMT	12	2:20.003	Mazda Miata	Pleasanton CA	SFR	722323	A+ Racing
30	6	97	Richard Fekete	SSM	12	2:21.224	Mazda Miata	San Mateo CA	SFR	718371	
31	7	41	David Samuel	SSM	12	2:26.260	Mazda Miata	Fresno CA	SFR	501035	Larry Oka Racing
32	8	98	Griffin Potrock	SSM	12	2:28.409	Mazda Miata	San Francisco CA	SFR	722645	
33	9	76	Evan Fekete	SSM	10	2:26.377	Mazda Miata	San Mateo CA	SFR	718965	
34	25	152	Jeff Tam	SMT	9	2:14.576	Mazda Miata	San Leandro CA	SFR	724015	
35	26	39	Donald Ahn	SMT	6	2:12.741	Mazda spec miata	San Rafael CA	SFR	529358	AutoLogic/SpeedSF/Bo
DNF	DNF	84	Damian Pascuzzo	SMT			Mazda miata	Folsom CA	SFR	495788	Pascuzzo & Pate Golf C
Not classified											
DNF	DNF	08	Alex Mancano	SMT			Mazda Miata	roseville CA	SFR	694740	formula jake
DNF	DNF	8	Justin Cone	SMT			Mazda Miata	Loomis CA	SFR	497535	

Championship SFR Point Standings 2024

Group 1

Championship Standings of F4 SFR Regional Point Standings

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F4 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2
						Ra	Ra
1	4	Valentino Garbarino	46	0	0	21	25

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4 #2 3/24/2024 SFR Championship Series Regional 3 & 4

Championship Standings of FA2 SFR Regional Point Standings

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FA2 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2
						Ra	Ra
1	37	Jay Henry Horak	39	0	0	18	21
2	8	James Lawley	21	18	18	21	NF

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4 #2 3/24/2024 SFR Championship Series Regional 3 & 4

Championship Standings of FM SFR Regional Point Standings

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FM SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2
						Ra	Ra
1	67	Bill Weaver	50	0	0	25	25
2	12	Marcus Brodie	38	12	12	17	21
3	75	C.J. Ray	36	14	2	18	18
4	63	Lars Jensen	32	18	4	16	16
5	29	Christian Okpysh	0	50	32	NF	NS

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4 #2 3/24/2024 SFR Championship Series Regional 3 & 4

Championship Standings of FX SFR Regional Point Standings

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FX SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2
						Ra	Ra
1	70	Doron Dreksler	46	0	0	25	21
2	46	Frank Russell	39	7	7	21	18
3	27	Tao Takaoka	25	21	14	NS	25

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4 #2 3/24/2024 SFR Championship Series Regional 3 & 4

Group 2

Championship Standings of FE2 SFR Regional Point Standings

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FE2 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	45	Tom Burt	21	0	0	DNS	21

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4 #2 3/24/2024 SFR Championship Series Regional 3 & 4

Championship Standings of P1 SFR Regional Point Standings

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P1 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	23	Jim Devenport	50	0	0	25	25
2	9	Stewart Wells	39	11	11	18	21
3	3	Eddy Chan	21	29	18	21	DNS

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4 #2 3/24/2024 SFR Championship Series Regional 3 & 4

Group 3

Championship Standings of AS SFR Regional Point Standings

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AS SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	11	Roger Eagleton	46	0	0	25	21
2	10	Michael Lowe	39	7	7	21	18
3	30	Matt Lituchy	34	12	5	18	16
4	06	Anthony Borino	31	15	3	17	14

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4 #2 3/24/2024 SFR Championship Series Regional 3 & 4

Championship Standings of EP SFR Regional Point Standings

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EP SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1
						Ra
1	34	Justin Cone	25	0	0	25

Event Legend

#1 3/24/2024 SFR Championship Series Regional 3 & 4

GT1 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	88	Joe Montana	0	0	0	DNS	DNS

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#2	3/24/2024	SFR Championship Series Regional 3 & 4
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ITE SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	68	Lenny Celberti	50	0	0	25	25

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#2	3/24/2024	SFR Championship Series Regional 3 & 4
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MC SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	76	Robert Luster	50	0	0	25	25
2	23	John Taylor	42	8	8	21	21

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#2	3/24/2024	SFR Championship Series Regional 3 & 4
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SMX SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	25	Steve Borik	50	0	0	25	25
2	05	Bryce Johnson	42	8	8	21	21

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#2	3/24/2024	SFR Championship Series Regional 3 & 4
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T1 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	79	Clark Nunes	50	0	0	25	25

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4

#2 3/24/2024 SFR Championship Series Regional 3 & 4

Championship Standings of T2 SFR Regional Point Standings

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T2 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2
						Ra	Ra
1	17	Michael Cheney	50	0	0	25	25

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4

#2 3/24/2024 SFR Championship Series Regional 3 & 4

Group 4

Championship Standings of FC SFR Regional Point Standings

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FC SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2
						Ra	Ra
1	80	Jeffrey Pietz	42	0	0	21	21
2	02	Kim Wilcox	36	6	6	18	18

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4

#2 3/24/2024 SFR Championship Series Regional 3 & 4

Championship Standings of FF SFR Regional Point Standings

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FF SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2
						Ra	Ra
1	50	David Jalen	50	0	0	25	25

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4

#2 3/24/2024 SFR Championship Series Regional 3 & 4

Championship Standings of FST SFR Regional Point Standings

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FST SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2
						Ra	Ra
1	33	Chris Poncin	50	0	0	25	25

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4

#2 3/24/2024 SFR Championship Series Regional 3 & 4

Group 5

Championship Standings of HP SFR Regional Point Standings

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HP SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	199	Donovan Helfrich sr	0	0	0	DNF	NS

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#2	3/24/2024	SFR Championship Series Regional 3 & 4
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Championship Standings of ITA SFR Regional Point Standings

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ITA SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	2	Ross Lindell	46	0	0	25	21
2	90	Matthew Wyatt	43	3	3	18	25
3	39	Donald Ahn	39	7	4	21	18
4	4	Dan Pruzan	32	14	7	16	16
5	50	Tupper Hull	31	15	1	17	14
6	43	Michael Herbert	30	16	1	15	15
7	6	Scott Howard	26	20	4	13	13
8	3	Michael Olivier	26	20	0	14	12
9	152	Jeff Tam	23	23	3	12	11
10	24	Jayceton Lapid	17	29	6	DNF	17
11	85	Andre Marconett	11	35	6	11	NS
12	28	Dwayne Komush	10	36	1	10	NS
13	8	Justin Cone	0	46	10	NS	x

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#2	3/24/2024	SFR Championship Series Regional 3 & 4
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Championship Standings of ITR SFR Regional Point Standings

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ITR SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1
						Ra
1	34	Justin Cone	25	0	0	25

Event Legend

#1	3/24/2024	SFR Championship Series Regional 3 & 4
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Championship Standings of SMG SFR Regional Point Standings

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SMG SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	30	Matt Lituchy	43	0	0	18	25
2	06	Anthony Bonino	38	5	5	17	21
3	164	Michael Smith	25	18	13	25	NS
4	11	Roger Eagleton	21	22	4	21	NF
5	10	Michael Lowe	0	43	21	NS	NS

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4 #2 3/23/2024 SFR Championship Series Regional 3 & 4

Group 6

Championship Standings of SRF SFR Regional Point Standings

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SRF SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	3	Jake Woolley	50	0	0	25	25

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4 #2 3/24/2024 SFR Championship Series Regional 3 & 4

Championship Standings of SRF3 SFR Regional Point Standings

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SRF3 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	22	Connor Sois	50	0	0	25	25
2	2	Bill Booth	39	11	11	21	18
3	5	Eric Fulkerson	33	17	6	12	21
4	67	Sean O'Boyle	32	18	1	15	17
5	14	Greg Hoff	31	19	1	18	13
6	76	Eric Hand	27	23	4	11	16
7	39	EJ Abed	26	24	1	14	12
8	66	Brandon Lewis	22	28	4	8	14
9	8	Michael Woolley	19	31	3	17	2
10	6	Joe Kou	17	33	2	16	1
11	71	Jerry Alass	16	34	1	6	10
12	07	Christian Guirguis	15	35	1	x	15
13	83	Paul Luca	14	36	1	5	9
14	45	Tom Burt	13	37	1	13	NF
15	82	James Lepetich	9	41	4	1	8
16	37	Dean Crowe	8	42	1	3	5
17	35	Robert Sachs	7	43	1	4	3

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4 #2 3/24/2024 SFR Championship Series Regional 3 & 4

SRFH SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2
						Ra	Ra
1	41	Ken Woolley	46	0	0	25	21
2	18	John Solner	40	6	6	15	25
3	86	Edward Rorer	36	10	4	21	15
4	10	Andrew Moore	36	10	0	18	18
5	23	Harrison Paul	34	12	2	17	17
6	4	Frank Valente	32	14	2	16	16

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4

#2 3/24/2024 SFR Championship Series Regional 3 & 4

Group 7

SMT SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2
						Ra	Ra
1	94	Ken Sutherland	50	0	0	25	25
2	68	Adam Smalley	39	11	11	21	18
3	7	Greg Hoff	34	16	5	17	17
4	32	Scott Story	30	20	4	16	14
5	36	Joseph Carl	28	22	2	13	15
6	51	Eric Fulkerson	27	23	1	11	16
7	2	Ross Lindell	26	24	1	14	12
8	90	Matthew Wyatt	25	25	1	15	10
9	11	Tim Wright	20	30	5	12	8
10	34	David Vrane	19	31	1	8	11
11	24	Jayceton Lapid	17	33	2	10	7
12	116	Joe Kou	9	41	8	ONS	9
13	93	Lee Williamson	9	41	0	3	6
14	43	Michael Herbert	9	41	0	6	3
15	39	Donald Ahn	9	41	0	9	0
16	182	Dale Pestes	5	45	4	ONS	5
17	4	Dan Pruzan	5	45	0	4	1
18	152	Jeff Tam	5	45	0	5	0
19	50	Tupper Hull	4	46	1	x	4
20	6	Scott Howard	4	46	0	2	2
21	3	Curtis Zhi	1	49	3	1	0
22	8	Justin Cone	0	50	1	ONS	ONS
23	84	Damian Pascuzzo	0	50	0	0	DNF
24	08	Alex Mancano	0	50	0	ONS	ONS
25	96	Joan Linehan	0	50	0	DNF	0
26	05	Alberto Goncalves	0	50	0	ONS	0
27	82	Aaron Romero	0	50	0	0	0

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4

#2 3/24/2024 SFR Championship Series Regional 3 & 4

5	31	Gregory Martin	32	18	2	16	16
6	97	Richard Fekete	30	20	2	15	15
7	41	David Samuel	28	22	2	14	14
8	76	Evan Fekete	25	25	3	13	12
9	98	Griffin Potrock	13	37	12	DNF	13

Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4

#2 3/24/2024 SFR Championship Series Regional 3 & 4

Avoiding Contact - Rules of the road

By Greg Hoff

(notes from the editor: Greg Hoff is a very accomplished race car driver. He races two classes every Regional Race weekend. The two classes he races are the most competitive classes the region has to offer. He is a multi-time Regional Champion and has been selected as the Regional Driver of the Year. In addition to Regional races, Greg runs a vintage Can Am McLaren at selected Vintage events. In his spare time he most likely can be found putting laps in his shifter kart at the Sonoma Kart track).

Just a very quick reminder about some Rules of the Road. Passing rules are in the General Competition Rules (GCR) which is updated monthly and available on our website. Here is a link to the latest update: https://cdn.connectsites.net/user_files/scca/downloads/000/071/255/March-Updated.pdf?1709696098

The relevant pages are 55 and 179.

We had some incidents at the last race that I am not going to discuss, but wanted to explain how the Steward's decisions might affect you. The bottom line is, as the overtaking car you may or may not have "rights" - the rule to engrave in your brain is #1 on page 179:

Safe, successful passing is based on what drivers can see. An overtaking car bears the largest percentage of responsibility for passing safely.

This does not give license to the front car to do anything they want (They get one defensive move.) But it makes sense, absent extenuating circumstances. The car behind can see what is going on and they are the ones deciding to try a pass. If the pass attempt creates contact, it is probably the person in back's fault and that is who will be penalized. To be blunt - don't hit the car in front. We are trying to minimize the "racing incidents" which is a no-decision. There should be consequences.

Remember that a pass is not complete until you are clear ahead. You may go through many turns side by side, and even be ahead in your pass attempt, but will still be the passing car needing to complete a safe pass until clear ahead. Clear ahead means the overtaking car can move onto the overtaken car's line without the overtaken car having to make any course changes. If they must swerve to avoid your coming onto their line, you can be penalized. It would be great if everyone remembered the penalty for contact will most likely be the loss of more places than the one you were trying to make up, including disqualification or being moved to last place.

Yes, it's frustrating being behind a slower car; but if you can't make a clean pass, your speed is immaterial in a race. Instead of late braking someone - which is sketchy at best - create a gap going into the braking zone, maybe go deeper, set up better acceleration out of the turn, use the draft and get them down the front straight. And always try to pass on the left on the Thunderhill front straight. If you don't understand why, ask.

Track Limits - Although the stewards may not be enforcing track limits in Turn 12 at Thunderhill (due to a lack of personnel) the colored portion is not a part of the racing surface. If you put four wheels into the colored part (that means no wheel touching the striped "berm") - you have gone off track and are responsible for re-entering the track in a safe manner. You cannot gain an advantage by going off-track, which in this case is being defined as physically passing in Turn 12-13. This is mostly an issue when a faster car goes off track to pass a slower car on track. Don't do it. Contact is going to be the fault of the re-entering car because you have no rights to racing room when you re-enter. These are not rules specific to those turns, but for going off track. If you go off, you CANNOT just charge back on the track. Wait for clear track.

Fresno SCCA January 2024: Driving School and Event 1



Photo Credit: Anthony Topalian

With the New Year comes new race car parts from Santa, a brief off season before Fresno SCCA's first event, and the changing of the guard. Many club positions have been reassigned, and one of those is that I, Brad Dawson, took over the Chief of Promotions from the multi-talented Yang Mua who has been fantastic over these last few years. So, buckle up, as the ride may be a little bumpy as I throttle down and try not to hit every cone.

On January 27th, the Fresno Chapter inaugurated the 2024 season by hosting a sold-out "Performance Driving School." This event provided novice autocross enthusiasts with the chance to grasp their vehicle's dynamics under the tutelage of local instructors. Participation in the class was a prerequisite for all students attending the inaugural event the following day.

Early Sunday Morning of January 28th, 98 participants braved the cold and completely packed the paddock area of the Big Fresno Fairgrounds for Event 1.

The course was quick despite drivers battling cold tires and surface temps. Top Time of Day was taken home by Brandon Griggs in his 2020 Miata. Michael Lella made his return, taking second place overall in a new 2023 Tesla 3 Performance edition. Paul Newton in his 2016 Mazda



Photo Credit: Toua Hawj

MX-5 took third with William Marlow taking 4th in his Honda Civic. Fifth place overall was Derek Morton in a 2020 Mazda MX-5. With this line up, the ol' adage "Miata is always the answer" seemed to play true. Dhiraj Jadhay, David Ruby, Yang Mua, Andrew Padua, and Skylar Coon rounded out the top ten.

Our PAX winner was again Brandon Griggs at the top of the podium with second being crowned to Paul Newton, and third going to Dhiraj Jadhay. Derek Morton, Michael Lella, William Marlow, Kyle Matsumura, David Ruby, Yang Moua, and Arvind Govindaraj rounded out the top ten.

Michael Lella, behind the wheel of the formidable 2023 Tesla 3 Performance, electrified the course claiming the top spot in the AS class. The class was followed closely by Skylar Coon, Rob Krider, Tyler Coon, and Chris Rodriguez wrapping out the class.

The BS class witnessed a thrilling showdown, with Yang Moua asserting dominance in the always controversial 2023 Toyota Corolla GR followed



Photo Credit: Toua Hawj

by Adam Claes, Andrew Loera, Kong See, and Preston Jordan.

Michael Gardner flexed his muscle in the CAMC class, piloting the 2016 Ford Mustang GT350 to victory, while Trevor Fechner, Aaron Douglas, Richard Schmidt, Robert Douglas, Leon Weinroth, and Moua Her fought tooth and nail for their positions as they unleashed raw American Muscle on the track.

DS is really starting to heat up as Shawn Butler's commanding performance in the 2019 Honda Civic Type R solidified his position at the pinnacle of the DS class, followed by Brad Dawson, Michael Scott, John Marihart, Dexter Jones, Rebecca West, and William Hossner rounding out the class.

Gary Fazekas weaved his magic in his Mustang besting Lorde Grande, Cameron Cardoza, and Falina Marihart in the FS class.

In GS it was the battle of James as James West skirted his Honda Civic SI for the win, with James Clenney close behind in second.



Photo Credit: Chris Sochan

HS was renamed the organ trail because it was a wagon train of a race as Chris Sochan leaned his Subaru Legacy wagon to a win, with Kai Rabbon close behind.

Index Class was a who's who class of seasoned and experienced winners. Brandon Griggs took the tallest spot on the podium quickly followed by Paul Newton, Derek Morton, William Marlow, Kyle Matsumura, David Ruby, Eric Martin, Josh Cadiente, Audrey Tan, Jonathan Cadiente, and Josh Pinkney rounding out the large 11 driver class.

In Ladies Class, Sandra Hermans exhibited her precision and finesse taking first, followed by Julie Gesterling, Mariah Douglas, and Norma Lella.

Novice class was packed with 22 drivers, most who were recently trained at the driver's school from the day before. Pat Matsumura led the group followed by Gavin MacChesney, Anthony McFarland, Alain Spalard, Jerron Marihart, Daon Espino, Ernesto Reyes, Bradnon Loera Kenji Liller, Crystal McFarland, Gabriel Hawkins, Foua Her, Jonathan Hawkins, Jonathan Hawkins, George Arreola, Chris Orth, Chase Lillich, Jennifer Birskin, Eric Lauer, Russell Lillich, Jason Boucher, and Humberto Loera rounded out the class.

In the always impressive and sometimes deafening SM Class, it was a Mitsubishi vs. Subaru clash as Andry Pauda took the class in a loaned Evo, followed by Phil Castro, Rufus Connell, Christian Mesina, Jerry Kell, and Ahla Yang.

The Subaru BRZs battled it out in their SSC, as Dhiraj Jadhay beat Arvind Govindari.

Joel Calderon wheeled his Honda Civic to the win over Luis Aguilera's WRX.

Gary Emehiser showcased his mastery of the Subaru BRZ taking the win in STR, being closely followed by Roger Oaks, and Tiger Luna.

Dan Correll wiggled through the cones and the field in his 330Ci BMW taking first place followed by Abraham Nunes and Nate Hernandez.



Photo Credit: Yang Moua

Anthony Topalian in CAMS, Richard Cadiente in CS, Steve Carlson in DSP, Gary Ratliff in EM, Jorvic Ramos in ES, James Franks in HCS, Darrell Moskowitz in SMF, Matt Britter in SS, Jay Srivatsan in SST, Keith Bullock in STS, and Christopher Orth in XB all had the freedom of pushing their cars to the limit as they ran unopposed in their respected classes.



Photo Credit: Chris Sochan

Fresno SCCA: Event 2



Photo Credit: Trevor Fechner

As the cold, bitter early morning temperatures blanketed the central valley, 77 auto crossers from near and far traveled to the Fresno Fairground to heat up the track and compete in our second event for the season. The cold made it quite tricky, as drivers struggled to find traction on their rock-hard cold tires.

After all the cones were tallied up, the top driver of the day was Brandon Griggs in his Mazda Miata, silently trailed by Michael Lella in a Tesla 3, and Derek Morton wrapping up third place in another Miata. William Marlow, Paul Newton, Randy Krider, Phil Casto, Taylor Coon, and Yang Moua rounded out the top 10 for the day.

Even after adding the PAX multiplier to the times, Brandon Griggs could not be dethroned from top PAX either. With winning the Top Time Of the Day, top PAX, and Class, Brandon took home the coveted "Triple Crown" of the Fresno SCCA. He was followed by Derek Morton and Paul Newton in third. First, Second, and Third were dominated by the Miatas; and by their hairstyle, they are leading the way to break the stereotype that not all Miata drivers are hairdressers. William Marlow, Randy Krider, Michael Lella, Rob Krider, Yang Moua, John Linbarger, and Dan Correll rounded out the top 10 in PAX.

For class winners starting with A Street, Michael Lella electrified the field in his Tesla 3 Performance, closely followed by the thunderous sounds of the petrol-based competitors Rob Krider, Taylor Coon, Kurt Thornson, Skylar Coon, and Chris Rodriguez. Yang Moua was able to find some grip on the course, as he wheeled the GR Corolla for a first-place win over Dave Warner in second, and Bert Scheider in third for B Street.



Photo Credit: Trevor Fechner

In D Street, Dexter Jones found the grip and took the top podium spot followed by Brad Dawson, John Marihart, Patty Jeschien, Ernesto Reyes, Bryan Smith, and Rebecca West. It was the Abraham one-two punch for F Street as Stephen Abraham took the win from Michael Abraham in their shared 335i BMW. They were followed by Gary Fazekas, Cameron Cardoza, and Falina Marihart. Al Anderson made sure the James knew he missed the first event of the season by taking the G Street win in Event 2. He was tailed by James West taking second and James Clenney in third.

Leon Weinroth took his years of experience and showed the rest of the CAMC class that a V6 still can beat a field full of V8 muscle. Leon was closely followed by the thunderous V8 outcries of Michael Garner, Trevor Fechner, Jayman Topalian, Richard Schmidt, and Sal Rodriguez. Anthony Topalian raced his way to victory in CAMS, piloting his Corvette, with the father-son duo of Aaron and Robert Douglas hot on



Photo Credit: Trevor Fechner

his tail in their Pontiac Solstice GXP.

Rodger Oaks piloted his Miata for the win in Street Touring Roadster, with Tiger Luna and Gary Emenhiser finishing out the class. Randy Krider dragged his Honda Civic to a win in Street Touring Sport class, with his co-driver John Linbarger taking second, and Keith Bullock finishing in third. In the Street Touring Xtreme class, Dan Correll was able to tame his "extreme" BMW for a win over David Ruby's FRS.

In Street Modified, it was a JDM war as Phil Casto took the win in his Evo X being tailed by Rufus Connell, Christian Mesina, Andrew Padua, Meng Moua, and Amy Armes. Richard Cadiente in CS, Nathan Brasil in DM, Gary Lieb in ES, Steve Carlson in HCR, James Franks in HCS, and Brandon Flowers in XP had the enjoyment of skating around the course without the pressure of being dethroned, as they all ran unopposed in their respective classes.

In the Ladies' Class, Kelsey Stoltenberg breathed some life back into her Miata and took first, with Sandra Hermans in second, Mariah Douglas in third, and the energetic

Pamela Schroeder in fourth. The Novice class was not as full as our previous event; maybe some of the drivers were still thawing out... But we did have seven drivers push for the win with Alain Spalard in his Focus RS taking the top of the podium. He was followed by Pat Matsumura, George Arreola, Kenji Liller, Anthony Vang, Eric Lauler, and Jerron Marihart.

Thirteen drivers all competed in the Index Class with Brandon Griggs showing how it's done, winning the triple crown. Brandon was closely followed by Derek Morton, Paul Newton, William Marlow, James Coon, Audrey Tan, Josh Cadiente, Eric Martin, Quinn Ringgold, Kyle Matsumura, Jonathan Cadiente, Alex Neufeld, and Josh Pinkney.



Photo Credit: Trevor Fechner



Photo Credit: Trevor Fechner



Photo Credit: Yang Moua

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STANDING
RT

Fresno SCCA 3: The Krider Classic 100



The tight course caught several finding 3 wheels were better than 4 as Eric Lam demonstrates in his 2023 Elantra N. (Photo: Anthony Topalian)

In motorsports circles, Sunday is known as the traditional race day. But for Round 3 of the Fresno SCCA 2024 Championship Season, this particular Sunday was a very special day. With BBQ grills lighting up at sunrise and millions of livers trying to take their last drink of clean water, Super Bowl Sunday is one of America's most celebrated days for sports. But never to be outdone by the Super Bowl or even Taylor Swift herself, Rob Krider brought back the third annual Krider Classic 100 to the Fresno Fairgrounds. What is the Krider Classic 100? It is the inebriated brainchild of Rob Krider and his family as they host a fun-filled autocross event with a live DJ, a charity poker run, and an award ceremony second only to Monaco. The event incorporates highlights and styles from other types of racing, both professional and national. Each competitor received stickers featuring event sponsors: Orloff Jewelers, I/O Port Racing Supplies and the Stories and Cocktails Podcast. The course had each corner named (Porsche Curve, Commode Corner, Mahomes and MaAuto,) track maps were handed out, high-end timing slips were provided after each run, and podium finishers earned platter-style trophies. Inflatable ladies joined the winners on the podium as the champagne was sprayed at the end of the competition. Winners got the chance to stand on the podium, grab their trophy and a win sticker. Local car clubs were welcomed to the event with specific podiums for clubs who attended. In previous years the Krider Classic 100 was hosted in the extreme heat of a Fresno Cruel Summer, but this year it was held at the beginning of the season, February 11, as the event would also serve as the kickoff for points in the California Autocross Championship Round 1.

Racers only needed a Cardigan as the Krider Classic 100 started off quite a bit warmer than the previous day's event, so tires were sticky, and drivers put the power down, doing their best to avoid the dreaded cone. Navid Kahangi electrocuted the competition (literally in his Tesla Model 3 Performance) by taking Top Time of Day (earning the Krider Cup trophy,) Top PAX (earning a Gulf livery watch,) and the A-Street class win which gave him the Triple Crown and 25 points for the California Autocross Championship. Following Navid for top time of day



Master of Ceremonies Rob Krider earns firsts place while on three wheels in the PCA Sequoia Region class. (Photo Credit: Paul Tibbals)

was Justin Tsang in his Porsche 911 GT3, and third was Michael Lella in another Tesla Model 3. Andrew Padua, Cody Montjoy, Rob Krider, Brandon Griggs, Adam Tarnoff, Derek Morton, and Paul Tibbals rounded out the Top Ten Times of the Day.

Top times in the PAX were very similar to the Top Times of Day, with a few positions changing due to the ever-changing PAX multiplier. As mentioned above, Navid Kahangi ran it back to take first in PAX, followed by Cody Mountjoy in his Corolla GR taking second, and Justin Tsang in his Porsche 911 GT3 secured third in PAX. Michael Lella, Brandon Griggs, Derek Morton, Eric Lam, Paul Newton, Rob Krider, and Randy Krider rounded out the rest of the top 10 PAX.

Navid Kahangi owned A Street with his Tesla Model 3. Following Navid by on an extension cord to second place was Michael Lella in another Tesla, with Rob Krider on the final podium spot in third place driving his Porsche Cayman GTS. Taylor Coon, Kurt Thornson, Skylar Coon, and Chris Rodriguez rounded out the rest of the class.

In B Street Cody Mountjoy left no Blank Space on the track and took home first place in his Corolla GR, followed by Dave Warner in his BMW M2, and Yang Moua in another Corolla GR. Larry Kirlin and Phi Le finished off the class.



Audry Tan had to hold on as Paul Newton pushed the Miata to its limit.

Michael Gardner took second place the day before, but was able to Shake it Off and with warmer temps could put the power down to take the win in CAMC in his Mustang GT350. The gorgeous sounds of American Muscle followed with Jayman Topalian taking second in his Camaro SS, and Trevor Fechner in a V6 Mustang. Moua Her, Richard Schmidt, Leon Weinroth, and Greg Back rounded out the rest of the class.

A battle of the big Corvettes was fought over in CAMS as Rich Lee took top podium over Anthony Topalian.

D Street had nine drivers in the class that All Too Well knew how to wheel their cars around the track as Eric Lam took first in his Hyundai Elantra N. John Rowe in his Civic Type R raced to solidify second, with Shawn Butler third in another Civic Type R. Rounding out the large class was Dexter Jones, Craig Boyle, Brad Dawson, Patty Jeschien, Ernesto Reyes, and Rebecca West.

Gary Fazekas said Don't Blame Me as he took first in F Steet in his Mustang. Second was earned by Cameron Cardoza in another Mustang, with John Osgood rocking his fireproof racing suit in theme with the fun of the Krider Classic 100 taking third in his Cadillac CTS-V.

James West said to the G Street trophy "You Belong With Me" and

he did it by taking first place with his Civic Si. Close behind in second was Al Anderson in his GTI, and James Clenney in a Genesis G70.

I Knew You Were Trouble, Chris Sochan, as the event DJ and master of wagons took first in H Street in his Legacy Brighton Wagon. Rookie Kai Rabbon was close behind taking second in her Volvo V50 wagon as H Street turned into a battle of the grocery getters.

Roger Oaks took the top podium spot in Street Touring Roadster in his Miata followed close by a prowling Tiger Luna in her Miata as well. Gary Emehiser took third in his BRZ.

Randy Krider dodged, ducked, dipped, dived and dodged the cones and took first in Street Touring Sport, in his 1989 Civic Si. Randy was followed by his co-driver John Linbarger taking second, with Tristen Wu solidifying third in a Subaru Crosstrek.

In Street Touring Ultra Paul Tibbals in his Subaru STI took first, followed by Wallace McNair in his BMW M235, and Chan Saeteurn taking third in another Subaru STI.



James Franks wins HCS and Best Car giving him the Lego Ice Cream truck. (Photo: Trevor Fechner)

In Street Modified, Andrew Padua told his class competitors "Look What You Made Me Do" as he wheeled an Evo 8 to a first-place win. Following Andrew was Christian Messina in an Evo 8, and Rufus Connell took third in his Impreza RS. The rest of the class finished up with Phil Castro, Ahla Yang, Jerry Kell, Meng Moua, and Amy Armes.

It was a Porsche Love Story in Super Street as Justin Tsang was ripin' fast in his 911 GT3 taking first. Following close in second was Bruno Reinhard in his Porsche Cayman GTS 4.0.

In Super Street Touring Aaron Douglas showed his Style, taking first place in his class in a Solstice GXP. Jay Srivatsan took second in his Corvette, and Robert Douglas wrapped up third in the shared Solstice GXP.

There was no Bad Blood for these drivers as they ran unopposed taking home max points in their respected classes. Eduardo Pineda in CAMT, Richard Cadiente in CS, Nathan Brasil in DM, James Collins in DSP, Gary Lieb in ES, Steve Carlson in HCR, James Franks in HCS, Darrell Moskowitz in SMF, Joel Calderon in STH, and Brandon Flowers in XP.

In Novice class Alain Spalard Wildest Dreams became reality as he took first in his Ford Focus RS. Pat Matsumura came second in a Civic Si, and Anthony Vang took third in a Scion FRS. Rounding out the class was George Arreola, Jennifer Briskin, Corey Bradley, and Eric Lauer.

In Ladies Class, Kelsey Stoltenberg took advantage of having The



Each competitor ran the official Krider Classic 100 decals featuring sponsors Orloff Jewelers, I/O Port Racing Supplies and the Stories and Cocktails Podcast. (Photo: Trevor Fechner)

Man not invited into her class as she raced her Miata to a first place. Following Kelsey was Sandra Hermans in her BMW 330Ci, Mariah Douglas took third in her Mazda 3, and Leigh Gutierrez took fourth in her Corvette.

Index Class was dominated by Mazda as eight out of the 11 drivers raced under the badge and a salon worth of Miatas. All Too Well, Brandon Griggs took first place, with Derek Morton in second and Paul Newton finishing up the podium positions, all driving a Miata. Kyle Matsumura took Fourth, followed by Adam Tarnoff, Audrey Tan, Josh Cadiente, Eric Martin, Alex Neufeld, Quinn Ringgold, and Josh Pinckney rounding out the class.

The Krider Classic 100 also handed out some extra awards for driving heroics (or sometimes, lack of heroics.) Yang Moua earned the Cone Slayer award (a Mario Kart themed soup bowl) for hitting the most cones. Audrey Tan earned the I/O Port Racing Supplies hoodie sweatshirt (she needs more safety equipment) for spinning out at the finish and decimating the timing lights. Best Car (a Lego trophy) went to James Franks and his 1972 Datsun 510. The Dead Frickin' Last award (a necklace shaped like a toilet seat) went to first timer Leigh Gutierrez. Rob Krider won the Porsche Podium plate by being the fastest driver from the Porsche Club of America Sequoia Chapter. Many platter trophies were handed out, the Poker Run winner earned \$350 cash and champagne was sprayed by the top three PAX drivers bringing the close to another successful Krider Classic 100.



Top Three PAX drivers of the Krider Classic 100 enjoy some champagne (Photo Credit: Trevor Fechner)

2024 California Autocross Championship Round 1



2024 SCHEDULE

- Round 1: Fresno SCCA Krider Classic 100, Fresno Fairgrounds, 2/11/2024
- Round 2: SCCA National Tour, Crows Landing, 4/26-28/2024
- Round 3: Lone Pine Time Trials, Manzanar Airfield, 5/18/2024
- Round 4: AAS Larry Park Memorial Day 1, Crows Landing, 7/6/2024
- Round 5: Cal Club SCCA, Diamond Stadium Lake Elsinore, 8/4/2024
- Round 6: Sacramento SCCA Bill Fleig Enduro, Thunderhill, 10/20/2024

The six event 2024 California Autocross Championship calendar includes Nor Cal and So Cal events, the SCCA National Tour at Crows Landing, an Enduro with Sacramento SCCA and the Lone Pine Time Trials. Photo Credit: Rob Krider

With the success of the inaugural year of the California Autocross State Championship Series in 2023, the year-long points championship is back again for 2024. And thanks to Orloff Jewelers in Fresno, CA, the top PAX driver in the state will again win a TAG Heuer Formula 1 watch. The series expanded for 2024 with six dates on the calendar which includes a Southern California event with SCCA Cal Club and the longest autocross on the planet, the Lone Pine Time Trials.

Drivers who want to compete in the series can register on the MotorsportReg page, which is accessible through www.calautoxchamp.com. Registration is still open for the series. Registered drivers receive a t-shirt, stickers for their car and the chance to become



Phil Le brought out his brand new Toyota Corolla GR and put down fast times in Round 1 at the Fresno Fairgrounds earning his first points for the season. Photo Credit: Yang Moua



Bill Marlow won the Top PAX driver's championship for the Fresno SCCA in 2023; now he is trying to match that feat at the State Championship level for 2024. Bill picked up a second-place finish in STX at Round 1. Photo Credit: Paul Tibbals

Each driver was given four runs on a short technical asphalt track,

with the driver's fastest run counting toward his/her State Championship points. In Super Street, it was the big winner from 2023, Justin Tsang, who moved from a Subaru in STU where he took top PAX honors and the TAG Heuer watch last year, to a Porsche GT3 for this season, where he picked up a first-place win in the first event for 2024. In A Street, Navid Kahandi earned first place in a

Tesla Model 3 Performance, Michael Lella took second in another Tesla Model 3 Performance, and Rob Krider had to settle for the final podium

spot in third driving his Porsche 718 Cayman GTS. In B-Street it was all Toyota Corolla GRs picking up State Championship points, with Cody Mountjoy winning the class and 25 points. Phil Le grabbed fifth place and 13 points.

In C-Street the top two spots were taken by the same car, a well prepared and very well driven 2020 Mazda Miata. Brandon Griggs took first place with his co-driver Derek Morton earning second place. In D-Street 2023 State Champion John Rowe and Brad Dawson each picked up top ten finish California Autocross Championship points (like Formula 1, only drivers finishing within the top 10 earn points toward the championship.) In F-Street, 2023

State Champion John Osgood earned a podium finish and 20 points. In H-Street Ladies Jennifer Briskin picked up a podium finish and her first



2023 Street Mod Front State Champions Darrell Moskowitz came back to the series for 2024 and picked up a win and 25 points at Round 1. Photo Credit: Trevor Fechner

a State Champion. Of the six events on the calendar, only three need to be competed in to be eligible for the State Championship plaque at the end of the year. And of the six events, two of them will be dropped (a driver's lowest scoring events.) A first-place win in their class at an official event will net a driver 25 points and a win sticker. Four race wins will earn a driver a perfect 100 point season (an undefeated score,) which gets notated on the State Championship plaque. In 2023, only two drivers were able to pull off a perfect season, Rebecca West in D-Street Ladies and Rob Krider in H-Street.

The first official points event for the 2024 season was held at the Fresno Fairgrounds on Sunday February



Josh Pinckney moved from a Miata in STS where he took second place in the State Championship in 2023 and now joins the fight in 2024 in D-Street driving his new Subaru WRX. Photo Credit: Yang Moua

California Autocross Championship points while driving her Honda Fit on three wheels around the tight course.

In Solo Spec Coupe, it was 2023 State Champion Eric Martin, who showed why he was the champion last year by winning SSC and earning 25 points and a 2024 California State Championship Event Winner sticker. Aaron Douglas took the overall win in Super Street Touring, sharing a Pontiac Solstice GXP and the podium with his dad, Robert Douglas (who finished third.) Tiger Luna picked up a podium finish in a Miata and 20 points toward the State Championship in the Street Touring Roadster class. In Street Touring Sport, 2023 State Champion Randy Krider picked up a first-place finish in STS with his co-driver John Linbarger grabbing second place and 22 points. Another previous State Champion picking up a win at the first event of the 2024 season was Paul Tibbals, who drove his Subaru WRX like a man on a mission and won the



The big battle for the 2024 season looks to be in A-Street with all of the drivers on the podium competing in recently reclassified cars from the Super Street class. Navid Kahandi and Michael Lella, one-two, in Teslas and Rob Krider in third in a Porsche Cayman GTS. Photo Credit: Trevor Fechner

STU class handily. In STX William Marlow finished ahead of Dan Correll, with both drivers earning points for the season. Sandra Hermans picked up first place points in STX-L driving her 2004 BMW 330Ci.

Jerry Kell picked up points in Street Mod driving his 2002 Subaru WRX wagon, earning him the distinction of Fastest Wagon in the West thus far. 2023 State Champion in Street Modified Front Wheel Drive (SMF) Darrell Moskowitz earned first place, 25 points and a win sticker. Brandon Flowers won X Prepared outright and grabbed himself 25 points and a sticker as well. Michael Gardner (2023 CAMC State Champion) was



This is the gorgeous TAG Heuer Formula 1 watch won by Justin Tsang for top PAX honors in 2023, supplied by Orloff Jewelers in Fresno, CA. For 2024, the TAG Heuer Formula 1 watch will have a black face to match the color of the win stickers for the California Autocross Championship series. Photo Credit: Rob Krider

in a tight fight in the Classic American Muscle Contemporary class and earned the win on his last run of the day driving his Ford Mustang GT350. In CAMT, Eduardo Pineda drove his yellow 1971 Chevrolet Camaro to a first-place victory and 25 points.

For the top three PAX finishers (the chase for the State Champion TAG Heuer watch) it was Navid Kahandi (AS,) Cody Mountjoy (BS) and Justin Tsang (SS.) The next event on the calendar is Round 2 of the State Championship at the Tire Rack SCCA National Tour at Crows Landing, April 26-28, 2024. Registration is still open for the National Tour and for the State Championship. Go to www.calautoxchamps.com to see the schedule, current points and registration information.



The big winner during Round 1 was Navid Kahandi who picked up first place PAX points, first place Top Time of Year points and first place A-Street points. He currently leads the points battle for the TAG Heuer Formula 1 watch supplied by Orloff Jewelers. Photo Credit: Trevor Fechner

Strong showing for SFR Solo II

Round 1

The rain forecast did not deter 94 drivers from participating the first round of the SF Region's Solo II series held on Feb. 17, 2024, at Crows Landing. The event was co-chaired by Hal Dorton and Michael Scott, with the course designed by Arvind Govindaraj.



Abeed Nazar 16 DS-N-Sharp-Motion

Justin Bowen led the AS class in a 2014 Porsche Cayman S. Rob Krider, in a '18 Cayman GTS, took second place, while Shelly Monfort rounded out third in a '18 Cayman GTS.

The rest of AS included Praneil Prasad, Ken Mollenauer, Alex Tanaka, Keith Kramer, Pushkar Shirali, Boris Elpiner and Michael Lella. Connie Lu ran uncontested in ASL in a Chevrolet Corvette.

John Rowe, in a '19 Honda Civic Type R, took first place in DS. Eric Lam, in a '23 Hyundai Elantra N, finished in second place, with Kevin Bui taking third place in a '14 Subaru BRZ. Craig Boyle, Michael Scott, Dennis Quilantang and Donald Wright rounded out the rest of DS.

The Solo Spec Coupe was led by John Subosits in a '13 Subaru BRZ. Dhiraj Jadhav and Frederick Ernest



Juven Lat

finished second and third, respectively, each in '13 BRZs. The rest of SSC included Bill Charron, Eric Martin, Suze Morrison and Kevin Chauvin.

Arvind Govindaraj took first place in STR in a '20 Mazda MX-5. Nipping at his heels was Glen Anderson in a '22 BRZ. Mark Lewis rounded out third in a '20 MX-5. Erik Acks, Kurt Wong, Philip Ma, Matt Francavilla, Ed Runnion, Megan Anderson, Oliver Ready, Cindy Ngo, and Andrew Santos rounded out the rest of STR.

Mack and Justin Tsang took first and second, respectively, in STU in a '06 Subaru STI. Steve McLaughlin finished third in a '07 Nissan 350Z. The rest of STU included Packroy Liao and Roli Schilter.

Brian Stanaway and Charlie Davis took first and second in STX. Stanaway was in a '13 Scion FRS while Davis was in a '94 BMW 325is.



Michael Scott event co-chair

Brian Hobaugh led the Classic American Muscle class in a '73 Chevrolet Camaro. Bryan Stewart, in a '04 Chevrolet Z06, finished second,

while Rich Lee took third in a '06 Corvette Z06. Gordon White, Hal Dorton, Steve Hobaugh,



Oliver Ready

Jett Sevilla, Paul Tibbals and Jorge Alvarez rounded out the rest of CAM. Brenda Barnes ran uncontested in CAM-L in a '23 Ford Mustang GT.

Abeed Nazar led the Novice class in a '11 Mini Cooper S. Nazar was followed by T Wong in a '04 Mazda, with Fahed Abudayyeh taking third in a '23 Mazda MX-5. The rest of the Novice class included Allysa Kazhe, Justin Judge, Alexander Hsu, Davis Mahoney, Chase Turner and Alex May.

Monty Pack handily took first place in S1 in a '18 Porsche GT3. Alex Ottoboni finished second in a '18 Tesla Model 3. Mattea Curtis ran uncontested in S1-L in a '18 Tesla Model 3.



Charlie Davis tricycle sharpened-Motion

The S2 class was led by Cody Mountjoy in a '23 Toyota GR Corolla. He was followed by Gary

Fazekas in a '22 Mustang, while John Osgood rounded out third in a '13 Cadillac CTS V. Anh Nguyen and Michael Daboll rounded out the rest of S2.

Levon Samvelyan ran uncontested in S3 in a '02 Toyota MR2 Spyder.

Al Andersen and Andrew Lee finished one-two in the S4 class. Andersen was in a '16 Volkswagen GTI, and Lee was in a '09 Toyota Yaris S. Kristen Barnes ran uncontested in S4-L in a '13 Mini Cooper Coupe.

The SMP class was led by Matt Ales in a '11 BMW M3. Co-driver Terence Chang took second, while Isaac Acks took third in a '06 Mitsubishi Lancer Evolution. The rest of SMP included Darrell Moskowitz, Arie Villasal and Mohamed Elsayed.

Cliff Fong, in a '89 Honda Civic Si, took the top spot in ST2. Keith Bullock, in a '90 Miata, took second, while Wyatt Taylor, also in a '90 Miata, rounded out third. Tristen Wu and Christian Reyes-Moreno rounded out the rest of ST2.

Mas Vang ran uncontested in STM in a '94 Nissan Sentra SE-R.

Jake Obniski took the top spot in XS over co-driver Kelly Prior. They split seat time in a '07 Lotus Exige. Sergei Avedisov took the last podium spot in a '07 Honda S2000. The rest of XS included Khoa Cao, Gabriel Fara-on, Andy Fang and Chris Minnig.



Focused on the job

Round 2

of the SF Region's Solo II championship series was held on Feb. 18, 2024, at Crows Landing. Hal Dorton and Michael Scott co-chaired the event, with Arvind Govindaraj designed the course that was used by 87 drivers.

Rich Lee led the Classic American Muscle group in a 2006 Chevrolet Corvette Z06. Brian Hobaugh, in a '73 Chevrolet Camaro, finished in second place, while Bryan Steward rounded out third in a '04 Corvette Z06.



Gregory Kehoe 12FS-N getting instruction from Novice Chief Praneil Prasad

The rest of CAM included Gordon White, Leon Weinroth, Hal Dorton,

Paul Tibbals, Steve Hobaugh and Jorge Alvarez. Brenda Barnes ran uncontested in CAM-L in a '23 Ford Mustang GT.

The Novice class saw Thiago Pinto de Lima finish in first place in a '23 Toyota GR86. Fahed Abudayyeh took second place in a '23 Mazda MX5, with T Wong taking third in a '04 Mazda. Brian Ma, Chase Turner, Linglong Wang, Winston Zhang, Nathan Springman, Chris Hillerman, Alexander Hsu, Joshua Metcalf, and Gregory Kehoe rounded out the rest of the Novice class.

Monty Pack and Houran Bian finished first and second, respectively, in S1. Pack was in a '18 Porsche GT3 while Bian was in a '12 Mercedes Benz CLS 63.



Nathan Springman 85DS-N coached by Connie Lu

Cody Mountjoy took the top spot in S2 in a '23 Toyota GR Corolla. Gary Fazekas came in second in a '22 Mustang, while Anh Nguyen rounded out third in a '20 Kia Stinger. The rest

of S2 included Cameron Cardoza, Haowei Wu and John Osgood.

Jonathan Warner ran uncontested in S3 in a '04 Miata.

Al Andersen led the S4 class in a '16 Volkswagen GTI. He was followed by Chris Minnig in a '97 Lincoln Town Car. Nipping at Minnig's heels was Andrew Lee in a '09 Toyota Yaris S. Kristen Barnes ran uncontested in S4-L in a '13 Mini Cooper Coupe.

Matt Ales took the top spot in SMP over co-driver Terence Chang. They split seat time in a '11 BMW M3. Isaac Acks and Darrell Moskowitz rounded out the rest of SMP.

Keith Bullock and Tristen Wu finished first and second, respectively, in ST2. Bullock



Sergei Avedisov

was in a '90 Miata while Wu was in a '17 Subaru Crosstrek.

Demetris Wagner ran uncontested in STM in a '18 VW GTI.

Jake Obniski, in a '07 Lotus Exige, led the XS group. Khoa Cao took second in a '07 Honda S2000, while Kelly Prior and Tyler Packard took third and fourth, respectively.

Rob Krider took the top spot in AS in a '18 Porsche Cayman GTS. Following close on his heels was Shelly Monfort, also in a '18 Cayman GTS, while Praneil Prasad finished in third place in a '03 Corvette. The rest of AS included Ken Mollenauer, Justin Bowen, Michael Lella, Juven Lat and Alex Tanaka. Connie Lu ran uncontested in AS-L in a Corvette.



Glen Anderson

The DS group was led by John Rowe in a '19 Honda Civic Type R. Eric Lam was in a very tight second place in a '23 Hyundai Elantra N, while

Michael Scott finished third in a '21 Subaru WRX. Craig Boyle and Nicholas Fleischmann rounded out the rest of the DS group.

John Subosits, in a '13 Subaru BRZ, took the top spot in Solo Spec Coupe. Dhiraj Jadhav finished in second place in a '13 BRZ, while Eric Martin rounded out third in a '13 Scion FR-S. The rest of SSC included Frederick Ernest, Kevin Chauvin and Suze Morrison.

Kevin Bui managed to eke out first place in STR in a '22 BRZ. Mark Lewis took second place in a '20 MX5, with Glen Anderson taking third in a '22 BRZ. Arvind Govindaraj, Erik Acks, Philip Ma, Dennis Quilantang, Ed Rynnion, Matt Francavilla, Megan Anderson, Andrew Santos and Oliver Ready rounded out the rest of STR.



Ken Mollenauer

Mack and Justin Tsang finished one-two in STU in a '06 Subaru STI. Steve McLaughlin finished in third place in a '07 Nissan 370Z. The rest of STU included Brant Ballantyne and Roli Schilter.

Bryan Heitkotter ran away with first place in STX in a '15 BRZ. Teddie Alexandrova was in second place, also in a '15 BRZ, while Brian Stanaway finished in third place in a '13 FR-S. Charlie Davis rounded out the rest of STX in a '94 BMW 325is.

Confessions of a Cone Slayer

By Rob Krider



The Garbage Car

Just the other day, while behind the wheel, I cheated death. Nope, I wasn't in Turn 10 at Sonoma, I was just in my wife's car. I had to borrow my wife's car to go to the parts store. The only reason I set foot in my wife's vehicle was because I had disassembled my own vehicle in the driveway and, admittedly, I had

absolutely no idea how to put it back together again. I needed my wife's car to help me fetch the be-all-end-all tool that would make my mechanical problems go away. It turned out the end-all-super-tool that I actually needed, was just a gallon of gas. That is another story of my mechanical stupidity for another time, and it is beside the point. The point of all this is the fact that I... cheated... death.

I was driving down the road, listening to reggae on the radio, happy as can be when the guy in front of me slammed on his brakes for no reason whatsoever. Apparently, the gentlemen in front of me thought that a yellow light meant stop. He stopped. Which meant that I needed to stop accelerating for the yellow light and slam on my brakes. As I stood with both feet on the brake pedal of my wife's car a wave of garbage came flying forward from under her seats. One particular piece of garbage, an empty bottle of soda, slid directly underneath the brake pedal, limiting the downward travel of the brake pedal itself, thus extending my stopping distance. Yeah, it was bad. I did what anyone would do in that situation and I panicked. I cursed so loud my dead ancestors blushed and I pressed on the brake pedal as hard as I could crushing the bottle which allowed the anti-lock brakes to safely slow me down directly behind Mr. I Stop For Yellow Lights.

As I sat there at the stop light, miraculously alive, I took a look around at the interior of my wife's car. It looked as if a tornado had struck a daycare center and a McDonalds and then dumped everything in the storm's path directly into the interior of my wife's car. Every portion of the car, the seats, the floor board, the

dashboard, was covered in trash. They say that cleanliness is next to Godliness. If that is the case, this car is going straight to hell. It looked like my wife had not thrown a single thing away in about a decade. Toys, school work, fast food wrappers, every pen and pencil I could never find in the house and every pickle that had ever been taken off a McDonalds hamburger all littered the interior of her car. There were French fries between the seats dating back to the Jurassic Era. In fact, when my kids finally graduate from high school, I'll bet you the title of my wife's car there will still be homework from their first-grade class stuffed under the back seat. Instead of a SUV, my wife had a GUV, a Garbage Utility Vehicle. It was like she was gearing her car up to win a role on the new television show Hoarders: Vehicle Edition.

It is embarrassing to go places and open the door of my wife's car just to have trash fall out. I end up chasing empty Starbucks cups and dirty Kleenex across parking lots as they blow away in the wind. My wife, whom I love, is a great many things, but one thing she will never be is an automotive detailer. She just absolutely refuses to clean her car out. When the inside of her car gets so bad that she either can't stand the smell or that she can't see out of the windshield, instead of cleaning it, she just trades it in at the dealership. The next car I'm going to buy her is going to be a convertible. Instead of dragging the trash cans to the curb for the garbage truck once a week, I'll just park her car at the curb. This way, on a scheduled weekly basis, the garbage truck will come along and pick my wife's car up with the big mechanical arm, turn her car upside down and dump all the trash out.

In my wife's defense, cars are not designed for women. Instead of carpet in the interior, my wife just needs a rubber floor with a removable drain plug. To clean the interior (if she ever got around to it,) she would just need to open the door, pull the drain plug and then use an industrial pressure washer to clean the inside of the car out. And bonus, if she leaves our little kids in the car seat, she can bathe them at the same time. Win-win! To market these types of vehicles to Soccer Moms, instead of claiming that a vehicle has 16 cubic feet of luggage space, the manufacturers need to say, "This vehicle comes with 16 cubic feet of rubbish space."

I will admit that I am not the cleanest guy. But I am a car guy. I'll put trash anywhere else on earth before I'll put trash in my car. Forget the baby seals and the ocean. This is my hot rod we are talking about. The interior of my car is sacred ground. Once, and you will notice I used the term, once, I let my wife borrow my car for one day. One single day. And somehow my wife found the time to leave inside my car tissue, eyeliner, ChapStick, coupons, tooth floss, and a fast-food bag. Now I tried to calmly talk to my wife about what she had done. But she didn't think she had done anything wrong. She didn't recognize the mortal sin she had committed. Talking to her about the idea of not leaving trash inside my car was like trying to explain to our six-year-old daughter about Newton's Second Law of Physics. Just a blank stare.

While I was struggling to explain to my wife what was bothering me about her car littering behavior, she interrupted me. She told me she didn't understand why I was so angry. I began to get more frustrated and upset. She could see it on my face. That is when my wife told me, "You look dumbfounded like you can't believe I'm not understanding the concept here. Well, what you are feeling right now is exactly how I feel every time I try to discuss with you the idea of raising the toilet seat in the bathroom, so you don't pee on the toilet seat." I had absolutely no idea what she was going on about.

Rob Krider is a national champion racer, author of the novel Cadet Blues and host of the Stories and Cocktails podcast.



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

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

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