



The wheel®

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Regional 7 & 8
p. 8

Solo II Round 5 & 6
p. 50

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AP Miranda, Tim Moser, and Marc LaCorte fighting for the Spec Corvette win. Steve Bohac Photo

Cover: Sunday afternoon race. #94 Ken Sutherland, #87 Will Schrader, #68 Adam Smalley, #29 James Wetter, and #7 Greg Hoff. Every lap was this close. Schrader pulled off the win. Cody Olmsted Photo

FEATURES

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

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CALENDAR

FRESNO AUTOCROSS CHAPTER SCHEDULE

Event 9, **July 13**

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

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

All Events held at Fresno Fairgrounds.

SAN FRANCISCO REGION'S AUTOCROSS CHAPTER SCHEDULE

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

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

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

All Events are at Crows Landing.

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

SCCA SACRAMENTO SOLO II AUTOCROSS CHAPTER SCHEDULE

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

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

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

Events held at Thunderhill Raceway Park

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

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

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

RENO REGION SCCA SCHEDULE

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

Track Event #7, **October 19**

All Track Events: Thunderhill Raceway Park

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

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

2 Mile West Course, Saturday

*3 Mile East Course, Friday



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2024

2023 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

JULY 5-6-7

REGIONAL 9 & 10 - WEATHERTECH RACEWAY
LAGUNA SECA

AUGUST 10-11

*PRE REUNION - WEATHERTECH RACEWAY
LAGUNA SECA

AUGUST 13-17

*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 11 & 12 - WEATHERTECH RACEWAY
LAGUNA SECA

OCTOBER 24

TEST DAY TEST DAY - THUNDERHILL RACEWAY

OCTOBER 25-27

SEASON FINAL/ENDURO - THUNDERHILL
RACEWAY

* = Pro Support

Enduro 4 Hour
October 27, 2024

THUNDERHILL
RACEWAY PARK

3 Mile

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TRACK EVENT AND TIME TRIAL

All events are at Thunderhill Raceway Park

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

- Overnight paddock parking available
- If you completed an SCCA competition licensing school and are working on a full competition license **this Time Trial could count for one race weekend toward a SCCA Full Comp License.**
- Get ample seat time on-track in your car.
- Satisfy your "need for speed". Bring your car and drive for fun in Track Event or compete for fast lap in Time Attack.

TRACK EVENT (TE): Concentrates on driver enjoyment, philosophy, and the application of performance driving techniques. TE provides a constructive learning environment that stresses proper driving techniques in a noncompetitive environment. **Novice Driver coach and classroom instruction included ~ NO EXTRA CHARGE.**

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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Confessions of a Cone Slayer

By Rob Krider



Demolition Man

Like most car guys, I've done a lot of dumb things in automobiles. Some things I'm still not sure the statute of limitations is up on yet and I really can't discuss. But one dumb thing I did do with a car that I can talk about was entering a destruction derby at a local fair in a 1976 Chrysler Cordoba. Signing up

to get in a car wreck seems like a pretty stupid idea on face value. But, when I did it, I was just looking for some time hanging with the boys and getting a little break from being a full time husband-father-chauffeur to my family.

The summer of 2008 I had been a good boy and I had spent a lot of time with my kids and my wife, whom I love. We frequented the beach, the lake, amusement parks, museums and even the La Brea tar pits. Essentially, most of my summer was spent driving around looking for the cleanest bathroom in Los Angeles, which it turns out, is actually in Santa Barbara. And if I wasn't searching for a sterile john every fifteen miles I was looking for a drive thru fast food restaurant that has a vegetarian meal for my environmentally savvy son, red meat for my carnivore daughter and salad for my diet conscious wife. And every time I hoped this unrealistic fast-food haven to be right next to the freeway with, of course, a clean bathroom. Turns out, it would have been easier to find the Holy Grail.

So, after a few weekends in a row playing bathroom scavenger hunt alongside my picky eating family with the small bladders, I was looking for a weekend with no kids and no wife. Dad needed a vacation from all of his family vacationing. I needed a weekend with the guys. My wish was to come true in the form of a car project in the hometown where I grew up. The plan was simple, kiss the wife and kids goodbye, drive up north, see some of my old buddies from high school and spend two days transforming a 1976 Chrysler Cordoba into a demolition derby car under the gracious tutelage of the derby experts at Third Street Auto Repair. The trip would be just like the show *Monster Garage*, without Jessie James, the television cameras or the five thousand dollar budget.

I got up before the sun on Saturday and drove northbound. I didn't spend a week planning the trip and I didn't spend a day shopping for new clothes before I packed, in fact, I didn't even really pack. I just wrapped my toothbrush in a pair of underwear, tossed them on my front seat and hit the road. Without the family in tow my travels were direct and quick. I never stopped to use the bathroom and when I was hungry I chewed on my fingernails. The whole idea was to get where I was going, not tour every freeway exit and rate the restroom cleanliness.

When I arrived (in record time, I might add) I found that our working conditions for transforming the Chrysler were not the best. The Cordoba was in a dirt lot with small rocks ready to puncture our backs while we tinkered underneath the car. There was no shade and the sun had already heated up the metal body hot enough to cook cheeseburgers. Our tools we had to use consisted of a cracked five-gallon bucket filled with random wrenches, sockets, screwdrivers and, last but not least, a sledgehammer. Our bathroom was nothing but a half dead berry bush behind a building (good thing my wife didn't come.)

My friends and I had a ton of work to do and not much time to get it done. The county fair was coming up the following weekend and we needed the car ready for the demolition derby, which is sometimes called the "smash up" derby, "destruction" derby, or "guys who are dumb enough to climb into an old car and run into each other in front of a crowd" derby.

We were required to strip the car of its interior, any plastic exterior pieces and all window glass (hence the sledgehammer.) We also had to re-wire the car, move the battery into the interior and install a new gas tank. There would be no time for strategy sessions or lunch location debates, just hard, manual, knuckle busting labor.

A good ole boy named John, arrived around ten a.m., dropped down a twelve pack of Coors Light and announced, "I brought you guys a case of water." For breakfast he was eating a 7-11 chili dog covered in nacho cheese. Another friend of mine, Jeremy, mysteriously showed up with a welder. When I asked him where he got it he shrugged and said, "I borrowed the welder from work, they don't exactly know about it, but it's here so let's use it." We got right to our project and within minutes we were each submerged in dirt, grease and foul language. As we thrashed on the Chrysler Cordoba (now called simply The 'Doba) we traded stories filled with exaggerations about romantic conquests, speeding tickets and record tequila consumption. You could safely use the fifty percent rule with anything we said that weekend, all of it being fifty percent total B.S. with the other fifty percent the truth, but probably the truth for someone else, not the guy actually telling the story.

John was using a metal grinder that had a broken handle (don't try this at home kids) and he was telling us all a story about another demolition derby car he built and then crashed into a tree during a test drive, when suddenly the grinder he was using jumped off of the car and hit him in the chest. For those of you not real familiar with metal grinders and their contact with human flesh let me just tell you this: IT'S UGLY AND BAD! We all ran over to John and saw that his t-shirt was torn open over his breast pocket. He reached in pulled out a pack of Marlboro Reds and found that the outside of the cigarette pack was also cut from the grinder. His chest only received a minor scratch, (minor in metal grinder terms, he was still bleeding a lot). He frantically opened up the pack of cigarettes and announced, "Oh, man that was close, if the grinder had cut my smokes in half I would've had to go all the way to the store." With that, he pulled out a fresh cig and lit up. Standing there covered in dirt, leaning against The 'Doba and bleeding, he took a drag off his cigarette and then got right back to finishing his half true story.

At that moment I realized John may have been the toughest guy I'd ever met and that we had just witnessed probably the first time in the history of the world where cigarettes actually saved a man's life. I also knew there wasn't a vacation destination on the planet that I'd rather be at other than working on an old car with some old friends.

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



REGIONAL 7 & 8

It seems like the 2024 Racing Season has been slow in getting going. By that I mean the first race of the year had to be cancelled mostly because the weather was going to be very questionable. The second race weekend, Regional 3 and 4, was actually the first race of the season for us; and although the turn out was okay, the weather Sunday morning was cold enough to make snow cones. With 110 entries, the turnout was certainly not a home run. Then, for the first time that I can remember, we did not have a regional race in the month of May. That is almost sacrilegious. The month of May is defined by the racing activity: The Indy 500, The Monaco Grand Prix, and the Coca Cola 600! So by the time June 7 rolled around, I for one was ready for some good ole Regional Road Racing at Laguna Seca Raceway.

With picture perfect weather, 153 drivers went through registration and sought their place in the paddock. The weekend featured a special appearance by the Spec Corvette Series, which is a traveling

group that runs NASA and SCCA. They brought 13 cars to the event, plus grid girls, and their own podium. This weekend also featured a Friday test day that had 119 entries. Speaking of entries, the Northwest Miata group attended this weekend and brought 10 cars in their caravan. They made the journey from British Columbia, Washington, and Oregon. Their Group made up one-third of the entire Spec Miata line up.

In the formula car category, World Speed and Exclusive Racing included this weekend in their 2024 calendar. This race featured 10 Formula Mazdas as part of those series.

Besides all the visiting groups, the Board of Directors wanted to respond to input by drivers in Group 6 by modifying the schedule. Their weekend featured a Saturday qualifying session, a Saturday race, a Sunday morning qualifying race, and then a Sunday afternoon race.

Group 1 (FA, FA2, FA3, FM, FX, F4)

Race 1



Jim Mali and Landan Lim had a great race on Saturday. Mali ended up on top. Steve Bohac Photo

Nineteen cars turned a wheel in anger for the large bore Formula Car group. The field was made up of an FA3 car (Pro Formula Mazda), one FX car (Formula Speed 2.0,) two F4 cars (Liger F4,) two FA cars (a Swift and an Anson,) three FA2 cars (Liger JS F3,) and 10 FM cars (all Star Mazdas.)

It's a toss up between the FA2 cars and the FA cars as to who will be the fastest. The main difference between the cars is the FA cars are ground effects, while the FA2 cars have roughly 300 horsepower. Depending on whether the track is a horsepower track or a handling track, you will see different people taking the pole position.

For the Saturday race, Landan Matriano Lim in the high Horsepower F3 car out did Jim Mali in his Swift to take the pole position. The margin was .524 seconds. Henry Jay Horak took third while the FM car of Christian Okpysh was the fourth fastest. The top six cars in qualifying had two FA2 cars, two FA cars, and two FM cars. It was quite a mixed bunch.

The faster of the two F4 drivers was Valentino Gargarino who posted a best 1:34.702 compared to Alexander Cornfield's 1:36.788.

The race got underway with Lim taking the lead (say that fast three times) followed by Mali just behind him in second. The green flag action lasted one lap as the full course caution came out for an incident

when the FM cars of Stew Tabek and Taylor Carmona got together in Turn 5.

When the yellow was lifted, Mali used the superior handling of the Swift to nail Turn 6 and outbrake Lim going into the Corkscrew. But Lim was not going to let Mali enjoy the view as he retook Mali the very next lap. The field enjoyed four laps of green flag racing before the caution came out again for Valentino Garbarino when his car quit at the entry to Turn 3. The clean-up took only two laps and the group had about five minutes left in the session.

This time Mali waited one lap after the caution period to get by Lim. Again Mali used the Corkscrew as his place of attack. With only three laps left in the contest Mali was able to hold off Lim and won the race by 1.212 seconds.

In FM Christian Okpysh led the class the entire race. After the first full course caution Okpysh, Brad Drew, and Bill Weaver made it by Frank Russell in the FS 2.0 car and Alexander Cornfield in the F4 car. Russell and Cornfield continued to fall in the order as the two FM cars of CJ Ray and Derry O'Donovan passed them. With the interruptions, the race never really got going and those watching were cheated out of a potentially good race in the FM ranks.

F4 was won by Cornfield as Garbarino was a DNF.



#4 Valentino Garbarino has #00 Alexander Cornfeld chasing him. Steve Bohac Photo



Bret Imhoff made his San Francisco Region and Laguna Seca debut. He made the drive from Gilbert Arizona. Peter Phung Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	38	Jim Mali	FA	13	1:23.939	Swift 014	Morgan Hill CA	SFR	201092	bojali consulting
2	1	73	Landan Matriano L	FA2	13	1:24.897	Ligier JS F3	Shreveport LA	RdRv	674830	Kiwi Motorsports
3	2	37	Jay Henry Horak	FA2	13	1:26.644	Ligier JS F3	Mesa AZ	SFR	450049	AutoEngenuity
4	2	1	Edd Ozard	FA	13	1:29.931	Anson SA4	Auburn CA	SFR	20453-1	
5	1	42	Gregory Perrin	FA3	13	1:30.491	Star Mazda	Kailua HI	SFR	356800	American Standard Co
6	1	29	Christian Okpysh	FM	13	1:29.858	Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and Maintena
7	2	78	Brad Drew	FM	13	1:31.034	Formula Mazda	Camas WA	Ore	221118	Coast Lighting & Tools
8	3	67	Bill Weaver	FM	13	1:31.150	Formula Mazda	Fresno CA	SFR	272665_1	James G Parker Insura
9	4	75	C.J. Ray	FM	13	1:31.536	Star Mazda	Huntington Beach	SFR	616127	Sem's Carwash and M
10	5	77	Derry O'Donovan	FM	13	1:32.548	Mazda Formula	Napa CA	SFR	229422	
11	1	46	Frank Russell	FX	13	1:34.602	Formula Speed 2.0	Hollister CA	SFR	466034	KT Machine Werks
12	1	00	Alexander Cornfeld	F4	13	1:35.862	Ligier JS F4	New York NY	CSCC	533727	
13	6	25	Bret Imhoff	FM	13	1:34.869	Mazda Formula Mazd	Gilbert AZ	AZ	720560	
14	7	17	John Ertel	FM	13	1:36.257	Mazda Formula Star	Half Moon Bay C/	SFR	343118	
15	3	55	Jonathan Collins	FA2	11	1:32.764	Ligier JS F3	Oak Park IL	CHI	672991	
16	2	4	Valentino Garbarino	F4	7	1:35.373	Ligier F4	Martinez CA	SFR	722497	Harris Group
DNF	DNF	72	Taylor Carmona	FM			Formula Mazda	Torrance CA	CSCC	692611	
DNF	DNF	28	Stew Tabak	FM			Formula Mazda	Pacific Grove CA	SFR	177403_1	Tabak Law Firm
Not classified											
JNS	DNS	12	Marcus Brodie	FM			Formula Mazda	MARINA CA	SFR	428793	



The start of Saturday's race in group 1. Lim, Horak, Mali, and Ozard. Randy Jones Photo

Sunday morning qualifying for Group 1 saw the FA2 car of Landen Matriano Lim take the top spot once again. Lim pulled off the track after seven laps, satisfied no one was going to go faster than him. Jim Mali grabbed the other front row spot after only five laps of trying. He was 1.5 seconds off of Lim's time. Jay Henry Horak took third, but he stayed out the entire session with his best time being on the last lap. Fourth fastest was the fastest qualifier in FM. Christian Okpysh again took the pole in FM this time, beating Bill Weaver by less than half a second. In F4, Valentino Garbarino out dueled Alexander Cornfield.

The race got underway with Lim snatching the lead followed by Horak. Mali lost out on the drag race to Turn 2 and had to accept third place in the opening lap. Lap 2 saw Mali pass Horak going into the Corkscrew, but as he was exited the turn, his stub axle broke, causing him to lose forward drive. The broken stub axle ended the day for Mali. Up front it was going to be a race between the two FA2 cars. It turned out to be not much of a race. Lim steadily pulled away from Horak and ended up winning by 10.298 seconds.

Edd Ozard came in third driving his Anson. Ozard was entered in FA, but his car is really a Formula Super Vee. The Anson is powered by a 1.6 liter Volkswagen engine. The Super Vees were lumped into FA

when the Pro Super Vee Series ended.

In FM Christian Okpysh led the entire race. The first part of the race the FM running order was Okpysh, Weaver, and then Brad Drew. But on Lap 9 Drew and Weaver caught up to the FA2 car of Jonathon Collins. Going into Turn 10 Weaver had to check up while Drew had a good run. Drew went around the outside of Collins going into the turn and looked as though he had passed Weaver and Collins in the same turn. But Weaver was still along side of Drew as they approached Turn 11. Weaver and Drew both were braking toward the apex of the turn and Drew ran out of room. He went into the dirt and broke off his wing and nose. This caused Drew to fall out of the race and bring out the full course caution. CJ Ray inherited the third spot in the class; but once the caution was lifted, neither Weaver or CJ Ray could get by Okpysh.

Valentino Garbarino had a much better day on Sunday. He beat his fellow F4 competitor Alexander Cornfield. The two had a great race with the FX car of Frank Russell before the caution came out. Once the caution ended, Russell was able to get ahead of the two F4 cars. Garbarino took the Sunday F4 victory. The two F4 drivers each got a checkered flag to take home.



This was Jonathan Collins first trip to Laguna Seca. He is from Oak Park Illinois. Peter Phung Photo



#29 Christian Okpysh, #78 Brad Drew, #67 Bill Weaver, and #75 CJ Ray. Okpysh won FM both days. Randy Jones Photo



#42 Gregory Perrin and #4 Valentino Garbarino. Garbarino won the F4 class on Sunday. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	73	Landan Matriano L	FA2	18	1:23.425	Ligier JS F3	Shreveport LA	RdRv	674830	Kiwi Motorsports
2	2	37	Jay Henry Horak	FA2	18	1:26.018	Ligier JS F3	Mesa AZ	SFR	450049	AutoEnginuity
3	1	1	Edd Ozard	FA	18	1:27.783	Anson SA4	Auburn CA	SFR	20453-1	
4	1	29	Christian Okpysh	FM	18	1:29.239	Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and Maintenar
5	2	67	Bill Weaver	FM	18	1:30.681	Formula Mazda	Fresno CA	SFR	272665_1	James G Parker Insura
6	3	75	C.J. Ray	FM	18	1:30.642	Star Mazda	Huntington Beach	SFR	616127	Sem's Carwash and Mc
7	3	55	Jonathan Collins	FA2	18	1:30.839	Ligier JS F3	Oak Park IL	CHI	672991	
8	4	72	Taylor Carmona	FM	18	1:30.154	Formula Mazda	Torrance CA	CSCC	692611	
9	5	77	Derry O'Donovan	FM	18	1:30.616	Mazda Formula	Napa CA	SFR	229422	
10	6	63	Lars Jensen	FM	17	1:32.668	Formula Mazda	San Ramon CA	SFR	424700	Dig This Inc
11	7	25	Bret Imhoff	FM	17	1:32.310	Mazda Formula Mazd	Gilbert AZ	AZ	720560	
12	1	46	Frank Russell	FX	17	1:32.605	Formula Speed 2.0	Hollister CA	SFR	466034	KT Machine Werks
13	1	4	Valentino Garbarin	F4	17	1:32.854	Ligier F4	Martinez CA	SFR	722497	Harris Group
14	2	00	Alexander Cornfelc	F4	17	1:33.517	Ligier JS F4	New York NY	CSCC	533727	
15	1	42	Gregory Perrin	FA3	17	1:29.008	Star Mazda	Kailua HI	SFR	356800	American Standard Cor
16	8	17	John Ertel	FM	17	1:35.434	Mazda Formula Star	Half Moon Bay CA	SFR	343118	
17	9	78	Brad Drew	FM	9	1:30.669	Formula Mazda	Camas WA	Ore	221118	Coast Lighting & Tools
DNF	DNF	38	Jim Mali	FA	2	1:25.830	Swift 014	Morgan Hill CA	SFR	201092	bojali consulting
Not classified											
DNF	DNF	12	Marcus Brodie	FM			Formula Mazda	MARINA CA	SFR	428793	
DNF	DNF	28	Stew Tabak	FM			Formula Mazda	Pacific Grove CA	SFR	177403_1	Tabak Law Firm



John Yeatman set new track records in FE2 on Saturday and Sunday. Peter Phung Photo

When the entry deadline line for this race was closed, we had 11 cars entered in Group 2. This is not a lot, but enough to keep the group from being combined into another group. By the time the group went out for qualifying, seven cars registered times with Timing and Scoring.

The fastest was Joe Viso with a time of 1:22.412. John Manfroy was second, only 1.130 seconds behind. John Shine took third 2.8 seconds behind Viso.

With two FE2 cars entered, both of which had very good pilots, it was always going to be very close. Blake Pigeon grabbed the pole over John Yeatman by .25 seconds. Both drivers set their fastest times on the eighth lap of the session.

The Saturday race was looking like it was going to be a snoozer for us fans, but going into Turn 2, Manfroy grabbed the lead from Viso and

the race was on. Lap after lap Manfroy held off Viso. Viso was looking for an opportunity, but Manfroy was more than capable of answering the challenge. Viso was not giving up though, and after 17 laps, he got by going into Turn 2. Viso was pressuring Manfroy and on the last lap, Manfroy went wide under braking into Turn 2, thereby opening up a gap for Viso to slip on past.

In FE2 Pigeon and Yeatman started up next to each other on the grid and stayed that way the entire race. Nose to tail lap after lap. Pigeon led and Yeatman followed. Pigeon never set a wheel wrong, and Yeatman never got the opportunity to pounce. Pigeon ended up winning the class and leading the entire race.

Kevin Mitz did not make qualifying, but did make the race. He was the only P2 car but you certainly knew he was on the track. He had the loudest car in the paddock and how he passed sound I do not know.



Blake Pigeon and John Yeatman raced like this the entire weekend. Steve Bohac Photo



#08 John Manfroy and #52 Joe Viso put two great races during the weekend. Viso won on Saturday, Manfroy won on Sunday. Steve Bohac Photo.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	52	Joe Viso	P1	17	1:21.590	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go Motorsport
2	2	08	John Manfroy	P1	17	1:21.761	Dauntless-Stohr P07c	San Jose CA	SFR	388822	Kevin Mitz Motorsport
3	1	109	Blake Pigeon	FE2	17	1:26.551	SCCA Mazda FE2	Austin TX	Tex	649330	Tige Boats/ATX Boats
4	2	22	John Yeatman	FE2	16	1:26.366	SCCA Enterprises FE2	Cave Creek AZ	SFR	412619	Bulldog Motorsport/Go
5	3	49	Chris Vian	P1	16	1:28.427	Elan DP02	Auburn CA	SFR	624382	Laurel /The Broach Ma
6	4	16	John Shine	P1	14	1:25.817	STOHR WF1	Anacortes WA	SFR	403445	Lis Robin Farm/Cerini F
7	1	13	Kevin Mitz	P2	11	1:27.077	Stohr WF1	Campbell CA	SFR	242014_1	Kevin Mitz Motorsports
DNF	DNF	57	Scott McPherson	ASR	2	1:30.838	Wolf GB08 F1	Corona del Mar C	SFR	492146	



#08 John Manfroy lets the sparks fly as he stalks #57 Scott McPherson. Cody Olmsted Photo

Sunday Morning qualifying for Group 2 saw a change at the front. The track must have really ramped up on Sunday, because the pole sitter John Manfroy was only .4 of a second off of Chip Romer's track record. Second was Joe Viso less than one second behind Manfroy. Third was Chris Vian who was almost three seconds faster on Sunday.

In the FE2 race Blake Pigeon was .4 faster than John Yeatman. Kevin Mitz and John Shine did not post a qualifying time.

Sunday's race was again very close at the front. Manfroy jumped into

the early lead and Viso was right behind him. The Sunday race was a repeat of the Saturday race except Manfroy did not leave an opening. He led from start to finish. Viso stayed glued to his rear wing but could not get around. Chris Vian finished a distant third.

The FE2 race was also a repeat of Saturday. Pigeon got into the lead and did not give Yeatman a chance to get by.

Kevin Mitz started the race and completed three laps before he retired the car.



Blake Pigeon held off John Yeatman both days to win FE2. Peter Phung Photo



Kevin Mitz had an up and down weekend. Peter Phung Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	08	John Manfroy	P1	21	1:21.168	Dauntless-Stohr P07c	San Jose CA	SFR	388822	Kevin Mitz Motorsports
2	2	52	Joe Viso	P1	21	1:20.913	Elan / Mazda DP02	San Jose CA	SFR	527352	Go Dog Go Motorsport
3	3	49	Chris Vian	P1	20	1:25.822	Elan DP02	Auburn CA	SFR	624382	Laurel /The Broach Ma
4	1	109	Blake Pigeon	FE2	20	1:26.137	SCCA Mazda FE2	Austin TX	Tex	649330	Tige Boats/ATX Boats
5	2	22	John Yeatman	FE2	20	1:25.932	SCCA Enterprises FE2	Cave Creek AZ	SFR	412619	Bulldog Motorsport/Go
DNF	DNF	13	Kevin Mitz	P2	3	1:27.157	Stohr WF1	Campbell CA	SFR	242014_1	Kevin Mitz Motorsports
Not classified											
DNF	DNS	16	John Shine	P1			STOHR WF1	Anacortes WA	SFR	403445	Lis Robin Farm/Cerini I
DNF	DNS	57	Scott McPherson	ASR			Wolf GB08 F1	Corona del Mar C	SFR	492146	



#32 Dan Payne won the GT3 class on Sunday. Steve Bohac Photo

Twenty-eight cars entered in 12 different classes made up Group 3 for this weekend. The largest class was ITE represented by seven entries. The fastest class was GT1 with the Porsche 992 driven by Reinhold Krahn. From Mustangs to Muscle cars, this group covered the gamut.

The top five qualifiers represent five different classes. Fastest was Krahn, followed by Nicolai Elghanayan in a GTX KTM Xbow. Then we had Igor Lyustin in his Chevrolet Corvette, Clark Nunes in his Chevrolet Camaro, and fifth was Guy Laidig in a GT3 RX7 Mazda.

The fastest Muscle Car was Fred Lind two seconds faster than Robert Luster, who was the next fastest in Muscle Car. The fastest A Sedan was Michael Smith.

The Saturday afternoon race had Krahn take the lead in his Porsche followed by Elghanayan in the Xbow; but before the group could complete one lap, the caution came out for the stranded car of Guy Laidig. It took the E-Crew less than one lap for the Laidig's car to be put in a safe place, and racing resumed on Lap 2. Krahn, followed by Elghanayan, followed by Lyustin and then Nunes.

With the front two cars roughly six seconds a lap faster than the rest of

the field, the gap to third place grew on each lap. By the time the race came to a conclusion, Krahn and Elghanayan lapped up to third place. Also by the time the race came to the conclusion, Krahn was no longer the race leader. Elghanayan was able to pass Krahn on the last lap of the race.

Fortunately both racers still won their class. Clark Nunes came home third. He was in fourth, but Lyustin fell out of the race after seven laps. Taz Harvey came in fourth in the Honda Civic.

Ryan Carl was the first racer to have to actually race someone in his class for the win. He had Bryan McMillan's Mustang chasing after him. Carl finished fifth overall and McMillan was sixth overall.

Fred Lind qualified 10th overall and moved up three spots for seventh overall. His main battle was with Michael Smith. Lind won the Muscle Car class while Smith took the AS class.

This race was the debut of Jerry Kroll's EM1 Tesla. The car started out as a Tesla and had a fiberglass body installed over the Tesla Chassis.

New track records were set by Fred Lind in MC and Nicolai Elghanayan in GTX.



The debut of Jerry Kroll's EM1 Tesla. Randy Jones Photo



#33 Reinhold Krahn and #7 Nicolai Elghanayan ran away from the rest of the field. Elghanayan would go on and take the overall victory.
Cody Olmsted Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	7	Nicolai Elghanayan	GTX	16	1:28.356	KTM Xbow	Santa Ana CA	SFR	442744	Marco Polo Motorsport
2	1	33	Reinhold Krahn	GT1	16	1:27.993	Porsche 992	Langley BC	CSCC	671616	
3	1	79	Clark Nunes	T1	15	1:36.389	2010 Chevrolet Camar	San Jose	SFR	496417	Premier Homes/Fastral
4	1	188	Taz Harvey	GT3	15	1:38.165	2018 Honda Civic TC	Danville	SFR	494856	Harvey Auto Group
5	1	61	Ryan Carl	ITE	15	1:39.818	Mazda RX7	Aptos CA	SFR	307050	
6	2	41	Bryan MacMillan	ITE	15	1:41.540	Ford Mustang	Benicia CA	SFR	527229	M-Racing
7	1	9	Fred Lind	MC	15	1:42.674	Chevrolet Camaro	Prunedale CA	SFR	377753	
8	1	164	Michael Smith	AS	15	1:43.035	Ford Mustang	Broomfield CO	SFR	237577	M&L Racing
9	2	32	Dan Payne	GT3	14	1:42.506	Mazda RX7	Petaluma CA	SFR	342989	Carr Racing Chassis
10	1	73	Bill Ecker	T3	14	1:45.018	BMW 330	Olympia WA	Nwst	631891	
11	2	06	Anthony Bonino	AS	14	1:42.468	Ford Mustang	Incline Village NV	SFR	427325	
12	3	68	Lenny Celiberti	ITE	14	1:44.394	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
13	2	76	Robert Luster	MC	14	1:44.339	Chevrolet Camaro Z2	Carmel CA	SFR	324482_1	My Wife
14	1	3	Ryan Spencer	EP	14	1:44.131	BMW Z3	San Luis Obispo C	CSCC	716948	
15	1	2	Jerry Kroll	EM1	14	1:47.028	2020 Tesla Model3	Vancouver BC	SFR	384912	Jevitty Life Science/Spr
16	1	115	Bryce Johnson	SMX	14	1:45.189	Mazda MX-5	San Jose CA	SFR	654878	Haag
17	4	13	Nik Romano	ITE	14	1:48.599	Mazda Miata	San Pedro CA			FastSideways
18	5	103	Tom Hummel	ITE	13	1:55.259	Mazda Miata	Redwood City CA	SFR	692697	Rapid Robotics
19	3	23	John Taylor	MC	13	1:55.804	Pontiac Firebird	Mesquite NV	SFR	708041	
20	2	8	Justin Cone	EP	12	1:49.649	Mazda Miata	Loomis CA	SFR	497535	
21	3	77	David Witkowski	GT3	12	1:50.000	Porsche 911	San Jose CA	SFR	340340	My retirement savings
22	6	64	Robert Roumimper	ITE	12	1:47.959	Datsun 240Z	Scotts Valley CA	SFR	97315	Rusty's Repair/Santa C
23	2	1	Jeff Francis	GTX	9	1:39.877	2017 Audi RS3	Fresno CA	SFR	212000	PPG
24	1	71	Igor Lyustin	GT2	8	1:33.707	Chevrolet Corvette	San Francisco CA	SFR	389964	Driving Ambition
DNF	DNF	03	Victor Torino	ITE	6	1:47.766	2005 Cadillac CTS-V	Windsor	SFR	674002	
DNF	DNF	95	Ethan Lampe	SMX	3	1:59.666	Mazda MX-5	Hollister CA	SFR	426895	
DNF	DNF	40	Kurt Frieztsche	EP	2	1:43.533	Mazda RX-7	Mountain View C	SFR	350208	Pacific Access Elevator,
DNF	DNF	52	Guy Laidig	GT3	1	1:52.477	Mazda RX7	Woodside CA	SFR	406906	Mazda/Goodyear
DNF	DNF	31	Lynne Griffiths	T3			Porsche Boxster	Menlo Park CA	SFR	39299	Competition Autowerks
Not classified											
DNF	DNS	25	Ricardo Arruda	SMX			Mazda MX-5	Westlake Village C	CSCC	482789	Haag Performance



Bryan MacMillan won the ITE race on Sunday. Randy Jones Photo

The story Sunday in Group 3 was more about who went home compared to who stayed to race. Clark Nunes, Igor Lyustin, Michael Smith (he only races Saturday,) Ryan Carl, Anthony Bonino, to name a few, did not race on Sunday. The grid still had 22 cars set times in qualifying. Again, the fastest was Reinhold Krahn in his Porsche 992. Second was the KTM Xbow driven by Nicolai Elghanayan. With all the people going home, Taz Harvey moved up to third on the grid in his Honda Civic (running in GTX instead of GT3.) Mark Kibort showed up Sunday morning in his 928s Porsche to take the fourth spot on the grid. Speaking of showing up, Bryan MacMillan arrived just before the qualifying session, warmed up the engine in his flat black painted Fox body Mustang and took top time in ITE. Another Sunday morning arrival, Ethan Lampe, got into his MX5 Miata and took the top spot in SMX over Ricardo Arruda and Bryce Johnson.

The Sunday afternoon race saw Krahn grab the lead once again, with Elghanayan following closely behind. During the Saturday race, Elghanayan passed Krahn on the last lap in Turn 10. Sunday he did not wait as long. On Lap 4 as the two leaders were encountering traffic, Elghanayan picked a line through Turn 9 that used the lapped cars to his advantage and passed Krahn for the lead. Krahn fell further back to fourth on Lap 6 when Harvey and Kibort got by him. Krahn reclaimed third when Kibort retired; but then he retired three laps short of the full distance. With no one to race with, Elghanayan decided that he would race the entire field and ended up lapping

everyone including the second-place finishing GTX car of Harvey. Jeff Francis came in third, and was the Hard Charger of the race. Francis did not post a time in qualifying and ended up passing 20 cars to take home the final podium spot.

The SMX race was an up and down event. With the SMX cars mixing it up with the Muscle car of Robert Luster and the EP car of Ryan Spencer, they had a dual concern - racing each other and using the cars in the other class as shields from attacks. Lampe seemed to have the SMX class in hand, leading most of the way. Johnson was able to pass him on Lap 12, but by Lap 13 Lampe was back in the lead. While these two were fighting for position, the Muscle Car of Robert Luster was mixing it up with them. With two laps to go, Lampe passed Luster and had him as a buffer to keep Johnson behind him. But on the last lap, Luster and Lampe had contact in Turn 11. This allowed Johnson to get by to take the class win in SMX. Lampe finished second, but he was surely disappointed. Riccardo Arruda was doing his best to hold off the BMW of Spencer so he could work on passing the two MX5 cars in front of him. He managed to hold Spencer off, but the energy used to keep him at bay distracted from his ability to compete for the top spot in his class.

Fred Lind won the Muscle Car class, but he did not go away and hide like his Saturday performance. Luster was able to stay one slot behind him while Luster was dealing with the MX5 cars.

Bryan MacMillan won ITE and came in fourth place overall.



Side by side racing #32 Dan Payne and #76 Robert Luster. Cody Olmsted Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	7	Nicolai Elghanayan	GTX	19	1:28.917	KTM Xbow	santa ana CA	SFR	442744	Marco Polo Motorsport
2	2	188	Taz Harvey	GTX	18	1:36.618	2018 Honda Civic TC	Danville	SFR	494856	Harvey Auto Group
3	3	1	Jeff Francis	GTX	17	1:38.847	2017 Audi RS3	Fresno CA	SFR	212000	PPG
4	1	41	Bryan MacMillan	ITE	17	1:41.951	Ford Mustang	Benicia CA	SFR	527229	M-Racing
5	1	32	Dan Payne	GT3	17	1:41.746	Mazda RX7	Petaluma CA	SFR	342989	Carr Racing Chassis
6	1	9	Jerry Lind	MC	17	1:42.917	Chevrolet Camaro	Prunedale CA	SFR	377753	
7	2	76	Robert Luster	MC	17	1:45.016	Chevrolet Camaro Z2	Carmel CA	SFR	324482_1	My Wife
8	1	115	Bryce Johnson	SMX	17	1:44.375	Mazda MX-5	San Jose CA	SFR	654878	Haag
9	2	95	Ethan Lampe	SMX	17	1:43.099	Mazda MX-5	Hollister CA	SFR	426895	
10	3	25	Ricardo Arruda	SMX	17	1:44.659	Mazda MX-5	Westlake Village (	CSCC	482789	Haag Performance
11	1	3	Ryan Spencer	EP	17	1:44.024	BMW Z3	San Luis Obispo (	CSCC	716948	
12	1	73	Bill Ecker	T3	16	1:44.025	BMW 330	Olympia WA	Nwst	631891	
13	1	2	Jerry Kroll	EM1	16	1:47.238	2020 Tesla Model3	Vancouver BC	SFR	384912	Jevitty Life Science/Spr
14	2	68	Lenny Celiberti	ITE	16	1:46.254	Maserati Biturbo	Windsor CA	SFR	660738	Auto Italia
15	2	77	David Witkowski	GT3	15	1:50.381	Porsche 911	San Jose CA	SFR	340340	My retirement savings
16	3	192	Nik Romano	ITE	15	1:52.733	Mazda Miata	San Pedro CA			FastSideways
17	4	103	Tom Hummel	ITE	15	1:52.831	Mazda Miata	Redwood City CA	SFR	692697	Rapid Robotics
18	2	8	Justin Cone	EP	15	1:52.119	Mazda Miata	Loomis CA	SFR	497535	
19	3	23	John Taylor	MC	15	1:58.334	Pontiac Firebird	Mesquite NV	SFR	708041	
20	1	33	Reinhold Krahn	GT1	14	1:28.654	Porsche 992	Langley BC	CSCC	671616	
DNF	DNF	19	Mark Kibort	GT2	7	1:37.161	1986 Porsche 928S	Saratoga	SFR	287966	
DNF	DNF	03	Victor Torino	ITE	7	1:46.628	2005 Cadillac CTS-V	Windsor	SFR	674002	

Not classified

DNF	DNS	11	Roger Eagleton	AS			Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Man
DNF	DNS	52	Guy Laidig	GT3			Mazda RX7	Woodside CA	SFR	406906	Mazda/Goodyear
DNF	DNS	06	Anthony Bonino	AS			Ford Mustang	Incline Village NV	SFR	427325	
DNF	DNS	31	Lynne Griffiths	T3			Porsche Boxster	Menlo Park CA	SFR	39299	Competition Autowerks
DNF	DNS	40	Kurt Frieztsche	EP			Mazda RX-7	Mountain View C	SFR	350208	Pacific Access Elevator,
DNF	DNS	61	Ryan Carl	ITE			Mazda RX7	Aptos CA	SFR	307050	
DNF	DNS	64	Robert Roumimper	ITE			Datsun 240Z	Scotts Valley CA	SFR	97315	Rusty's Repair/Santa C
DNF	DNS	71	Igor Lyustin	GT2			Chevrolet Corvette	San Francisco CA	SFR	389964	Driving Ambition
DNF	DNS	79	Clark Nunes	T1			2010 Chevrolet Cam	San Jose	SFR	496417	Premier Homes/Fastral
DNF	DNS	164	Michael Smith	AS			Ford Mustang	Broomfield CO	SFR	237577	M&L Racing



The start of the Group 4 race on Saturday. Steve Bohac Photo

Group 4 was a mix of small bore formula cars: five FC Cars, two FF, two FVs, one FFT, and one FST. With the FC cars setting the pace, it was just a question as to which of the four drivers would set the pace. It did not take long to answer the question, as William Kincaid set his best lap on the fourth lap of the session. His time of 1:29.149 was 2.665 seconds faster than Henry Kenneth Rozeboom. Third in FC was Jeffrey Pietz and fourth was Lyn Greenhill. The fastest of the FF cars was the FFT of Jon Brandstad. He was 1.2 seconds better than David Jalen. Blake Tatum outqualified Ron Wake in FV.

A field of 11 cars took the green flag. The group of open-wheeled cars made it through Turn 2 without any contact. It was not uneventful, however Ron Wake locked up his FV under braking and spun going into Turn 2. Wake's spin meant the FV race was not going to materialize unless a caution came out.

Speaking of a race that was not going to materialize, the race for the top spot in FC was all but over by the time the field reached Turn 3. Kincaid had already started to check out, leaving the only question

as far as finishing positions in FC was - who would take second. The remaining four cars were locked in a race for that spot that would last the entire 17 laps. There were no positions changes amongst them, but the racing was front wing to gearbox close. Pietz took second while Rozeboom took third.

In the FF cars Jon Brandstad won the battle of the FF cars, even though he was entered as a FFT and Jalen was entered as a FF car. The only difference was the tires used. Brandstad used the older Hoosier bias ply tires, while Jalen used the spec radial tire for FF.

On the one hand, this had to be a boring race for the volunteers stationed around the track due to there not being one single position change during the entire race, and other than Wake's spin, the field was very well-behaved. On the other hand, the blue flaggers were kept busy waving the passing flags, as the lap time differential between the FC and FV is 20 seconds per lap. The Vees were lapped by the field three times. Green to checkered, with a lot of blue!

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	4	William Kincaid	FC	17	1:28.965	Van Diemen RF03Z	Palo Alto CA	SFR	232692_1	
2	2	80	Jeffrey Pietz	FC	17	1:32.135	Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infant Care
3	3	81	Henry Kenneth Rozeboom	FC	17	1:31.901	Van Diemen DP08	Crockett CA	SFR	22056	Porter Racing
4	4	88	Lyn Greenhill	FC	17	1:32.235	Van Diemen RF02	Rocklin CA	SFR	454636	DynaTech Engineering
5	5	68	Paul Rodler	FC	16	1:32.839	Van Diemen RF 00	San Rafael CA	SFR	229162	Porter Racing
6	1	44	Jon Brandstad	FFT	16	1:37.793	Swift Formula Ford	Stockton CA	SFR	351454	JBF Racing
7	1	50	David Jalen	FF	16	1:37.815	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin
8	2	12	Michael Bernstein	FF	16	1:38.217	2010 Piper DF5	San Ramon	SFR	100211	Karen Bernstein
9	1	3	Blake Tatum	FV	14	1:50.068	2000 FV Crusader	Stockton CA	SFR	121119_1	Read it in the WHEEL
10	1	33	Chris Poncin	FST	14	1:51.006	Volkswagen Crusader	Penryn CA	SFR	543366	CSI Construction/ Tig 1
11	2	41	Ron Wake	FV	14	1:52.662	Mysterian M4	Lafayette CA	SFR	50380	



#44 Jon Bradstad and #50 David Jalen racing hard out of Turn 10. Cody Olmsted Photo



Ron Wake gets a little wide in Turn 10. Cody Olmsted Photo



Jeffrey Pietz, Kenneth Rozeboom, and Lyn Greenhill raced this close the entire race. Steve Bohac Photo

By Sunday morning Group 4 had shrunk down to nine cars. Michael Bernstien was not racing on Sunday and Paul Rodler crashed on the last lap of Saturday's race when his right rear suspension broke on the exit of Turn 9.

William Kincaid was still the fastest in the group, with his best time being 2.898 seconds faster than Lyn Greenhill. FC Greenhill found some speed over night, as he out-qualified the other two FC cars. Greenhill could not stand on his side pods and pound his chest too hard, because he was only .059 seconds faster than Henry Kenneth Rozeboom. Jeffrey Pietz was less than a second behind Greenhill. It was looking like the FC race for second place was going to be exciting.

In FF Jon Brandstad out-did David Jalen by .371 seconds. Maybe the FF race was also going to add some intrigue and spice for the fans. Blake Tatum was again the fastest of the two FVs.

The Sunday afternoon race started with William Kincaid taking the lead out of Turn 2. Greenhill followed him as Rozeboom and Pietz slotted in behind Greenhill. Kincaid put the hammer down and by Lap 5 he had a 13-second lead. Greenhill, Roozeboom, and Pietz were locked in another tight race. Kincaid continued to stretch out his lead and ended the race 55.843 seconds ahead of the second place finisher. Greenhill held on to second place, but his margin over the third place finisher was 4.02 seconds. Pietz was able to get by Rozeboom on the last lap of the race. The two racers came

upon Tatum in Turn 2. Pietz was able to use the FV as a pick and slid to the inside, while Rozeboom was stuck in the middle of the turn. Tatum went wide to make room; but as the track pinches off as Turn 2 transitions into the straight between Turn 2 and Turn 3, it was a lot of open-tired racers in a close proximity. Fortunately everyone made it out in one piece, Pietz beat Rozeboom to the line by .952 seconds.

In FF the weekend score was 1-0 in Brandstad's favor. Jalen was looking to even the contest, even though Brandstad out qualified him. At the start Brandstad got in front of Jalen and he wanted to get a gap between the two. Jalen lost some time over the first two laps, but then started posting faster times than Brandstad. By Lap 8, Jalen was not close enough to pose a threat, but he was close enough if Brandstad had a bobble. On the second to last lap of the race, the FC leader passed Brandstad going into Turn 5. This took Brandstad's momentum away and Jalen was able to pass going up the hill towards Turn 6. Jalen held onto the position for the last lap and evened the score for the weekend at one win each.

In FV Blake Tatum and Chris Poncin in his FST had a good race for five laps. Poncin got the jump at the start and was ahead of Tatum on the exit of Turn 2. Poncin would gap Tatum through Turns 3, 4, and 5. Tatum would close the gap through Turns 9 and 10. It was shaping to be an exciting race until Poncin suffered a mechanical failure. From there Tatum cruised around the track without anyone to race. The other FV in the field, Ron Wake, set a faster time than Tatum. Too bad they did not get a chance to race wheel to wheel.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	4	William Kincaid	FC	19	1:27.883	Van Diemen RF03Z	Palo Alto CA	SFR	232692_1	
2	2	88	Lyn Greenhill	FC	19	1:31.291	Van Diemen RF02	Rocklin CA	SFR	454636	DynaTech Engineering/
3	3	80	Jeffrey Pietz	FC	19	1:30.716	Van Dieman DP 08	Fresno CA	SFR	378566	Cleveland Infant Care
4	4	81	Henry Kenneth Ro:	FC	19	1:31.470	Van Dieman DP08	Crockett CA	SFR	22056	Porter Racing
5	1	50	David Jalen	FF	18	1:36.651	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin
6	1	44	Jon Brandstad	FFT	18	1:36.251	Swift Formula Ford	Stockton CA	SFR	351454	JBF Racing
7	1	3	Blake Tatum	FV	16	1:49.794	2000 FV Crusader	Stockton CA	SFR	121119_1	Read it in the WHEEL
8	2	41	Ron Wake	FV	16	1:49.465	Mysterian M4	Lafayette CA	SFR	50380	
DNF	DNF	33	Chris Poncin	FST	5	1:50.195	Volkswagen Crusader	Penryn CA	SFR	543366	CSI Construction/ Tig 1
Not classified											
DNF	DNS	12	Michael Bernstein	FF			2010 Piper DF5	San Ramon	SFR	100211	Karen Bernstein
DNF	DNS	68	Paul Rodler	FC			Van Diemen RF 00	San Rafael CA	SFR	229162	Porter Racing



#33 Chris Poncin and #3 Blake Tatum had some fun on Sunday. Cody Olmsted Photo



William Kincaid was the class of the field. He drove away from everybody. Cody Olmsted Photo



#117 AP Miranda has #170 Tim Moser, #173 Marc LaCorte, #135 Josh Carroll, and #122 Oli Thordarson chasing him. Miranda won the SSC5 class both days but he had to earn it. Cody Olmsted Photo

For Regional 7 and 8, the Spec Corvette Group was in attendance. They have quite the traveling series. First off, they had 13 cars, most all from California (one was from Prescott Arizona) and they run a combination of SCCA and NASA events. The races during the weekend were broadcast live on their website and can still be seen on YouTube. The rules for the class are controlled by the model year allowed to run, and are controlled by a dyno sheet which must be provided prior to competing. They bring their own podium and even had grid girls to add some glitz and glamour to the event.

In addition to the Spec Corvettes, Group 5 featured 13 ITA Miatas and three ITX Miatas. Group 5 had a total of 38 cars entered, 34 which posted a time in the first qualifying session.

The first seven positions on the starting grid were occupied by the Spec Corvette cars. Fastest was Tim Moser with a time of 1:36.885, followed by Marc LaCorte only .358 seconds behind. The top five Corvettes were all within one second of each other.

Fastest non-Corvette was Wilson Powell. He has a Corvette of his own, but prefers to drive his BMW M3. Powell was looking forward to mixing it up with the Corvettes during the race. Having both cars, he said the BMW handles better than the Corvette, which he was looking forward to proving during the race.

Fastest ITA competitor was Ross Lindell who bested Matthew Wyatt by .56 seconds.

Unfortunately for Wilson Powell, the start of the race was arranged so that there was a split start. The Corvettes took the green flag first, followed by Wilson Powell and the rest of the classes.

With the group of 13 C5 Corvettes rounding the Turn 11 left hand, it was not long before the starter waved the green flag. AP Miranda timed the start perfectly and from his second row starting position took the lead into Turn 2. Moser followed with Marc LaCorte in third.

Lap 2 of the race, and the pole sitter Tim Moser was now in third place. Lacorte took the inside line away from Moser going into Turn 5, thereby displacing him to third. With the order Miranda, LaCorte, and Moser after two laps, the leaders were already catching up to the lapped traffic.

As the field was stitching its way through the lapped traffic, Miranda

was able to build about a ten-car gap, but LaCorte and Moser stayed very close. As LaCorte was trying to close the gap to Miranda on Lap 6, he had a serve correction in the middle of Turn 4. LaCorte caught the first wiggle, but was not able to keep the car on the black stuff. He went into the dirt and was able to keep the car from hitting the wall, but he lost three positions.

As the leaders made their way through the traffic, Moser closed the gap and the two were nose to tail. By Lap 9 Moser was making Miranda really work hard to hold the lead. Moser got even with Miranda going into Turn 2, but Miranda was able to leave his braking to the last possible moment. Miranda held onto the lead coming out of Turn 2, but by the time they reached Turn 6, Moser could read the part number on Miranda's tail light.

By Lap 11 the fight for the lead had stabilized. Moser was studying Miranda to find his advantage and Miranda was doing all he could to make it though traffic and gap Moser. But the lapped traffic continued to play a role as Miranda was lapping two Miatas going into Turn 2. He had to thread the needle between the two cars, but Miranda touched the left rear of Randy Fry's car, spinning him right in front of the two Spec Corvette leaders. Miranda barely had to get out of the throttle as the Fry car spun around right out of Miranda's way; but Moser had to take evasive action and lost second place to Josh Carroll. Carroll though was doing all he could to keep his car on the track, and his exit out of Turn 4 required a lot of opposite lock steering input, making him vulnerable at Turn 5. Moser took advantage of Carroll's ill-handling car and retook second place exiting the turn.

The last lap of the race saw the top three Corvettes all within striking distance, but Miranda was able to hold off both Moser and Carroll to take the win. The margin of victory was .889 seconds between first, second, and third!

Meanwhile, the second wave of the starting grid was led to the green flag by Wilson Powell. He took the lead of the second group and looked to catch up to the back of the Corvette field. Starting further back was Ryan Carl in a RX7 Mazda. His Mazda had a misfire during qualifying which really compromised his time. Carl and Powell were both entered as STU cars, so the contest between them was for the class win. Carl passed five cars in the opening laps. He was slotted

right behind Powell. Based on previous races, I expected Powell to leave Carl in the dust and really mix it up with the Corvettes that started ahead of him. But Carl was going to defy my expectations. He not only stayed behind Powell, he started to close the gap. Some drivers just need a rabbit to chase to make them go faster. For nine laps Carl chased down Powell. First he closed the gap to just a car length, and then he started to look for a way around Powell. With two laps to go, Carl made the pass at the top of the track. Powell took the inside line for the Corkscrew, Carl saved his braking for the last minute and took the outside line going down the turn. Carl was able to come out the other side in front and held onto the lead until the end of the race. Ryan and his Dad Rusty went old school and showed everybody that the RX7 still has a place in SCCA racing.

ITA was a tough race. First off, the last place in which anyone wanted to be was in first place. ITA pole sitter Ross Lindell was leading the race and had Matthew Wyatt glued to his tail pipe. With a good battle shaping up between the two Larry Oka drivers, the fight for the victory was shaping up to be a barn burner. But Lap 9 Lindell encountered a slower car. The problem was there were two things going on at once. Lindell was looking to get around the slower car and one of the Corvettes was looking to get around Lindell. As Lindell drove toward

the apex of the turn, the lapped car also drove there. Lindell and the lapped car made contact and bent one of Lindell's tie rods. Lindell was able to continue, but the handling of the car made it unsafe to continue. He was the first leader of the ITA group to retire.

Lindell's misfortune was Matthew Wyatt's blessing. Wyatt took over the ITA lead and held it for two laps. On Lap 11 Wyatt pulled off the side of the track with a broken differential. Wyatt was the second ITA leader to fall by the wayside.

Wyatt's misfortune was Peter Phung's blessing, as he was now in the lead of the ITA class. Phung would go on to finish the race and presumably take the class victory. But he had to pull into impound and was tagged for being over the sound limit, thereby eliminating two laps from the official results.

Phung's misfortune was Dan Puzan's blessing. Puzan finished second on the track but won the race in impound, when Phung was penalized for the sound violation.

ITX was won by Ryan Carl's brother Joseph. He led the ITX class the entire race; but he did have a scare when Nic Romano charged up through the field from the 27th starting position. Joseph finished 16th.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	117	Ap Miranda	SSC5	15	1:37.758	Chevrolet Corvette	Rohnert Park CA	SFR	677386	Aviotti Racing
2	2	170	Tim Moser	SSC5	15	1:38.232	Chevrolet Corvette	Rohnert Park CA	CSCC	337061_1	Aviotti Racing
3	3	135	Josh Carroll	SSC5	15	1:38.095	Chevrolet Corvette	Danville CA	CSCC	412725	Endsight
4	4	122	Oli Thordarson	SSC5	15	1:38.183	Chevrolet Chevrolet	Trabuco Canyon CA	CSCC	375061	Alvaka/Ransomware RI
5	5	173	Marc LaCorte	SSC5	15	1:38.009	Chevrolet Corvette	Stevenson Ranch CA	CSCC	506559	Schecter Guitar Resear
6	6	132	Greg Nester	SSC5	15	1:38.916	Chevrolet Z06	Nipomo CA	CSCC	611117	
7	7	63	Donny Yorke	SSC5	15	1:40.075	Chevrolet corvette	Camarillo CA	CSCC	676232	CRP Motorsports
8	8	39	Kevin Jones	SSC5	15	1:40.211	Chevrolet Corvette ZI	Fairfield CA	SFR	660490	
9	9	137	Evan Gold	SSC5	15	1:40.475	Chevrolet Corvette	Carlsbad CA	SanD	620516	
10	10	147	Robert Carroll	SSC5	15	1:42.555	Chevrolet Corvette	Sacramento CA	SFR	664341	Foresite Construction I
11	1	61	Ryan Carl	STU	15	1:40.041	Mazda RX7	Aptos CA	SFR	307050	
12	2	77	Wilson Powell	STU	15	1:41.124	BMW M3	Danville CA	SFR	338274	
13	11	136	Michael Sutton	SSC5	14	1:44.195	Chevrolet Corvette	Danville CA	SFR	459531	Sutton Racing
14	1	06	Anthony Bonino	SMG	14	1:44.613	Ford Mustang	Incline Village NV	SFR	427325	
15	1	115	Bryce Johnson	STL	14	1:45.261	Mazda MX-5	San Jose CA	SFR	654878	Haag
16	1	36	Joseph Carl	ITX	14	1:47.393	Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's Repair
17	2	13	Nik Romano	ITX	14	1:47.771	Mazda Miata	San Pedro CA			FastSideways
18	2	23	Reinhold Krahn	STL	14	1:49.004	Mazda Miata	Langley BC	CSCC	671616	
19	1	4	Dan Pruzan	ITA	13	1:49.648	Mazda Miata	Redwood City CA	SFR	526942	
20	2	114	David Humphreys	ITA	13	1:49.792	Mazda Miata	Buellton CA	CSCC	647252	A+Racing/Humphreys
21	3	66	Douglas Alvis	ITA	13	1:51.681	Mazda Miata	Roseville CA	SFR	194182	Daco Filter Service/ An
22	1	64	Taylor Vance	ITS	13	1:50.650	Mazda Miata	Shingle Springs CA	SFR	400227	
23	4	92	Mikhail Kalugin	ITA	13	1:51.010	Mazda Miata	Mountain View CA	SFR	524855	Al Angulo
24	5	107	Joe Bowers	ITA	13	1:52.825	Mazda Miata	Stayton OR	SFR	698743	Bowers Race and Rod
25	6	108	Nicholas Bowers	ITA	13	1:52.088	Mazda Miata	San Francisco CA	SFR	693656	SkylinePMG/ Inc.
26	7	185	Andre Marconett	ITA	13	1:55.264	Mazda RX7	San Carlos CA	SFR	350829	
27	8	28	Dwayne Komush	ITA	13	1:55.513	Mazda MX-5	Patterson CA	SFR	71221	Funnel Consulting LLC
28	1	21	Wendy Epstein An	B-Spec	13	1:56.665	Mazda Mazda 2	Clark WY	Reno	688168	Off Line Racing
29	3	151	Andy Goldberg	ITX	13	1:57.055	Mazda	San Jose CA	SFR	547914	
30	9	168	William Fry	ITA	12	1:58.628	Mazda Miata	San Francisco CA	SFR	6484312	
31	12	171	David Holmes	SSC5	11	1:38.513	Chevrolet Corvette	CORONA CA	CSCC	700308	Commercial Door Com
32	13	95	Jeff Herbert	SSC5	11	1:44.275	Chevrolet Corvette ZI	Prescott AZ	AZ	671038	Superstition Meadery
33	10	90	Matthew Wyatt	ITA	11	1:48.739	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercial
34	11	186	Peter Phung	ITA	11	1:49.848	Mazda Miata	Daly City CA	SFR	545337	Phung Inc - Zhanna Ph
35	12	2	Ross Lindell	ITA	9	1:48.358	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
DNF	DNF	41	Preston Lerner	ITA	2	2:01.703	Mazda miata	Burbank CA	CSCC	237642	
DNF	DNF	25	Ricardo Arruda	STL	1	1:48.628	Mazda MX-5	Westlake Village CA	CSCC	482789	Haag Performance
Not classified											
DNF	DNS	31	Lynne Griffiths	T3			Porsche Boxster	Menlo Park CA	SFR	39299	Competition Autowerks
DNF	DNS	11	Roger Eagleton	SMG			Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Man



#2 Ross Lindell and #186 Peter Phung both had a chance to win in ITA on Saturday. Lindell bent a tie rod and could not continue and Phung was Dq'ed for sound. Randy Jones Photo

Yellow must be the fastest color for a Corvette. The top three qualifiers for both Saturday and Sunday all had yellow Corvettes. Marc LaCorte posted a 1:36.251 to take the pole position. AP Miranda did one better than Saturday by qualifying for the second spot while Tim Moser took third. With 13 Corvettes in the field, they occupied the top 15 positions. Roger Eagleton and Anthony Bonino were the only two non-Corvettes in the top 15. Eagleton qualified 10th in his SMG Mustang while Bonino took 14th in his SMG Mustang.

Bryce Johnson out-did Ricardo Arruda for the STL class pole with less than .3 of a second separating them. Both drivers were piloting Mazda MX5s.

Matthew Wyatt took the pole position for ITA ahead of Nik Romano, who was now entered in ITA instead of ITX. Wilson Powell and Joseph Carl were not present Sunday which meant the STU class had no representatives. Carl did not show up because the rear end of his RX7 broke at the end of the race on Saturday.

For the Sunday race, the field rounded Turn 11 and headed up the front straight. The starter made sure the field was even and all lined up. For the front row it had to feel like a lifetime for the entire field to get into view of the Starter. With the pace being a blistering 40 mph the green flag was thrown. LaCorte and Miranda were in a drag race on their way down to the Andretti Hairpin (Turn 2.) Miranda went wide and LaCorte held on to the top spot. Muser took third and Josh Carroll was lined up in fourth.

The Corvettes are fun to watch as the drivers were constantly catching

the cars through the turns. They have lots of torque and not a lot of tire. This really showed up on the second lap when LaCorte exited Turn 11. He got a little sideways and Miranda took advantage. He pulled along side LaCorte on the run-up to the start finish line. As they crested the hill, Miranda pulled slightly ahead and going into Turn 2 he had the inside line, taking the lead. Two laps of green flag racing saw the top four Corvettes slipping and sliding around, with the trailing drivers looking for a place to get by. The fun was interrupted when the Corvette of Michael Sutton went into the tire wall on the outside of Turn 9. With a 3,000 pound car stuck in the gravel, it took the Emergency crew three laps to get the car in a safe place.

When green flag racing resumed, Miranda held off the charge of LaCorte going into Turn 2. LaCorte came under fire from Muser with a late braking move going into Turn 5. Muser slipped by, but went wide on the exit. LaCorte pulled off the classic over and under move and retained second place. On the following lap, LaCorte closed the gap on Miranda and he tried the late braking move on Miranda at Turn 5. He had his nose even with the door handle of Miranda's car; but as he was putting the pedal to the metal, the back end stepped out, allowing Miranda to hold onto the lead. The tardy exit speed played into Moser's hand and on the run up to the 90 mph Turn 6, Moser was barely able to take the second spot away from LaCorte. To add insult to injury LaCorte was now coming under attack from Josh Carroll. Carroll grabbed the inside line turning into the Corkscrew, but LaCorte somehow did not back out. The two cars went side by side through the Corkscrew and side by side through Turn 9. I do not know

how they did not crash, but when the two drivers were finally able to breathe, LaCorte held onto third.

With the race winding down, Moser's car become wounded. Smoke pouring out the rear, Moser's speed was severely compromised. LaCorte and Carroll quickly got around Moser and set sights for Miranda. With two laps to go, LaCorte had his hands full with his car sliding at every corner exit. This caught up with him, and Carroll was able to use his superior exit speed and a lapped car as a pick to pass LaCorte going into the Corkscrew. On the final lap Miranda was in the lead dealing with lapped traffic. Carroll was trying to catch back up with Miranda, and LaCorte was working at catching up with Carroll. The lapped traffic was slowing Miranda and Carroll down; and by the time they got to the Corkscrew, they were nose to tail. Also at the Corkscrew was the RX7 of Andre Marconett who spun right in front of the leaders as they went down the hill. Both cars avoided Marconett and continued on. Miranda had enough of a lead to not have to fend off Carroll going into Turn 11, and once he navigated the final turn, he made it a clean sweep for the weekend.

In the battle of the MX5 Miatas in STL, Bryce Johnson held off Riccardo Arruda. They had a nose to tail battle, but Johnson was able to retain the class lead during the duration of the race.

The race for the ITA was full of racers looking to take the win. During the Saturday race, the winner never led a lap on the track. For Sunday Matthew Wyatt was looking to change that scenario. Wyatt took the lead in the class and was followed by Nic Romano and Taylor Vance (driving a Miata in ITS.) On Lap 3 Wyatt dropped a tire on the exit of Turn 6 and spun, losing five places. The problem was the next lap the track went under full course caution. This allowed Wyatt to close the gap but the caution lasted three laps and severely cut in his time to recover. Wyatt would go on to finish third in ITA.

Romano led the ITA class the rest of the way and was followed by David Humphreys. The Saturday race winner, Dan Pruzan, finished seventh in ITA, while Saturday's pole sitter was fourth.

The SMG race was close between Roger Eagleton and Anthony Bonino. Eagleton was leading with Bonino in his shadow for most of the race. But on the 12th lap of the 13-lap race, Eagleton did not trip the timing light.

The Corvettes put on a good show all weekend. It was too bad several minutes of the race were interrupted by the caution. AP Miranda ended the weekend with a new track record in the SSC5 class with a time of 1:37.280.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	117	Ap Miranda	SSC5	14	1:37.280	Chevrolet Corvette	Rohnert Park CA	SFR	677386	Aviotti Racing
2	2	135	Josh Carroll	SSC5	14	1:38.063	Chevrolet Corvette	Danville CA	CSCC	412725	Endsight
3	3	173	Marc LaCorte	SSC5	14	1:37.825	Chevrolet Corvette	Stevenson Ranch	CSCC	506559	Schecter Guitar Resear
4	4	170	Tim Moser	SSC5	14	1:37.316	Chevrolet Corvette	Rohnert Park CA	CSCC	337061_1	Aviotti Racing
5	5	132	Greg Nester	SSC5	14	1:39.287	Chevrolet Z06	Nipomo CA	CSCC	611117	
6	6	171	David Holmes	SSC5	14	1:39.617	Chevrolet Corvette	CORONA CA	CSCC	700308	Commercial Door Comj
7	7	63	Donny Yorke	SSC5	14	1:39.768	Chevrolet corvette	Camarillo CA	CSCC	676232	CRP Motorsports
8	8	147	Robert Carroll	SSC5	14	1:40.125	Chevrolet Corvette	Sacramento CA	SFR	664341	Foresite Construction I
9	9	95	Jeff Herbert	SSC5	14	1:43.284	Chevrolet Corvette ZI	Prescott AZ	AZ	671038	Superstition Meadery
10	1	06	Anthony Bonino	SMG	14	1:43.825	Ford Mustang	Incline Village NV	SFR	427325	
11	1	115	Bryce Johnson	STL	14	1:44.540	Mazda MX-5	San Jose CA	SFR	654878	Haag
12	2	25	Ricardo Arruda	STL	14	1:44.058	Mazda MX-5	Westlake Village (	CSCC	482789	Haag Performance
13	1	192	Nik Romano	ITA	14	1:48.685	Mazda Miata	San Pedro CA			FastSideways
14	1	64	Taylor Vance	ITS	14	1:48.557	Mazda Miata	Shingle Springs C	SFR	400227	
15	2	114	David Humphreys	ITA	14	1:50.172	Mazda Miata	Buellton CA	CSCC	647252	A+Racing/Humphreys
16	3	90	Matthew Wyatt	ITA	14	1:48.327	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercial
17	4	2	Ross Lindell	ITA	14	1:49.551	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
18	5	108	Nicholas Bowers	ITA	13	1:51.266	Mazda Miata	San Francisco CA	SFR	693656	SkylinePMG/ Inc.
19	6	107	Joe Bowers	ITA	13	1:51.204	Mazda Miata	Stayton OR	SFR	698743	Bowers Race and Rod :
20	7	4	Dan Pruzan	ITA	13	1:48.862	Mazda Miata	Redwood City CA	SFR	526942	
21	10	137	Evan Gold	SSC5	12	1:40.082	Chevrolet Corvette	Carlsbad CA	SanD	620516	
22	2	11	Roger Eagleton	SMG	12	1:41.337	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Man
23	1	77	Wilson Powell	STU	12	1:43.271	BMW M3	Danville CA	SFR	338274	
24	8	66	Douglas Alvis	ITA	12	1:51.955	Mazda Miata	Roseville CA	SFR	194182	Daco Filter Service/ An
25	1	151	Andy Goldberg	ITX	12	1:55.440	Mazda	San Jose CA	SFR	547914	
26	9	185	Andre Marconett	ITA	12	1:57.116	Mazda RX7	San Carlos CA	SFR	350829	
27	1	21	Wendy Epstein Ani	B-Spec	12	1:56.151	Mazda Mazda 2	Clark WY	Reno	688168	Off Line Racing
28	10	168	William Fry	ITA	12	1:58.014	Mazda Miata	San Francisco CA	SFR	6484312	
29	11	122	Oli Thordarson	SSC5	7	1:39.157	Chevrolet Chevrolet	Trabuco Canyon (	CSCC	375061	Alvaka/Ransomware R!
DNF	DNF	136	Michael Sutton	SSC5	1	1:45.323	Chevrolet Corvette	Danville CA	SFR	459531	Sutton Racing

Not classified

DNF	DNF	31	Lynne Griffiths	T3			Porsche Boxster	Menlo Park CA	SFR	39299	Competition Autowerks
DNF	DNF	39	Kevin Jones	SSC5			Chevrolet Corvette ZI	Fairfield CA	SFR	660490	
DNF	DNF	61	Ryan Carl	STU			Mazda RX7	Aptos CA	SFR	307050	
DNF	DNF	23	Reinhold Krahn	STL			Mazda Miata	Langley BC	CSCC	671616	
DNF	DNF	28	Dwayne Komush	ITA			Mazda MX-5	Patterson CA	SFR	71221	Funnel Consulting LLC
DNF	DNF	36	Joseph Carl	ITX			Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's Repair
DNF	DNF	41	Preston Lerner	ITA			Mazda miata	Burbank CA	CSCC	237642	
DNF	DNF	92	Mikhail Kalugin	ITA			Mazda Miata	Mountain View C	SFR	524855	Al Angulo
DNF	DNF	186	Peter Phung	ITA			Mazda Miata	Daly City CA	SFR	545337	Phung Inc - Zhanna Ph



The large SRF grid early Saturday morning. Steve Bohac Photo

Group 6 was the first group to take the track on Saturday Morning. But on Friday evening, the grid was already half way filled by drivers wanting to get a good place in line. It was like they were lining up to buy the latest version of the iPhone.

Saturday morning at 08:30 hours 33 Spec Racer Fords interrupted the Highway 68 Coalition's morning coffee with the roar of the 1800 cc Ford OHC engine singing around the 2.2 mile course.

With a stellar field of cars and a very fast track, it was going to be interesting to see who took the pole and what the times were going to be. It took only six laps for Umberto Milletti to lay down the pole time of 1:36.042 seconds, which was exactly one second quicker than Greg Hoff's track record of 1:37.042 seconds. Second fastest was Eric Fulkerson with a 1:36.210 seconds. Fulkerson is a relative newcomer to the class and is wasting no time in establishing himself as a front runner. Greg Hoff beat his track record, but it was only good enough for the third spot on the grid. Joe Kou grabbed fourth only .584 seconds off of Milletti's time. Seven SFRH cars with the older H pattern transmission entered the race. So far this season John Sollner has been the dominant car. Edward Rorer decided that it was his turn to be the guy leading the SRFH cars to the green. He posted a time .397 seconds faster than Sollner. Third in SRFH was Ken Woolley .94 seconds away from the pole position in this class. With only two SRFs in the race Mark Lueker out-did Alexander Lueker.

The SRF field was made up of a lot of cars racing out of different stables. Bulldog Motorsports, Cerini Motorsports, Competition Autowerks, and Flat Out Racing from Portland. After one session, the guys from Bulldog were feeling pretty good about themselves. The weekend had just begun and there was a lot of racing still to come, so anything was possible.

The Saturday Race got underway with the large field thundering down the front straight towards the Andretti Hairpin. Milletti got ahead of Fulkerson and Fulkerson was able to pull Hoff and Kou. Hoff and Kou

were in a dead heat and were side by side as they hit the start finish bridge. With neither driver wanting to concede an ounce of space, the two touched and the resulting contact spun both Hoff and Kou effectively ruining any chance of winning. Hoff recovered to finish eighth and Kou worked his way to 19th.

The drama on the front straight resulted in only a local yellow, as no other cars became involved. But the incident allowed the front two cars of Milletti and Fulkerson to create a gap between them and the rest of the field. Milletti held Fulkerson off, but he had to work for it. Fulkerson followed Milletti's every move and was more than ready to pounce, but Milletti never set a tire wrong. They finished only .312 seconds apart, with Fulkerson setting the fast time of the race and also setting a new race lap record of 1:36.805.

Calvin Harris, out of the Flat Out Racing stable, had a really nice drive. He moved up from eighth to take the final spot on the podium. It is too bad the incident at the start created the gap to the leaders, as Harris had the speed to challenge for the win.

The race was full of incidents, none of which brought out the pace car. Judson Holt hooked a tire coming out of the Corkscrew and came across the track taking out the car of John McClintock. Both drivers sat in their cars on the outside of Turn 9 and watched the race go by.

Bill Booth was cruising around in seventh place looking for a way around Tim Weaver. On the last lap of the race, Weaver was vulnerable and Booth saw an opportunity. Coming out of Turn 10 Booth got a run on Weaver and was trying to go around the outside of him on the exit of Turn 11. Booth got wide and his right rear tire got into the gravel. His car then hooked and hit the side pod of Weaver's car. Booth ended up buckling the nose of his car and could not continue. Weaver remained in sixth spot.

Robert Sachs had a tough race. First he went off in Turn 4 and then was concentrating on recovering as many spots as possible. While negotiating Turn 3 he and Ken Woolley had an issue which caused

Sachs to drop further back. At that point, he turned the race into a test session and worked on his time through Turn 6. He pushed a little too much and went off again.

The SRFH race went to John Sollner. He was second in the SRFH group and lost five spots at the start of the race. The pole sitter in the class, Rorer, spun on the exit of Turn 4 and spent the remaining part of the race trying to catch back up to Sollner. Rorer finished 2.336 second behind him.

SRF was won by Alexander Lueker, and Mark Lueker had a good race going until Mark parked his car on the sixth lap of the race. Alexander

would go on to finish the race, thereby taking the class win.

After the race the impound area was quite busy. Drivers were being detained by the stewards, videos were being confiscated, and the stream of damaged race cars being towed in tested the ability of the E-Crew.

When it was all said and done, Ken Woolley got a three race probation and three penalty point placed on his license. Meanwhile back in the paddock, the crews were busy replacing body work and radiators. Just think they still had two more races to go this weekend.



#6 Joe Kou and #51 Robert Breton battle in the Saturday race. Kou had contact at the start of the race and fell back. Steve Bohac Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	34	Umberto Milletti	SRF3	16	1:36.980	SCCA Spec Racer For	San Francisco CA	SFR	343482	Bulldog Motorsports &
2	2	5	Eric Fulkerson	SRF3	16	1:36.805	SCCA Spec Racer For	Walnut Creek CA	SFR	528732	Golden State Orthoped
3	3	42	Calvin Harris	SRF3	16	1:37.055	SCCA Spec Racer For	Portland OR	Ore	491080	Pro Drive Racing/Flat C
4	4	00	Joshua Jacobs	SRF3	16	1:37.021	SCCA Spec Racer For	Houston TX	Hous	382875	Flat Out Racing
5	5	67	Sean O'Boyle	SRF3	16	1:37.677	SCCA Spec Racer For	San Francisco CA	SFR	276755	
6	6	122	Tim Weaver	SRF3	16	1:37.853	SCCA Enterprises SRI	Carmel CA	SFR	285957	
7	7	20	Todd Harris	SRF3	16	1:38.130	SCCA Spec Racer For	Portland OR	Ore	230202	Pro Drive
8	8	14	Greg Hoff	SRF3	16	1:37.027	SCCA Spec Racer For	Oakland CA	SFR	437964	John Cerini/Cornerston
9	9	27	Paul Goudy	SRF3	16	1:39.163	SCCA Spec Racer For	Portland OR	SFR	386600	Flat Out/Pro Drive
10	10	22	Taylor Harris	SRF3	16	1:37.476	SCCA Spec Racer For	Portland OR	Ore	534768	Pro Drive Racing/Flat C
11	11	127	EJ Abed	SRF3	16	1:39.236	SCCA Spec Racer For	Mountain View C	SFR	695378	
12	12	76	Eric Hand	SRF3	16	1:39.206	SCCA Spec Racer For	San Jose CA	SFR	545935	
13	13	71	Jerry Aplass	SRF3	16	1:39.372	SCCA Spec Racer For	Newcastle CA	SFR	404463	Burrell Consulting Gro
14	14	52	Graham Woodd	SRF3	16	1:38.332	SCCA Spec Racer For	Colbert WA	Ore	612701	Flatout Racing
15	15	83	Paul Luca	SRF3	16	1:40.003	SCCA Spec Racer For	Sonoma CA	SFR	193814	
16	16	56	Emily Bishop	SRF3	16	1:39.377	SCCA Enterprises Sp	seattle WA	Ore	708422	FlatOut Racing & LapD
17	1	77	John Sollner	SRFH	16	1:40.269	SCCA Spec Racer For	Sonoma CA	SFR	648504	Sollner and Sons Racin
18	2	86	Edward Rorer	SRFH	16	1:39.876	SCCA Spec Racer For	Sausalito CA	SFR	546495	
19	17	6	Joe Kou	SRF3	16	1:38.417	SCCA Spec Racer For	Walnut Creek CA	SFR	528297	Golden State Orthoped
20	3	51	Robert Breton	SRFH	16	1:40.558	SCCA Spec Racer For	Ukiah CA	SFR	149841	CSR Performance
21	4	41	Ken Woolley	SRFH	16	1:40.555	SCCA Spec Racer For	Newcastle CA	SFR	150687	Woolley Brothers and I
22	18	57	Bill Booth	SRF3	15	1:37.190	SCCA Spec Racer For	Cupertino CA	SFR	336219	Bulldog Motorsports
23	19	37	Dean Crowe	SRF3	15	1:42.122	SCCA Spec Racer For	La Selva Beach C	SFR	639565	
24	5	10	Andrew Moore	SRFH	15	1:42.126	SCCA Spec Racer For	San Francisco CA	SFR	511418	Cerini Motorsports
25	6	24	David Wright	SRFH	15	1:42.006	SCCA Spec Racer For	Roseville CA	SFR	210244	CSR Performance
26	7	3	Jake Woolley	SRFH	15	1:41.012	SCCA Spec Racer For	Newcastle CA	SFR	696278	Woolley Brothers and I
27	20	13	Caden Yeatman	SRF3	15	1:40.196	SCCA Spec Racer For	Newcastle CA	SFR	475603	Bulldog Motorsport
28	1	16	Alexander Lueker	SRF	14	1:47.261	SCCA Spec Racer For	Ft Collins co	SFR	663220	308 Systems
29	21	35	Robert Sachs	SRF3	12	1:38.731	SCCA Spec Racer For	Napa CA	SFR	378223	Robert R. Sachs PC
30	22	8	Michael Woolley	SRF3	9	1:37.848	SCCA Spec Racer For	Newcastle CA	SFR	497355	Woolley Brothers and I
DNF	DNF	188	Judson Holt	SRF3	7	1:38.674	SCCA Spec Racer For	Houston TX	SFR	641180	Lupe Tortilla
DNF	DNF	123	Jon McClintock	SRF3	7	1:38.914	SCCA Spec Racer For	Seattle WA	Ore	495286	Flat Out Racing and La
DNF	DNF	36	Mark Lueker	SRF	6	1:48.220	SCCA Spec Racer For	Santa Barbara ca	SFR	663219	308 Systems



#52 Graham Woodd loses his front bodywork at the corkscrew. This would bring out the caution as the piece of fiberglass was retrieved. Cody Olmsted Photo

Sunday's first session was for Group 6. There were a lot of tired faces amongst the crews for these guys. The Saturday repair sessions drained the tank for some of the prep shops. The trash cans around the SRF paddocks were full of broken fiberglass, twisted radiators, and contorted sheets of aluminum. Investing in duck tape prior to this weekend would have yielded massive rewards.

Qualifying for the Sunday Group 6 race was done in a race format. The idea was to give the Group 6 racers more actual racing time, yet not alter the current number of races that earn points.

The session was interrupted when Jacob Woolley spun going into Turn 2. He went into the dirt and came back onto the track sitting sideways in the middle of the turn. Unfortunately Caden Yeatmen had nowhere to go and clipped the right rear of Woolley's car. Both drivers had to retire at this point.

The 14 lap "qualifying session" ended with Umberto Milletti taking the pole. The boys from Flat Out Racing flexed their muscle and took second and third. Calvin Harris took second only .009 seconds from Milletti, and Taylor Harris took third, .045 seconds adrift.

In fact, the first 12 cars were within a second of the pole time and the first eight were faster than last year's track record.

In SRFH Ken Woolley took the top spot. He qualified 19th overall, but more importantly, was four spots better than Edward Rorer.

Alexander Lueker took the top spot in SRF, besting Mark Lueker by almost two seconds.

The Sunday afternoon race got under way with both of the Harris cars attacking Milletti. They pulled up along either side, and it was going to be a test to see who was the bravest on the brakes. Calvin Harris went a little bit deeper into the corner, but Milletti had the inside line; and when they emerged from the turn, Milletti was able to hold onto the lead.

But just behind the front foursome trouble was about to happen. Ken Woolley, starting from 19th, took the inside line and was on the entry lane when he ran out of asphalt. As he went to hit the brakes, he had no grip and slid through the gravel, T-boning Greg Hoff, who in turn slammed into Bill Booth. This essentially wiped out the third row of the grid, causing an extensive full course caution.

Four laps of clean-up saw the green flag waved again, with Milletti taking the lead, followed by Calvin Harris and then Taylor Harris. The green flag lead was short lived, as both Calvin and Taylor got by Milletti on the very next green flag lap. The field only got five laps of green flag racing, and finished with Calvin taking the win, Taylor in second, and Milletti in third.

In SRFH, the pole sitter Ken Woolley crashed out of the race, which left the battle for the class win up to Edward Rorer and John Sollner. With only five laps of green flag racing, not much happened as far as wheel to wheel racing for these two. Rorer had the SRF3 car of Jerry Aclass separating him and Sollner. When the race went full course yellow again for Graham Woodd, everything remained static and Rorer took the class win.

In SRF Alexander Lueker took the class win over Mark Lueker.



#27 Paul Goudy, #76 Eric Hand, #127 EJ Abed, and #57 Graham Woods accelerate out of Turn 11. Steve Bohac Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	42	Calvin Harris	SRF3	12	1:36.919	SCCA Spec Racer For	Portland OR	Ore	491080	Pro Drive Racing/Flat C
2	2	22	Taylor Harris	SRF3	12	1:36.759	SCCA Spec Racer For	Portland OR	Ore	534768	Pro Drive Racing/Flat C
3	3	34	Umberto Milletti	SRF3	12	1:36.900	SCCA Spec Racer For	San Francisco CA	SFR	343482	Bulldog Motorsports &
4	4	5	Eric Fulkerson	SRF3	12	1:36.926	SCCA Spec Racer For	Walnut Creek CA	SFR	528732	Golden State Orthoped
5	5	6	Joe Kou	SRF3	12	1:37.850	SCCA Spec Racer For	Walnut Creek CA	SFR	528297	Golden State Orthoped
6	6	00	Joshua Jacobs	SRF3	12	1:37.891	SCCA Spec Racer For	Houston TX	Hous	382875	Flat Out Racing
7	7	122	Tim Weaver	SRF3	12	1:38.109	SCCA Enterprises SRI	Carmel CA	SFR	285957	
8	8	67	Sean O'Boyle	SRF3	12	1:38.155	SCCA Spec Racer For	San Francisco CA	SFR	276755	
9	9	188	Judson Holt	SRF3	12	1:38.147	SCCA Spec Racer For	Houston TX	SFR	641180	Lupe Tortilla
10	10	8	Michael Woolley	SRF3	12	1:37.575	SCCA Spec Racer For	Newcastle CA	SFR	497355	Woolley Brothers and I
11	11	20	Todd Harris	SRF3	12	1:37.971	SCCA Spec Racer For	Portland OR	Ore	230202	Pro Drive
12	12	35	Robert Sachs	SRF3	12	1:37.838	SCCA Spec Racer For	Napa CA	SFR	378223	Robert R. Sachs PC
13	13	127	EJ Abed	SRF3	12	1:38.990	SCCA Spec Racer For	Mountain View C	SFR	695378	
14	14	76	Eric Hand	SRF3	12	1:39.244	SCCA Spec Racer For	San Jose CA	SFR	545935	
15	15	27	Paul Goudy	SRF3	12	1:38.808	SCCA Spec Racer For	Portland OR	SFR	386600	Flat Out/Pro Drive
16	16	83	Paul Luca	SRF3	12	1:41.471	SCCA Spec Racer For	Sonoma CA	SFR	193814	
17	17	56	Emily Bishop	SRF3	12	1:40.960	SCCA Enterprises Spe	seattle WA	Ore	708422	FlatOut Racing & LapD
18	1	86	Edward Rorer	SRFH	12	1:41.081	SCCA Spec Racer For	Sausalito CA	SFR	546495	
19	18	71	Jerry Aplash	SRF3	12	1:41.282	SCCA Spec Racer For	Newcastle CA	SFR	404463	Burrell Consulting Gro
20	2	77	John Sollner	SRFH	12	1:41.385	SCCA Spec Racer For	Sonoma CA	SFR	648504	Sollner and Sons Racin
21	19	37	Dean Crowe	SRF3	12	1:43.050	SCCA Spec Racer For	La Selva Beach C	SFR	639565	
22	3	3	Jake Woolley	SRFH	12	1:43.139	SCCA Spec Racer For	Newcastle CA	SFR	696278	Woolley Brothers and I
23	20	13	Caden Yeatman	SRF3	12	1:42.347	SCCA Spec Racer For	Newcastle CA	SFR	475603	Bulldog Motorsport
24	4	24	David Wright	SRFH	12	1:44.282	SCCA Spec Racer For	Roseville CA	SFR	210244	CSR Performance
25	5	51	Robert Breton	SRFH	12	1:41.425	SCCA Spec Racer For	Ukiah CA	SFR	149841	CSR Performance
26	6	10	Andrew Moore	SRFH	12	1:45.170	SCCA Spec Racer For	San Francisco CA	SFR	511418	Cerini Motorsports
27	1	16	Alexander Lueker	SRF	12	1:45.704	SCCA Spec Racer For	Ft Collins co	SFR	663220	308 Systems
28	2	36	Mark Lueker	SRF	11	1:54.482	SCCA Spec Racer For	Santa Barbara ca	SFR	663219	308 Systems
29	21	52	Graham Woodd	SRF3	8	1:38.778	SCCA Spec Racer For	Colbert WA	Ore	612701	Flatout Racing
DNF	DNF	57	Bill Booth	SRF3			SCCA Spec Racer For	Cupertino CA	SFR	336219	Bulldog Motorsports
DNF	DNF	14	Greg Hoff	SRF3			SCCA Spec Racer For	Oakland CA	SFR	437964	John Cerini/Cornerston
DNF	DNF	41	Ken Woolley	SRFH			SCCA Spec Racer For	Newcastle CA	SFR	150687	Woolley Brothers and I
Not classified											
DNS	DNS	123	Jon McClintock	SRF3			SCCA Spec Racer For	Seattle WA	Ore	495286	Flat Out Racing and La



Ken Sutherland, Will Schrader, and Greg Hoff coming out of Turn 11 in the Saturday race. Steve Bohac Photo

Ten out of the 30 cars entered this weekend in Group 7 (Miata Group) were from the Pacific Northwest Series. Basically one-third of the field made the trip to race with us. Not only do they add a lot of excitement to the field, they are hard to beat. The guys and gals from the Pacific Northwest take their Miata racing very seriously. Hard racers, yet very clean!

Qualifying for the Group 7 race is really an art form. You need to get to grid early so that you have a clear track in front of you. Then you need to post a fast lap before the lapped traffic comes into play. Then you park the car and save the tires for the race.

Ken Sutherland set his fastest lap on the third lap of the session. His time of 1:45.070 was .392 seconds faster than Will Schrader, who posted his fast time on the third lap also. Greg Hoff qualified third, 1.163 seconds off of Sutherland's time.

In SSM, Thomas Bellemin in only his first race at WeatherTech Raceway took the pole position. He was 1.392 seconds faster than Daniel Kulas. I asked Kulas about this new competition, and he told me Bellemin was a Sim-racer. Looks like it is time to get into Sim-racing!

Sutherland, Schrader, Hoff, and Smalley all at the front of the field meant the race was going to be exciting. The drivers did not

disappoint!

Lap 1 saw Sutherland lead. Lap 2 Schrader grabbed the lead and held onto it for four laps. Laps 6 and 7 had Sutherland in the lead. Meanwhile Smalley was exchanging blows with Greg Hoff. Over four laps, Hoff and Smalley took turns holding down the third spot. Laps 9, 10 and 11 Sutherland took over the point. But Lap 12 Schrader passed Sutherland for the final time and won the race. Lap 12 also saw Hoff take charge of the third position for the final time in the contest. Schrader won by .361 seconds over Sutherland. I emailed Will Schrader after the race because I knew I was not giving this race the justice it deserved. Here is an excerpt from his reply. "The race on Saturday was one of the best races Ken and I have had in a few years. I watched my video and we traded places no less than 15 times! A few laps we traded places more than once. I think we made passes in every corner except 9 and 10. I was fortunate to be in the lead when the white flag came out and I was able to put down a mistake free lap so Ken couldn't get to me. If he would have been leading on the last lap he probably would have won."

SSM was all about Bellemin. He was five cars ahead of Kulas at the end of the race and the two never got to race side by side. The good news was the gap between Kulas and Bellemin was down to .397 seconds.



#78 Steve Whitaker and #107 Joe Bowers go side by side through Turn 10. Cody Olmsted Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	87	Will Schrader	SMT	14	1:46.243	Mazda Miata	Happy Valley OR	Ore	343433	Miatacage/Schrader Pr
2	2	94	Ken Sutherland	SMT	14	1:46.250	Mazda Miata	Sherwood OR	SFR	283190	Wyatt Fire Proteciton/M
3	3	7	Greg Hoff	SMT	14	1:46.132	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
4	4	68	Adam Smalley	SMT	14	1:46.767	Mazda Miata	Battle Ground W/	SFR	551377	Smak Plastics | Flextar
5	5	79	James Wetter	SMT	14	1:47.926	Mazda Miata	Bainbridge Island	Nwst	240624	
6	6	11	Tim Wright	SMT	14	1:47.775	Mazda Miata	Oakland CA	SFR	278776	
7	1	25	Thomas Bellemin	SSM	14	1:47.905	1990 Mazda Miata	San Francisco CA	SFR	694443	Larry Oka Racing
8	7	75	Steve Wolfe	SMT	14	1:48.439	Mazda Miata	Lebanon OR	Ore	686480	II-S Mechanical
9	8	90	Matthew Wyatt	SMT	14	1:48.083	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercia
10	9	23	Reinhold Krahn	SMT	14	1:48.555	Mazda Miata	Langley BC	CSCC	671616	
11	10	2	Ross Lindell	SMT	14	1:48.040	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
12	2	197	Daniel Kulas	SSM	14	1:48.302	Mazda Miata	Sunnyvale CA	SFR	483501	Larry Oka
13	11	4	Dan Pruzan	SMT	14	1:48.567	Mazda Miata	Redwood City CA	SFR	526942	
14	12	26	Scott Story	SMT	14	1:48.472	Mazda Miata	El Dorado Hills C/	SFR	624903	
15	13	117	Lorenzo Fantozzi	SMT	14	1:49.364	Mazda Miata	Eugene OR	Ore	562647	
16	14	114	David Humphreys	SMT	14	1:49.397	Mazda Miata	Buellton CA	CSCC	647252	A+Racing/Humphreys
17	15	131	Emy Kissick	SMT	14	1:50.522	Mazda Miata	Olympia WA	Nwst	689653	Mad Vinyl Works | Hyd
18	16	92	Mikhail Kalugin	SMT	14	1:50.576	Mazda Miata	Mountain View C/	SFR	524855	Al Angulo
19	3	78	Steve Whitaker	SSM	14	1:50.788	Mazda Miata	Loomis CA	SFR	500463	Whitaker Motorsports/I
20	17	107	Joe Bowers	SMT	14	1:51.732	Mazda Miata	Stayton OR	SFR	698743	Bowers Race and Rod :
21	4	98	Griffin Potrock	SSM	14	1:52.245	Mazda Miata	San Francisco CA	SFR	722645	
22	18	13	Nik Romano	SMT	14	1:48.622	Mazda Miata	San Pedro CA			FastSideways
23	19	108	Nicholas Bowers	SMT	14	1:52.163	Mazda Miata	San Francisco CA	SFR	693656	SkylinePMG/ Inc.
24	20	01	Bill Berner	SMT	14	1:51.341	Mazda Miata	Lake Oswego OR	Ore	665363	
25	21	36	Joseph Carl	SMT	13	1:47.334	Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's Repair
26	1	66	Lawrence Murdter	SM	13	1:54.178	Mazda Miata	Sunnyvale CA	SFR	436659	
27	22	57	David McCoy	SMT	13	1:52.162	Mazda Spec Miata	Modesto CA	SFR	655391	
28	23	54	Louis Frizzell	SMT	13	1:54.227	Mazda Miata	Salinas CA	SFR	695324	Leshar Motorsports
29	24	151	Andy Goldberg	SMT	13	1:57.987	Mazda	San Jose CA	SFR	547914	
30	25	34	David Vrane	SMT	10	1:48.213	Mazda Miata	San Jose CA	SFR	623200	



#197 Daniel Kulas gets the left side tires in the dirt at Turn 10. Cody Olmsted Photo

The best thing about the Spec Miata group is the fact that they like to race. By Sunday afternoon a lot of the groups see a significant decline in participants. Not the Miata group. During the Saturday race - 30 racers. The Sunday race, even though it was the last race of the weekend, had 26 competitors. Only four people did not show up, one of those was Joseph Carl who now drives the car Bob Bradfield used to drive. His car had a rod exit the side of the motor thereby eliminating him from the Sunday race.

Sunday qualifying saw Will Schrader take the pole on the third lap of the qualifying session. Will gets better with age, as his Sunday qualifying time was faster than his Saturday time. In fact, his Sunday time was faster than Ken Sutherland's Saturday pole time. Sutherland took second. His time was also faster than his Saturday time. Sutherland was only .281 seconds slower than Schrader. Guess what? Sutherland's best time was on the third lap. Third fastest was Adam Smalley, followed by Greg Hoff. The top four for the Sunday race were the same as the Saturday race - they were just mixed around as to the starting position. James Wetter, making his Laguna Seca debut, qualified fifth for the second day in a row.

In SSM Thomas Bellemin took the pole position. He outdid Daniel Kulas by 1.26 seconds.

Lawrence Murdter was the only SM, he qualified 24th overall. When he's not racing, Murdter works E Crew or Tech.

The field of 24 cars took the last green flag start of the weekend. Pole sitter Schrader was in a drag race with Sutherland to Turn 2. Sutherland was able to muscle his way through and take the lead going into the next turn. Schrader lined up right behind him with Smalley, Wetter, and Hoff making up the top five. The green flag

racing only lasted one lap, as the caution came out for Nicholas Bower who spun off in Turn 10 and was in a hazardous position. Lap 4 the racing resumed and Ken Sutherland retained the lead. He was very motivated to keep Schrader behind him and make amends for Schrader ruining his pole run the day before. Another reason for the keeping Schrader at bay was that it was Sutherland's birthday and there is no better birthday present than a San Francisco Region first place trophy! Smalley in third was looking for opportunity to spoil Sutherland's birthday celebration. He was lurking, waiting for his opportunity. There was little change in the front five for the first six laps. But on Lap 7 Hoff passed Wetter for fourth, hoping to move up and at least match his third place performance from Saturday. At about the 15 minute mark of the race Schrader passed Sutherland for the lead. Sutherland was not too concerned because he knew he still had half the race to get the spot back and fulfill his birthday dreams. But the Stewards ended the race nine minutes early, because we were getting close to the County of Monterey Curfew. Unfortunately the racers in the group had no idea that was going to happen and were left with a bitter taste in their mouths. Schrader earned two wins for the weekend and said that Sutherland was going to buy him dinner at IN-n-OUT on the way home. Sutherland was a good sport about the birthday disappointment, the bigger disappointment was the race being shortened, especially after driving so far to attend the race.

In SSM Bellemin won the class and finished sixth overall. This was really good considering he was driving in the SSM class, which is limited in horsepower compared to the SMT cars.

The lone SM entrant Lawrence Murdter did not participate in the event.



#57 David McCoy and #01 Bill Berner both spin during the Saturday race at Turn 10. Cody Olmsted Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	87	Will Schrader	SMT	10	1:46.241	Mazda Miata	Happy Valley OR	Ore	343433	MiataCage/Schrader Pr
2	2	94	Ken Sutherland	SMT	10	1:46.210	Mazda Miata	Sherwood OR	SFR	283190	Wyatt Fire Proteciton/M
3	3	68	Adam Smalley	SMT	10	1:46.154	Mazda Miata	Battle Ground WA	SFR	551377	Smak Plastics | Flextar
4	4	7	Greg Hoff	SMT	10	1:45.851	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
5	5	79	James Wetter	SMT	10	1:46.343	Mazda Miata	Bainbridge Island	Nwst	240624	
6	1	25	Thomas Bellemin	SSM	10	1:47.302	1990 Mazda Miata	San Francisco CA	SFR	694443	Larry Oka Racing
7	6	11	Tim Wright	SMT	10	1:47.674	Mazda Miata	Oakland CA	SFR	278776	
8	7	192	Nik Romano	SMT	10	1:47.416	Mazda Miata	San Pedro CA			FastSideways
9	8	90	Matthew Wyatt	SMT	10	1:47.906	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercia
10	9	75	Steve Wolfe	SMT	10	1:47.454	Mazda Miata	Lebanon OR	Ore	686480	II-S Mechanical
11	10	26	Scott Story	SMT	10	1:47.483	Mazda Miata	El Dorado Hills CA	SFR	624903	
12	11	131	Emy Kissick	SMT	10	1:48.118	Mazda Miata	Olympia WA	Nwst	689653	Mad Vinyl Works | Hyd
13	12	23	Reinhold Krahn	SMT	10	1:48.418	Mazda Miata	Langley BC	CSCC	671616	
14	13	34	David Vrane	SMT	10	1:48.744	Mazda Miata	San Jose CA	SFR	623200	
15	14	2	Ross Lindell	SMT	10	1:48.820	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
16	2	197	Daniel Kulas	SSM	10	1:48.313	Mazda Miata	Sunnyvale CA	SFR	483501	Larry Oka
17	15	117	Lorenzo Fantozzi	SMT	10	1:49.580	Mazda Miata	Eugene OR	Ore	562647	
18	16	01	Bill Berner	SMT	10	1:50.690	Mazda Miata	Lake Oswego OR	Ore	665363	
19	17	107	Joe Bowers	SMT	10	1:50.729	Mazda Miata	Stayton OR	SFR	698743	Bowers Race and Rod :
20	3	78	Steve Whitaker	SSM	10	1:50.765	Mazda Miata	Loomis CA	SFR	500463	Whitaker Motorsports/I
21	4	98	Griffin Potrock	SSM	10	1:50.470	Mazda Miata	San Francisco CA	SFR	722645	
22	18	54	Louis Frizzell	SMT	10	1:55.461	Mazda Miata	Salinas CA	SFR	695324	Leshner Motorsports
23	19	151	Andy Goldberg	SMT	9	1:56.034	Mazda	San Jose CA	SFR	547914	
24	20	108	Nicholas Bowers	SMT	8	1:51.528	Mazda Miata	San Francisco CA	SFR	693656	SkylinePMG/ Inc.

Not classified

DNS	DNS	4	Dan Pruzan	SMT			Mazda Miata	Redwood City CA	SFR	526942	
DNS	DNS	66	Lawrence Murdter	SM			Mazda Miata	Sunnyvale CA	SFR	436659	
DNS	DNS	57	David McCoy	SMT			Mazda Spec Miata	Modesto CA	SFR	655391	
DNS	DNS	36	Joseph Carl	SMT			Mazda Miata	Santa Cruz CA	SFR	402223	Rusty's Repair
DNS	DNS	92	Mikhail Kalugin	SMT			Mazda Miata	Mountain View CA	SFR	524855	Al Angulo
DNS	DNS	114	David Humphreys	SMT			Mazda Miata	Buellton CA	CSCC	647252	A+Racing/Humphreys

Regional 7 & 8 Conclusion

With outstanding weather and good Driver attendance, the weekend was a success as far as the racing was concerned. The Worker crews were about as short as they've ever been, and there was a lot of crossover between specialties which made it work. The Emergency Crew would definitely sleep well Sunday night as they had a busy weekend. Timing and Scoring performed flawlessly, even though they were short staffed. Our RE, Tim Sullivan, was the Emergency Dispatcher, which takes a lot of concentration and ability to see in your head where all the pieces of equipment are on the race track.

We had great racing by all the visiting groups. The Formula Car Challenge and Exclusive Racing Formula Pro USA Series had exciting racing. The Spec Corvettes blew it out of the park with their racing

plus live video feed. As always, the visitors from the great Northwest Miata series came down, kicked a-- and took names.

We tried a different format for the Spec Racer Fords, and according to my sources they loved it. The Spec Racer Ford teams were worn out by the end of the weekend, due to all the repairs they had to do.

The biggest disappointment was for the Spec Miata guys, having to shorten their race by almost ten minutes.

This weekend is now in the books and we look forward to Regional 9 and 10 at Weathertech Raceway at Laguna Seca over Fourth of July weekend.

Championship SFR Point Standings 2024

Group 1

Championship Standings of F4 SFR Regional Point Standings

Printed: 6/14/2024 10:16:01 AM

F4 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4	#5	#6
						Ra	Ra	Ra	Ra	Ra	Ra
1	4	Valentino Garbarino	138	0	0	21	25	21	25	21	25

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

Championship Standings of FA SFR Regional Point Standings

Printed: 6/14/2024 10:16:01 AM

FA SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2
						Ra	Ra
1	1	Edd Ozard	46	0	0	21	25
2	38	Jim Mai	25	21	21	25	NF

Event Legend

#1	6/8/2024	SFR Championship Series Regionals 7 & 8	#2	6/9/2024	SFR Championship Series Regionals 7 & 8
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Championship Standings of FA2 SFR Regional Point Standings

Printed: 6/14/2024 10:16:01 AM

FA2 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4	#5	#6
						Ra	Ra	Ra	Ra	Ra	Ra
1	37	Jay Henry Horak	117	0	0	18	21	18	18	21	21
2	8	James Lawley	21	96	96	21	NF	x	x	x	x

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

Championship Standings of FA3 SFR Regional Point Standings

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FA3 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4
						Ra	Ra	Ra	Ra
1	42	Gregory Perin	50	0	0	x	x	25	25
2	51	G.Scott Vreeland	0	50	50	NF	NS	x	x

Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#3	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#4	6/9/2024	SFR Championship Series Regionals 7 & 8

Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#3	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#4	6/9/2024	SFR Championship Series Regionals 7 & 8

Championship Standings of FM SFR Regional Point Standings

Printed: 6/14/2024 10:16:01 AM

FM SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6					
						Ra	Ra	Ra	Ra	Ra	Ra
1	29	Christian Okpysh	100	0	0	DNF	NS	25	25	25	25
2	67	Bill Weaver	89	11	11	25	25	x	x	18	21
3	63	Lars Jensen	82	18	7	16	16	18	17	x	15
4	75	C.J. Ray	71	29	11	18	18	x	x	17	18
5	12	Marcus Brodie	38	62	33	17	21	x	x	NS	NS
6	28	Stew Tabak	35	65	3	x	x	17	18	DNF	NS
7	77	Dery O'Donovan	32	68	3	x	x	x	x	16	16
8	7	Rodney A Simmons	30	70	2	x	x	15	15	x	x
9	17	John Ertel	27	73	3	x	x	x	x	14	13

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

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 #3 #4 #5 #6					
						Ra	Ra	Ra	Ra	Ra	Ra
1	46	Frank Russell	89	0	0	21	18	x	x	25	25
2	70	Doron Dreksler	71	18	18	25	21	25	NS	x	x
3	27	Tao Takaoka	46	43	25	NS	25	21	NS	x	x

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

Group 2

Championship Standings of ASR SFR Regional Point Standings

Printed: 6/14/2024 10:18:03 AM

ASR SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2		
						Ra	Ra	
1	57	Scott McPherson	0	0	0	0	DNF	NS

Event Legend

#1	6/8/2024	SFR Championship Series Regionals 7 & 8	#2	6/9/2024	SFR Championship Series Regionals 7 & 8
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EM1 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	2	Jerry Kroll	50	0	0	25	25

Event Legend

#1	6/8/2024	SFR Championship Series Regionals 7 & 8	#2	6/9/2024	SFR Championship Series Regionals 7 & 8
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FE2 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6					
						Ra	Ra	Ra	Ra	Ra	Ra
1	22	John Yeatman	84	0	0	x	x	21	21	21	21
2	45	Tom Burt	55	29	29	DNS	21	17	17	x	x
3	99	Caleb Shrader	50	34	5	x	x	25	25	x	x
4	64	Noah Hambayi	32	52	18	x	x	16	16	x	x

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

P1 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6					
						Ra	Ra	Ra	Ra	Ra	Ra
1	08	John Manfroy	96	0	0	x	x	25	25	21	25
2	23	Jim Devenport	86	10	10	25	25	18	18	x	x
3	49	Chris Vian	78	18	8	x	x	21	21	18	18
4	52	Joe Viso	46	50	32	x	x	x	x	25	21
5	9	Stewart Wells	39	57	7	18	21	x	x	x	x
6	3	Eddy Chan	21	75	18	21	DNS	x	x	x	x
7	16	John Shine	17	79	4	x	x	x	x	17	DNS

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

P2 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4			
						Ra	Ra	Ra	Ra
1	8	Timothy Day	50	0	0	25	25	x	x
2	13	Kevin Mitz	25	25	25	x	x	25	DNF

Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#3	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#4	6/9/2024	SFR Championship Series Regionals 7 & 8

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	#3	#4	#5	#6
						Ra	Ra	Ra	Ra	Ra	Ra
1	11	Roger Eagleton	88	0	0	25	21	21	21	x	DN5
2	06	Anthony Bonino	87	1	1	17	14	18	17	21	DN5
3	39	Ken Pedersen	50	38	37	x	x	25	25	x	x
4	10	Michael Lowe	39	49	11	21	18	x	x	x	x
5	48	Norm Benson	35	53	4	x	x	17	18	x	x
6	30	Matt Lituchy	34	54	1	18	16	x	x	x	x
7	164	Michael Smith	25	63	9	x	x	x	x	25	DN5

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

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	#2	#3	#4	#5
						Ra	Ra	Ra	Ra	Ra
1	8	Justin Cone	67	0	0	25	x	x	21	21
2	40	Kurt Fritzsche	50	17	17	x	25	25	DNF	DN5
3	12	Joe Carr	39	28	11	x	21	18	x	x
4	19	Albert Correia	17	50	22	x	17	DNF	x	x

Event Legend

#1	3/24/2024	SFR Championship Series Regional 3 & 4	#4	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#5	6/9/2024	SFR Championship Series Regionals 7 & 8
#3	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6			

Championship Standings of GT1 SFR Regional Point Standings

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GT1 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2
						Ra	Ra
1	88	Joe Montana	0	0	0	DN5	DN5

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 GT2 SFR Regional Point Standings

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GT2 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4
						Ra	Ra	Ra	Ra
1	71	Igor Lyustin	64	0	0	21	18	25	DN5
2	89	Olivier Bailly	34	30	30	17	17	x	x

3	88	Bruce Semler	32	32	2	16	16	x	x
4	19	Mark Kibort	0	64	32	x	x	x	DNF
5	08	Tristan Littlehale	0	64	0	DNF	DNF	x	x
6	07	Sean Wheeler	0	64	0	DNS	DNS	x	x

Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#3	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#4	6/9/2024	SFR Championship Series Regionals 7 & 8

Championship Standings of GT3 SFR Regional Point Standings

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GT3 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4			
						Ra	Ra	Ra	Ra
1	188	Taz Harvey	68	0	0	18	25	25	x
2	32	Dan Payne	46	22	22	x	x	21	25
3	52	Guy Laidig	39	29	7	21	18	DNF	NS
4	77	David Witkowski	39	29	0	x	x	18	21

Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#3	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#4	6/9/2024	SFR Championship Series Regionals 7 & 8

Championship Standings of GTX SFR Regional Point Standings

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GTX SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	7	Nicolai Elghanayan	50	0	0	25	25
2	1	Jeff Francis	39	11	11	21	18
3	188	Taz Harvey	21	29	18	x	21

Event Legend

#1	6/8/2024	SFR Championship Series Regionals 7 & 8	#2	6/9/2024	SFR Championship Series Regionals 7 & 8
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Championship Standings of ITE SFR Regional Point Standings

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ITE SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6					
						Ra	Ra	Ra	Ra	Ra	Ra
1	68	Lenny Celberti	139	0	0	25	25	25	25	18	21
2	41	Bryan MacMillan	46	93	93	x	x	x	x	21	25
3	103	Tom Hummel	33	106	13	x	x	x	x	16	17
4	61	Ryan Carl	25	114	8	x	x	x	x	25	NS
5	13	Nik Romano	17	122	8	x	x	x	x	17	x
6	64	Robert Roumimper	15	124	2	x	x	x	x	15	NS
7	03	Victor Torino	0	139	15	x	x	x	x	DNF	DNF

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

MC SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4			
						Ra	Ra	Ra	Ra
1	76	Robert Luster	92	0	0	25	25	21	21
2	23	John Taylor	78	14	14	21	21	18	18
3	9	Fred Lind	50	42	28	x	x	25	25

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#3	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#4	6/9/2024	SFR Championship Series Regionals 7 & 8

T1 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6					
						Ra	Ra	Ra	Ra	Ra	Ra
1	79	Clark Nunes	125	0	0	25	25	25	25	25	NS
2	8	Don Van Nortwick	42	83	83	x	x	21	21	x	x

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

T2 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4			
						Ra	Ra	Ra	Ra
1	17	Michael Cheney	50	0	0	25	25	x	x
2	111	Roger Eagleton	50	0	0	x	x	25	25

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6

T3 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4			
						Ra	Ra	Ra	Ra
1	31	Lynne Griffiths	18	0	0	18	NS	NF	NS

Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#3	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#4	6/9/2024	SFR Championship Series Regionals 7 & 8

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 #3 #4 #5 #6					
						Ra	Ra	Ra	Ra	Ra	Ra
1	81	Henry Kenneth Rozeboom	85	0	0	x	x	25	25	18	17
2	80	Jeffrey Pietz	81	4	4	21	21	x	x	21	18
3	88	Lyn Greenhill	59	26	22	x	x	21	NS	17	21
4	4	William Kincaid	50	35	9	x	x	x	x	25	25
5	02	Kim Wilcox	36	49	14	18	18	x	x	x	x
6	68	Paul Rodler	16	69	20	x	x	x	x	16	NS

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

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 #3 #4 #5 #6					
						Ra	Ra	Ra	Ra	Ra	Ra
1	50	David Jalen	139	0	0	25	25	18	21	25	25
2	47	EJ Abed	46	93	93	x	x	21	25	x	x
3	11	Denny Renfrow	25	114	21	x	x	25	x	x	x
4	12	Michael Bernstein	21	118	4	x	x	x	x	21	NS

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

Championship Standings of FFT SFR Regional Point Standings

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FFT SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4			
						Ra	Ra	Ra	Ra
1	44	Jon Brandstad	50	0	0	x	x	25	25
2	12	Greg Hoff	32	18	18	16	16	x	x
3	11	Denny Renfrow	15	35	17	x	15	x	x

Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#3	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#4	6/9/2024	SFR Championship Series Regionals 7 & 8

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 #3 #4 #5 #6					
						Ra	Ra	Ra	Ra	Ra	Ra
1	33	Chris Poncin	100	0	0	25	25	25	NF	25	NF

FST SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4	#5	#6
						Ra	Ra	Ra	Ra	Ra	Ra
1	33	Chris Poncin	100	0	0	25	25	25	DNF	25	DNF

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

FV SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4
						Ra	Ra	Ra	Ra
1	41	Ron Wake	63	0	0	DNF	21	21	21
2	3	Blake Tatum	50	13	13	x	x	25	25
3	50	Mace Gjerman	42	21	8	25	17	x	x
4	40	Donald Manthe	18	45	24	18	DNF	x	x

Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#3	6/7/2024	SFR Championship Series Regionals 7 & 8
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#4	6/9/2024	SFR Championship Series Regionals 7 & 8

Group 5

FP SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2
						Ra	Ra
1	7	Bill Okel	50	0	0	25	25

Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
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GTL SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2
						Ra	Ra
1	2	Noel Hayward	21	0	0	21	NS

Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
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HP SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4
						Ra	Ra	Ra	Ra
1	00	Lee Fleming	50	0	0	x	x	25	25
2	199	Donovan Helfrich sr	0	50	50	DNF	DNS	x	x

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6

ITA SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4	#5	#6
						Ra	Ra	Ra	Ra	Ra	Ra
1	90	Matthew Wyatt	118	0	0	18	25	21	25	11	18
2	2	Ross Lindell	72	46	46	25	21	x	x	9	17
3	4	Dan Pruzan	71	47	1	16	16	x	x	25	14
4	108	Nicholas Bowers	64	54	7	x	x	16	17	15	16
5	186	Peter Phung	56	62	8	x	x	25	21	10	DNS
6	39	Donald Ahn	39	79	17	21	18	x	x	x	x
7	185	Andre Marconett	37	81	2	11	DNS	x	x	14	12
8	88	Michael Chang	33	85	4	x	x	15	18	x	x
9	66	Douglas Alvis	31	87	2	x	x	x	x	18	13
10	50	Tupper Hull	31	87	0	17	14	x	x	x	x
11	107	Joe Bowers	31	87	0	x	x	x	x	16	15
12	43	Michael Herbert	30	88	1	15	15	x	x	x	x
13	6	Scott Howard	26	92	4	13	13	x	x	x	x
14	3	Michael Olivier	26	92	0	14	12	x	x	x	x
15	28	Dwayne Komush	23	95	3	10	DNS	x	x	13	DNS
16	152	Jeff Tam	23	95	0	12	11	x	x	x	x
17	168	William Fry	23	95	0	x	x	x	x	12	11
18	92	Mikhail Kalugin	17	101	6	x	x	x	x	17	DNS
19	3	Ian Epstein	17	101	0	x	x	17	DNS	x	x
20	24	Jayceton Lapid	17	101	0	DNF	17	x	x	x	x
21	8	Justin Cone	0	118	17	DNS	x	x	x	x	x

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

ITR SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3
						Ra	Ra	Ra
1	34	Justin Cone	75	0	0	25	25	25

Event Legend

#1	3/24/2024	SFR Championship Series Regional 3 & 4	#3	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6			

ITS SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	64	Taylor Vance	50	0	0	25	25

Event Legend

#1	6/8/2024	SFR Championship Series Regionals 7 & 8	#2	6/9/2024	SFR Championship Series Regionals 7 & 8
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ITX SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	151	Andy Goldberg	43	0	0	18	25
2	36	Joseph Carl	25	18	18	25	NS

Event Legend

#1	6/8/2024	SFR Championship Series Regionals 7 & 8	#2	6/9/2024	SFR Championship Series Regionals 7 & 8
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SMG SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4			
						Ra	Ra	Ra	Ra
1	06	Anthony Bonino	88	0	0	17	21	25	25
2	30	Matt Lituchy	43	45	45	18	25	x	x
3	11	Roger Eagleton	42	46	1	21	NF	NS	21
4	164	Michael Smith	25	63	17	25	NS	x	x
5	10	Michael Lowe	0	88	25	NS	NS	x	x

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#3	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	3/23/2024	SFR Championship Series Regional 3 & 4	#4	6/9/2024	SFR Championship Series Regionals 7 & 8

SSC5 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	117	Ap Miranda	50	0	0	25	25
2	147	Robert Carroll	24	26	26	11	13
3	39	Kevin Jones	13	37	11	13	NS
4	136	Michael Sutton	10	40	3	10	NF

Event Legend

#1	6/8/2024	SFR Championship Series Regionals 7 & 8	#2	6/9/2024	SFR Championship Series Regionals 7 & 8
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STL SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4			
						Ra	Ra	Ra	Ra
1	115	Bryce Johnson	67	0	0	x	17	25	25
2	116	Ryan Guttle	43	24	24	25	18	x	x
3	72	Michael Neumeyer	39	28	4	18	21	x	x
4	61	Patrick Drinkwine	32	35	7	16	16	x	x
5	11	Wesley Molino	21	46	11	21	DNS	x	x
6	23	Carl Young	15	52	6	DNF	15	x	x
7	65	Sophia Storey	0	67	15	DNF	DNS	x	x

Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#3	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#4	6/9/2024	SFR Championship Series Regionals 7 & 8

STU SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4			
						Ra	Ra	Ra	Ra
1	77	Wilson Powell	46	0	0	DNF	DNS	21	25
2	07	Tazio Ottis	42	4	4	21	21	x	x
3	61	Ryan Carl	25	21	17	x	x	25	DNS
4	49	Rylan Hazelton	0	46	25	DNS	DNS	x	x

Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#3	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#4	6/9/2024	SFR Championship Series Regionals 7 & 8

T4 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	36	Tony Kiratsous	50	0	0	25	25

Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
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Group 6

SRF SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6					
						Ra	Ra	Ra	Ra	Ra	Ra
1	3	Jake Woolley	100	0	0	25	25	25	25	x	x
2	16	Alexander Lueker	50	50	50	x	x	x	x	25	25
3	36	Mark Lueker	21	79	29	x	x	x	x	DNF	21

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

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	#3	#4	#5	#6
						Ra	Ra	Ra	Ra	Ra	Ra
1	5	Eric Fulkerson	102	0	0	12	21	18	13	21	17
2	67	Sean O'Boyle	88	14	14	15	17	13	14	16	13
3	14	Greg Hoff	75	27	13	18	13	16	15	13	NF
4	34	Umberto Milletti	65	37	10	x	x	4	18	25	18
5	127	EJ Abed	61	41	4	14	12	9	8	10	8
6	123	Bill Booth	60	42	1	21	18	15	3	3	NF
7	76	Eric Hand	51	51	9	11	16	8	N	9	7
8	99	Caleb Shrader	50	52	1	x	x	25	25	x	x
9	22	Connor Solis	50	52	0	25	25	x	x	x	x
10	45	Tom Burt	43	59	7	13	NF	14	16	x	x
11	17	John Black	42	60	1	x	x	21	21	x	x
12	8	Michael Woolley	41	61	1	17	2	11	0	0	11
13	6	Joe Kou	37	65	4	16	1	NF	N	4	16
14	66	Brandon Lewis	37	65	0	8	14	6	9	x	x
15	71	Jerry Alass	37	65	0	6	10	3	7	8	3
16	10	Steve Fogg	34	68	3	x	x	17	17	x	x
17	83	Paul Luca	34	68	0	5	9	5	4	6	5
18	122	Tim Weaver	29	73	5	x	x	x	x	15	14
19	2	Lee Douglas	22	80	7	x	x	12	10	x	x
20	37	Dean Crowe	19	83	3	3	5	1	6	2	2
21	27	Paul Goudy	18	84	1	x	x	x	x	12	6
22	35	Robert Sachs	16	86	2	4	3	x	x	0	9
23	07	Christian Guirguis	15	87	1	x	15	x	x	x	x
24	188	Judson Holt	12	90	3	x	x	x	x	NF	12
25	82	James Lepetch	9	93	3	1	8	x	x	x	x
26	56	Emily Bishop	4	98	5	x	x	x	x	x	4
27	13	Caden Yeatman	2	100	2	x	x	x	x	1	1
28	55	Sam Bhaumik	0	102	2	x	x	0	N	x	x

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

Championship Standings of SRFH SFR Regional Point Standings

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SRFH SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4	#5
						Ra	Ra	Ra	Ra	Ra
1	18	John Solner	111	0	0	15	25	25	25	21
2	86	Edward Rorer	103	8	8	21	15	21	21	25
3	41	Ken Woolley	81	30	22	25	21	18	17	NF
4	10	Andrew Moore	67	44	14	18	18	x	16	15
5	51	Robert Breton	34	77	33	x	x	x	18	16

6	23	Harrison Paull	34	77	0	17	17	x	x	x
7	3	Jake Woolley	32	79	2	x	x	x	14	18
8	24	David Wright	32	79	0	x	x	x	15	17
9	4	Frank Valente	32	79	0	16	16	x	x	x

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/9/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6			

Group 7

Championship Standings of SM SFR Regional Point Standings

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SM SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4
						Ra	Ra	Ra	Ra
1	13	Lucas French	39	0	0	21	18	x	x
2	66	Lawrence Murdter	25	14	14	x	x	25	DNS

Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#3	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#4	6/9/2024	SFR Championship Series Regionals 7 & 8

Championship Standings of SMT SFR Regional Point Standings

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SMT SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4	#5	#6
						Ra	Ra	Ra	Ra	Ra	Ra
1	68	Adam Smalley	124	0	0	21	18	25	25	17	18
2	94	Ken Sutherland	92	32	32	25	25	x	x	21	21
3	32	Scott Story	92	32	0	16	14	21	21	9	11
4	11	Tim Wright	85	39	7	12	8	18	17	15	15
5	90	Matthew Wyatt	83	41	2	15	10	17	15	13	13
6	7	Greg Hoff	69	55	14	17	17	x	x	18	17
7	36	Joseph Carl	62	62	7	13	15	16	18	0	DNS
8	34	David Vrane	58	66	4	8	11	15	16	0	8
9	2	Ross Lindell	44	80	14	14	12	x	x	11	7
10	182	Dale Pestes	30	94	14	DNS	5	13	12	x	x
11	2	Curtis Zhi	29	95	1	1	0	14	14	x	x
12	51	Eric Fulkerson	27	97	2	11	16	x	x	x	x
13	107	Joe Bowers	24	100	3	x	x	7	9	4	4
14	96	Joan Linehan	21	103	3	DNF	0	11	10	x	x
15	88	Michael Chang	20	104	1	x	x	9	11	x	x
16	24	Jayceton Lapid	17	107	3	10	7	x	x	x	x
17	108	Nicholas Bowers	16	108	1	x	x	5	8	2	1
18	4	Dan Pruzan	15	109	1	4	1	x	x	10	DNS
19	186	Peter Phung	13	111	2	x	x	DNS	13	x	x
20	45	Mark Means	12	112	1	x	x	12	DNS	x	x
21	116	Joe Kou	9	115	3	DNS	9	x	x	x	x
22	93	Lee Williamson	9	115	0	3	6	x	x	x	x
23	43	Michael Herbert	9	115	0	6	3	x	x	x	x
24	39	Donald Ahn	9	115	0	9	0	x	x	x	x

25	3	Ian Epstein	8	116	1	x	x	8	DNS	x	x
26	05	Alberto Goncalves	6	118	2	DNS	0	6	DNF	x	x
27	92	Mikhail Kalugin	5	119	1	x	x	x	x	5	DNS
28	152	Jeff Tam	5	119	0	5	0	x	x	x	x
29	50	Tupper Hull	4	120	1	x	4	x	x	x	x
30	6	Scott Howard	4	120	0	2	2	x	x	x	x
31	54	Louis Frizzell	3	121	1	x	x	x	x	0	3
32	151	Andy Goldberg	2	122	1	x	x	x	x	0	2
33	57	David McCoy	0	124	2	x	x	x	x	0	DNS
34	8	Justin Cone	0	124	0	DNS	DNS	x	x	x	x
35	84	Damian Pascuzzo	0	124	0	0	DNF	x	x	x	x
36	08	Alex Mancano	0	124	0	DNS	DNS	x	x	x	x
37	82	Aaron Romero	0	124	0	0	0	x	x	x	x

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

Championship Standings of SSM SFR Regional Point Standings

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SSM SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4	#5	#6
						Ra	Ra	Ra	Ra	Ra	Ra
1	197	Daniel Kulas	138	0	0	25	25	25	21	21	21
2	5	Thomas Bellemin	134	4	4	21	21	17	25	25	25
3	78	Steve Whitaker	111	27	23	18	18	21	18	18	18
4	16	Malon Brown	69	69	42	17	17	18	17	x	x
5	98	Griffin Potrock	47	91	22	DNF	13	x	x	17	17
6	31	Gregory Martin	32	106	15	16	16	x	x	x	x
7	97	Richard Fekete	30	108	2	15	15	x	x	x	x
8	41	David Samuel	28	110	2	14	14	x	x	x	x
9	76	Evan Fekete	25	113	3	13	12	x	x	x	x
10	98	John Solner	16	122	9	x	x	x	16	x	x

Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	6/9/2024	SFR Championship Series Regionals 7 & 8

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STANDING

SFR Solo II Round 5

With the SCCA National Tour passing through the SF Region three weeks prior, it was back to the regular Solo II Championship Series. Round 5 was held at Crows Landing on May 18, 2024, which was attended by 111 drivers, 33 of them in the Novice class. The event was co-chaired by Hal Dorton and Kristen Barnes, and the course was designed by Praneil Prasad.

Praneil Prasad led the AS class in a 2003 Chevrolet Corvette. He was followed by Darren Shortes in a '02 Corvette Z06, with Vernon Head rounding out the top three in a '01 Z06. The rest of AS included Edwin Garcia. Connie Lu ran uncontested in AS-L in a Corvette.

Eric Lam handily took first place in DS in a '23 Hyundai Elantra N. Harry Allen, in a '13 Mini Cooper S, finished in second place, while Mike Sawyer took third in a '12 Ford Mustang V6. Kristen Barnes ran uncontested in DS-L in a '24 Toyota GR86.

The SST class was led by Drew Powers in a '14 Porsche Cayman S. He was followed by Carl Winkler in a '15 Cayman S, while rounding out third place was Jeremy Leung in a '03 Honda S2000.

Erik Acks managed to secure first place in STR on his last run. Acks was in a '22 Subaru BRZ. Nipping at Acks' heels was Mark Lewis in a '20 Mazda MX-5 Club, while Arvind Govindaraj took the last podium spot in a '22 BRZ. The rest of STR included Todd Winstanley, Philip Ma, Ed Runnion, Liam Khoo, Andrew Santos and Jonah Veilleux.

The STU class was led by Steve McLaughlin in a '07 Nissan 350Z. Jeremy Eaton, in a '01 BMW M3, finished in second place, with Kevin Kirschman taking third in a '05 BMW M3.

Adam Tarnoff, in a '04 Mazda RX8, finished in first place in STX. Daniel Marien took second in a '98 BMW 319ti, while John Hearn and Hugo Cardenas finished third and fourth, respectively.

Justin Tsang took the top spot in Classic American Muscle in a '06 Corvette Z06. Rich Lee, also in a '06 Z06, finished in second place while Gordon White took third in a '23 Mustang GT. The rest of CAM included Adam Craig, Dustin Reed, Hal Dorton, Coby Hartman, Brennan Williams, Deanne Komush, Leon Weinroth and Greg Back. Brenda Barnes ran uncontested in CAM-L in a '23 Mustang GT.

Ben Martinez was uncontested in the Modifieds class in a '18 Acura RDX.

Shwan Tokairin led the huge Novice class in a '20 MX5 Miata. Aris

Perez, in a '03 Porsche Boxster S, finished in second place, while Jack Dunlop rounded out third place in a '16 Volkswagen Golf R. The rest of the Novice class included Michael Jones, Dennis Feng, Nuo Chen, Fahed Abudayyeh, Fletcher Falk, Sean West, Ernesto Acevedo, Zachary MacLean, Joan Solis, Jeff Wu, Benjamin Ding, Myles Wang, Alex Korfel, Joe Auricchio, Gregory Butzi, Jebson Man, Chris Johnson, Oscar Moreno Garza, Ernest Gustave, Matthew Davies, Kevin Blincoe, Yuichi Nakahama, Tristan Kutt, Innis Sumbulla, Zhengyuan Zhang, Jaylan Catacutan, Tara Butzi, Norman Villacorte, Srinivas Anegundi and Cameron Lai.

Mauricio Ruiz ran uncontested in Novice S in a '99 Dodge Dakota RT.

Eric and Lisa Gnesa finished one-two, respectively, in the Preps class. James Laeno took third in a '90 Miata. Derek Boyd and Dwayne Komush rounded out the rest of the Preps class.

Monty Pack ran uncontested in a '15 Porsche GT3 in S1.

Cody Mountjoy, in a '23 GR Corolla, took first place in S2. Gary Fazekas, in a '22 Mustang, took second place. Caevon Hekmaty, in a '80 Porsche 911 SC, finished in third place. Jack Brown and Caleb Leavitt rounded out the rest of S2.

Jay Haksar finished in first place in S3 in a '16 Miata. Danee Kenyon, also in a '16 Miata, finished in second place, while Levon Samvelyan took third place in a '02 Toyota MR2 Spyder.

James Rowney and Al Andersen finished one-two, respectively, in S4. Rowney was in a '22 VW GTI, while Andersen was in a '16 VW Gti. Yujia Luo rounded out the top three positions in a '16 Mazdaspeed Mazda 3.

The SSC class was led by Eric Martin in a '13 Scion FRS. Frederick Ernst took second place in a '13 BRZ.

Steve Forshay ran uncontested in SMP.

Andre Piernot, Keith Bullock and Wyatt Taylor, all driving 1990 Mazda Miatas, led the ST2 class. Tristen Wu, Emilio Naranjo and Makenzie Conner rounded out the rest of ST2.

Julie Piernot ran uncontested in ST2 L in a '90 Miata.

The XS class was led by Jacob Dawson in a '06 (Lotus Elise). Andrew Vo, in a Lotus Elise, finished in second place, while Khoa Cao took third. Tyler Packard, Alex Tanaka, Aaron Dawson, Sergei Avedisov, Andy Fang, and Duck Pham filled out the rest of XS. Thank you!



Darren Shortes

SFR Solo II Round 6

Round 6 of the SF Region's Solo II Championship Series was held on May 19, 2024, at Crows Landing. The event, which was attended by 111 drivers, was co-chaired by Kevin Bui and Hal Dorton, with the course designed by Praneil Prasad.

Ben Martinez took the top spot in Mods. He was followed by Michael Lella in a 2023 ARSV A Mod. Dennis Loshier, also in the '23 ARSV A Mod, rounded out the top three spots.

Fahed Abudayyeh, in a '23 Mazda MX-5, led the Novice group. Michael Jones, in a '04 Corvette Z06, finished in second place, with Nuo Chen taking the last podium spot. The rest of the Novice class included Fletcher Falk, Zachary MacLean, Myles Wang, Joan Solis, Nathan Springman, Sebastien Chene, Cameron Lai, Jennifer Wang, Makenzie Conner, Kevin Blincoe, Bahram Sassani, Johanthan Warner, Zhengyuan Zhang, Jaylan Catacutan, Alvin Ongyod, Joe Auricchio, Daniel Garcia, Alyson Chang and Chase Hiatt.

Jorge Arreola ran uncontested in NS in a '14 Subaru WRX.

Eric and Lisa Gnesa came in first and second, respectively, in the Prepared class in a '09 Porsche Cayman S. They were followed by James Laeno, in a '90 Mazda Miata. Michael Maier, Derek Boyd and Lily Maier rounded out the rest of STU.

Monty Pack ran uncontested in S1 in a '18 Porsche GT3.

Cody Mountjoy, in a '23 Toyota GR Corolla, took the top podium spot in S2. Gary Fazekas, in a '22 Mustang, finished in third place, with Caevon Hekmaty rounding out third in a '80 Porsche 911 SC. The rest of S2 includes Jack Brown and Gregory Kehoe.

The S4 class was led by Shawn Casaus in a '21 VW Golf Gti. Roy Handoko finished in second place in a '19 Honda Civic Si, while Waleed Rydham took third in a '98 Acura Integra GS.

John Subosits took the top spot in the Solo Spec Coupe class in a '13 Subaru BRZ. Eric Martin was close on Subosits' heels in a '13 Scion FRS, with Frederick Ernest rounding out third in a '13 BRZ.

Isaac Acks, in a '06 Mitsubishi Lancer Evo, finished in first place in SMP. Steve Forshay, in a '19 Porsche GT3 RS, took second, while Monica Tsang finished in third place in a '06 Lancer Evolution. Marvin Baker and Demetris Wagner rounded out the rest of SMP.

Jon Nottage led the ST2 class in a '18 Mazda 6. He was followed by Keith Bullock in a '90 Miata, with Kevin Bui taking the last podium spot.

The rest of ST2 included Tristen Wu and Kaelan Mikowicz.

Henry Chen ran uncontested in STM in a '14 Lancer Evolution.

Jacob Dawson, in a '06 Lotus Elise, took the top spot in XS. Alex Tanaka was a distant second in a '19 Tesla Model 3, with Aaron Dawson rounding out third in a '06 Elise. Khoa Cao, Juliana Brava and Tiffany Dao rounded out the rest of XS.

The AS class was led by Praneil Prasad in a '03 Chevrolet Corvette. Tony Rodriguez followed in second place in a '10 Porsche Cayman S, with Boris Elpiner in third place in a '18 Cayman GTS. The rest of AS included Vernon Head, Darren Shortes and Youmna Zalzal. Connie Lu ran uncontested in AS-L in a '03 Corvette.

Eric Lam ran away with first place in DS in a '23 Hyundai Elantra N. Michael Scott, in a '21 WRX, came in second, while Mark Fairchilds took third place in a '23 WRX GT. The rest of DS included James Peroulas, Samuel Manongdo and Mike Sawyer. Kristen Barnes ran uncontested in DS-L in a '24 Toyota GR86.

Drew Powers had a healthy lead in SST over Jerry Wong. Powers was in a '14 Cayman S while Wong was in a '13 Nissan GTR.

Mark Lewis eked out first place in STR in a '20 MX5 Club. Nipping at his heels was Todd Winstanley in a '08 Honda S2000, while Erik Acks rounded out third in a '22 BRZ. The rest of STR included Glen Anderson, Ed Runnion, Liam Khoo, Megan Anderson, Sean West, Andrew Santos and Jonah Veilleux.

Justin and Mack Tsang finished one-two, respectively, in STU. The brothers were in a '06 Subaru STI. Brant Ballantyne finished in third place in a '09 Porsche Boxster S. Steve McLaughlin, Jimmy Au-Yeung, Jeremy Eaton, Kevin Kirschman, Packroy Liao, Nic Panatopoulos and Chris Rosier rounded out the rest of STU.

Adam Tarnoff, in a '04 Mazda RX8, led the STX class. He was followed by Brian Reed in a '14 Scion FRS, with John Hearn taking the last podium spot in a '09 RX8.

Classic American Muscle was led by Rich Lee in a '06 Corvette Z06. Gordon White was a close second in a '23 Mustang GT, while Mick Maier took third place in a '65 Mustang. The rest of CAM included Adam Craig, Hal Dorton, Leon Weinroth, Greg Back, Sean Evans and Roy Evans. Brianne Maier edged out Brenda Barned for first place in CAM-L. Maier was in a '66 Mustang while Barnes was in a '23 Mustang.



Mark Lewis

Confessions of a Cone Slayer

By Rob Krider



Hammering Germans

I recently had the pleasure of taking a nice long cross-country road trip. My wife and I put thousands of miles on our Class-C Ford Motorhome as we toured numerous gorgeous states of the ole U.S. of A. We took this trip in the RV that I convinced her we needed to buy years back when I promised her that I

would take her on a cross-country trip; but then I exclusively used the RV for the racing team, where it only travelled to race tracks, and I filled it up with sweaty greasy crew members. Eventually, she was hip to my ruse and demanded that I take her on a vacation that did not include towing a racing car.

Being a man who is good at math (it is hard to be a racing driver when you lose half your income in a divorce) I decided it was time to make good on my promise and take Mrs. Krider on this big coast-to-coast adventure. The trip was fantastic but as I traveled throughout the country (we went from Los Angeles to Key West) I kept driving past historic race tracks (COTA, Daytona, Darlington) and I was getting the itch to go fast. Three thousand miles driving an RV at 70 miles per hour max had me jonesing for some real speed. I needed my adrenaline fix. It had been eight weeks since I had driven anything in anger.

The good news was we landed in Atlanta, Georgia, to catch a Braves baseball game. Part of the promise to my wife was that I would take her to all 30 MLB ballparks in the RV. What my wife didn't know, was that also in Atlanta was the headquarters for Porsche North America. Was it a coincidence that I planned for us to land there? No, definitely not. Needing to fill my cup with some speed I booked myself a day at the Porsche Experience Center. What did my wife get that day? Well, she got a whole day away from me.

For half the cost of a road racing weekend (or five times the cost of an autocross weekend) I scored the opportunity to drive any new Porsche of my choosing on one of two of their incredible tracks at the Porsche Experience Center. I chose a Guards Red Porsche 718 Cayman GT4—an incredible machine of performance and precision. The facility at Porsche's North American HQ is second to none. Of the two tracks I chose the West Track because it has more of a road course feel to it (the South Track mimics more everyday roadway.) The West Track was designed with specific features from some of the best racing tracks in the world (The Ring, Laguna Seca, VIR, etc.) Believe it or not, any schmuck who is 21 years old and has a valid state driver's license can experience driving a new Porsche around their facility for an hour and a half. They didn't care if I had a competition license or care how many championships I had won. They simply wanted to allow me to enjoy what Porsche has created (as long as my credit card had some room on it, of course.)

During your time on track at the Porsche Experience Center you will have a driving instructor riding shotgun with you. The instructor teaches you the features of the car, shows you the line around the course and does their best to keep the shiny side up. If you put two wheels off you will quickly earn a lecture

about what not to do (even if you know dropping two wheels on the exit of the hairpin is the fastest way around the course.) I have incredible respect for the women and men who do this job. You could not pay me enough money to ride in the right front seat while any yahoo who thinks he's Vin Diesel tries to prove a point behind the wheel. It is an insane way to make a living. Admittedly, my own driving instructor fared no better fate. There is probably nothing worse than a student "who already knows how to drive fast" and shamefully I was that student. I drove that GT4 like it was an RC car, with no human bodies inside it. I was going to get my money's worth during my session. I would get it in fuel, tires, brake pads or even blood if it need be.

In my defense I had just spent the last eight weeks backing my 32-foot RV into different camping spots. I was in dire need of hitting an apex, getting on the gas early and drifting the car out to the edge of the track as I hammered the gas down the next straight. I desperately needed to feel adrenaline shooting through my veins and the Porsche Experience Center did not disappoint. The GT4 certainly didn't disappoint either, the car is simply amazing at everything it does. The noise alone of that flat-six and the quick gear shifts of the PDK are awesome. Five stars, would drive again!

So, if you find yourself on a long road trip and you forgot to bring your track toy along with you, don't fret, Porsche has Experience Centers in both Atlanta, Georgia and Los Angeles, California. My only warning about driving one of these incredible machines is that once you're done with your on-track session, your next life goal will be to buy one of these cars, and that folks, isn't a cheap endeavor. "Honey, it looks like we are going to have to sell the RV!"

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



From the Area Director

By David Vodden



SCCA National Director Report

It has been about six months since I left my life's work in the hands of my replacement, Matt Busby, the new President of Thunderhill. He is doing an excellent job and still lets me in the gate when I come to the track. Whew!

Since retiring I have become your National SCCA Board of Directors representative. The

"Big SCCA" as I call it, is busy making the national SCCA work as the largest member driven organization in motorsports. For the record, the National Hot Rod Association [NHRA] has a huge membership base as does the American Motorcycle Association [AMA.] However, in both these organizations the role of the member is minimal. This is the norm in most organizations where membership means carrying a card and getting a newsletter. For example, being a member of NASCAR or USAC does not carry with it substantial influence over the operation of the "club."

In the SCCA, at all levels, membership involvement is key. The multitude of committees, boards, officials at the national and regional level, require a huge amount of time to handle member input. It is amazing to me how many members spend overwhelming amounts of personal time making their piece of the SCCA work. This is the same at all levels. By far, most of these men and women do not get paid. National and regional directors do not get paid. Regional Executives and committee leaders do not get paid; and the stewards of the court system that enforces the massive General Competition Rules of the SCCA do not get paid. There is a small staff of skilled professionals in Topeka Kansas that do get paid. Their job is to keep the armada of highly motivated and dramatically diverse Type "A" SCCA members going in the right direction. Sound impossible? It is. Yet the SCCA continues in much the same manner as it was back in the late forties, when it was created by well-to-do men who wanted to dabble with their sports cars, the European way, on road courses which were highways back then. This history is well documented and makes an interesting read. Keep in mind that SCCA, NASCAR, Formula One, Indy Car, NHRA and a host of regional race organizations all started after World War II. You can conclude how well a committee organization works compared to one with a driven, strong central leadership by noting where the above organizations are today compared to when they started.

SCCA, like many organizations based on membership leadership, most notably the various service Clubs, including Rotary, Lions, Kawanis, and Elks, is struggling to attract new players. There is an unending litany of reasons espoused every day as to why and what to do about the challenge of recruiting and retaining members to operate the club in the future. To my knowledge no one has found a cure for what can become a terminal issue. There are lots of people working on ways to keep these organizations viable, and none of them involve doing what we have always done before. Change is the one element of survival that appears in every dialog about the future. Appealing to new members is step one. Knowing what appeals to a younger, different audience is hard to determine if you are forty years older than the target market and have ever used the phrases, "We have always done it that way," or "Back in the day."

Everyone in the SCCA, young and old, wants their membership organization to give them value, to be what makes them drive to the track and get behind the wheel or officiate at an event. Can this happen? Sure. The hard part is that it is up to you. That's right, this is not one of those "if only" diatribes, but rather a wake-up call and a call to action by

you, the member who has a say, a role and maybe even a responsibility to make this membership organization part of the future of motorsports in America. You can do it.

In closing, here is vital information that all people who enter an SCCA event should know. If you read this far, please share what I say here with your friends who are at an SCCA event with you, member or not. The SCCA event insurance provides a good accident medical insurance policy. For it to be in effect you must have signed in with the SCCA Registrar at the event to establish your presence as a "participant." If you come into the event, even if you sign a gate waiver, but do not get an SCCA event credential, you have no insurance coverage if you are injured for any reason. Please note that all SCCA event insurance is secondary. This means that if you are injured in any capacity as an SCCA participant, you must first file your claim for medical expenses incurred with your personal or "primary" insurance company. This would include employee provided accident medical coverage along with any other coverage you may have! Limits. If you sign in with the SCCA but you are not a current member of the SCCA, the coverage you receive is less coverage than that afforded a current member. For example, if you are a member and are injured at an SCCA event, the SCCA policy will pay all medical costs that are not paid for by your primary insurance carrier, up to \$100k. If you are not an SCCA member, coverage stops at \$30k. This is a big deal. This is consistent throughout all the coverage offered at SCCA events. You should also know that having an SCCA event credential issued at the event by on-site SCCA registration activates the insurance. If you do not do this right, you will be considered a spectator and fall under the SCCA's event liability insurance coverage which deals only with claims made by injured parties against the club, or any defendant named in your complaint. Good luck with that. You need to know this stuff if you are in attendance and active at any SCCA event. This includes drivers, crew, family, volunteers, workers, everyone, if you have any expectation of needing medical insurance protection. This is a significant value of being a member of the SCCA and it does not come free to the Club. Bottom line: join the SCCA. Sign in for any SCCA event you attend at the event registration table. Have personal medical insurance. Do not get injured. Good luck with that. I have had broken legs, ribs, wrist, scapula, collar bone plus a punctured lung and many concussions all from of racing. I enjoyed every minute of it except when the doctor stuck the tube between all my broken ribs through my side to reinflate the lung. Did not enjoy that.



A Competitor's Perspective

By Greg Hoff



First in series of articles on improving on-track competition and safety

There have been a lot of on-track incidents lately which are cutting into track time and, more importantly, making people wonder if everyone is following the same set of rules. Our racing is governed by the SCCA General Competition Rules (GCR) and the Supplemental Rules (Supps)

published for each event.

Knowing the rules and UNDERSTANDING them makes you a safer driver because you are predictable in your actions, and you can hopefully predict what others will do - if everyone follows the rules.

I want to preface this discussion with some common sense. You can insist on "rights" under the rules and total your car. Or you can think about self-preservation BEFORE insisting on "rights". Be the guy who races all weekend rather than the guy whose car is on the trailer but was "right".

Article 1: Off-Track Rules

Let's see what the Supps say about "off-track". **28. Off-Course Excursions: Drivers are required to follow the marked course and may not pass another car from an off-course excursion. A driver who leaves the marked course with all four wheels must make a safe and controlled reentry.**

It appears you may go off-track with no penalty. But there are restrictions coming back on the track - "...must make a safe and controlled reentry". What does that mean? Well, it certainly doesn't mean keep your foot on the gas and get back on the track as fast as possible ignoring others. If you are racing and someone comes back on the track in a manner which requires you to alter course or slow down - is that safe? It is ultimately up to the Stewards, but here is what you tell them in your protest: "It surprised and scared me when they came back on aggressively so I altered course/applied the brakes in a place I normally would not. I did not feel that was a safe maneuver and made a last-minute decision to take evasive action." The other driver just lost the protest and will lose more places than if they came back on the track in a safe manner.

Here is the thing to remember, once you have four wheels off the racing surface (racing surface does not equal asphalt) you are not in the race

anymore. You cannot interfere with the people still racing. You need to get back on the racing surface with all four wheels after which you can start racing again. Any interference with someone still racing could violate the "safe and controlled re-entry". Don't come charging back on the track.

Let's look at race start at Laguna as an example - a place where many people go off track between Turn 1 and 2. The left edge of the track is clearly marked with a white line from the bridge to Turn 2. Next to the white line there is a green separation area and then what is known as "the motorcycle lane". The green separation is useful to tell when someone is off-track. When a car's RIGHT two tires are completely in the green, that car is "off-track".

The supps clearly say you cannot pass going off track. I just explained that when you are off track, you don't have a "right" to come back on. So why go off there? When you move left to see what is going on in the motorcycle lane, it is possible someone takes your place on the track and now what? One racer told me "I'm coming back on and there will be contact if someone tries to box me out". I said you can follow the rules or make up your own. The point of this article is everyone should know the rules we are using, what is legal, what is not. Hitting someone as you come back on would not be legal.

Fine Point: Three or fewer wheels going off track means you are still "on-track" with all rights to racing room you would normally have. However, as soon as someone goes four off - they lose all rights to the racing surface and cannot interfere with the race until they have all four wheels back on the track. (Hint - always leave at least one tire on the track)

In summary - Just because the stewards are not enforcing off-track rules does not mean they do not apply. They are still in effect and violations SHOULD BE PROTESTED so that everyone starts to follow the rules. We can reduce the number of incidents by knowing and following the rules and insisting that everyone else does as well. And most importantly, having everyone following the same rules is safer. The real goal in educating everyone is to make racing safer. One way is make going off so painful - meaning a guaranteed loss of many places - that people remember and drive a bit more under control and on-the-track.

Homework: Think about how the off-track rules will work in T12 at Thunderhill. The newly painted green area is off-track.

Comments can be sent directly to me at sfrmiaata@gmail.com. Miata content or otherwise - it's just a handy email address.



In Memory Charles "Chuck" Horn

ately which are cutting into track time and, Charles "Chuck" Horn a 30 year member of the SCCA recently passed away. Chuck succumbed to his long hard battle with Pancreatic Cancer. Chuck was a fierce competitor yet a friend to all that enjoyed the sport of Auto Racing. Once he experienced the thrill of victory, Chuck was never satisfied with anything but the top step of the podium.

Chuck started his racing career in a 1978 Crossle Formula Ford. He raced against the likes of Brian Forrester, Sean Kelly, and Denny Renfrow in the Club Ford class. Chuck won numerous times in the class often times battling wheel to wheel with Denny Renfrow. Chuck won the Club Ford Regional Championship in 2010 and 2012.

When the SCCA decided to bring the Runoffs to the West Coast Chuck traded his trusty Crossle for a DB6 Swift with Honda Power. He wanted to compete against the best in the country in Formula F since it was a national class. Denny Renfrow also traded his Club Ford for a Formula F car. The intense competition the two had in Club Ford carried over to Formula F. If they were entered during the weekend the Formula

F race was a must watch event. Chuck won the Formula F Regional Championship in 2014, 2016, and 2019.

Chuck competed in two SCCA National Runoff Events. In 2014 he finished second, and in 2018 he finished third.

All the people who have raced with Chuck admired him for his ability to win on the track but then help out his fellow competitors in the paddock. He was a good clean racer but if you beat him he was going to make you earn it. With over 90 event win stickers pasted inside his trailer he let his results do the talking for him.

Chuck is survived by his wife Harriet, his sons Chase and Eric.

The San Francisco Region of the SCCA extends our sincere condolences to Chuck's family. Weekends will not be the same without the #54 FF on the track. In lieu of flowers the family asks you send donations to Pancreatic Cancer Action Network

@ <https://pancan.org>.



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TRAILER/TOW



- Formula car trailer
- Originally used for Formula Vee race car
- Sprung suspension and fixed ramps
- Storage boxes attached
- Needs TLC
- Easy to modify
- price \$1
- Doug (408-202-3738)



2020 aluminum enclosed single axle cargo trailer for sale, 8.5' X 12' with a side door & floor liner (approx. 1,500 miles), asking \$7,950.00.
For questions contact Ken Barnes at 530-340-5354.

TOOLS/ EQUIPMENT /MISC FOR SALE

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13 qt, 8' hose, dash control, mounting tray, and FR shirt. Over \$1,000 new. Asking \$650 w/ shirt, \$550 w/o. 415-259-8728

Formula car parts: Single element aluminum rear wing, 42.5" x 23" as seen on 1972 F5000 cars. \$100

new SPD mild steel 4 into 1 merge collector, 2" to 2.5" \$200

4 Revolution 3 piece modular race wheels for Ralt RT-1 supervee, 8"/10", centerlock, peg drive 4 on 3.5" \$600/set

New Hyperco 2.5" ID, 8", 275# chassis springs \$80/pair

Motive Products pressure bleeder \$25

Cosworth BDA ignition wire set, 3 new caps, 2 rotors, Howards ignition crankfire pulley and pickup, 2 Billet BDA distributor bodies and parts. \$100/all • John 916 454 1115

FF spec rain tires, purchased 2017 and run one session. Remarkably they are still softer than new dry tires. Price is \$0 but you have to pick them up or ship them.

BUSINESS OPPORTUNITIES

Business Opportunity: Locate your business at Thunderhill Park as part of the new "HUB" Center at the raceway. Office space, showroom, conference rooms and more available for the right business partner. Ideally located in the center of over 700 days of activity that can feed your business. \$1.00 per square foot first year offer. Move in now. Call for more details but do not wait. This is a once in a life-time offer to locate your business in the best possible venue for expanded sales and growth. Contact:

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

GET ON THE TRACK

TRACK DAYS AND SKID PAD DAYS

AVAILABLE: You can rent Thunderhill Park's 3-mile, 5-mile and 2-mile track for a pittance on most weekdays throughout the race season. WE can make your day a turn-key operation where all you do is secure your friends and customers and have fun.

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Need space for car test and tune? Rent a Skid Pad at Thunderhill:

The skid pads at Thunderhill are available for Vehicle Development, Drifting, Car Control, Autocross and more! Just tell us your idea, and we'll help you make it happen! Small Pad Rental Fees: (size 540 x 310 feet)

Weekend day; weekday

1-20 cars = \$1500; \$1000

Big Pad Rental Fees: (size 662 x 363 feet)

Weekend day; weekday

Small skid pad - 1-5 cars \$1000; each additional car \$150

Big skid pad - 1-10 cars \$1500; 10+ cars \$3500.

Rates include insurance.



SERVICES

FOOD SERVICE AT THE TRACK FOR YOU!:

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

Haag Performance of Sacramento, a leading West Coast Spec Miata engine and drive train builder, has a limited number of spots available for racers needing storage, engine and drive train services, race prep, transportation and/or track support.

Contact Mike@haagperformance.com or call (925) 783-9409. 1808

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

SHOP/STORAGE SPACE

Trailer/RV storage at Thunderhill Park in Willows

RACE CAR RENTALS



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

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ATTENTION

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Tired of staying at home, worried about social distancing? Volunteer with the SCCA. Plenty of fun things to do while maintaining your social distance! Contact Lynne Huntting for details pressnoop@aol.com

Dedicated to Saving Young Lives

Friends of Thunderhill Foundation is a 501 C-3 charitable/tax-deductible foundation whose mission is to invest in teen driving safety, improved automotive safety, industry education and community outreach primarily through presenting Teen Car Control Clinics that give students real-world, hands-on experience behind the wheel of their own cars. As a motorsports enthusiast, if you engage in making charitable donations to non-profit programs that matter to you, what better program to support than Friends of Thunderhill, dedicated to improving

young driver safety. The Foundation's only expenditures have been for the Teen Car Control Clinics. You can easily make a donation to Thunderhill Properties Foundation by mailing a check to PO Box 966, Willows, CA. 95988; or going to the donation website: <https://www.friendsofthunderhill.org/take-action> Donations can be in any amount; \$129 funds one scholarship.

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

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