

## SPRINT RACE GROUP 1

Forty-four entries comprised this group, with a whopping 14 cars in EP and 10 in BS, fields not seen in these classes for many moons. All five classes had at least six cars. Three track records were set during the race - Troy Ermish/No.38 Datsun 510 set a GTL record of 1:51.217, Lee Fleming/No.00 Midget for HP at 1:55.140; and Jake Pipal in No.28 Mazda 2 took honors in BS with 2:02.743.

This group had some drivers competing in more than one class within the group, making for hard choices as to which car to qualify and which car to race. Runoffs Roulette. Joe Huffaker entered both his No.77 Mini and his No.77 Midget, but only ran the Mini in qualifying. The Midget was a late entry in GTL. He's planning to compete in both FP and GTL at the Runoffs, and waged an unsuccessful campaign this weekend to move GTL to another Group. He was a DNS in the Midget for qualifying and Sprint Race.

Bill Okell of Victoria, Canada entered and qualified his 1992 Sprite in two Group 2 classes - No.7 FP and No.171 GTL. He qualified GTL on Friday, FP on Saturday, and raced as FP in the Sprint Race.

Glen McCreedy/No.4 Mazda MX-5 had the overall and EP class pole position. Troy Ermish had the GTL pole position; Brian Linn/No.21 Midget was on pole for HP; and Jake Pipal had the BS pole based on his Saturday qualifying. He couldn't get off work Friday so wasn't in the car until Saturday morning.

Okell, who races in Oregon Region, lasted but one lap as he and Ben Valentine/No.24 Midget spun in Turn 1 and contacted each other. Okell was able to continue, but Valentine was stalled, facing traffic. This brought out a Double Yellow and call for the Safety Car, but was quickly canceled when Valentine was able to restart. Okell retired, but Valentine continued to race and steadily moved up until Lap 9, when he pulled off in Turn 1 with mechanical problems and retired.

The front four-pack pretty much finished where it started, flag to flag. McCreedy was fastest in both qualifying sessions, won the race and EP, and turned the fastest lap of 82.916 mph. It was a close finish, however, with Matt Reynolds/No.71 Miata from Alamo Region, who started, ran and finished second, a mere 0.461 seconds behind, coming in second for EP. Pole sitter Ermish won GTL despite an early Turn 11 contact he had with runner-up GTL driver, Huffaker. Just racing. They quickly recovered and continued, Ermish in third and Huffaker in fourth - where they started and finished.

After the first lap, there was no drama, other than a couple of spins

Colorado driver, R.Inness Eisele/No.13 BMW, won FP. He gridded 22nd overall, fifth in class, but immediately passed four cars, and drove steadily to the front to reach seventh overall, first in class, where he ran the final five laps to the finish.

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Thirty-two of the 44 entries actually started the race, and several drivers ran a few laps and pitted: Flemming; Stephanie Funk/No.62 Honda CRX -HP from New England Region; Huffaker's long-time Crew Chief and racer, Joe Carr/No.12 Fiero-EP; Kurt Frieztsche/No.76 RX-7-EP; and Steve Hussey/No.37 Lotus 7-FP.

Class Winners:

EP - McCready; Reynolds; and Aaron Downey/No.50 Mazda RX-3.

FP - Eisele; Bob Bradfield/No.36 Volvo; and Ian Green/No.59 Honda CRX

GTL - Ermish; Huffaker; and Joe Harlan/No.46 Nissan 240 from Northwest Region

BS - Pipal; Robert Rodriguez/No.6 Mazda 2; and John Phillips/No.3 Honda Fit from Houston Region

## SPRINT RACE GROUP 2

This group had a split start, putting F4, FA, FE, FE2 and FS in the first group and the 14 FM's in the second group. The FA class had 12 entries, consisting of three sub-classes - purpose-built Formula Atlantic cars, Star Pro Mazda Cars and the Fast Forward-built FS2.0 cars which run as part of the Formula Car Challenge. Thirty-nine entries made it the second smallest of the Majors groups. All but one ran the first race. Jim Devenport set a new FE2 track record of 1:39.943.

There was a moment of drama on the first start, when Kyle Loh/No.5 stalled his FA Ligier on the grid. Other drivers figured it out and got around, while Loh's crew vainly tried to push start the car. He finally was able to get started and took off, remaining at the back according to the rules.

Pole sitter Tony Opheim/No.31 Ralt led overall and the 12 car-large field of FA's for three laps until he spun in Turn 3 and dropped to the back of that pack. Sam Orak/No.37 Star PFM took the lead and raced hard with Edd Ozard/No.32 Swift. Orak led a lap, then Ozard led two laps, then Horak again for six laps when Ozard regained the lead and the win two laps later. Horak was runner-up, 0.856 seconds behind. Opheim turned the fastest race lap of 96.185 mph. Graham Rankin/No.21 Swift and Canadian John Purcell/No.14 Star PFM diced for third, with Rankin prevailing.

Purcell was the top Pro Mazda pack in the FA class, but it wasn't easy. He had to save his car several times when he downshifted under braking and the car wasn't loaded properly.

Mid-pack in the FA field, 16-year old Courtney Crone from San Diego gridded eighth and moved up to sixth, until being passed by the charging Opheim. She finished seventh overall and in class.

Meanwhile, minding his own business and racing with the tail end of the FA pack was FE2 leader, Jim Devenport/No.29 SCCA Enterprise - a late entry. He won his class, finishing tenth overall, and set another track record for himself.

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There were a few offs and spins, but nothing major until three laps from the end of the 14-lap race, Ryan McElwee, a 15-year old F4 driver from San Diego who has raced a lot with SFR this season, spun - his second spin in the race. This time he had help from Loh in Turn 11. They banged wheels and McElwee nosed into the tires and couldn't restart. Loh spun and continued. McElwee needed a tow. The Checkered Flag was thrown early.

Despite a couple of spins, Stephen Temple/No.42 Van Diemen won FS.

Bill Weaver/No.67 Star Mazda won the large FM field, and gave his Checkered Flag to to Flagger Heather Streets on Turn 8.

Class Winners:

FA - Ozard; Horak; and Rankin

FE2 - Devenport; Thomas Burt/No.45 SCCA Enterprise from Northwest Region

FE -Brandon Chappell/No.48 Van Diemen; John Yeatman/No.14 Van Diemen; and Bradford Shaffer/No.88 SCCA Enterprise

FS -Temple

FM - Weaver; Brad Drew/No.78 Mazda Formula; and Christopher Tarhan/No.72 Formula Mazda

F4 - Brent Morgan/No.177 US F4; and McElwee

#### SPRINT RACE GROUP 4

This group of five classes had 58 entries, with the largest class being STL with 19, and the smallest having seven - STU.

This group had another, even more complicated example of more than one driver in a car to qualify for the Runoffs - this time three drivers sharing two cars. For the first time since 2005, the Sanchez brothers, Izzy and Luis, were racing together. They want to run together at the Runoffs, and are building a second car. They bought their first one - a T4 2013 Scion FR-S - from Oscar Jackson of Cal Club. For the sprint race, Jackson qualified the T4 car as No.146 in Q1, Luis Sanchez qualified the T4 as No.46 in Q2, and Jackson raced it as No.146., with Luis Sanchez as a DNS. At least that's what the Official Results show. The Lap chart shows No.46 raced, not 146. In the Feature Race, Izzy gridded and raced No.78 from the T4 pole, with Jackson a DNS as No.146. Got that? There's a test at the end. PS. Izzy/No.78 won T4 in the Sprint Race, over eight competitors.

Nathan Pope/No.23 Honda Prelude had the overall and STU class pole position, based on his second qualifying run. He raced and dived with Mark Boden/No.47 Porsche 911 out of Chicago Region, who had the T2 pole, and STU driver, Ian Barberi/No.74 BMW M3. Boden got the lead on the first lap and held it until Lap 6 when Barberi passed Pope for the lead. Pope ran second until Lap 12 of the 14-lap race, when he lost his right axle and wheel in Turn 6A and retired. Barberi held on to win and turn the

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fastest race lap of 82.808 mph. Boden was runner-up, and T2 class winner. The Margin of Victory was 11.306 seconds.

Boden specifically came to the Sonoma Majors to prep for the Runoffs, and said it was definitely worth the trip. "I gained a lot of knowledge about the track. Turns 7 and 11 were my least favorites, but I liked the rest of the track because it is such a rhythm track." He did note that "you really have to watch your tires since it was so hot." This year's Runoffs will be his fifteenth time, and he was GT2 National Champion in 2009.

Tim Auger/No.07 Acura won STL, saying that Sonoma is a good track for his Acura. He was pleased there were so many cars in his class and looks forward to the competition at the Runoffs. One of his main threats will be Rob Stromeyer from Las Vegas, who didn't come to Sonoma...this time.

Ryan Hazelton/No.49 Honda S2000 gridded had been fast in qualifying and started fourth overall, third in STU. However, he ran but three laps before slowing in Turn 1. He retired.

David Ray/No.30 T2 Mustang and WC Storms/No.112 STL Honda Del Sol from Northwest Region contacted on the first lap in Turn 11. Both continued, near the back of the 49-car field. Ray shot up through the pack, gaining 14 positions in two laps. He continued his climb to 17th by Lap 12, where he ran to the Checkered Flag, finishing tenth in T2. Storms didn't fare as well. He got to 39th before dropping back. Storms finished forty-first, 12th in STL.

Tom Wickersham, racing for Michael Sullivan's Main Street Racing, achieved the team's weekend goal - BMW beating Mustang. The long-term goal is to make the BMW competitive enough to beat Porsche at the Runoffs, and they will be testing between now and then.

Several drivers pitted with half or fewer laps completed.

After the Checkered Flag, Bruce Trener/No.2 Acura went off exiting Turn 7, and continued. Russ Peterson/No.7 T2 Shelby avoided Trener, but hit the wall hard in Turn 8, briefly causing a 'situation.' He was OK.

#### Class Winners:

STU - Barberi; Andrie Hartanto/No.198 Honda 2000; and Trener

T2 - Boden; Wickersham; and Clark Nunes/No.70 Mustang

T3 - Mark Drennan/No.10 BMW 2002; J.D.Koos/No.12 BMI 330; and Eddie Nakato/No.28 BMW 330 from Oregon Region

STL - Auger; Tom Lepper/No.21 Honda Civic; and Ben Brandt/No.57 Miata

T4- Izzy Sanchez; Ross Murray/No.174 Mazda RX-8; and Lance Stewart/No.11 Mazda RX-8

SPRINT RACE GROUP 5

This was the smallest of the Majors groups, but the most stable in that it had no late entries. Twenty-six of the 28 entries ran the race. There were 19 FF's, and four FV's - the first seen since the Thunderhill Majors. They haven't run SFR Regionals this year. There were no FSTs.

The FF's are a closely-knit, fun-loving, but very competitive group. There was one 'ringer' in the group - a pro racer who doesn't often race at the club level anymore - Alex Barron/No.173 Vestal, who ran CART back in the day. He was a late entry in a Billy Kephart-designed car he was breaking in for Kephart, as well as coaching Kephart.

The front pack of FF's were hard at it, as always. Sixteen-year old Nicky Hays from Cal Club in No.41 Piper had the pole position and led all but one lap. Barron led the second lap, but came to grief soon after when he spun and had contact with Hays contact in Turn 7. Hays continued on, in the lead, while Barron parked it. But he still enjoyed the feeling while it lasted. Hays won and turned the fastest race lap of 87.35 mph, with a MOV of 10.870 seconds. But he impacted others on his way. Hays was fast in both qualifying sessions, but was perhaps a bit over-eager in his race craft during the race, touching other drivers.

Runner-up Skip Streets/No.51 FF Piper said he struggled with grip, but thinks it can be resolved with testing. However, once he got past Chuck Horn/No.44 FF Swift early on, he took off. Horn didn't give up and tried to pass Streets between Turns 9 and 11, but couldn't quite make it. Jon Branstad/No.44 FF Swift started further back but worked his way up and finished third in class.

Chuck Horn/No.44 Swift, instead of his usual Spectrum, was running third in FF until near the end. He had earlier get off the throttle when Barron had his spin, and wasn't able to catch the leaders. Horn pitted three laps from the end.

Sherm Johnston/No.71 Crossle was the only CF driver. He had a spin, but the Oregon Region driver held on and won the class, 18th overall.

Meanwhile, back with the uber-competitive FV pack, FV pole sitter, young Robbie Arthur from Canada led for three laps before being overtaken by veteran Ron Wake/No.41 Mysterian. Wake vigorously defended his lead position against Arthur in Turn 11, pushing Arthur over the yellow line. Arthur recovered, and he and Cal Club's Donald Manthe/No.40.LYNXX finished behind, on the podium. Wake had a talk with the Stewards.

Jeff Jorgenson/No.64 Novakar ran his own race, steering clear of all the FF battles, to bring home his F5 in top spot, third overall. On his victory lap he gave his Checkered Flag to the E Crew on Turn 7, "for being so busy and outdoors in the Saturday heat."

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FF - Hays; Streets; Branstad  
F5 - Jorgenson; Lane Spiering/No.29 KBS  
CF - Sherm Johnston/No.71Crossle  
FV - Wake; Robbie Arthur/No.67 Lazer; Donald Manthe/No.40 VW Lynx

#### SPRINT RACE GROUP 6

This was another large group - 52. The group had 43 SRF3s, and nine Regional-only SRFs. They had a split start with the SRF's in the second pack.

Cal Club's Mike Miserendino/No.11 SRF3 dominated the race, leading every lap from the pole position, turning the fastest race lap of 84.597 mph, and setting a new SRF3 track record of 1:47.238. His Margin of Victory was 4.705 seconds. He credited his continued West Coast SRF dominance to having a good car and a good MBI Racing Crew. He and his father, Tom/No.15 SRF3 race together. TJ Acker, also from Cal Club, came in second in No.62 SRF3, followed by John Black/No.17SRF3.

The race got off to a good start, all making it through the first corner. In Turn 7 they were four wide through the exit.

The pack behind the leader was somewhat processional, with the top five starting, running and finishing in the same position. Right behind them a hard race was being fought by Jack Willes/No.49 SRF3 and Umberto Milletti/No.34 SRF3. Willes caught up from ninth to run on the heels of Milletti by the half-way mark. They ran closely but cleanly, in sixth and seventh position. Willes said he felt better in Turns 8, 9 and 10. For six laps they were hard at it, with Milletti ahead of Willes. On the last lap, Milletti spun in 3A, losing two places to Willes who went on to chase Steve Fogg/No.21 SRF3. Willes finished sixth, behind Fogg and Todd Harris/No.24 SRF3 - both from Oregon Region. Milletti finished eighth behind Joshua Jacobs/No.4 SRF3 of Houston Region.

There were a few spins and offs, and some body contacts, but no one was hurt, no cautions, just 13 laps of busy racing.

Hank Raymond/No.12 had the SRF pole position in the five car field, with Alex Kwan/No.91 SRF beside him. Raymond led until he went off in Turn 9. Kwan passed and kept moving forward. Raymond caught up and they ran closely to the finish, so close that Raymond had body damage.

Class Winners:

SRF3 - Miserendino; Acker; Black  
SRF - Kwan; Raymond; Ken Woolley/No.41

#### SPRINT RACE GROUP 7

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This was the largest group, with 75 drivers including late entries, all Mazda Miatas. The breakdown was SM-51, the Majors class; and the two Regional classes - SMT-17 and SSM -7. At least five of them were females, the most of any group all weekend. Sixty-six drivers ran the race.

Mark Drennan dominated this race, in his No.10 "No Wife No Kids" Miata in the SM class, and Drennan credits that for being as fast as he is. He was fastest in both qualifiers, and had the pole position, the only driver to get below 1:56 seconds. Drennan, a long-time Mazda competitor in club and pro racing, led every lap, won by a Margin of 0.668 seconds, and turned the race's fastest lap of 77.901 mph.

Tristan Littlehale/No.08 SM was running second on the second lap when he went off and on mechanical three times, before stopping in Turn 8A. Austin Newmark from Arizona was gridded second, but appeared to miss a shift at the start, moved back to second place and ran there to the finish in No.77 SM. Ken Sutherland/No.94 SM from Oregon Region also moved up and ran third for the duration. Philip Holifield/No.144 SM, the youngest brother in the Holifield dynasty of drivers, ran fourth all that time too.

Early on, Todd Launchbaugh from Cal Club broke his rear window and lost the glass in his No.13 SM. There were some spins, body contacts, but no big drama at that point. And Drennan continued to pull away from the field. More offs, more mechanicals and body contacts.

Young Tommy McCarthy, running his No.23 "Thanks Grandpa" SM gridded sixteenth and moved up quickly to run 11th until the caution and he had to maintain his position to the end.

A little past midway through the race two cars hit the Turn 8 wall hard, calling for the Safety Car. Ward Rose/No.06 SM and Sam Kastle/No.74 SM went into the turn side by side and had body contact, causing both to hit the wall. This brought out all the Emergency equipment, and Bill Agha/No.7 SM from Texas was hit by the tow truck. No drivers were hurt, but the cars all required tows. Amy Miller/No.114 SM, from Washington but running for New York Region, pulled off and also required a tow.

Mike LaBouff/No.04 won SMT, finishing sixteenth overall; but said he will run SM for the Runoffs. He was only running SMT this weekend because the Toyo tires last a lot longer, giving him more bang for his buck. He enjoyed racing with runner-up SMT driver, Tupper Hull/No.50 and some of the slower SM cars.

Ross Lindell/No.11 won SSM, coming in thirty-fifth.

All fifty-six drivers finishers were on the lead lap, with ten retiring from the 9-lap race.

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SM - Drennan; Newmark; Ken Sutherland  
SMT - LaBouff; Hull; Grant  
SSM - Ross Lindell/No.11; Chris DePuy/No.182; Rob Fuller/No.5

#### SPRINT RACE GROUP 8

This group, consisting of P1, P2, as well as FC, FB, S2, DSR and ASR. There were no sports racers in the field. Dave Arken, who often runs DSR, ran his AMAC as a P2. This group ran at 5:15pm, in the hottest part of the day (86 degrees,) and it was the fastest group of the day.

Two track records were set during this race. JR Osborne of Oregon Region set a new FB track record of 1:31.549 in No.83 Firman. Chuck Bona/No.42 Formula Enterprise set a new P2 track record of 1:33.990.

It was also one of the more problematical races of the weekend. There were two 'situations' during the 15-lap race. Afterwards, a top class winner was penalized seven positions, and two drivers were reprimanded: one for crew using alcohol, and one for a post-race altercation, between crews, not drivers.

The race started with a 'situation' for the first group (P1 & P2) when Fabian Okonski/No.6 P2 Stohr spun and was unavoidably hit by Kevin Mitz/No.77 P2 Radical, who spun off and then by Cal Club's Steve Nicklin/No.142 P1 Elan, who also spun. Okonski suffered a broken wing. Mitz continued, but Okonski and Nicklin retired. All this before the Green Flag for the second wave.

Rod Rice/No.41 FB Stohr spun in Turn 7 after the second Green Flag and retired.

Paul Marino/No.14 FC Van Diemen caused the next 'situation' one lap later, when he spun and hit the Turn 9 tire wall and spun again. He was OK.

Todd Slusher/No.2 P1 Elan from Las Vegas gridded second, behind Jim Devenport/No.23 P1 Norma. Slusher led the first four laps and then retired. Devenport, who had been running second, took the lead and never looked back. He won and turned the fastest race lap of 99.214 mph - the fastest lap of the day. His Margin of Victory was 0.718 ahead of runner-up Osborne, who was second overall, the FB winner, and set a new FB track record. Chuck Romer/No.7 Elan from Las Vegas Region finished second in P1 class, followed by Perry Richardson/No.132 Stohr.

Devenport said his overall and P1 victory was a good effort, considering SCCA 'neutered his car about thirty hp,' claiming it was the penalty for doing a good job. Devenport did alright this Majors weekend, running and winning two different classes in two different races-P1 and FE2.

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Randy Cook/No.9 JDR gridded and ran second in FB, right behind Osborne. Gary Hickman/No.76 Phoenix from San Diego Region ran third in class.

Cal Club's Tim Day/No.81 P2 Stohr had the P2 pole, but spun in Turn 7 while leading but recovered nicely and still finished second in class. Bona started second in class but led after Day's spin and went on to take the class win. This was his first race back since his father died a year ago. Winning the race was 'surreal to him,' and Bona kept his father's funeral announcement with him in the race car. Day finished second in class, followed by Jeff Shafer/No.109 Radical from Cal Club

There were 13 FC cars, the most of any class in the group, and it was part of one of the two split start groups, along with the FB and FS. There were 22 in that group for their start.

Mitch Egner/No.4 Van Diemen from Northwest Region had the FC pole and led the entire race, starting 27th and working his way up to fifteenth overall, first in class and on the lead lap of the 15-lap race. He was shadowed by Tom Hope/No.10 Van Diemen. Hope's closest contender was Robert Armington/No.11 Van Diemen, who gridded second in class, but only lasted a lap before retiring. He spun out after downshifting going into the carousel. Armington went for a ride up a twenty-foot berm, and the trip back down bent his front A-arm. Long-time driver and former flagger, Bob Negron/No.19 ran second in class until being passed by Hope on Lap 10. Hope finished second and Negron third.

Deckers Father and Son were entered, but only Dad - Paul Decker/No.80 P2 1993 AMAC - ran, finishing seventh in class. Son Derek qualified in the first session, in No.90 P2 AMAC AM-006, while Dad qualified in the second qualifier. Another old-timer, along with Paul and Cook in FB, was Arken, who finished eighth in P2. It was a mini-reunion for those fellas.

Class Winners:

P1 - Devenport; Romer; and Richardson  
FB - JR Osborne; Cook; and Hickman  
P2 - Bona; Day Jr; and Share  
FC - Egner; Hope; and Negron

#### SPRINT RACE 9

This was the smallest group, being the only Regional group in the otherwise all-Majors weekend. Although the group included a veritable alphabet/numerical soup of classes, only three of the IT classes turned out - ITS/ITA/ITX. There were no ITB, ITC, ITR, E30; E46; SSC5; N3, L, or SM5. There were 28 entries with five DNS and one DQ for being in the wrong class. All but one of the cars was a Mazda, and of those all but three were Miatas. The only non-Mazda, a Porsche, didn't run. All but two of the 28 drivers were local.

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Twenty-two of the 28 entries ran the last race of the day, and it went off with a frisky start. Several drivers tested the limits of the tracks and their cars, spinning and driving off course.

Christopher Murdter/No.72 Miata had the overall and ITS pole position. Starting besides him on the front row was Joe Kalinowski/No.155 ITS Miata. Leeson Grant/No.03 ITA Miata gridded sixth but got into third immediately. These three maintained their positions for the entire 12-lap race.

All the drivers who finished the race were on the lead lap. There were three retirements, including Brendan Hermalyn/o.90 ITX Miata, who ran fourth overall and first in class until he had a couple of spins - first in Turn 3A. Then he mixed it up with Eric Fulkerson/No.51 ITA Miata in Turn 4. Hermalyn ended up with some body damage and both retired.

Ross Lindell/No.11 Miata was the beneficiary of Hermalyn's retirement, taking over as leader in ITX and went on to claim the class victory.

Don Knowles of North Carolina Region, in No.38 ITA Miata was disqualified after running the race, for running a car in a class for which it was not intended. He ran a 2007 Miata in ITA, and also ran it as a T4 in Group 4.

Rohan DePuy/No.182 ITX Miata was the top Novice, finishing fourth in class.

Class Winners:

ITS - Murdte; Kalinowski; Donald Ahn/No.39

ITA - Grant; Doorn Dreksler/No.70 Miata; Joseph Kou/No.6 Miata

ITX - Ross Lindell; Thomas Bordeaux/No.76 Miata-Cal Club; and Jeffrey Abramson/No.80 Miata

Saturday after the racing, everyone gathered in Worker Camping for a big 'Pot Luck' dinner cooked and provided by various folks. All drivers, crews, race officials and volunteers gathered together, and welcomed all the SCCA National Staff and Runoffs Officials who were on site to meet all the SFR folks and do some pre-planning and arranging. A good time was had by all.

On Sunday, the weather was more temperate, but the racing was hot. Nine new track records were set, and the fastest race lap of the weekend was turned in Group 8 - 100.878 mph by J.R. Osborne in No.83 FB Firman. He also set a New Track Record of 1:29.930.