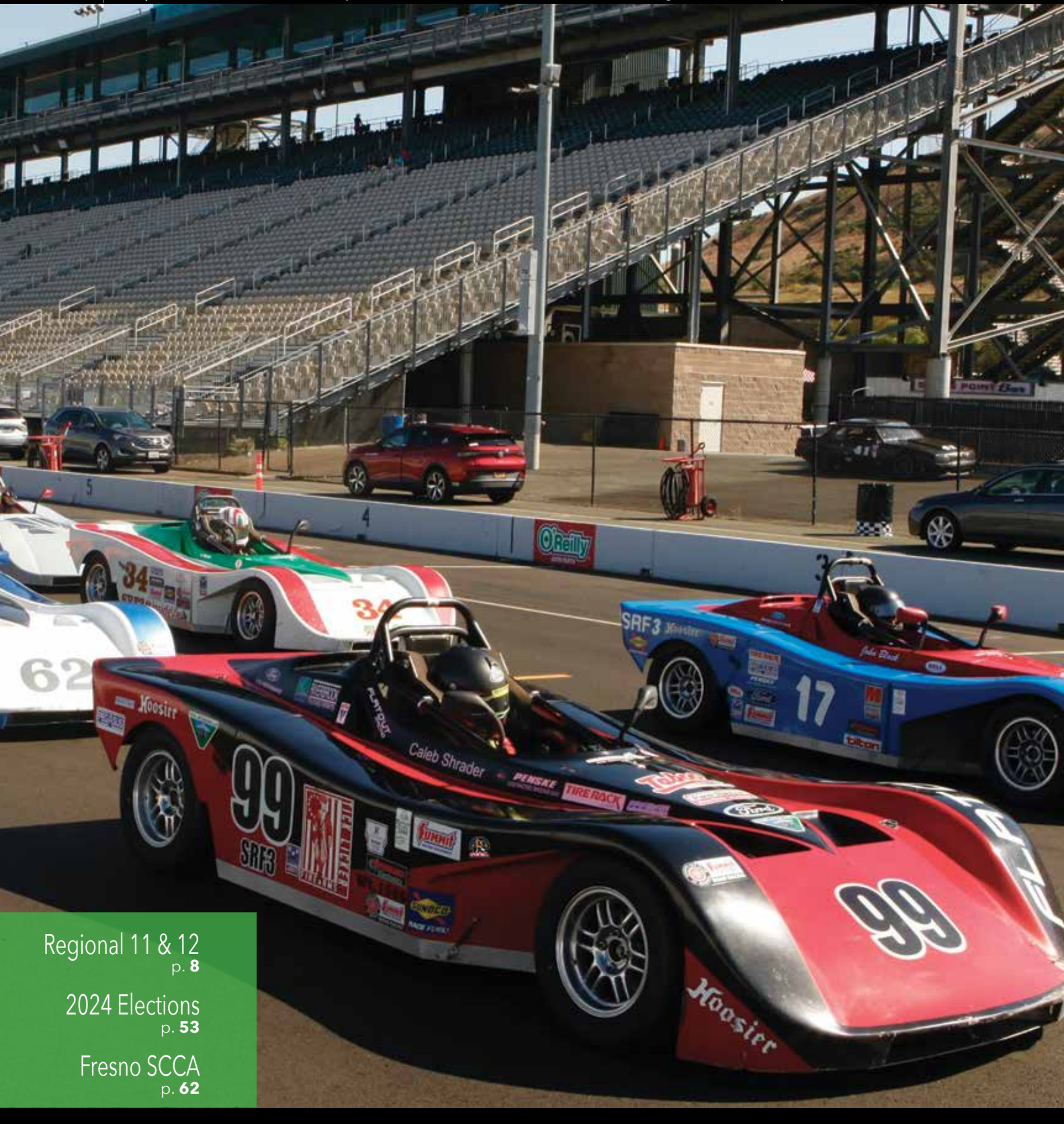




# The wheel<sup>®</sup>

VOL. 65 | AUGUST, SEPTEMBER 2024 The official publication of the San Francisco Region of the Sports Car Club Of America



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Chris Van brought out his Duqueine D08 in preparation of some endurance racing. Kevin O'Connor Photo

Cover: The grid for the Spec Racer Ford race. Kevin O'Connor Photo

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

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**POSTMASTER,** Please send address changes to:

The Wheel  
P.O. Box 308  
Willows, CA 95988

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 shall not be published.

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

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



# CALENDAR

## FRESNO AUTOCROSS CHAPTER SCHEDULE

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

All Events held at Fresno Fairgrounds.

## SAN FRANCISCO REGION'S AUTOCROSS CHAPTER SCHEDULE

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

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

All Events are at Crows Landing.

## SCCA SACRAMENTO SOLO II AUTOCROSS CHAPTER SCHEDULE

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

Events held at Thunderhill Raceway Park

## RENO REGION SCCA SCHEDULE

Track Event #7, **October 19**

All Track Events: Thunderhill Raceway Park  
2 Mile West Course, Saturday  
\*3 Mile East Course, Friday

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



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# 2024

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

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**  
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## TRACK EVENT AND TIME TRIAL

All events are at Thunderhill Raceway Park

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- Overnight paddock parking available
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- 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.

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

### 2024 SCHEDULE

**April 27-28** RENO SCCA Time Trial/Track Event #1&2 Hosted by Reno Region SCCA  
Includes 80-minutes track time each day for all groups Tech 7:30 am Driver Meeting 8:30 am  
Go to: <http://www.renoscca.motorsportreg.com> for details and registration.

**\*June 22** RENO SCCA Time Trial/Track Event #3 Hosted by Reno Region SCCA  
Includes 80-minutes track time each day for all groups Tech 7:30 am Driver Meeting 8:30 am  
Go to: <http://www.renoscca.motorsportreg.com> for details and registration.

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

**September 7-8** RENO SCCA Time Trial/Track Event #5-6 Hosted by Reno Region SCCA  
Includes 80-minutes track time each day for all groups Tech 7:30 am Driver Meeting 8:30 am  
Go to: <http://www.renoscca.motorsportreg.com> for details and registration

**October 19** RENO SCCA Time Trial/Track Event #7 Hosted by Reno Region SCCA  
Includes 80-minutes track time each day for all groups Tech 7:30 am Driver Meeting 8:30 am  
Go to: <http://www.renoscca.motorsportreg.com> for details and registration

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# Confessions of a Cone Slayer

By Rob Krider



## The Lucky Last Pass

I was recently at Buttonwillow Raceway desperately trying to find myself a little shade in the paddock. Like most road racing weekends at Buttonwillow, it was hot as hell. The one thing I had done correctly so far was I at least remembered to pack a lot of ice for the cool suit. But, even with a cool suit and a fan blowing air into my Bell helmet,

during a 40-minute race, while wearing a Nomex driving suit, the heat inside my Acura Integra would be absolutely stifling. It was the final race of the regional championship calendar and like a lot of last races of a season, this one mattered. The heat of the day was just another thing adding to the stress of the weekend.

I had been competitive all season long, picked up a few pole positions, a couple of wins and I normally always finished on the podium. But regardless of how I had done previously in the season, every race is a new day, filled with all sorts of possibilities, from the red mist idiocy of the people racing next to me to unfortunate mechanical gremlins that will show up at the most inopportune moments. I needed to win on Sunday if I wanted to become the regional champion. The points were extremely close in the series.

Winning a race is one thing, winning a championship is a whole other animal. You have to be consistent, you have to maintain your car for the entire season. And, and this helps the most, you need to have luck as your passenger. Even if luck doesn't feel like riding with you. Somehow you need to kidnap luck and seatbelt that mother into the car.

At the driver's meeting it was the usual speech we have all heard a hundred times, from a hundred race officials, "Don't crash, take it easy in the first corner of the first lap, yada, yada, yada." Every time this speech is reiterated, I always feel like everyone in the room is staring at me. Geez, you crash in the first corner of the first lap one single time and it's like nobody wants to let you forget it for the rest of your life.

I qualified on the front row and was feeling good about my position at the start. The car was working well, I had made a small rebound adjustment to the rear dampers to get the car to rotate better at Buttonwillow and the change helped drop my lap times 4/10ths of a second. I just needed to get a good start, get out in the clean air, and run away from the nonsense behind me. My particular class has been known for nonsense. Fender rubbing, shunts, aggressive passing, and overall hyperactive racer lunacy. It was like the entire class grew up watching British Touring Car racing as kids. Well, I know I did anyway.

As we rolled toward the start line my eyes were transfixed on the starter. I was waiting for him to wave the green flag. But I wasn't really watching for the green. I was watching his shoulder. The moment his shoulder moved a millimeter to prepare to wave that flag I was smashing the gas pedal. My spotter on the radio had the same game plan, "Let's get out front before the first corner." It didn't happen.

As much as I was focused on getting a quick reaction to the rolling start, my competitor on the inside absolutely jumped the start, at the perfect time, and was way into the power as the green flag unfurled. He timed it perfectly, no penalty. It seemed luck was his passenger on this day. We went into Sunrise corner and I obediently tucked in behind him to get through the first turn without drama - per the instructions at the driver's meeting. The rest of the field was nowhere near us. It would be a two-car race, everyone else was just watching from the distance hoping he and I would take each other out. And we would

give them a lot of hope as they continued to watch from the rear while we battled like two guys who had everything to gain and nothing to lose.

I was patient for the first lap, I waited until my tires were good and warm and then I decided it was time to attack. I was done playing follow the leader. Winners take risks, second place plays it safe. I wasn't just racing for a first-place finish, I was racing for a championship. I would have the entire off-season to put the car back together if I needed to.

I filled my competitor's rearview mirror with the trademark orange headlights of my Acura Integra. He knew exactly who was behind him. He knew I was just the right amount of crazy-stupid to make a bold move. I wanted to intimidate him, to keep him looking in his rearview, keep him defending. I was hoping for him to make a mistake. He didn't.

I peeked a few times, nosing my front fender near his driver's door a few times, but they were merely teases. The passes wouldn't have stuck. I knew it, and he knew it too. I used the chrome horn a couple of times on his rear bumper in the braking zones just to say hello, but again it was a veiled threat. He was cool as ice, he wasn't falling for the fake pass setups or the door knocking. He just kept driving smooth and keeping the door closed for every pass. I was getting frustrated.

My spotter could tell I was losing my patience, "Take it easy, we still have time,

you're only nine minutes in this race." While I followed I studied my competitor's lines. I knew where his car liked to be for every corner. It was time to do something unexpected. Remembering what I had learned from my instructor at Skip Barber I backed off a few car lengths. Rubbing the rear paint off of his bumper didn't help me to see much or to get a run on him. I was always reacting to what he was deciding to do. No more.

As we approached Talladega going in the clockwise position I started my run. I kept my foot buried in the gas and tucked down on the inside full throttle through the banking. I started closing the gap as we navigated the dog leg left toward Phil Hill. I put two tires off on the inside kicking up dust to set myself up for a late braking outside position for the right turn into Phil Hill. He wouldn't be expecting it. He was defending the inside, which meant he didn't have the geometric advantage to get through the corner quickly.

Phil Hill is the most dangerous corner at Buttonwillow and many cars have gone wide of the exit sideways caught the dirt and rolled over. Most drivers gave this corner the respect it deserved. I was taking advantage of that respect by throwing myself into harm's way. I would either make the pass stick, win the race and the championship, or the Buttonwillow safety crew would be loading my car onto the trailer with a fork lift, or worse loading me into an ambulance.

I saw my competitor aggressively slow for the apex, I slipped by on the outside and turned in ahead of him with mere millimeters from my rear bumper to his left front headlight. I found the apex and jumped back on the gas. I heard my spotter howl over the radio, "Nice pass! You got him!" I kept my eyes up and counter-steered the car through the exit, keeping all four tires on the tarmac and had a great exit out of Phil Hill and headed toward the Star Mazda turn. I never saw my competitor again. The story gets real short from here. The pass stuck, I won, I was the champion. And that... was lucky.

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



# REGIONAL 11 & 12

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

Race 1



#64 Patrick O'Neill won overall in Group 1 on both days. Kevin O'Connor Photo

Group 1 is an all-Formula car group and represents the fastest formula cars in the SCCA spectrum. Usually someone driving a Formula Atlantic or a FA2 car is the fastest car in the class. This weekend, Patrick O'Neill showed up in a FA3 car. FA3 is the local designation for Pro Formula Mazda. Patrick O'Neill has not raced with us for quite some time as he has been keeping busy with endurance racing and karting. In the meantime, he has kept his Pro Formula Mazda ready to go. O'Neill dusted it off for this weekend to see how he would perform. The karting and endurance racing has kept O'Neill in racing shape, because he took the pole position in a field loaded with fast cars. His pole position time of 1:30.109, was almost one second faster than Jake Pollack, who was driving an FA2 car. Third fastest was Jim Mali in a Formula Atlantic. Mali was 3.0 slower than O'Neill's pole position time.

Fastest qualifier in Formula Mazda was Christian Okpysh. He out-did Brad Drew by .937 seconds. Third in Formula Mazda was Stu Tabak. He was 1.098 seconds off of Okpysh's time. The FA2 fastest qualifier, Jake Pollack, had 2.466 seconds in hand over Jay Horak.

Tao Takaoka took the FX pole 5.121 seconds ahead of Frank Russell.

The late afternoon large bore formula car group race went off at 3:05 pm. It was a nice day, with a decent breeze, but not a cloud in the sky. Patrick O'Neill driving his bright red Pro Formula Mazda brought the field through the short straight out of Turn 11 towards the starter. The field was lined up in a manner acceptable to Starter Marsha Ulise. When she brought her arm up to wave the green flag, Jake Pollack used the 300 horsepower from his FA2 Ligier JSF3 to power himself up the hill towards Turn 2 ahead of O'Neill. By the time the group got around to the Start/ Finish line to complete the first lap, Pollack had the

lead, with O'Neill following closely behind. Jay Horak, who jumped in front of Jim Mali, was third. Pollack held on to the lead for four laps. But on Lap 5, O'Neill, discovered his weaknesses and found his way around for first place. From that point on, O'Neill held on to the top position. He won the race by 4.647 seconds over Pollack, who was comfortably in second place as Horak finished 6.923 seconds behind him.

Fourth overall and first in Formula Atlantic was Jim Mali. He out-did Graham Rankin in the sister car to Mali. Both cars are Swift 014 Formula Atlantics painted in the distinctive black, yellow, and blue livery in honor of the Lynx Formula Atlantic Racing Team.

First place in Formula Mazda was Christian Okpysh. He led start to finish in Formula Mazda. Brad Drew was running in second place for Formula Mazda, but on Lap 7, he had contact with Frank Russell in Turn 2, causing both drivers to retire. At the end of the session, the stewards did an investigation and determined Drew could have avoided contact, so he was assessed a three-position penalty.

Valentino Garbarino took the F4 honors, beating Athan Sterling. Garbarino led the class flag to flag and was never threatened by Sterling

This race produced four new track records:

Patrick O'Neill set a new track record of 1.31.362.

Christian Okpysh set a new track record of 136.390.

Tao Takaoka set a new track record of 136.888.

Valentino Garbarino set a new track record of 137.756.





#28 Stew Tabek has #29 Christian Okpysh and #75 C.J. Ray behind him. Okpysh won in FM both days. Steve Bohac Photo



#46 Frank Russell and #19 Graham Rankin behind him through Turn 10. Steve Bohac Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	64	Patrick O'Neill	FA3	16	1:31.362	Pro Formula Mazda	San Rafael CA	SFR	133785	O'Neill Construction
2	1	1	Jake Pollack	FA2	16	1:31.908	Ligier JSF3	Napa CA	LnSt	739420	Exclusive Racing
3	2	37	Jay Horak	FA2	16	1:31.902	Ligier JSF3	Napa CA	SFR	450049	
4	1	38	Jim Mali	FA	16	1:33.054	Swift 014	Morgan Hill CA	SFR	201092	bojali consulting
5	2	19	Graham Rankin	FA	16	1:34.637	Swift 014	Livermore CA	SFR	251383	
6	1	27	Tao Takaoka	FX	16	1:36.888	Formula Speed FS2.0	Richmond CA	SFR	437817	Reyes Racing
7	1	29	Christian Okpysh	FM	15	1:36.390	Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and Maintena
8	2	75	C.J. Ray	FM	15	1:37.699	Star Mazda	Huntington Beach	SFR	616127	Sem's Carwash and M
9	3	28	Stew Tabak	FM	15	1:37.742	Formula Mazda	Pacific Grove CA	SFR	177403_1	Tabak Law Firm
10	1	4	Valentino Garbarin	F4	15	1:37.756	Ligier JSF4	Napa CA	SFR	722497	Exclusive Racing
11	3	8	Frank Vezer	FA2	14	1:35.495	Ligier JSF3	Napa CA	SFR	548173	Exclusive Racing
12	2	2	Athan Sterling	F4	14	1:48.358	Ligier JSF4	Napa CA	CSCC	734793	Exclusive Racing
DNF	DNF	46	Frank Russell	FX	7	1:42.129	Formula Speed 2.0	Hollister CA	SFR	466034	KT Machine Werks
DNF	DNF	11	Ken Boatright	FM	5	1:51.403	Formula Mazda	San Rafael CA	SFR	626304	Boatright Racing
DNF	DNF	78	Brad Drew	FM	7	1:39.000	Formula Mazda	Camas WA	Ore	221118	Infinity X1 Lighting
Not classified											
DNF	DNS	117	Julian Kift	FA			Swift Atlantic 008	Reno NV	SFR	373208	Rev Limit Racing



*#8 Frank Vezer and #29 Christian Okpysh fighting for position through Turn 10. Vezer spun on Lap 11 and Okpysh went on to win in FM. Okpysh set a new track record on Saturday. Steve Bohac Photo*

The Sunday morning qualifying session for Group 1 again saw Patrick O’Neill take the pole position over Jake Pollock. O’Neill, driving a FA3 Pro Mazda, out-qualified Pollock, who was driving a Ligier Formula 3, car by .596 seconds. This gap represented a .4 improvement on Pollock’s part. Third again was Jay Horack in a FA2 Ligier Formula 3 car, and fourth was Jim Mali and his Formula Atlantic Swift.

Top qualifier in Formula Mazda was Christian Okpysh, who out-qualified Brad Drew by less than .3 of a second.

Fast qualifier in F4 was Valentino Garbarino. His time represented .5 improvement over his Saturday qualifying time.

As a side note, this weekend represented Jake Pollock’s first-ever races in SCCA. As far as I could tell, he has no other car racing experience. He undoubtedly has karting experience, because a person doesn’t get into a 300 horsepower race car and go as fast as he did in just the first outing.

The Sunday afternoon Group One race was almost a carbon copy of the Saturday afternoon race. Jake Pollock grabbed the lead at the start of the race; but this time he held on to the lead for nine laps. On Lap 10 O’Neill made it by Pollock and cruised on to the overall victory. When O’Neill made it past Pollock, Pollock must have had a

momentary distraction, as Jay Horack also made it by. In the space of two laps Pollock went from leading to third place. Obviously, Pollock did not like the idea of finishing third and on Lap 13 he reclaimed second position from Horack. The race would end five laps later with O’Neill taking the victory, Pollock coming in second, and Horack coming in third.

The Formula Atlantic contest between Jim Mali and Graham Rankin was again decided in Mali’s favor. Mali finished a little over 15 seconds ahead of Rankin.

Tao Takaoka again won the FX class, beating out fellow class competitor Frank Russell. In the process Takaoka set another new track record with the time of 1: 36.832 seconds.

Garbarino won the F4 class over Athen Sterling. Garbarino’s qualifying time on Sunday was faster than his track record in the race on Saturday; but the region only recognizes race times when it comes to track records.

This race was the cleanest race in recent San Francisco Region history. No calls for spins, body contact, or sound violations. All the cars that started finished meaning the Tow Crew got to relax after the race was over.





#4 Valentino Garbarino won F4 both days and he also set on new track record.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member ID	Sponsor
1	1	64	Patrick O'Neill	FA3	17	1:31.431	Pro Formula Mazda	San Rafael CA	SFR	133785	O'Neill Construction
2	1	1	Jake Pollack	FA2	17	1:31.472	Ligier JSF3	Napa CA	LnSt	739420	Exclusive Racing
3	2	37	Jay Horak	FA2	17	1:32.111	Ligier JSF3	Napa CA	SFR	450049	
4	1	38	Jim Mali	FA	17	1:31.823	Swift 014	Morgan Hill CA	SFR	201092	bojali consulting
5	2	19	Graham Rankin	FA	17	1:33.203	Swift 014	Livermore CA	SFR	251383	
6	1	27	Tao Takaoka	FX	16	1:36.832	Formula Speed FS2.0	Richmond CA	SFR	437817	Reyes Racing
7	3	8	Frank Vezer	FA2	16	1:36.457	Ligier JSF3	Napa CA	SFR	548173	Exclusive Racing
8	3	117	Julian Kift	FA	16	1:37.798	Swift Atlantic 008	Reno NV	SFR	373208	Rev Limit Racing
9	1	29	Christian Okpysh	FM	16	1:37.560	Formula Mazda	Santa Barbara CA	SFR	656519	Avionics and Maintenance
10	2	78	Brad Drew	FM	16	1:37.779	Formula Mazda	Camas WA	Ore	221118	Infinity X1 Lighting
11	3	75	C.J. Ray	FM	16	1:38.189	Star Mazda	Huntington Beach	SFR	616127	Sem's Carwash and More
12	4	28	Stew Tabak	FM	16	1:38.540	Formula Mazda	Pacific Grove CA	SFR	177403_1	Tabak Law Firm
13	1	4	Valentino Garbarino	F4	16	1:38.479	Ligier JSF4	Napa CA	SFR	722497	Exclusive Racing
14	2	46	Frank Russell	FX	16	1:42.540	Formula Speed 2.0	Hollister CA	SFR	466034	KT Machine Werks
15	2	2	Athan Sterling	F4	15	1:41.846	Ligier JSF4	Napa CA	CSCC	734793	Exclusive Racing
16	5	11	Ken Boatright	FM	14	1:49.078	Formula Mazda	San Rafael CA	SFR	626304	Boatright Racing



#23 Jim Devenport brought out the Elan DP02 and set a new track record. Unfortunately a rear suspension failure on the opening lap on Sunday's race meant severe damage to the car, throwing a wrench into his Runoffs plans. Kevin O'Connor Photo

Group 2 had nine cars representing four classes. The largest class in the group was FE2, which had three cars. In this group P1 cars are typically the fastest. They have the largest engines and are allowed greater degrees of downforce. However if someone enters ASR, which is basically a Formula Libra class where you can run whatever you bring; there is a chance an ASR would be faster. This weekend Vasili Stratton entered a car in ASR. He has a Wolf GB08 EX that has a V8 engine mounted at the back. Hearing that car go past Start/Finish and up the hill to Turn 2 reminds one of the glory days of CAN-AM racing. Stratton has had very little time behind the wheel of the car, as the car has been having reliability issues.

No matter what kind of cars are entered in Group 2; as long as Jim Devenport is on the entry list, he has to be the favored driver to win the pole and the race. True to form the first qualifying session saw Devenport take the pole position with a time of 1:25.849, about 2.5 seconds under his old track record. Devenport brought out his 'Runoffs Car' - the Elan DPO2 Mazda which was recently repaired after a big crash at the June Sprints. Second fastest was Stratton in his ASR Wolf; however he was 5.23 seconds slower than Devenport. Fastest of the FE2 cars was Blake Pigeon with a 1:37.251 lap, which out-did Noah Hambayi by .7 of a second.

The race got underway without the pole sitter Jim Devenport on the grid. With Devenport gone, Stratton was able to seize the lead and work on building a gap to second place P1 driver Eddie Chan. Unfortunately for Stratton his race lasted only three laps before he had to retire. Stratton's retirement paved the way for Chan to take the lead, which he held on to till the end. Coming in second, only 2.793 seconds behind Chan, was Chris Vian, who did not post a qualifying time and had to start at the back. By the fourth lap Vian had made it all the way to second place and was doing his best to chase down Chan. Had there been enough laps Vian and Chan would have had a fight on their hands for the top spot. The unusual thing about this race was about nine laps into the contest Jim Devenport joined the field. After the race, we found out that when he had pulled up to PreGrid, his car was on fire. Devenport's crew chief, Jason Hohmann, was able to repair the electrical short by cutting out the bad wiring in the car. With ten minutes remaining Devenport went on track, and in five laps he set a new track record of 127.482 seconds.

In FE2 Noah Hambayi grabbed the initial lead, but by Lap 2 Blake Pigeon took the top spot in FE2. Once in the lead, Pigeon was able to drive away and finished 24 seconds ahead of Hambayi.

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STANDING





Blake Pigeon won FE2 both days. Kevin O'Connor Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	3	Eddy Chan	P1	16	1:32.469	Stohr WF1	Millbrae CA	SFR	670996	
2	2	49	Chris Vian	P1	16	1:31.850	Elan DP02	Auburn CA	SFR	624382	V <sup>2</sup> Autosports - Laurel
3	1	109	Blake Pigeon	FE2	16	1:35.566	SCCA Enterprises For	Austin TX	Tex	649330	Tigé Boats. ATX Boats
4	2	64	Noah Hambayi	FE2	16	1:36.989	SCCA Mazda FE2	Trabuco Canyon CA	SFR	514290	Alphaio/East Anglia
5	3	45	Tom Burt	FE2	16	1:36.598	SCCA Mazda FE2	Shoreline WA	SFR	190965	
6	3	5	Stewart Wells	P1	15	1:39.778	Elan DP02	Gold Run CA	SFR	696538	
7	4	23	Jim Devenport	P1	7	1:27.482	Elan DP02/Mazda	Alamo CA	SFR	370871	Cranbrook Group Inc
DNF	DNF	25	Vasili Stratton	ASR	4	1:32.960	Wolf GB08 EX	San Jose CA	SFR	513121	
Not classified											
DNF	DNS	41	Steve Bresee	P2			Radical ProSport	Petaluma CA	SFR	136372	Monograms Plus



*Eddy Chan benefited from Jim Devenport's misfortune; he won overall both days. Kevin O'Connor Photo*

Sunday morning qualifying for Group 2 again saw Jim Devenport qualify on the pole. Devenport was 5.018 seconds faster than second place Eddie Chan. Only six cars made it out for the qualifying session. Missing was the P1 car of Stuart Wells, the ASR car of Vasili Stratton, and the P2 car of Steve Bresee.

In FE2, Blake Pigeon again was the fastest qualifier; however Tom Burt was second fastest, outdoing Noah Hambayi by less than half a second.

The Sunday race, which was just before lunch, saw an interesting twist. On the second lap of the race the field was headed up towards Turn 2. The leader, Jim Devenport, had a suspension piece break;

and immediately upon breaking, the car took a sharp right hand turn into the berm on the hill. Devenport's day was done. The car suffered significant damage; however Devonport was not injured. Unfortunately, this is the car that Devenport plans on winning the P1 National Championship. They have only three weeks until the car has to be at Road America in Wisconsin.

The caution to get Devenport's car off the track lasted three laps. When the race went green, Eddie Chan took the lead and never looked back. With only five cars on the track, it was just a matter of running the clock out before the race was over. Over the remaining ten laps there were no changes for position.



*Stewart Wells finished sixth overall on Saturday. He did not start on Sunday. Kevin O'Connor Photo*





Chris Van came in second place both days in P1. Kevin O'Connor Photo



Noah Hambayi crests Turn 2. He finished second in FE2 on Saturday. Kevin O'Connor Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	3	Eddy Chan	P1	13	1:32.647	Stohr WF1	Millbrae CA	SFR	670996	
2	2	49	Chris Van	P1	13	1:35.039	Elan DP02	Auburn CA	SFR	624382	V² Autosports - Laurel
3	1	109	Blake Pigeon	FE2	13	1:35.618	SCCA Enterprises For	Austin TX	Tex	649330	Tigé Boats. ATX Boats
4	2	45	Tom Burt	FE2	13	1:36.943	SCCA Mazda FE2	Shoreline WA	SFR	190965	
5	3	64	Noah Hambayi	FE2	13	1:36.305	SCCA Mazda FE2	Trabuco Canyon (	SFR	514290	Alphio/East Anglia
DNF	DNF	23	Jim Devenport	P1			Elan DP02/Mazda	Alamo CA	SFR	370871	Cranbrook Group Inc
Not classified											
DNF	DNS	5	Stewart Wells	P1			Elan DP02	Gold Run CA	SFR	696538	
DNF	DNS	25	Vasili Stratton	ASR			Wolf GB08 EX	San Jose CA	SFR	513121	
DNF	DNS	41	Steve Bresee	P2			Radical ProSport	Petaluma CA	SFR	136372	Monograms Plus



#07 Sean Wheeler crests the hill at the Carousel. #86 Cooper Hicks is moving out of the way while #4 Glen McCreedy is chasing Wheeler for class position. Kevin O'Connor Photo

Forty-one cars were entered in Group 3, with 39 posting a qualifying time. The group was represented by 12 different classes. The only class with single entry was T2. Everyone else had somebody to race.

The first four positions were taken by GT2 cars. That class represents the wide variety of cars. For this weekend there was the fastest qualifier, Tristan Littlehale, who was driving an M3 BMW. Second fastest was Timothy Lynn in a TA2 Chevrolet Camaro; third fastest was Sean Wheeler in a Chevrolet Corvette, while fourth fastest was Darrell Anderson also in a TA2 Camaro. Unfortunately, the qualifying session had only three green flag laps. According to the logs car #9 was in a hazardous position in Turn 2. This brought out a black flag all situation, where everyone had to report to the pit lane. Checking the entry list there was no car #9.

With qualifying basically a bust, the outcome of the race was going to be interesting. The race got underway with second place qualifier Timothy Lynn taking the lead on the first lap. The lead was short lived as Littlehale passed him back and got into the lead. Lynn was now second with Darrell Anderson third and Sean Wheeler fourth. As far as movement at the front of the pack, that was it. The top five stayed in position until the end of 15-lap race. When the checkered flag was thrown Littlehale had a 12.767 second lead over Lynn. Lynn's gap over Anderson was a little under six seconds.

Clark Nunes finished sixth overall and first in T1. Nunes initially got ahead of Sean Berardi, who was driving a TA2 Camaro. But Berardi became a victim of the sound meter when he posted readings of over 104 decibels. Berardi received the Mechanical Black Flag and retired the car. This brought Nunes back up to sixth overall where he finished four positions ahead of the second place T1 car of Don Van Nortwick.

The closest and best race in the back was between the A Sedan competitors Roger Eagleton, Dan Cullinane and Ken Pederson. Eagleton led the class flag the flag, with Cullinane coming in second place and Pederson coming in third. They finished in close proximity on the track but never changed position.

SMX was won by Ethan Lampe. He and Cooper Hicks were engaged in a battle early on, with Hicks actually taking the initial lead in the class. On Lap 4 Lampe made it around Hicks and then led the class the rest of the way to take the victory. The Hard Charger of the race, Anthony Bonino who was driving an A Sedan Ford Mustang, was charging through the field and got in between Hicks and Lampe with two laps to go, thereby preventing any kind of late race change of position.

There were five Muscle Cars on the entry list. Three finished, one did not start, and one did not finish. Craig MacDonald was the fastest in the class and had the lead in MC until Lap 6. On that lap he saw a faster car approaching as he was entering Turn 10. Craig went wide expecting the faster car to take the apex. When he went wide, his tires caught the dirt on the outside of the turn, causing him to spin. He did not hit anything, but when he got going his timing chain snapped, damaging his engine. He later told me that rolling backwards during the spin must have shocked the timing chain causing it to break.

In GT3 Guy Laidig, driving a Mazda RX7, outdid Dan Payne, who was also in a Mazda RX7. Laidig was all the way down in 15th position at the start of the race, while Payne was in tenth position. Laidig worked his way through the field and on Lap 6 was directly behind Payne. Lap 7 Laidig was able to pass Payne and take the class lead. Laidig would maintain the class lead until the end of the race with Payne coming in second place.

Kurt Friezche won EP over Justin Cone and Terrance Underwood Jr.

Eshen Farkhonded won GTX when Chris Vian retired his car on lap five. Vian was experiencing some handling issues and spun in Turn 7. After the spin he retired the car.

Bryan MacMillan's flat black Mustang won ITE. He was running second to Jim Bassett's 325i BMW but Bassett reported to the black flag station by mistake. Once he came in, there was no sense in continuing thus handing the class victory to MacMillan.

The battle of the Porsche Boxsters was won by Kris Foster, who finished 22 overall to take the T3 class win while second place in the class, Lynne Griffiths, finished 30th overall.

Other class winners included Tyler Lee in T2 and Matt Lituchy in SP.

There were five new track records set in this race:

Chris Vian set a new track record in GTX with a time of 1: 38.816

Christian Littlehale set a new track record in GT2 with a time of 1:37.372

Craig McDonald set a new track record in MC with a time of 1: 56.479.

Ethan Lampe set a new track record in SMX with a time of 1: 50.946

Roger Eagleton set a new track record in AS with a time of 1: 49.347





#5 Tyler Lee won T2 on Sunday. Steve Bohac Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	08	Tristan Littlehale	GT2	15	1:37.372	BMW M3	San Jose CA	SFR	420532	TC Design Motorsports
2	2	17	Timothy Lynn	GT2	15	1:38.601	Chevrolet Camaro	Kentfield CA	SFR	526057	
3	3	45	Darrell Anderson	GT2	15	1:38.818	Chevrolet TA2 Camar	Petaluma CA	SFR	226931	Park Place Constructor
4	4	07	Sean Wheeler	GT2	15	1:39.923	Chevrolet Corvette	Livermore CA	SFR	281432	TC Design Motorsports
5	5	4	Glen McCready	GT2	15	1:40.025	Chevrolet Corvette	Redwood City CA	CSCC	307039	TC Design
6	1	79	Clark Nunes	T1	15	1:41.832	Chevrolet Camaro	San Jose CA	SFR	496417	Premier Homes/Fastrac
7	1	43	Ehsan Farkhondeh	GTX	15	1:42.129	Chevrolet Camaro	Woodside CA	SFR	700788	
8	6	89	Olivier Bailly	GT2	15	1:42.264	BMW M3	Santa Clara CA	SFR	688102	TC Design Motorsports
9	1	52	Guy Laidig	GT3	14	1:47.918	Mazda RX7	Woodside CA	SFR	406906	Mazda/Goodyear
10	2	8	Don Van Nortwick	T1	14	1:48.696	Ford S 550 Mustang	Las Vegas NV	SFR	457397	AV8 Supercars/RMC M
11	2	32	Dan Payne	GT3	14	1:49.701	Mazda RX7	Petaluma CA	SFR	342989	Carr Racing Chassis
12	1	11	Roger Eagleton	AS	14	1:49.347	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Man
13	2	33	Dan Cullinane	AS	14	1:50.713	Ford Mustang GT	Sonoma CA	SFR	272065	Dig Motorsports
14	3	39	Ken Pedersen	AS	14	1:50.901	Ford Mustang GT	Novato Ca	SFR	524307	
15	1	40	Kurt Frieztzsche	EP	14	1:51.941	Mazda RX-7	Mountain View CA	SFR	350208	Pacific Access Elevator
16	1	41	Bryan MacMillan	ITE	14	1:50.523	Ford Mustang	Benicia CA	SFR	527229	M-Racing
17	4	10	Michael Lowe	AS	14	1:52.116	Ford Mustang	Hayward CA	SFR	497261	ILM Tool
18	1	95	Ethan Lampe	SMX	13	1:50.946	Mazda MX-5	Hollister CA	SFR	426895	
19	5	06	Anthony Bonino	AS	13	1:52.970	Ford Mustang	Incline Village NV	SFR	427325	
20	2	86	Cooper Hicks	SMX	13	1:51.023	Mazda Miata	Simi Valley CA	CSCC	686439	Dave's Mobile Works/G
21	3	72	Michael Neumeyer	SMX	13	1:51.949	Mazda Miata	San Mateo CA	SFR	365843	
22	1	19	Kris Foster	T3	13	1:55.122	Porsche Boxster	San Francisco CA	SFR	672633	
23	4	116	Ryan Gutile	SMX	13	1:52.493	Mazda MX-5	Madera CA	SFR	513091	FlyinRyan Motorsports
24	5	115	Bryce Johnson	SMX	13	1:52.968	Mazda MX-5	San Jose CA	SFR	654878	Haag
25	6	25	Steve Borlik	SMX	13	1:53.749	Mazda MX5	Los Altos CA	SFR	290257	Haag Performance/YB
26	2	78	Justin Cone	EP	13	1:58.085	Mazda Miata	Loomis CA	SFR	497535	
27	1	133	Matt Lituchy	SP	13	1:52.935	Mazda Miata MX-5	San Francisco CA	SFR	669507	DIG Motorsports/ Acad
28	6	18	Robert Brayton	AS	13	1:56.156	Ford Mustang	Oakdale CA	SFR	416026	
29	1	27	Richard Pryor	MC	13	1:58.814	Chevrolet Camaro Z2	Carmel CA	SFR	520180	Newton Bros Tire Servi
30	2	31	Lynne Griffiths	T3	13	2:02.530	Porsche Boxster	Menlo Park CA	SFR	39299	Competition Autowerks
31	7	91	Sean Berardi	GT2	12	1:41.008	Chevrolet TA2 Camar	Petaluma CA	SFR	460999	Berardi Motorsports
32	2	63	Jeffrey Pike	SP	12	1:57.632	Chevrolet Corvette	Granite Bay CA	SFR	696182	
33	2	76	Robert Luster	MC	12	2:00.592	Pontiac Firebird	Carmel CA	SFR	324482_1	My Wife
34	3	158	Terrance Underwo	EP	12	2:03.568	Mazda Miata	Wildomar CA	SFR	673864	
35	2	144	Jim Bassett	ITE	11	1:49.186	BMW 325is	Walnut Creek CA	SFR	301939	TC Design/Bavarian M
36	1	5	Tyler Lee	T2	8	1:50.602	Porsche 911	Modesto CA	SFR	513506	Evolve Lubricants Inc.
37	3	65	Craig MacDonald	MC	8	1:56.479	Chevrolet Camaro	Sonoma CA	SFR	646548	
DNF	DNF	99	Chris Vian	GTX	5	1:38.816	Duqueine D08	Auburn CA	SFR	624382	V <sup>2</sup> Autosports - Laurel
DNF	DNF	88	Joe Montana	MC	4	2:03.055	Pontiac Trans Am	Grass Valley CA	SFR	494434	
DNF	DNF	61	Charles Dehoney	ITE	3	1:58.946	BMW M3	Dixon CA	SFR	673795	McGee motorsports
Not classified											
DNF	DNS	2	Darryl Seefeldt	MC			Chevrolet Camaro	Lodi CA	SFR	415407	Darryl's Garage
DNF	DNS	56	Jeff Sutton	AS			Ford Mustang Gt	Foresthill CA	SFR	548901	



#8 Don Van Nortwick was the T1 winner on Sunday. Steve Bohac Photo

With the Group 3 field significantly smaller (only 29 cars,) they were hoping for a complete qualifying session. That hope was soon diminished to the reality that after two laps their session was over. Michael Cheney lost control of his Chevrolet Corvette in Turns 8 and 8A, hitting the outside wall. In the process he tore two complete wheel assemblies off his car. This presented a problem for the tow crew as they could not move the car to a safe location. A forklift had to be summoned which was able to lift Cheney's Corvette. The forklift then carried the stricken Corvette to the Indycar bypass section of the track and left it sitting next to the retaining wall. Moving the car took a long time and the schedule had to be adjusted. The volunteers took an early lunch and the remaining sessions had to be shortened. Instead of 30 minute races, everyone's race was shortened to 25 minutes.

In the two laps that the group did get, Tristian Littlehale again took the pole position. Second place was Darrell Anderson, while the third was Sean Wheeler. The top five cars were all GT2 cars. The first non-GT2 car was Clarke Nunes in his T1 Camaro. Top SMX qualifier again was Ethan Lampe. His time of 1:49.757 compared to second place in SMX, Cooper Hick's, time of 1:50.608. The Muscle Car group saw Robert Luster out qualify Joe Montana. Muscle Car started the weekend with five cars, but by Sunday afternoon only two were still running. Guy Laidig was the fastest GT3 car. He out-qualified Dan Payne by a little over four seconds. Roger Eagleton was the fastest AS. His time of 1:50.120 was .3 seconds faster than Dan Cullinane.

The Sunday afternoon race got underway with Christian Littlehale grabbing the lead, Darrell Anderson occupying second, while Sean Wheeler brought up third. Littlehale would start building a gap to Anderson, and was doing a good job until Lap 10. At that point Littlehale fell off the timing sheet with a mechanical problem in Turn 4. Anderson was more than happy to assume the race lead, which he held on to for the final five laps. Anderson's Margin of Victory over Wheeler was 28.487 seconds. Third place was Sam Berardi, who had tackled his noise issue to finish the Sunday race.

Finishing fifth overall and first in GT3 was Guy Laidig. He finished four positions up on his fellow class competitor, Dan Payne.

Clark Nunes was all the way up to fifth overall and leading T1 when on Lap 9 his pace fell off significantly. He was consistently posting laps in the low 1:40s; then his lap times grew to 2:20.574. From that point on Nunes was significantly off his pace, and on Lap 11 Don Van Nortwick passed him for the class victory.

Ethan Lampe won the SMX class for the second day in a row. The difference between the Sunday race and the Saturday race was that on Sunday he led the class from flag to flag. Lampe had two cars from different classes in between him, and second place Cooper Hicks. Lampe reset his own track record during the Sunday race with a time of 1:50.441.

Roger Eagleton won for the second day in a row in AS. Dan Cullinane was second. Eagleton reset the track record with a time of 1:49.185.

Justin Cone prevailed in the EP class over Terrence Underwood Jr. They finished next to each other on the track, but they never exchanged positions during the race. Cone's best time of 1:57.581 compares to Underwood's best time of 2:01.956.

IITE was won by Jim Bassett. There were no black flags issued in his vicinity, so he did not make any unnecessary pit stops.

Other class winners included:

Kris Foster in T3.

Tyler Lee in T2.

Matt Lituchy in SP.

Even though Littlehale did not win or finish the race, he still reset his own track record in GT2 with a time of 1:37.244.





#08 Tristian Littlehale is about to pass #40 Kurt Frieztsche and #10 Michael Lowe. Kevin O'Conner Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	45	Darrell Anderson	GT2	15	1:38.918	Chevrolet TA2 Camar	Petaluma CA	SFR	226931	Park Place Constructor
2	2	07	Sean Wheeler	GT2	15	1:40.203	Chevrolet Corvette	Livermore CA	SFR	281432	TC Design Motorsports
3	3	91	Sean Berardi	GT2	15	1:41.560	Chevrolet TA2 Camar	Petaluma CA	SFR	460999	Berardi Motorsports
4	4	89	Olivier Bailly	GT2	15	1:41.909	BMW M3	Santa Clara CA	SFR	688102	TC Design Motorsports
5	1	52	Guy Laidig	GT3	14	1:46.510	Mazda RX7	Woodside CA	SFR	406906	Mazda/Goodyear
6	1	8	Don Van Nortwick	T1	14	1:47.560	Ford S 550 Mustang	Las Vegas NV	SFR	457397	AV8 Supercars/RMC M
7	2	79	Clark Nunes	T1	14	1:41.716	Chevrolet Camaro	San Jose CA	SFR	496417	Premier Homes/Fastrac
8	1	11	Roger Eagleton	AS	14	1:49.185	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Man
9	2	32	Dan Payne	GT3	14	1:48.137	Mazda RX7	Petaluma CA	SFR	342989	Carr Racing Chassis
10	2	33	Dan Cullinane	AS	14	1:49.913	Ford Mustang GT	Sonoma CA	SFR	272065	Dig Motorsports
11	1	144	Jim Bassett	ITE	14	1:50.620	BMW 325is	Walnut Creek CA	SFR	301939	TC Design/Bavarian Mc
12	1	95	Ethan Lampe	SMX	14	1:50.441	Mazda MX-5	Hollister CA	SFR	426895	
13	1	5	Tyler Lee	T2	14	1:51.912	Porsche 911	Modesto CA	SFR	513506	Evolve Lubricants Inc.
14	1	133	Matt Lituchy	SP	14	1:53.872	Mazda Miata MX-5	San Francisco CA	SFR	669507	DIG Motorsports/ Acad
15	2	86	Cooper Hicks	SMX	14	1:51.636	Mazda Miata	Simi Valley CA	CSCC	686439	Dave's Mobile Works/G
16	3	72	Michael Neumeyer	SMX	13	1:51.646	Mazda Miata	San Mateo CA	SFR	365843	
17	3	10	Michael Lowe	AS	13	1:53.536	Ford Mustang	Hayward CA	SFR	497261	ILM Tool
18	1	19	Kris Foster	T3	13	1:54.172	Porsche Boxster	San Francisco CA	SFR	672633	
19	4	116	Ryan Gutile	SMX	13	1:52.125	Mazda MX-5	Madera CA	SFR	513091	FlyinRyan Motorsports
20	5	25	Steve Borlik	SMX	13	1:53.006	Mazda MX5	Los Altos CA	SFR	290257	Haag Performance/YB
21	1	78	Justin Cone	EP	13	1:57.581	Mazda Miata	Loomis CA	SFR	497535	
22	2	158	Terrance Underwo	EP	13	2:01.956	Mazda Miata	Wildomar CA	SFR	673864	
23	1	76	Robert Luster	MC	13	1:59.885	Pontiac Firebird	Carmel CA	SFR	324482_1	My Wife
24	2	41	Bryan MacMillan	ITE	11	1:49.222	Ford Mustang	Benicia CA	SFR	527229	M-Racing
25	5	08	Tristan Littlehale	GT2	10	1:37.244	BMW M3	San Jose CA	SFR	420532	TC Design Motorsports
26	6	4	Glen McCready	GT2	10	1:40.626	Chevrolet Corvette	Redwood City CA	CSCC	307039	TC Design
DNF	DNF	115	Bryce Johnson	SMX	5	1:53.630	Mazda MX-5	San Jose CA	SFR	654878	Haag

Not classified

DNF	DNS	117	Michael Cheney	T2			Chevrolet Corvette	Pleasanton CA	SFR	695266	
DNF	DNS	31	Lynne Griffiths	T3			Porsche Boxster	Menlo Park CA	SFR	39299	Competition Autowerks
DNF	DNS	88	Joe Montana	MC			Pontiac Trans Am	Grass Valley CA	SFR	494434	
DNF	DNS	27	Richard Pryor	MC			Chevrolet Camaro Z2	Carmel CA	SFR	520180	Newton Bros Tire Servi
DNF	DNS	2	Darryl Seefeldt	MC			Chevrolet Camaro	Lodi CA	SFR	415407	Darryl's Garage
DNF	DNS	06	Anthony Bonino	AS			Ford Mustang	Incline Village NV	SFR	427325	
DNF	DNS	17	Timothy Lynn	GT2			Chevrolet Camaro	Kentfield CA	SFR	526057	
DNF	DNS	18	Robert Brayton	AS			Ford Mustang	Oakdale CA	SFR	416026	
DNF	DNS	39	Ken Pedersen	AS			Ford Mustang GT	Novato Ca	SFR	524307	
DNF	DNS	40	Kurt Frieztsche	EP			Mazda RX-7	Mountain View CA	SFR	350208	Pacific Access Elevator
DNF	DNS	43	Ehsan Farkhondeh	GTX			Chevrolet Camaro	Woodside CA	SFR	700788	
DNF	DNS	56	Jeff Sutton	AS			Ford Mustang Gt	Foresthill CA	SFR	548901	
DNF	DNS	61	Charles Dehoney	ITE			BMW M3	Dixon CA	SFR	673795	McGee motorsports
DNF	DNS	63	Jeffrey Pike	SP			Chevrolet Corvette	Granite Bay CA	SFR	696182	
DNF	DNS	65	Craig MacDonald	MC			Chevrolet Camaro	Sonoma CA	SFR	646548	
DNF	DNS	99	Chris Vian	GTX			Duqueine D08	Auburn CA	SFR	624382	V² Autosports - Laurel



*#88 Lyn Greenhill has #22 Thomas Browne right behind him. Browne finished one place ahead of Greenhill on Saturday. Steve Bohac Photo*

For the Sonoma weekend Group 4 had 29 cars entered. With only four sessions available to everyone it was important to make the most of the track time. Unfortunately the first qualifying session only lasted 6 laps. The FC car of Nicholas Coe and the FV of Ron Wake came together in Turn 10, which happens to be the worst place two formula cars can crash. Turn 10 is the fastest part of the racetrack; and it's no place for wheel to wheel racing in an open wheeled car. I don't understand why or how a faster car like a FC feels that it has to go wheel to wheel with a car like a FV. Because of the contact the session was cut short, penalizing everyone in the group. The six laps that were able to be recorded saw Troy Shooter take the pole position by 1.104 seconds over Dutch Schultz. Jase Petty was third 1.42 seconds off Shooter's pace. The first seven cars were all FCs, with the first FFT in the eighth overall starting position. Steven Simpson posted a time of 1:43 .043, which is a little over a .1 of a second faster than Denny Renfrow. Third in FFT was Ricky Simpson, who is Stephen's brother. There were three FST cars this weekend representing the largest FST field in several years. Taking the top time in FST was Blake Tatum with the 1:57.265. James Lepetich was 4 seconds further back with a 2.01.973 seconds lap.

The race got underway with outside pole sitter Schultz grabbing the lead. He was followed by Troy Shooter, who in turn was followed by Daniel Swanbeck. Swanbeck would hold on to third place for three

laps. That's when Jace Petty made it by him. The top four cars were running in tight formation until Lap 8, when the leaders came upon the FC of Kim Wilcox. They were lapping him going into Turn 11; and Wilcox turned under braking, hitting Swanbeck. The contact cut Swanbeck's tire, which ultimately led to him retiring. After eight laps the running order was Schultz, Shooter, and Petty. They would stay in that order until the very last lap, when Petty was able to pass Shooter for second place. Even though Schultz led the race flag to flag, he never had a moment to relax. The fight for the lead was nonstop..

In the FFT ranks Steven Simpson finished fifth overall followed by Ricky Simpson who finished sixth overall. They were 1-2 in the FFT class and they exchanged positions a couple of times before Steven came out ahead. The Simpson brothers weaved their way through the FC field passing three of them before the race was over. Third place in FFT was Stewart Paterson.

The FF winner was Ayrton Cahan, who was visiting from Santa Fe NM. He finished five spots ahead of second place FF driver, David Jalen.

FST was the bust for Blake Tatum. Tatum discovered on the warm-up lap a slipping clutch and was unable to continue without ruining his weekend. The FST honors went to Jim Lepetich. Early in the race, Lepetich was involved in a nice tussle with Chris Poncin. After about five laps Poncin began to fade as he had a misfire in his car.





#44 Jon Brandstad and #14 Steve Zurga traded places a couple times during both days. Kevin O'Connor Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	84	Dutch Schultz	FC	16	1:33.946	Van Diemen RF01	San Clemente CA	CSCC	383876	44 Financing
2	2	24	Jase Petty	FC	16	1:34.356	Van Diemen RF05	Oakland IL	CILL	697409	Dave Freitas Racing
3	3	87	Troy Shooter	FC	16	1:34.469	Van Diemen Rf99	Mission Viejo CA	CSCC	622367	Aurora Bearing/Pagid F
4	4	9	Gary Peterson	FC	16	1:37.274	Van Diemen	fallbrook CA	CSCC	339604	
5	1	5	Steven Simpson	FFT	16	1:41.064	Swift Db1 swift	Apple Valley CA	CSCC	708813	Absolut Roofing jayco i
6	2	29	Ricky Simpson	FFT	16	1:40.875	Swift DB1	Apple Valley CA	CSCC	708809	Absolut Roofing/Crow !
7	5	22	Thomas Browne	FC	15	1:40.623	Van Diemen RF02	Santa Clarita CA	CSCC	341913	Beth Chan/Toyactic Ra
8	6	88	Lyn Greenhill	FC	15	1:41.037	Van Diemen RF02	Rocklin CA	SFR	454636	DynaTech Engineering,
9	7	68	Paul Rodler	FC	15	1:41.905	Van Diemen RF 00	San Rafael CA	SFR	229162	Porter Racing
10	3	27	Stewart Paterson	FFT	15	1:42.178	Swift DB6	Fallbrook CA	CSCC	311666_0	
11	1	122	Ayrton Cahan	FF	15	1:42.318	Ford RF00 Van Dieme	Santa Fe NM	Colo	716756	Cahan Racing Team/ F
12	4	11	Denny Renfrow	FFT	15	1:41.538	Piper/Honda DL7	Kelseyville CA	SFR	203432_1	Towhee Racing
13	5	14	Steve Zurga	FFT	15	1:43.965	Swift DB-1	Tempe AZ	AZB	636610	
14	6	44	Jon Brandstad	FFT	15	1:43.568	Swift Formula Ford	Stockton CA	SFR	351454	JBF Racing
15	8	02	Kim Willcox	FC	15	1:45.987	Van Diemen F2000	Stateline NV	SFR	350981	Hooverspeed
16	1	0	Mace Gjerman	CF	14	1:47.629	Van Diemen RF 81	Windsor CA	SFR	302451_1	Ron Chuck Engineering
17	2	50	David Jalen	FF	14	1:49.126	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin
18	7	33	Richard Hybels	FFT	14	1:50.234	Swift DB6	Vallejo CA	SFR	250175	Horn DAQ Service
19	8	05	Bill O'Connor	FFT	14	1:50.122	Swift DB1	Phoenix AZ	AZ	673759	
20	3	12	Michael Bernstein	FF	14	1:50.060	Piper DF5	San Ramon CA	SFR	100211	Karen Bernstein
21	1	95	James Lepetich	FST	13	1:56.388	Gazelle	Cupertino CA	SFR	76999	Jacquelyn
22	2	133	Chris Poncin	FST	13	1:59.893	Volkswagen Crusader	Penryn CA	SFR	543366	CSI Construction/ Tig 1
23	9	7	Daniel Swanbeck	FC	8	1:35.766	Van Diemen RF01	San Jose CA	SFR	475264	DSM/The Last Coat/Be
DNF	DNF	09	Jim Bryant	FC	3	1:37.546	Van Diemen RF 2000	Phoenix AZ	AZ	178778	
DNF	DNF	2	Edward Guenther	FFT	1	1:49.571	Swift DB - 3	Paradise Valley A	AZ	95142	
DNF	DNF	111	Gabriel Cahan	FC			Ford RF06 Van Dieme	Santa Fe NM	Colo	716755	Cahan Racing Team/ F
DNF	DNF	17	Blake Tatum	FST			Crusader Formula Fir	Stockton CA	SFR	121119_1	Mercedes Benz of Stoc
Not classified											
DNF	DNF	57	Nicholas Coe	FC			Van Diemen RF02	Sylmar CA	CSCC	492483	Molonay Ketchup
DNF	DNF	41	Ron Wake	FV			Mysterian M4	Lafayette CA	SFR	50380	



Ayrton Cahan won FF both days. He also set a new track record in FF. Kevin O'Connor Photo

Group 4 qualifying for the Sunday race saw Troy Shooter take the pole again with a 1:33.407 lap. Qualifying second was Gabriel Cahan. Cahan and his brother both hail from Santa Fe, NM. I'm sure Cahan was starting to get familiar with the track and was able to post a time of 1:33.577 seconds. Third was Jace Petty and fourth was Daniel Swanbeck. Again the top nine cars were all FCs.

Qualifying tenth overall and fastest of the FFT's was Stephen Simpson, who was closely followed by brother Ricky. The difference between the two siblings was less than half a second. Qualifying 12th overall, first in FF was Ayrton Cahan. Cahan was new to the track and having an abbreviated session on Saturday morning did not help his cause. By the time Sunday morning rolled around, Ayrton Cahan was also figuring out the track. In FST Blake Tatum took the top qualifying position over Jim Lepetich and Chris Poncin.

The Sunday race produced a different winner. Gabriel Cahan was obviously a fast learner. Cahan fell back the third place at the start of the race, but by the second lap he was back up to second, which was his original qualifying position. He was on the move and on Lap 8 he passed Shooter for the lead. Once in the lead Cahan was able to hold off Shooter and Petty. Even though there was not much passing, the leaders were very close. Any bobble, missed shift, or wide apex would have meant a loss of position. The margin of Victory was a mere .748 seconds. The Saturday race winner, Dutch Schultz, did not have the same kind of luck on Sunday. In the qualifying session he had a brake

issue which only allowed him to do two laps in qualifying. By the time the race came along, they made some changes not only to the brakes, but to the setup, and completely missed the sweet spot. Schultz described the race as driving around in fifth place in survival mode. Too bad, because had he been up front, it would have really added a lot of extra spice to the excitement of the race

FFT again saw the Simpson brothers take off and hide from the rest of the FFT field. The good part was that even though the Simpson brothers had a huge gap over the rest of the field, they exchanged places six times during the course of the race. Steven ended up on top as he held the lead position in class over the last three laps.

Formula Ford again saw Ayrton Cahan take the win several positions ahead over the next fastest FF, which was David Jalen.

In FST, Blake Tatum was never threatened and worked his way past some of the Formula Ford and FFT cars ahead of him.

The race saw four track records set:

FC Gabriel Cahan set a new track record of 1:33.458 seconds.

FFT Steven Simpson set a new track record of 1:40.143 seconds.

Formula Ford Ayrton Cahan set new track record of 1:41.713.

FST Blake Tatum set a new track record of 148.898 seconds



#5 Steven Simpson and #29 Ricky Simpson could not be touched all weekend in FFT. Steve Bohac Photo





Jim Lepetich won the FST class on Saturday. Steve Bohac Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	111	Gabriel Cahan	FC	16	1:33.458	Ford RF06 Van Dieme	Santa Fe NM	Colo	716755	Cahan Racing Team/ Fi
2	2	87	Troy Shooter	FC	16	1:33.498	Van Diemen RF99	Mission Viejo CA	CSCC	622367	Aurora Bearing/Pagid F
3	3	24	Jase Petty	FC	16	1:34.200	Van Diemen RF05	Oakland IL	CILL	697409	Dave Freitas Racing
4	4	7	Daniel Swanbeck	FC	16	1:34.733	Van Diemen RF01	San Jose CA	SFR	475264	DSM/The Last Coat/Be
5	5	84	Dutch Schultz	FC	16	1:35.566	Van Diemen RF01	San Clemente CA	CSCC	383876	44 Financing
6	6	9	Gary Peterson	FC	16	1:37.663	Van Diemen	fallbrook CA	CSCC	339604	
7	1	5	Steven Simpson	FFT	15	1:40.143	Swift Db1 swift	Apple Valley CA	CSCC	708813	Absolut Roofing jayco i
8	2	29	Ricky Simpson	FFT	15	1:40.755	Swift DB1	Apple Valley CA	CSCC	708809	Absolut Roofing/Crow !
9	7	22	Thomas Browne	FC	15	1:39.738	Van Diemen RF02	Santa Clarita CA	CSCC	341913	Beth Chan/Toyactic Ra
10	1	122	Ayrton Cahan	FF	15	1:41.713	Ford RF00 Van Dieme	Santa Fe NM	Colo	716756	Cahan Racing Team/ Fi
11	3	11	Denny Renfrow	FFT	15	1:42.565	Piper/Honda DL7	Kelseyville CA	SFR	203432_1	Towhee Racing
12	8	68	Paul Rodler	FC	15	1:41.709	Van Diemen RF 00	San Rafael CA	SFR	229162	Porter Racing
13	9	88	Lyn Greenhill	FC	15	1:41.831	Van Diemen RF02	Rocklin CA	SFR	454636	DynaTech Engineering/
14	4	2	Edward Guenther	FFT	15	1:43.221	Swift DB - 3	Paradise Valley A:	AZ	95142	
15	5	14	Steve Zurga	FFT	15	1:42.798	Swift DB-1	Tempe AZ	AZB	636610	
16	6	44	Jon Brandstad	FFT	15	1:43.378	Swift Formula Ford	Stockton CA	SFR	351454	JBF Racing
17	10	02	Kim Willcox	FC	15	1:43.070	Van Diemen F2000	Stateline NV	SFR	350981	Hooverspeed
18	2	50	David Jalen	FF	15	1:46.751	Mygale SJ-09	Alameda CA	SFR	58335	OverBudgetRacin
19	1	17	Blake Tatum	FST	14	1:48.898	Crusader Formula Fir	Stockton CA	SFR	121119_1	Mercedes Benz of Stoc
20	3	12	Michael Bernstein	FF	14	1:49.837	Piper DF5	San Ramon CA	SFR	100211	Karen Bernstein
21	7	05	Bill O'Connor	FFT	14	1:50.016	Swift DB1	Phoenix AZ	AZ	673759	
22	1	0	Mace Gjerman	CF	13	1:48.343	Van Diemen RF 81	Windsor CA	SFR	302451_1	Ron Chuck Engineering
23	2	95	James Lepetich	FST	13	1:55.561	Gazelle	Cupertino CA	SFR	76999	Jacquelyn
24	3	133	Chris Poncin	FST	13	1:59.289	Volkswagen Crusader	Penryn CA	SFR	543366	CSI Construction/ Tig 1
25	11	09	Jim Bryant	FC	12	1:38.727	Van Diemen RF 2000	Phoenix AZ	AZ	178778	
26	8	33	Richard Hybels	FFT	10	1:50.800	Swift DB6	Vallejo CA	SFR	250175	Horn DAQ Service
Not classified											
DNS	DNS	27	Stewart Paterson	FFT			Swift DB6	Fallbrook CA	CSCC	311666_0	
DNS	DNS	41	Ron Wake	FV			Mysterian M4	Lafayette CA	SFR	50380	
DNS	DNS	57	Nicholas Coe	FC			Van Diemen RF02	Sylmar CA	CSCC	492483	Molonay Ketchup



#02 Nolan Stinger and #18 Greg Cecchi battle for the ITS class win, While Ross Lindell watches the action. Stinger took ITS both days. Randy Jones Photo

Group 5 Was made up of nine classes of fendered racecars with 34 cars taking to the track. Shortly after the track went green, the field was summoned to the pit lane when a black flag all was given due to the car of Joseph Golden going off the track in Turn 3 creating a hazard. The good news is the clean-up did not take long and after five minutes the group was back under green flag conditions.

Once the group started setting fast times, the STU car of Wilson Powell came out on top. Powell was one of two STU cars in the field. After Powell, there was a herd of SMG Mustangs. First up in the stable was Roger Eagleton with a time of 1:49.000. Riding shotgun in SMG was Ken Pedersen .426 seconds behind Eagleton. The first non STU car and non Mustang was the STL class car driven by Michael Neumeyer. He was the fastest of the MX5 Miatas entered in STL. The largest class in the field was ITA, which is like a subset of SMT, because most of the cars in the class are SMT Miatas. For this event young Anna Cecchi in a BMW E30 took the pole. Second in the class was her father, Greg Cecchi, also in a Spec E30 BMW.

The last race of the day did not get off until after 5:00 PM, mainly because of so many delays in all of the qualifying sessions and because of the SRF Festival race.

On the pace lap an unusual occurrence happened. Joe Bowers in his ITA Miata crashed on the exit of Turn 3a. He hit the wall and caused an Alert on the SCCA communication system. With the Bowers car stuck in a hazardous position, the Pace Car was now a Safety Car and had to do additional circuits around the track until the Bowers car could be removed. The first Pace Car lap started at 5:11 p.m, but by the time the pace car finally pulled off to let the real racing begin, it was 5:19 p.m.

When the green flag was given to the field, Eagleton jumped ahead of Powell to take the initial lead. On the first lap it was Eagleton followed by Powell, then Dan Cullinane and Pedersen. Lap 2 Powell wound up his BMW and made it past Eagleton. That lap also saw Pedersen get up in the saddle of his Mustang and put Cullinane behind him. Lap 3 Pedersen tightened up the stirrups and kicked his Mustang into the lead. Pedersen was now in first, with Powell in second, followed by Eagleton and Cullinane. Pedersen was whipping his steed to stretch out the lead, but the BMW of Powell was not going to let the Mustang gallop into the sunset. Powell passed Pedersen on Lap 8 and then took his Bayerische Motoren Werke M3 to the overall group victory. Pedersen held onto second by a furlong over Eagleton.

Sixth overall was Michael Neumeyer in his STL MX5 Miata. He crossed the line ahead of fellow class competitor Steve Borlik. Third in STL was Bryce Johnson.

ITA was won by Anna Cecchi in her BMW E30. She is 17 years old and barely has her driver's license. She went to Competition Licensing School this year and is now racing with the father, each driving BMW E30s. Anna and Ross Lindell had a hard fought race for ITA honors. Laps 3-7 Lindell had the advantage over the 17 year old. But on Lap 9 Cecchi passed Lindell for the class lead. She held on for the win, beating a strong field of ITAs competitors. Third in ITA was Anna's, father Greg. Great Racing!!!!

Also winning their respective classes were Justin Cone in EP, Lee Fleming in HP, Nolan Stinger in ITS, Steve Gomas in ITX, and Steve Kiratsous in T4. Congratulations to all!





#72 Michael Neumeyer and #78 Justin Cone. Niemeyer won in STL both days. Cone took home EP honors both days. Steve Bohac Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	77	Wilson Powell	STU	14	1:46.844	BMW M3	Danville CA	SFR	338274	
2	1	39	Ken Pedersen	SMG	14	1:48.198	Ford Mustang GT	Novato Ca	SFR	524307	
3	2	11	Roger Eagleton	SMG	14	1:48.597	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Man
4	3	33	Dan Cullinane	SMG	14	1:50.470	Ford Mustang GT	Sonoma CA	SFR	272065	Dig Motorsports
5	4	06	Anthony Bonino	SMG	14	1:51.888	Ford Mustang	Incline Village NV	SFR	427325	
6	1	72	Michael Neumeyer	STL	14	1:52.272	Mazda Miata	San Mateo CA	SFR	365843	
7	2	25	Steve Borlik	STL	14	1:52.383	Mazda MX5	Los Altos CA	SFR	290257	Haag Performance/YB
8	5	164	Michael Smith	SMG	14	1:52.811	Ford Mustang	Broomfield CO	SFR	237577	M&L Racing
9	3	115	Bryce Johnson	STL	14	1:52.973	Mazda MX-5	San Jose CA	SFR	654878	Haag
10	2	19	Kris Foster	STU	14	1:55.531	Porsche Boxster	San Francisco CA	SFR	672633	
11	1	02	Nolan Stinger	ITS	14	1:56.620	BMW 325i	Los Gatos CA	SFR	694191	
12	2	21	Anna Cecchi	ITS	14	1:56.695	BMW E30	Incline Village NV	Reno	720454	CHR Racing
13	1	12	Ross Lindell	ITA	14	1:57.246	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
14	3	18	Greg Cecchi	ITS	14	1:56.284	BMW Spec E30	Incline Village NV	Reno	423267	CHR Racing
15	1	78	Justin Cone	ITR	13	1:58.021	Mazda Miata	Loomis CA	SFR	497535	
16	2	90	Matthew Wyatt	ITA	13	1:57.134	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercial
17	3	45	Mark Means	ITA	13	1:58.479	Mazda Miata	Meadow Vista CA	SFR	404787	A+ Racing
18	4	24	Jayceton Lapid	ITA	13	1:58.429	Mazda Miata	Daly City CA	SFR	355498	GTstickers
19	5	100	Aravind Ramachan	ITA	13	1:59.060	Mazda Spec Miata	Cupertino CA	SFR	694910	
20	6	4	Dan Pruzan	ITA	13	1:58.681	Mazda Miata	Redwood City CA	SFR	526942	
21	7	43	Michael Herbert	ITA	13	1:59.143	Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire Prot
22	1	36	Steven Kiratsous	T4	13	1:59.150	Scion FRS	Los Angeles CA	CSCC	719863	EPMWARE RACING
23	8	50	Tupper Hull	ITA	13	1:59.468	Mazda Miata	Sacramento CA	SFR	355326	Haag Performance
24	9	6	Scott Howard	ITA	13	1:59.004	Mazda Miata	Pleasanton CA	SFR	478988	RF Racing
25	2	133	Philip Clarke	T4	13	2:00.212	Subaru BRZ	Oceanside CA	Sand	147817	HG Performance/C and
26	10	184	Sayo Haraishi	ITA	13	2:01.217	Mazda Miata	West Hollywood (	CSCC	714576	Glenbrook Realty/J & A
27	11	146	Dennis Hannah	ITA	13	2:01.838	Mazda Miata	Lynnwood WA	Ore	635583	
28	1	98	Steve Gomas	ITX	13	2:04.228	Mazda Miata	Danville CA	SFR	96208	Larry Oka Racing
29	2	111	Connor Golden	ITX	12	2:10.272	Mazda Miata	San Francisco CA	SFR	722283	McGee
30	12	61	Joseph Golden	ITA	11	2:19.254	BMW E30	Hopland CA	SFR	721829	McGee
31	1	00	Lee Fleming	HP	7	1:57.987	MG Midget	Lake Forest CA	SFR	159499	Joe Carr Racing/Goody
DNF	DNF	108	Nicholas Bowers	ITA			Mazda Miata	San Francisco CA	SFR	693656	SkylinePMG/ Inc.
Not classified											
DNF	DNF	10	Michael Lowe	SMG			Ford Mustang	Hayward CA	SFR	497261	Perry Richardson
DNF	DNF	56	Jeff Sutton	SMG			Ford Mustang Gt	Foresthill CA	SFR	548901	



*The pass for the lead in Group Five. #39 Ken Pedersen passes #77 Wilson Powell. Powell would get by Pedersen two laps later and go on to take the overall class victory. Pedersen won SMG on Sunday. Randy Jones Photo*

The Sunday qualifying session saw the top four qualifiers only do four laps. This has been the practice of lot of top runners in the groups. They set a time and compare it to their main competition. If they hit a certain target, they pull in and save the car and the tires. Posting the fastest time was Ken Pedersen in a SMG Mustang. Second fastest was Wilson Powell in a BMW STU car. Dan Cullinane took third, with Roger Eagleton fourth. Fastest STL car was Michael Neumeyer. He used the entire allotment of time in the session and posted his fastest time on the last lap. Second in STL was Steve Borlik, less than a second off of Neumeyer's time. ITS fastest qualifier was Nolan Stinger, who was .016 seconds faster than Greg Cecchi, and only .35 seconds faster than Anna Cecchi. Both Greg and Anna switched to ITS from ITA on Sunday. They switched because they wanted to be competing against other BMW E30 cars instead of the Miatas which dominate ITA.

Fatset in ITA was Matthew Wyatt. He was .4 seconds faster than the second place qualifier in ITA, Ross Lindell.

Group 5 was the last race of the weekend. The green flag was given to the field at 4:30 pm in the afternoon. The first two laps the top two ran as they qualified. On Lap 3 Powell passed Pedersen for the overall group lead. The running order was Powell, Pedersen, Eagleton (who passed Cullinane on the start,) Cullinane, Neumeyer, and Borlik.

The order at the front remained static until Lap 9 when Cullinane experienced a mechanical problem and pulled off the course in Turn 7. After Cullinane retired, the field had two more laps of green flag

running before the full course caution was called for a car that went off and hit the tires in Turn 10. The race would end behind the Safety Car, with Powell winning overall and first in STU. Pedersen took SMG with Eagleton second in SMG. Neumeyer won STL over Borlik.

ITS was won by Nolan Stinger. Greg and Anna Cecchi arrived to the grid late and had to start in the back of the field. Even though they were not racing for the class win, they had fun driving through the field. Their late arrival made Stinger's job much easier.

Matthew Wyatt moved up three positions at the start of the race to slot in behind Ross Lindell who was the ITA class leader. Lindell led for seven laps, but then went wide exiting Turn 2. This allowed Wyatt to take the class lead and eventually the class win. Lindell said once Wyatt was in the lead he could not catch him.

This weekend marked the racing debut of the father and son team of Joseph Golden and Connor Golden. Dad, Joseph ran in ITA and son, Connor, ran in ITX. Both were driving Miatas. Joseph told me that they had planned on entering some races before this but they just got too busy. One of the things that occupied their time was Connor got married in Kazakhstan.

Other class winners included;

Justin Cone in EP

Steve Gomas in ITX

Steve Kiratsous in T4





The ITA race on Saturday was a close battle between #12 Ross Lindell and #21 Anna Cecchi. Cecchi, who won in her BMW. Randy Jones Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	77	Wilson Powell	STU	12	1:47.612	BMW M3	Danville CA	SFR	338274	
2	1	39	Ken Pedersen	SMG	12	1:48.041	Ford Mustang GT	Novato Ca	SFR	524307	
3	2	11	Roger Eagleton	SMG	12	1:48.309	Ford Mustang	Burlingame CA	SFR	415261	Five Star Property Man
4	1	72	Michael Neumeyer	STL	12	1:52.122	Mazda Miata	San Mateo CA	SFR	365843	
5	2	25	Steve Borlik	STL	12	1:52.856	Mazda MX5	Los Altos CA	SFR	290257	Haag Performance/YB
6	3	10	Michael Lowe	SMG	12	1:53.383	Ford Mustang	Hayward CA	SFR	497261	Perry Richardson
7	2	19	Kris Foster	STU	12	1:54.715	Porsche Boxster	San Francisco CA	SFR	672633	
8	1	02	Nolan Stinger	ITS	12	1:56.624	BMW 325i	Los Gatos CA	SFR	694191	
9	3	115	Bryce Johnson	STL	12	1:53.762	Mazda MX-5	San Jose CA	SFR	654878	Haag
10	1	78	Justin Cone	ITR	12	1:56.966	Mazda Miata	Loomis CA	SFR	497535	
11	1	90	Matthew Wyatt	ITA	12	1:57.207	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercial
12	2	21	Anna Cecchi	ITS	12	1:56.142	BMW E30	Incline Village NV	Reno	720454	CHR Racing
13	2	12	Ross Lindell	ITA	12	1:57.123	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
14	1	36	Steven Kiratsous	T4	12	1:57.164	Scion FRS	Los Angeles CA	CSCC	719863	EPMWARE RACING
15	3	18	Greg Cecchi	ITS	12	1:57.485	BMW Spec E30	Incline Village NV	Reno	423267	CHR Racing
16	3	24	Jayceton Lapid	ITA	12	1:58.304	Mazda Miata	Daly City CA	SFR	355498	GTstickers
17	4	100	Aravind Ramachan	ITA	11	1:57.617	Mazda Spec Miata	Cupertino CA	SFR	694910	
18	5	50	Tupper Hull	ITA	11	1:59.505	Mazda Miata	Sacramento CA	SFR	355326	Haag Performance
19	6	146	Dennis Hannah	ITA	11	1:59.572	Mazda Miata	Lynnwood WA	Ore	635583	
20	2	133	Philip Clarke	T4	11	2:00.380	Subaru BRZ	Oceanside CA	SanD	147817	HG Performance/C and
21	1	98	Steve Gomas	ITX	11	2:03.117	Mazda Miata	Danville CA	SFR	96208	Larry Oka Racing
22	4	33	Dan Cullinane	SMG	11	1:49.306	Ford Mustang GT	Sonoma CA	SFR	272065	Dig Motorsports
23	7	108	Nicholas Bowers	ITA	11	2:03.466	Mazda Miata	San Francisco CA	SFR	693656	SkylinePMG/ Inc.
24	2	111	Connor Golden	ITX	11	2:07.387	Mazda Miata	San Francisco CA	SFR	722283	McGee
25	8	61	Joseph Golden	ITA	10	2:15.063	BMW E30	Hopland CA	SFR	721829	McGee
26	9	184	Sayo Haraishi	ITA	8	1:59.331	Mazda Miata	West Hollywood CA	CSCC	714576	Glenbrook Realty/J & A

Not classified

DNS	DNS	4	Dan Pruzan	ITA			Mazda Miata	Redwood City CA	SFR	526942	
DNS	DNS	6	Scott Howard	ITA			Mazda Miata	Pleasanton CA	SFR	478988	RF Racing
DNS	DNS	00	Lee Fleming	HP			MG Midget	Lake Forest CA	SFR	159499	Joe Carr Racing/Goody
DNS	DNS	06	Anthony Bonino	SMG			Ford Mustang	Incline Village NV	SFR	427325	
DNS	DNS	43	Michael Herbert	ITA			Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire Prot
DNS	DNS	45	Mark Means	ITA			Mazda Miata	Meadow Vista CA	SFR	404787	A+ Racing
DNS	DNS	56	Jeff Sutton	SMG			Ford Mustang Gt	Foresthill CA	SFR	548901	
DNS	DNS	164	Michael Smith	SMG			Ford Mustang	Broomfield CO	SFR	237577	M&L Racing



#99 Caleb Shrader gets the jump on John Black at the start of the Spec Racer Ford race. Black won on both days but really earned the wins both days. Kevin O'Connor Photo

Our one and only appearance this season at Sonoma Raceway brought out the heavy hitters in Group 6: John Black from Olympic Valley CA, Caleb Shrader from Tigard Oregon, Umberto Milletti from San Francisco, and Joshua Jacobs from Houston Texas. A total of 42 cars lined up for the SRF qualifying session (34 SRF3, seven SRFH, and one SRF.)

National Champion driver John Black took the pole position only .86 seconds faster than Shrader. Milletti was third only .541 seconds off of Black's time, and fourth was Jacobs. The first six cars were separated by less than a second.

Fastest of the SRFH group was Edward Rorer. He was less than .2 tenths of a second faster than was regional championship rival, John Sollner. Bill Booth, who is usually in the top five, qualified 27th 3.201 seconds off the pace.

When the green flag dropped, the expected happened when you have 42 equally matched cars all wanting to be in the front. There was the usual jockeying for position that meant some fiberglass was going to get broken. Fortunately SCCA has redesigned the front body section of the SRF so the fenders can be unbolted and replaced. One

of the racers that had to do that was Sean O'Boyle. His right front was damaged during the opening segment of the race, but he was able to continue.

John Black took the lead on the opening lap, never relinquishing it. Not that the other guys did not try. Umberto Milletti and Caleb Shrader did all they could to get by Black, but the former National Champion was just too good on this day. Milletti finished second and Shrader took third. Greg Hoff was fourth with Eric Fulkerson taking fifth. Fulkerson was able to maintain his lead in the Regional Championship. Unfortunately the green flag racing only lasted seven laps. The race ended behind the Safety Car. The caution was because the car of Jay Rosenthal was disabled in Turn 4 and because of body contact between David Robson and Paul Goudy.

Edward Rorer took the SRFH race, beating John Sollner, who had an adventurous journey to second in class. He was only .2 off of Rorer's pace in qualifying; but at the start of the race he fell back to 31st overall (he qualified 25th overall.) Sollner then had to claw his way back close to Rorer to fight for the class win. Sollner got within one car length of Rorer before the full course caution came out.



The lead group going through 8a at Sonoma. #17 John Black, #99 Caleb Shrader, #62 TJ Acker, and #34 Umberto Milletti. Kevin O'Connor Photo.





#07 Christian Guirguis leads #1 Tom Burt into Turn 2. Burt beat Guirguis on Saturday, Guirguis beat Burt on Sunday. Steve Bohac Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	17	John Black	SRF3	10	1:45.072	SCCA Spec Racer For	Olympic Valley CA	SFR	202424	Flat Out Racing
2	2	34	Umberto Milletti	SRF3	10	1:45.466	SCCA Spec Racer For	San Francisco CA	SFR	343482	Bulldog Motorsports &
3	3	99	Caleb Shrader	SRF3	10	1:45.416	SCCA Spec Racer For	Tigard OR	SFR	622464	Consonus Healthcare
4	4	40	Greg Hoff	SRF3	10	1:45.716	SCCA Spec Racer For	Oakland CA	SFR	437964	John Cerini/Cornerston
5	5	5	Eric Fulkerson	SRF3	10	1:45.598	SCCA Spec Racer For	Walnut Creek CA	SFR	528732	Golden State Orthoped
6	6	62	TJ Acker	SRF3	10	1:45.596	SCCA Spec Racer For	Saugus CA	CSCC	210471	MBI Racing/ Cindescen
7	7	00	Joshua Jacobs	SRF3	10	1:45.791	SCCA Spec Racer For	Houston TX	Hous	382875	Flat Out Racing
8	8	45	Steve Fogg	SRF3	10	1:46.557	SCCA Spec Racer For	West Linn OR	SFR	364660	MBI/Lokiness Monster
9	9	27	EJ Abed	SRF3	10	1:46.354	SCCA Spec Racer For	Mountain View CA	SFR	695378	
10	10	07	Christian Guirguis	SRF3	10	1:46.516	SCCA Spec Racer For	Kirkland WA	Ore	450919	Flat Out Racing
11	11	8	Michael Woolley	SRF3	10	1:46.077	SCCA Spec Racer For	Newcastle CA	SFR	497355	Woolley Brothers and I
12	12	1	Tom Burt	SRF3	10	1:46.393	SCCA Spec Racer For	Shoreline WA	SFR	190965	Flat Out Racing
13	13	116	Sean Saint	SRF3	10	1:46.578	SCCA Spec Racer For	SAN DIEGO CA	SFR	670863	AccelRaceTek
14	14	35	Robert Sachs	SRF3	10	1:47.477	SCCA Spec Racer For	Napa CA	SFR	378223	Robert R. Sachs PC
15	15	76	Eric Hand	SRF3	10	1:47.521	SCCA Spec Racer For	San Jose CA	SFR	545935	
16	16	67	Sean O'Boyle	SRF3	10	1:47.317	SCCA Spec Racer For	San Francisco CA	SFR	276755	
17	17	29	Leonardo Del Cast	SRF3	10	1:47.088	SCCA Spec Racer For	Woodinville WA	Nwst	256390_1	Flat Out Racing
18	18	52	Graham Woodd	SRF3	10	1:47.756	SCCA Spec Racer For	Colbert WA	Ore	612701	Flatout Racing
19	19	21	Paul Mantiply	SRF3	10	1:47.720	SCCA Spec Racer For	Columbia CA	SFR	670923	Bramble Hill Farms
20	20	57	Bill Booth	SRF3	10	1:47.554	SCCA Spec Racer For	Cupertino CA	SFR	336219	Bulldog Motorsports
21	21	83	Paul Luca	SRF3	10	1:47.714	SCCA Spec Racer For	Sonoma CA	SFR	193814	
22	1	86	Edward Rorer	SRFH	10	1:48.986	SCCA Spec Racer For	Sausalito CA	SFR	546495	
23	22	197	Mark Ballengee	SRF3	10	1:48.310	SCCA Spec Racer For	Shafter CA	CSCC	267269	MBIRACING
24	2	18	John Sollner	SRFH	10	1:48.381	SCCA Spec Racer For	Sonoma CA	SFR	648504	Sollner and Sons Racin
25	23	2	Lee Douglas	SRF3	10	1:48.399	SCCA Spec Racer For	Portland OR	SFR	370148	LADCO Pipe & Piling/E
26	24	188	Judson Holt	SRF3	10	1:48.386	SCCA Spec Racer For	Houston TX	SFR	641180	Lupe Tortilla
27	25	123	Jon McClintock	SRF3	10	1:48.085	SCCA Spec Racer For	Seattle WA	Ore	495286	Flat Out Racing and La
28	3	51	Robert Breton	SRFH	10	1:49.402	SCCA Spec Racer For	Ukiah CA	SFR	149841	CSR Performance
29	26	71	Jerry Aplash	SRF3	10	1:49.517	SCCA Spec Racer For	Newcastle CA	SFR	404463	Burrell Consulting Grou
30	4	33	Erich Woolley	SRFH	10	1:49.900	SCCA Spec Racer For	Newcastle CA	SFR	547685	Woolley Brothers and I
31	27	37	Dean Crowe	SRF3	10	1:49.079	SCCA Spec Racer For	La Selva Beach C	SFR	639565	
32	28	65	Vince Balch	SRF3	10	1:49.555	SCCA Spec Racer For	San Diego CA	CSCC	480108	MBI Racing
33	29	82	Rami Kawach	SRF3	10	1:49.485	SCCA Spec Racer For	Mercer Island WA	Nwst	711492	
34	30	55	Sam Bhaumik	SRF3	10	1:50.887	SCCA Spec Racer For	San Mateo CA	SFR	286954	
35	31	49	Chris Strand	SRF3	10	1:50.916	SCCA Spec Racer For	Morongo Valley C	CSCC	625840	East Anglia Motorsport
36	5	24	David Wright	SRFH	10	1:53.415	SCCA Spec Racer For	Roseville CA	SFR	210244	CSR Performance
37	1	3	Jake Woolley	SRF	10	1:55.813	SCCA Spec Racer For	Newcastle CA	SFR	696278	Woolley Brothers and I
38	6	10	Andrew Moore	SRFH	10	1:55.350	SCCA Spec Racer For	San Francisco CA	SFR	511418	Cerini Motorsports
39	7	112	James Schubert	SRFH	10	1:57.271	SCCA Spec Racer For	Sedona AZ	AZ	133192	MBI Racing
40	32	127	Paul Goudy	SRF3	6	1:49.170	SCCA Spec Racer For	Portland OR	SFR	386600	Flat Out/Pro Drive
41	33	155	Jay Rosenthal	SRF3	6	1:47.678	SCCA Spec Racer For	Woodland Hills CA	CSCC	507814	MBI/Southland Income
42	34	47	David Robson	SRF3	6	1:49.134	SCCA Spec Racer For	Kent WA	Ore	441248	



#29 Leonardo Del Castillo has #55 Sam Bhaumik and #21 Paul Mantiply chasing after him. Steve Bohac Photo

Sunday morning qualifying for Group 6 again saw John Black take the pole position with a time of 1:44.320. Greg Hoff grabbed the second position only .330 seconds behind Black. Occupying third was TJ Acker, who was .402 seconds off Black's pace. The Saturday second place qualifier, Umberto Milletti, was fourth. The top nine positions were all within one second of the pole position time.

SRFH saw Edward Rorer take the pole position his time of 1:47.957, outdoing Erich Woolley who posted a time of 1:48.520. Woolley was making his return to SCCA racing after a brief absence. Woolley was the 2022 SRF champion and has since moved up to SRFH.

At the start of the race, John Black grabbed the lead over Caleb Shrader. Third place was Umberto Milletti followed by Greg Hoff in fourth. Milletti was on a charge, and by Lap 4 he had made it past Shrader and was hunting down Black. TJ Acker also got by Shrader on the fifth lap and was looking for a possible race victory. For eight laps the lead trio was Black, Milletti, and Acker. Shrader and Hoff were fighting for fourth and fifth; and it looked like the race was going to settle in and finish in this order. But on Lap 14 the leaders came upon a slower car between Turns 10 and 11. Leader Black took an inside line around the slower car while Milletti was looking to go around the outside. The outside proved to be too slow; and by the time Milletti

wanted to pass on the inside of the slower car, Shrader and Acker took away that option. As the leaders slung around the hairpin in Turn 11, Black still had his lead. Shrader jumped from third to second. Acker jumped from fourth to third and Milletti fell two spots to fourth. Three laps later the race was over, with Black taking the win by .873 seconds over Shrader. TJ Acker came in third and Milletti had to settle for fourth. Hoff and Fulkerson are engaged in a fight for the Regional Championship. Fulkerson came out of the weekend with the ten point advantage over now second place Milletti. Third place Greg Hoff is 13 points behind Fulkerson.

John Sollner took the SFRH class when he passed Edward Rorer going into Turn 7. Once past, Sollner was able to keep Rorer behind him. Rorer fell further behind when the SRF3 cars of Jay Rosenthal and Lee Douglas got by him. The Regional Championship for SRFH is really heating up. By the time the weekend was over Sollner and Rorer were tied with 191 points each for the Regional Championship. Sollner has four class wins compared to Rorer's two. When you consider the drop races, Sollner has to drop 32 points, and Rorer has to drop 36 points.

Both class championships will likely go down to the wire over the season finale weekend October 25th and 26th. All the more reason to attend, if not participate, in the Halloween weekend.



#00 Joshua Jacobs finished seventh on Saturday and eighth on Sunday. Kevin O'Connor Photo





#67 Sean O'Boyle had a good scrap in the mid pack of the SRF3 race, He has #57 Bill Booth behind him in Turn 11. Kevin O' Connor Photo

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	17	John Black	SRF3	15	1:44.828	SCCA Spec Racer For	Olympic Valley CA	SFR	202424	Flat Out Racing
2	2	99	Caleb Shrader	SRF3	15	1:45.186	SCCA Spec Racer For	Tigard OR	SFR	622464	Cononus Healthcare
3	3	62	TJ Acker	SRF3	15	1:45.091	SCCA Spec Racer For	Saugus CA	CSCC	210471	MBI Racing/ Cindescer
4	4	34	Umberto Milletti	SRF3	15	1:45.347	SCCA Spec Racer For	San Francisco CA	SFR	343482	Bulldog Motorsports &
5	5	40	Greg Hoff	SRF3	15	1:45.243	SCCA Spec Racer For	Oakland CA	SFR	437964	John Cerini/Cornerston
6	6	45	Steve Fogg	SRF3	15	1:45.357	SCCA Spec Racer For	West Linn OR	SFR	364660	MBI/Lokiness Monster
7	7	5	Eric Fulkerson	SRF3	15	1:45.235	SCCA Spec Racer For	Walnut Creek CA	SFR	528732	Golden State Orthoped
8	8	00	Joshua Jacobs	SRF3	15	1:45.597	SCCA Spec Racer For	Houston TX	Hous	382875	Flat Out Racing
9	9	8	Michael Woolley	SRF3	15	1:45.555	SCCA Spec Racer For	Newcastle CA	SFR	497355	Woolley Brothers and I
10	10	07	Christian Guirguis	SRF3	15	1:46.073	SCCA Spec Racer For	Kirkland WA	Ore	450919	Flat Out Racing
11	11	1	Tom Burt	SRF3	15	1:46.069	SCCA Spec Racer For	Shoreline WA	SFR	190965	Flat Out Racing
12	12	27	EJ Abed	SRF3	15	1:46.213	SCCA Spec Racer For	Mountain View CA	SFR	695378	
13	13	57	Bill Booth	SRF3	15	1:46.299	SCCA Spec Racer For	Cupertino CA	SFR	336219	Bulldog Motorsports
14	14	29	Leonardo Del Cast	SRF3	15	1:46.406	SCCA Spec Racer For	Woodinville WA	Nwst	256390_1	Flat Out Racing
15	15	52	Graham Woodd	SRF3	15	1:46.461	SCCA Spec Racer For	Colbert WA	Ore	612701	Flatout Racing
16	16	123	Jon McClintock	SRF3	15	1:46.120	SCCA Spec Racer For	Seattle WA	Ore	495286	Flat Out Racing and La
17	17	197	Mark Ballengee	SRF3	15	1:46.331	SCCA Spec Racer For	Shafter CA	CSCC	267269	MBIRACING
18	18	67	Sean O'Boyle	SRF3	15	1:46.945	SCCA Spec Racer For	San Francisco CA	SFR	276755	
19	19	35	Robert Sachs	SRF3	15	1:46.328	SCCA Spec Racer For	Napa CA	SFR	378223	Robert R. Sachs PC
20	20	21	Paul Mantiply	SRF3	15	1:46.822	SCCA Spec Racer For	Columbia CA	SFR	670923	Bramble Hill Farms
21	1	18	John Sollner	SRFH	15	1:47.033	SCCA Spec Racer For	Sonoma CA	SFR	648504	Sollner and Sons Racin
22	21	155	Jay Rosenthal	SRF3	15	1:46.280	SCCA Spec Racer For	Woodland Hills CA	CSCC	507814	MBI/Southland Income
23	22	2	Lee Douglas	SRF3	15	1:47.165	SCCA Spec Racer For	Portland OR	SFR	370148	LADCO Pipe & Piling/Ei
24	2	86	Edward Rorer	SRFH	15	1:47.200	SCCA Spec Racer For	Sausalito CA	SFR	546495	
25	23	76	Eric Hand	SRF3	15	1:46.524	SCCA Spec Racer For	San Jose CA	SFR	545935	
26	24	188	Judson Holt	SRF3	15	1:46.797	SCCA Spec Racer For	Houston TX	SFR	641180	Lupe Tortilla
27	25	82	Rami Kawach	SRF3	15	1:48.510	SCCA Spec Racer For	Mercer Island WA	Nwst	711492	
28	26	71	Jerry Aplass	SRF3	15	1:48.519	SCCA Spec Racer For	Newcastle CA	SFR	404463	Burrell Consulting Grou
29	3	33	Erich Woolley	SRFH	15	1:48.812	SCCA Spec Racer For	Newcastle CA	SFR	547685	Woolley Brothers and I
30	27	49	Chris Strand	SRF3	15	1:49.305	SCCA Spec Racer For	Morongo Valley CA	CSCC	625840	East Anglia Motorsport
31	4	51	Robert Breton	SRFH	15	1:50.049	SCCA Spec Racer For	Ukiah CA	SFR	149841	CSR Performance
32	28	55	Sam Bhaumik	SRF3	15	1:51.814	SCCA Spec Racer For	San Mateo CA	SFR	286954	
33	5	24	David Wright	SRFH	14	1:52.850	SCCA Spec Racer For	Roseville CA	SFR	210244	CSR Performance
34	6	10	Andrew Moore	SRFH	14	1:53.093	SCCA Spec Racer For	San Francisco CA	SFR	511418	Cerini Motorsports
35	7	112	James Schubert	SRFH	14	1:52.461	SCCA Spec Racer For	Sedona AZ	AZ	133192	MBI Racing
36	1	3	Jake Woolley	SRF	14	1:53.463	SCCA Spec Racer For	Newcastle CA	SFR	696278	Woolley Brothers and I
37	29	116	Sean Saint	SRF3	13	1:45.751	SCCA Spec Racer For	SAN DIEGO CA	SFR	670863	AccelRaceTek
38	30	65	Vince Balch	SRF3	13	1:47.524	SCCA Spec Racer For	San Diego CA	CSCC	480108	MBI Racing
39	31	47	David Robson	SRF3	11	1:47.529	SCCA Spec Racer For	Kent WA	Ore	441248	
Not classified											
DNS	DNS	37	Dean Crowe	SRF3			SCCA Spec Racer For	La Selva Beach CA	SFR	639565	
DNS	DNS	127	Paul Goudy	SRF3			SCCA Spec Racer For	Portland OR	SFR	386600	Flat Out/Pro Drive
DNS	DNS	83	Paul Luca	SRF3			SCCA Spec Racer For	Sonoma CA	SFR	193814	



#123 John Sollner has finished in 16th overall but he had 42 cars behind him. Steve Bohac Photo

Fifty-seven cars showed up to compete in the Group 7 Race. Watching the large field snaking around the three mile Sonoma Raceway track, all the colors of the rainbow were represented in the all-Miata field. The group featured some of the heavy hitters from the Oregon region such as Ken Sutherland and Will Schrader. In addition Kyle Freiheit, James Wetter, Gabe Nieto, Dave Dunning, Peter Umino, Emy Kissick, Lorenzo Fantozzi, Dale Pestes, Linden Cho, Joe Bowers, Alan Grossberg, Scott Staub, and Dan Twomey all drove down from the Pacific Northwest!

This race also featured Adam Smalley who is from the Pacific Northwest, but has been running for the SFR regional Championship. As far as local drivers are concerned, a betting man would have to put his money on Greg Hoff, Kevin Carter, or Scott Story.

Qualifying produced no surprises, because true to form, Ken Sutherland took the pole position with a time of 153.909. Also as no surprise Will Schrader took second place with the time of 1:54.847. What was considered a small surprise was the gap between Schrader and Sutherland, which was .938 seconds. Third fastest was Greg Hoff, and fourth fastest was regional championship leader Adam Smalley.

The biggest surprise of the qualifying session was the pole sitter for the SSM class, Thomas Bellemin. He was driving a car that is limited in horsepower by having a sealed engine and sealed drivetrain. Bellemin qualified his under-horse powered car in fifth overall. Obviously the

fifth overall position was the pole position for SSM. You would have to look 26 positions further down the grid to find the second place qualifier in SSM.

The top qualifier in SM was Andrew Wozencroft, who was going to line up in the 19th position overall, but here again he was 17 positions further up than the second place SM car. After qualifying was over, it was obvious that the close racing was going to be amongst the top four SMT cars.

The race got underway with Ken Sutherland grabbing the lead. Lining up directly on his bumper was Schrader. Greg Hoff slotted himself in third and Adam Smalley was fourth. The order of Sutherland, Schrader, Hoff, and Smalley remained unchanged for the first six laps. Lap 7 Smalley and Hoff changed positions, but only for three laps, when Hoff was able to reclaim third position. Going into the final lap of the race the leaders encountered lapped traffic going into Turn 7. The back marker created a dilemma for Sutherland, who had to find a fast way around this back marker, yet still keep the ever-present Schrader behind him. Sutherland was forced to follow the back marker through the esses and through Turn 9. He tried to squeeze by at the high-speed Turn 10, but he ran out of room and almost lost control. This caused Sutherland and Schrader both to lose momentum. Hoff who was watching all of this unfold in front of him took advantage of their loss of momentum and passed both drivers going into Turn 11. Also



#80 Andrew Wozencroft was the SM winner both days. Randy Jones Photo



Greg Hoff won on the last turn on the last lap of Saturday's race. Randy Jones Photo



slipping by was Smalley. Hoff and Smalley exited Turn 11 and were in a drag race to the checkered flag which Hoff won. Smalley finished a close second, with Schrader taking third and Sutherland taking a disappointed fourth.

SSM was won by Thomas Bellemin, who was not able to hold on to his fifth place overall position, and he fell back four spots to finish

ninth overall. Ninth overall for a SSM car is still quite an achievement, considering the lack of horsepower that a SSM car has compared to a SMT car. Second place in SSM was Steve Whitaker, who was 26 positions further back.

Andrew Wozencroft took the top spot in SM. Wozencroft finished 30th overall. Second place in SM, Lawrence Murdter, finished 41st overall

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	7	Greg Hoff	SMT	13	1:55.559	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
2	2	18	Adam Smalley	SMT	13	1:55.640	Mazda Miata	Battle Ground WA	SFR	551377	Smak Plastics   Flextar
3	3	87	Will Schrader	SMT	13	1:55.300	Mazda Miata	Happy Valley OR	Ore	343433	Miatacage/Schrader Pr
4	4	94	Ken Sutherland	SMT	13	1:55.501	Mazda Miata	Sherwood OR	SFR	283190	Wyatt Fire Proteciton/M
5	5	196	William Wallis	SMT	13	1:56.391	Mazda Miata	Paso Robles CA	SFR	721609	William Wallis Racing
6	6	89	kevin Carter	SMT	13	1:56.595	Mazda Miata	Galt CA	SFR	437616	Imports Unlimited
7	7	174	Kyle Freiheit	SMT	13	1:56.237	Mazda Miata	Redmond WA	Nwst	344336	Freiheit Construction/J
8	8	79	James Wetter	SMT	13	1:56.634	Mazda Miata	Bainbridge Island	Nwst	240624	
9	1	25	Thomas Bellemin	SSM	13	1:56.618	Mazda Miata	San Francisco CA	SFR	694443	Larry Oka Racing
10	9	81	Russell Scott	SMT	13	1:56.605	Mazda miata	Martinez CA	SFR	721548	ESI Motorsports
11	10	52	Nate Spitz	SMT	13	1:56.550	Mazda Miata	Danville CA	SFR	720837	ESI Motorsports
12	11	90	Matthew Wyatt	SMT	13	1:57.419	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercia
13	12	12	Ross Lindell	SMT	13	1:57.521	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
14	13	71	Heather Hadley	SMT	13	1:57.594	Mazda Miata	Sherrills Ford NC	CSCC	740610	
15	14	29	Gabe Nieto	SMT	13	1:58.088	Mazda Miata	Gig Harbor WA	Nwst	675563	Dry Box Storage Conta
16	15	123	John Sollner	SMT	13	1:57.561	Mazda Miata	Sonoma CA	SFR	648504	sollner and sons racing
17	16	59	Mike Ray	SMT	13	1:58.514	Mazda Miata	Pacifica CA	SFR	546072	
18	17	11	Tim Wright	SMT	13	1:57.631	Mazda Miata	Oakland CA	SFR	278776	
19	18	143	Dave Dunning	SMT	13	1:58.431	Mazda Miata	Portland OR	Ore	260786	Advantage Collision Ce
20	19	24	Jayceton Lapid	SMT	13	1:58.310	Mazda Miata	Daly City CA	SFR	355498	GTstickers
21	20	85	Scott Carter	SMT	13	1:57.947	Mazda Miata	Suisun City CA	SFR	177333	Imports Unlimited
22	21	146	Peter Umino	SMT	13	1:58.244	Mazda Miata	Redmond WA	Nwst	383962	Pole Position
23	22	13	Emy Kissick	SMT	13	1:58.405	Mazda Miata	Olympia WA	Nwst	689653	Hydraulic Solutions
24	23	32	Scott Story	SMT	13	1:56.905	Mazda Miata	El Dorado Hills CA	SFR	624903	
25	24	117	Lorenzo Fantozzi	SMT	13	1:57.870	Mazda Miata	Eugene OR	Ore	562647	
26	25	100	Aravind Ramachan	SMT	13	1:58.362	Mazda Miata	Cupertino CA	SFR	694910	
27	26	82	Dale Pestes	SMT	13	1:59.376	Mazda Miata	Gresham OR	SFR	498961	
28	27	137	Casey Moyer	SMT	13	1:58.876	Mazda Miata	Brentwood CA	SFR	720414	N/A
29	28	45	Mark Means	SMT	13	1:59.207	Mazda Miata	Meadow Vista CA	SFR	404787	A+ Racing
30	1	80	Andrew Wozencroft	SM	13	1:58.697	Mazda Miata	San Jose CA	SFR	545967	Wozencroft Engineerin
31	29	64	Taylor Vance	SMT	13	1:59.781	Mazda Miata	Shingle Springs CA	SFR	400227	
32	30	176	Linden Cho	SMT	13	1:59.919	Mazda Miata	Portland OR	Ore	723166	
33	31	43	Michael Herbert	SMT	13	1:59.669	Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire Prot
34	32	68	John Stuart	SMT	13	1:59.803	Mazda Miata	San Carlos CA	SFR	650334	All Reasons Moving
35	33	50	Tupper Hull	SMT	13	2:00.320	Mazda Miata	Sacramento CA	SFR	355326	Haag Performance
36	2	78	Steve Whitaker	SSM	13	2:00.277	Mazda Miata	Loomis CA	SFR	500463	Whitaker Motorsports/I
37	34	05	Alberto Goncalves	SMT	13	2:00.382	Mazda Miata	San Jose CA	SFR	417516	
38	35	6	Scott Howard	SMT	13	2:00.103	Mazda Miata	Pleasanton CA	SFR	478988	RF Racing
39	36	184	Sayo Haraishi	SMT	13	1:59.963	Mazda Miata	West Hollywood CA	CSCC	714576	Glenbrook Realty/J & A
40	37	4	Dan Pruzan	SMT	13	1:59.406	Mazda Miata	Redwood City CA	SFR	526942	
41	2	54	Lawrence Murdter	SM	13	2:01.946	Mazda Miata	Sunnyvale CA	SFR	436659	
42	38	107	Joe Bowers	SMT	13	2:01.887	Mazda Miata	Stayton OR	SFR	698743	
43	39	108	Nicholas Bowers	SMT	13	2:03.303	Mazda Miata	San Francisco CA	SFR	693656	SkylinePMG/ Inc.
44	3	98	Steve Gomas	SSM	12	2:04.257	Mazda Miata	Danville CA	SFR	96208	Larry Oka Racing
45	40	75	Alan Grossberg	SMT	12	2:01.666	Mazda Miata	Chelan WA	Nwst	739314	
46	41	88	Michael Chang	SMT	12	2:00.677	Mazda Miata	Alamo CA	SFR	546044	Muir Orthopedic Specia
47	4	95	Eric Fuerstenberg	SSM	12	2:03.164	Mazda Miata	Alamo CA	SFR	717177	Larry Oka Racing
48	42	96	Joan Linehan	SMT	12	2:07.674	Mazda Miata	Clayton CA	SFR	445423	Competition Autowerks
49	5	91	David Savage	SSM	12	2:06.939	Mazda Miata	Fremont CA	SFR	722449	
50	6	97	Daniel Kulas	SSM	11	1:58.308	Mazda Miata	Sunnyvale CA	SFR	483501	Larry Oka
51	43	22	Michael Olivier	SMT	11	2:02.470	Mazda Miata	Santa Rosa CA	SFR	324980	The Garland Company
52	3	57	David McCoy	SM	11	2:02.491	Mazda Miata	Modesto CA	SFR	655391	
53	4	26	Jeremy DelRosario	SM	11	2:10.017	Mazda Miata	Sonora CA	SFR	665478	My own hopes & drear
54	44	101	Scott Staub	SMT	11	2:18.553	Mazda Miata	Bainbridge island	Nwst	739316	
55	7	41	David Samuel	SSM	11	2:15.657	Mazda Miata	Fresno CA	SFR	501035	Larry Oka Racing
56	45	77	Dan Twomey	SMT	8	1:59.792	Mazda Miata	Port Orchard WA	Nwst	544172	Jensen Realtor Group
57	46	14	Alan Gjedsted	SMT	8	1:58.822	Mazda Miata	San Francisco CA	SFR	402683	Larry Oka Racing
DNF	DNF	109	Zac Beatty	SMT	1	2:58.596	Mazda Miata	Berkeley CA	SFR	727857	



#94 Ken Sutherland and #87 Will Schrader were first and second going into Turn 10 on the last lap. They came across a lapped car and had to take evasive action. Sutherland ended up in fourth while Schrader came in third. Kevin O'Connor Photo

Ken Sutherland had to be frustrated after the Saturday afternoon results. He was leading going into the last lap and caught lapped traffic down the esses. Sutherland was forced to make a brazen move through the high speed right-handed kink known as Turn 10. The move caused him and Will Schrader to almost lose control and certainly lose momentum. The loss of momentum allowed Greg Hoff and Adam Smalley to get by on the last turn of the race and take first and second. Naturally when Sunday morning came around Sutherland wanted to let everyone know that he meant business. So five laps into the qualifying session, Sutherland set his fastest time of a 1:54.482 lap, which was good enough to take the pole position by .364 seconds over James Wetter. Will Schrader lined up third and William Wallace lined up fourth. Saturday's race winner Greg Hoff lined up fifth with the regional points leader Adam Smalley taking the seventh spot. The top seven cars were all within a second of the pole position time.

Thomas Bellemin again posted an outstanding qualifying time for ninth overall but first in SSM with a time of 1:55.813. Daniel Kulas was second in SSM but qualified 23rd overall with a time of 1:57.610.

Andrew Wozencroft was again the top SM qualifier sliding into the 19th position overall with the time of 1:57.267. Second in SM was Jeremy Del Rosario, placing 49th overall with a time of 2:08.996.

The Sunday afternoon race got underway at 3:00 pm in the afternoon. By this time Ken Sutherland had plenty of time to think about what went wrong on Saturday. I'm sure he was bound and determined not to let that happen again. As the field took the green flag, Sutherland took the lead. He was followed by William Wallace, who jumped up from his fourth starting position to take second. Third was Will Schrader and fourth was James Wetter. Things were not going so great for the Saturday race winner Greg Hoff. He forgot to put his window net up and it was noticed by the track officials. He received the Mechanical Black Flag and had to pit to fix the problem. Having to pit ruined any chances Hoff had at contending for the lead.

The top four of Sutherland, Wallace, Schrader and Willis ran nose to tail for the first ten laps. But on Lap 10 Wallace went wide on the exit of Turn 10, hitting the wall. Although he was physically OK, his car was not. The Wallace mishap brought out the full course caution. The emergency crew did a good job of getting the stricken car off the track and the field was racing again after one lap. The one-lap breather probably worked into Sutherland's hand because that meant he was not going to run into lap traffic on the last three laps of the race. Sutherland went on to win leading every lap and winning by 1.876 seconds over Wallace. Will Schrader came in third and Regional Points leader Adam Smalley moved up from a low position of seventh



#25 Thomas Bellemin won SSM on both days. He also set a new track record. Randy Jones Photo



to take fourth. Greg Hoff never recovered from having to make the pit stop and finished 23rd overall.

Thomas Bellemin won SSM with the seventh overall finishing position. Not only did he swing above his weight, he also set a new track record

by the time of 1:56.157 seconds

Andrew Wozencroft made it a clean sweep for the weekend taking SM over Lawrence Murdter. Wozencroft finished 22nd overall but was 16 positions further up than Murdter.

Pos	PIC	No.	Name	Class	Laps	Best Tm	Make	Hometown	Club	Member	Sponsor
1	1	94	Ken Sutherland	SMT	13	1:54.526	Mazda Miata	Sherwood OR	SFR	283190	Wyatt Fire Proteciton/
2	2	196	William Wallis	SMT	13	1:54.596	Mazda Miata	Paso Robles CA	SFR	721609	William Wallis Racing
3	3	87	Will Schrader	SMT	13	1:55.031	Mazda Miata	Happy Valley OR	Ore	343433	Miatacage/Schrader Pr
4	4	18	Adam Smalley	SMT	13	1:55.293	Mazda Miata	Battle Ground WA	SFR	551377	Smak Plastics   Flextar
5	5	89	kevin Carter	SMT	13	1:55.232	Mazda Miata	Galt CA	SFR	437616	Imports Unlimited
6	6	174	Kyle Freiheit	SMT	13	1:55.337	Mazda Miata	Redmond WA	Nwst	344336	Freiheit Construction/J
7	1	25	Thomas Bellemin	SSM	13	1:56.157	Mazda Miata	San Francisco CA	SFR	694443	Larry Oka Racing
8	7	52	Nate Spitz	SMT	13	1:55.054	Mazda Miata	Danville CA	SFR	720837	ESI Motorsports
9	8	32	Scott Story	SMT	13	1:56.759	Mazda Miata	El Dorado Hills CA	SFR	624903	
10	9	12	Ross Lindell	SMT	13	1:56.653	Mazda Miata	Oakland CA	SFR	450243	Larry Oka Racing
11	10	11	Tim Wright	SMT	13	1:56.970	Mazda Miata	Oakland CA	SFR	278776	
12	11	123	John Sollner	SMT	13	1:57.492	Mazda Miata	Sonoma CA	SFR	648504	sollner and sons racing
13	12	85	Scott Carter	SMT	13	1:57.360	Mazda Miata	Suisun City CA	SFR	177333	Imports Unlimited
14	13	71	Heather Hadley	SMT	13	1:57.603	Mazda Miata	Sherrills Ford NC	CSCC	740610	
15	14	24	Jayceton Lapid	SMT	13	1:58.225	Mazda Miata	Daly City CA	SFR	355498	GTstickers
16	15	143	Dave Dunning	SMT	13	1:57.891	Mazda Miata	Portland OR	Ore	260786	Advantage Collision Ce
17	16	77	Dan Twomey	SMT	13	1:58.051	Mazda Miata	Port Orchard WA	Nwst	544172	Jensen Realtor Group
18	17	29	Gabe Nieto	SMT	13	1:57.555	Mazda Miata	Gig Harbor WA	Nwst	675563	Dry Box Storage Conta
19	18	13	Emy Kissick	SMT	13	1:57.618	Mazda Miata	Olympia WA	Nwst	689653	Hydraulic Solutions
20	19	82	Dale Pestes	SMT	13	1:58.644	Mazda Miata	Gresham OR	SFR	498961	
21	20	146	Peter Umino	SMT	13	1:58.004	Mazda Miata	Redmond WA	Nwst	383962	Pole Position
22	1	80	Andrew Wozencroft	SM	13	1:58.012	Mazda Miata	San Jose CA	SFR	545967	Wozencroft Engineerin
23	21	7	Greg Hoff	SMT	13	1:55.528	Mazda Miata	Oakland CA	SFR	437964	Larry Oka Racing
24	22	100	Aravind Ramachan	SMT	13	1:58.548	Mazda Miata	Cupertino CA	SFR	694910	
25	23	59	Mike Ray	SMT	13	1:58.416	Mazda Miata	Pacifica CA	SFR	546072	
26	24	117	Lorenzo Fantozzi	SMT	13	1:57.985	Mazda Miata	Eugene OR	Ore	562647	
27	25	90	Matthew Wyatt	SMT	13	1:57.496	Mazda Miata	San Francisco CA	SFR	647230	Yang Chen Commercia
28	26	88	Michael Chang	SMT	13	1:59.979	Mazda Miata	Alamo CA	SFR	546044	Muir Orthopedic Specia
29	27	68	John Stuart	SMT	13	2:00.093	Mazda Miata	San Carlos CA	SFR	650334	All Reasons Moving
30	28	184	Sayo Haraishi	SMT	13	1:59.631	Mazda Miata	West Hollywood CA	CSCC	714576	Glenbrook Realty/J & A
31	29	50	Tupper Hull	SMT	13	1:58.887	Mazda Miata	Sacramento CA	SFR	355326	Haag Performance
32	2	78	Steve Whitaker	SSM	13	1:58.915	Mazda Miata	Loomis CA	SFR	500463	Whitaker Motorsports/I
33	30	6	Scott Howard	SMT	13	1:59.967	Mazda Miata	Pleasanton CA	SFR	478988	RF Racing
34	31	107	Joe Bowers	SMT	13	2:00.877	Mazda Miata	Stayton OR	SFR	698743	
35	32	05	Alberto Goncalves	SMT	13	1:59.890	Mazda Miata	San Jose CA	SFR	417516	
36	3	95	Eric Fuerstenberg	SSM	13	2:00.585	Mazda Miata	Alamo CA	SFR	717177	Larry Oka Racing
37	33	176	Linden Cho	SMT	13	1:59.593	Mazda Miata	Portland OR	Ore	723166	
38	2	54	Lawrence Murdter	SM	13	2:00.571	Mazda Miata	Sunnyvale CA	SFR	436659	
39	4	98	Steve Gomas	SSM	13	2:01.357	Mazda Miata	Danville CA	SFR	96208	Larry Oka Racing
40	34	75	Alan Grossberg	SMT	13	2:01.418	Mazda Miata	Chelan WA	Nwst	739314	
41	35	137	Casey Moyer	SMT	13	1:57.967	Mazda Miata	Brentwood CA	SFR	720414	N/A
42	36	108	Nicholas Bowers	SMT	13	2:03.487	Mazda Miata	San Francisco CA	SFR	693656	SkylinePMG/ Inc.
43	37	109	Zac Beatty	SMT	12	2:05.066	Mazda Miata	Berkeley CA	SFR	727857	
44	5	91	David Savage	SSM	12	2:06.127	Mazda Miata	Fremont CA	SFR	722449	
45	3	26	Jeremy DelRosario	SM	12	2:08.775	Mazda Miata	Sonoma CA	SFR	665478	My own hopes & drea
46	38	101	Scott Staub	SMT	12	2:09.939	Mazda Miata	Bainbridge island	Nwst	739316	
47	6	41	David Samuel	SSM	12	2:12.578	Mazda Miata	Fresno CA	SFR	501035	Larry Oka Racing
48	39	79	James Wetter	SMT	9	1:55.418	Mazda Miata	Bainbridge Island	Nwst	240624	
49	7	97	Daniel Kulas	SSM	7	1:57.763	Mazda Miata	Sunnyvale CA	SFR	483501	Larry Oka
DNF	DNF	81	Russell Scott	SMT	3	1:56.241	Mazda miata	Martinez CA	SFR	721548	ESI Motorsports
DNF	DNF	4	Dan Pruzan	SMT	2	1:59.976	Mazda Miata	Redwood City CA	SFR	526942	

Not classified

DNF	DNF	43	Michael Herbert	SMT			Mazda Miata	Oakland CA	SFR	512106	Battalion One Fire Prot
DNF	DNF	64	Taylor Vance	SMT			Mazda Miata	Shingle Springs CA	SFR	400227	
DNF	DNF	96	Joan Linehan	SMT			Mazda Miata	Clayton CA	SFR	445423	Competition Autowerks
DNF	DNF	57	David McCoy	SM			Mazda Miata	Modesto CA	SFR	655391	
DNF	DNF	22	Michael Olivier	SMT			Mazda Miata	Santa Rosa CA	SFR	324980	The Garland Company
DNF	DNF	45	Mark Means	SMT			Mazda Miata	Meadow Vista CA	SFR	404787	A+ Racing
DNF	DNF	14	Alan Gjedsted	SMT			Mazda Miata	San Francisco CA	SFR	402683	Larry Oka Racing

# Championship SFR Point Standings 2024

## Group 1

Championship Standings of F4 SFR Regional Point Standings

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### F4 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6 #7 #8 #9 #10									
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	4	Valentino Garbarino	234	0	0	21	25	21	25	21	25	25	25	21	25

#### Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#7	7/6/2024	SFR Championship Series Regionals 9-10
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	7/7/2024	SFR Championship Series Regionals 9-10
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#9	8/31/2024	SFR Regional Races/SRF Festival
#5	6/8/2024	SFR Championship Series Regionals 7 & 8	#10	9/1/2024	SFR Regional Races/SRF Festival

Championship Standings of FA SFR Regional Point Standings

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### FA SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6					
						Ra	Ra	Ra	Ra	Ra	Ra
1	38	Jim Mali	125	0	0	25	NF	25	25	25	25
2	19	Graham Rankin	84	41	41	x	x	21	21	21	21
3	1	Edd Ozard	46	79	38	21	25	x	x	x	x
4	117	Julian Kift	18	107	28	x	x	x	x	NS	18

#### Event Legend

#1	6/8/2024	SFR Championship Series Regionals 7 & 8	#4	7/7/2024	SFR Championship Series Regionals 9-10
#2	6/9/2024	SFR Championship Series Regionals 7 & 8	#5	8/31/2024	SFR Regional Races/SRF Festival
#3	7/6/2024	SFR Championship Series Regionals 9-10	#6	9/1/2024	SFR Regional Races/SRF Festival

Championship Standings of FA2 SFR Regional Point Standings

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### FA2 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6 #7 #8 #9 #10									
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	37	Jay Henry Horak	156	0	0	18	21	18	18	21	21	21	18	x	x
2	37	Jay Horak	42	114	114	x	x	x	x	x	x	x	x	21	21
3	8	Frank Vezer	36	120	6	x	x	x	x	x	x	x	x	18	18
4	8	James Lawley	21	135	15	21	NF	x	x	x	x	x	x	x	x

#### Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#7	7/6/2024	SFR Championship Series Regionals 9-10
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	7/7/2024	SFR Championship Series Regionals 9-10
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#9	8/31/2024	SFR Regional Races/SRF Festival
#5	6/8/2024	SFR Championship Series Regionals 7 & 8	#10	9/1/2024	SFR Regional Races/SRF Festival

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	#5	#6	#7	#8
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	42	Gregory Perrin	100	0	0	x	x	25	25	25	25	x	x
2	64	Patrick O'Neill	50	50	50	x	x	x	x	x	x	25	25
3	51	G Scott Vreeland	0	100	50	DNF	DNS	x	x	x	x	x	x

**Event Legend**

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#5	7/6/2024	SFR Championship Series Regionals 9-10
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	7/7/2024	SFR Championship Series Regionals 9-10
#3	6/8/2024	SFR Championship Series Regionals 7 & 8	#7	8/31/2024	SFR Regional Races/SRF Festival
#4	6/9/2024	SFR Championship Series Regionals 7 & 8	#8	9/1/2024	SFR Regional Races/SRF Festival

Championship Standings of FM SFR Regional Point Standings

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**FM SFR Regional Point Standings**

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	29	Christian Okpysh	200	0	0	DNF	DNS	25	25	25	25	25	25	25	25
2	63	Lars Jensen	115	85	85	16	16	18	17	x	15	16	17	x	x
3	67	Bill Weaver	110	90	5	25	25	x	x	18	21	21	DNS	x	x
4	75	C.J. Ray	110	90	0	18	18	x	x	17	18	x	x	21	18
5	28	Stew Tabak	105	95	5	x	x	17	18	DNF	DNS	17	18	18	17
6	77	Dery O'Donovan	47	153	58	x	x	x	x	16	16	15	DNS	x	x
7	12	Marcus Brodie	38	162	9	17	21	x	x	DNS	DNS	x	x	x	x
8	7	Rodney A Simmons	30	170	8	x	x	15	15	x	x	x	x	x	x
9	17	John Ertel	27	173	3	x	x	x	x	14	13	x	x	x	x
10	11	Ken Boatright	16	184	11	x	x	x	x	x	x	x	x	DNF	16

**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#7	7/6/2024	SFR Championship Series Regionals 9-10
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	7/7/2024	SFR Championship Series Regionals 9-10
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#9	8/31/2024	SFR Regional Races/SRF Festival
#5	6/8/2024	SFR Championship Series Regionals 7 & 8	#10	9/1/2024	SFR Regional Races/SRF Festival

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	#7	#8	#9	#10
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	27	Tao Takaoka	146	0	0	DNS	25	21	DNS	x	x	25	25	25	25
2	46	Frank Russell	131	15	15	21	18	x	x	25	25	21	DNS	DNF	21
3	70	Doron Dreksler	71	75	60	25	21	25	DNS	x	x	x	x	x	x

**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#7	7/6/2024	SFR Championship Series Regionals 9-10
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	7/7/2024	SFR Championship Series Regionals 9-10
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#9	8/31/2024	SFR Regional Races/SRF Festival
#5	6/8/2024	SFR Championship Series Regionals 7 & 8	#10	9/1/2024	SFR Regional Races/SRF Festival

# Group 2

Championship Standings of ASR SFR Regional Point Standings

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## ASR SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6					
						Ra	Ra	Ra	Ra	Ra	Ra
1	25	Vasil Stratton	0	0	0	x	x	NS	NS	NF	NS
2	57	Scott McPherson	0	0	0	NF	NS	x	x	x	x

### Event Legend

#1	6/8/2024	SFR Championship Series Regionals 7 & 8	#4	7/7/2024	SFR Championship Series Regionals 9-10
#2	6/9/2024	SFR Championship Series Regionals 7 & 8	#5	8/31/2024	SFR Regional Races/SRF Festival
#3	7/6/2024	SFR Championship Series Regionals 9-10	#6	9/1/2024	SFR Regional Races/SRF Festival

Championship Standings of EM1 SFR Regional Point Standings

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## EM1 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2	
						Ra	Ra
1	2	Jery 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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Championship Standings of FE2 SFR Regional Point Standings

Printed: 9/4/2024 11:38:19 AM

## FE2 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6 #7 #8							
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	45	Tom Burt	94	0	0	NS	21	17	17	x	x	18	21
2	22	John Yeatman	84	10	10	x	x	21	21	21	21	x	x
3	64	Noah Hambayi	71	23	13	x	x	16	16	x	x	21	18
4	99	Caleb Shrader	50	44	21	x	x	25	25	x	x	x	x

### Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#7	8/31/2024	SFR Regional Races/SRF Festival
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	9/1/2024	SFR Regional Races/SRF Festival

Championship Standings of P1 SFR Regional Point Standings

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## P1 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6 #7 #8 #9 #10									
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	49	Chris Vian	156	0	0	x	x	21	21	18	18	18	18	21	21
2	23	Jim Devenport	153	3	3	25	25	18	18	x	x	25	25	17	NF
3	08	John Manfroy	128	28	25	x	x	25	25	21	25	16	16	x	x
4	3	Eddy Chan	113	43	15	21	NS	x	x	x	x	21	21	25	25
5	5	Stewart Wells	91	65	22	18	21	x	x	x	x	17	17	18	NS
6	52	Joe Viso	46	110	45	x	x	x	x	25	21	x	x	x	x
7	16	John Shine	17	139	29	x	x	x	x	17	NS	x	x	x	x



**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#7	7/6/2024	SFR Championship Series Regionals 9-10
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	7/7/2024	SFR Championship Series Regionals 9-10
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#9	8/31/2024	SFR Regional Races/SRF Festival
#5	6/8/2024	SFR Championship Series Regionals 7 & 8	#10	9/1/2024	SFR Regional Races/SRF Festival

Championship Standings of P2 SFR Regional Point Standings

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**P2 SFR Regional Point Standings**

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4	#5	#6	#7	#8
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	8	Timothy Day	50	0	0	25	25	x	x	x	x	x	x
2	13	Kevin Mitz	50	0	0	x	x	25	DNF	25	DNF	x	x
3	41	Steve Bresee	0	50	50	x	x	x	x	x	x	DNF	DNF

**Event Legend**

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#5	7/6/2024	SFR Championship Series Regionals 9-10
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	7/7/2024	SFR Championship Series Regionals 9-10
#3	6/8/2024	SFR Championship Series Regionals 7 & 8	#7	8/31/2024	SFR Regional Races/SRF Festival
#4	6/9/2024	SFR Championship Series Regionals 7 & 8	#8	9/1/2024	SFR Regional Races/SRF Festival

**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	#7	#8	#9	#10
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	11	Roger Eagleton	138	0	0	25	21	21	21	x	DNF	x	x	25	25
2	06	Anthony Borino	103	35	35	17	14	18	17	21	DNF	x	x	16	DNF
3	10	Matt Lituchy	84	54	19	18	16	x	x	x	x	25	25	x	x
4	10	Michael Lowe	74	64	10	21	18	x	x	x	x	x	x	17	18
5	39	Ken Pedersen	68	70	6	x	x	25	25	x	x	x	x	18	DNF
6	33	Dan Cullinane	42	96	26	x	x	x	x	x	x	x	x	21	21
7	48	Norm Benson	35	103	7	x	x	17	18	x	x	x	x	x	x
8	164	Michael Smith	25	113	10	x	x	x	x	25	DNF	x	x	x	x
9	18	Robert Brayton	15	123	10	x	x	x	x	x	x	x	x	15	DNF
10	56	Jeff Sutton	0	138	15	x	x	x	x	x	x	x	x	DNF	DNF

**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#7	7/6/2024	SFR Championship Series Regionals 9-10
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	7/7/2024	SFR Championship Series Regionals 9-10
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#9	8/31/2024	SFR Regional Races/SRF Festival
#5	6/8/2024	SFR Championship Series Regionals 7 & 8	#10	9/1/2024	SFR Regional Races/SRF Festival

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	#6	#7	#8	#9
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	8	Justin Cone	163	0	0	25	x	x	21	21	25	25	21	25
2	40	Kurt Frieztsche	75	88	88	x	25	25	DNF	DNF	x	x	25	DNF

# Group 3

3	10	Matt Lituchy	84	54	19	18	16	x	x	x	x	25	25	x	x
4	10	Michael Lowe	74	64	10	21	18	x	x	x	x	x	x	17	18
5	39	Ken Pedersen	68	70	6	x	x	25	25	x	x	x	x	18	DNS
6	33	Dan Cullinane	42	96	26	x	x	x	x	x	x	x	x	21	21
7	48	Norm Benson	35	103	7	x	x	17	18	x	x	x	x	x	x
8	164	Michael Smith	25	113	10	x	x	x	x	25	DNS	x	x	x	x
9	18	Robert Brayton	15	123	10	x	x	x	x	x	x	x	x	15	DNS
10	56	Jeff Sutton	0	138	15	x	x	x	x	x	x	x	x	DNS	DNS

## Event Legend

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#7	7/6/2024	SFR Championship Series Regionals 9-10
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	7/7/2024	SFR Championship Series Regionals 9-10
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#9	8/31/2024	SFR Regional Races/SRF Festival
#5	6/8/2024	SFR Championship Series Regionals 7 & 8	#10	9/1/2024	SFR Regional Races/SRF Festival

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	#6	#7	#8	#9
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	8	Justin Cone	163	0	0	25	x	x	21	21	25	25	21	25
2	40	Kurt Fritzsche	75	88	88	x	25	25	DNF	DNS	x	x	25	DNS
3	12	Joe Carr	39	124	36	x	21	18	x	x	x	x	x	x
4	158	Terrance Underwood Jr	39	124	0	x	x	x	x	x	x	x	18	21
5	19	Albert Correia	17	146	22	x	17	DNF	x	x	x	x	x	x

## Event Legend

#1	3/24/2024	SFR Championship Series Regional 3 & 4	#6	7/6/2024	SFR Championship Series Regionals 9-10
#2	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#7	7/7/2024	SFR Championship Series Regionals 9-10
#3	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	8/31/2024	SFR Regional Races/SRF Festival
#4	6/8/2024	SFR Championship Series Regionals 7 & 8	#9	9/1/2024	SFR Regional Races/SRF Festival
#5	6/9/2024	SFR Championship Series Regionals 7 & 8			

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	#3	#4	#5	#6	#7	#8
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	89	Olivier Bailly	66	0	0	17	17	x	x	x	x	15	17
2	71	Igor Lyustin	64	2	2	21	18	25	DNS	x	x	x	x
3	70	Robert Roumimper	50	16	14	x	x	x	x	25	25	x	x
4	45	Darrell Anderson	43	23	7	x	x	x	x	x	x	18	25
5	08	Tristan Littlehale	41	25	2	DNF	DNF	x	x	x	x	25	16
6	07	Sean Wheeler	38	28	3	DNS	DNS	x	x	x	x	17	21
7	91	Sean Berardi	32	34	6	x	x	x	x	x	x	14	18
8	88	Bruce Semler	32	34	0	16	16	x	x	x	x	x	x
9	17	Timothy Lynn	21	45	11	x	x	x	x	x	x	21	DNS
10	19	Mark Kibort	0	66	21	x	x	x	DNF	x	x	x	x



Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#5	7/6/2024	SFR Championship Series Regionals 9-10
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	7/7/2024	SFR Championship Series Regionals 9-10
#3	6/8/2024	SFR Championship Series Regionals 7 & 8	#7	8/31/2024	SFR Regional Races/SRF Festival
#4	6/9/2024	SFR Championship Series Regionals 7 & 8	#8	9/1/2024	SFR Regional Races/SRF Festival

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		#5		#6	
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	52	Guy Laidig	89	0	0	21	18	DNF	DNF	25	25	25	25	25	25	25	25
2	32	Dan Payne	88	1	1	x	x	21	25	21	21	21	21	21	21	21	21
3	188	Taz Harvey	68	21	20	18	25	25	x	x	x	x	x	x	x	x	x
4	77	David Witkowski	39	50	29	x	x	18	21	x	x	x	x	x	x	x	x

Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#4	6/9/2024	SFR Championship Series Regionals 7 & 8
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#5	8/31/2024	SFR Regional Races/SRF Festival
#3	6/8/2024	SFR Championship Series Regionals 7 & 8	#6	9/1/2024	SFR Regional Races/SRF Festival

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		#3		#4		#5		#6	
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	1	Jeff Francis	89	0	0	21	18	25	25	x	x	x	x	x	x	x	x
2	7	Nicolai Elghanayan	50	39	39	25	25	x	x	x	x	x	x	x	x	x	x
3	43	Ehsan Farkhondeh	25	64	25	x	x	x	x	25	DNF	DNF	DNF	DNF	DNF	DNF	DNF
4	188	Taz Harvey	21	68	4	x	21	x	x	x	x	x	x	x	x	x	x
5	99	Chris Van	0	89	21	x	x	x	x	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF

Event Legend

#1	6/8/2024	SFR Championship Series Regionals 7 & 8	#4	7/7/2024	SFR Championship Series Regionals 9-10
#2	6/9/2024	SFR Championship Series Regionals 7 & 8	#5	8/31/2024	SFR Regional Races/SRF Festival
#3	7/6/2024	SFR Championship Series Regionals 9-10	#6	9/1/2024	SFR Regional Races/SRF Festival

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		#7		#8		#9		#10	
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	68	Lenny Celiberti	172	0	0	25	25	25	25	18	21	17	16	x	x	x	x	x	x	x	x	x	x	x	x
2	41	Bryan MacMillan	92	80	80	x	x	x	x	21	25	x	x	25	21	21	21	21	21	21	21	21	21	21	21
3	161	Ryan Carl	50	122	42	x	x	x	x	25	DNF	DNF	25	x	x	25	25	25	25	25	25	25	25	25	25
4	49	Rylan Hazelton	46	126	4	x	x	x	x	x	x	25	21	x	x	21	21	21	21	21	21	21	21	21	21
5	144	Jim Bassett	46	126	0	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	21	25	25	25
6	82	Bob Murillo	38	134	8	x	x	x	x	x	x	21	17	x	x	21	21	21	21	21	21	21	21	21	21
7	47	Larry Cooper	36	136	2	x	x	x	x	x	x	18	18	x	x	18	18	18	18	18	18	18	18	18	18
8	103	Tom Hummel	33	139	3	x	x	x	x	16	17	x	x	x	x	16	17	16	17	16	17	16	17	16	17
9	13	Nik Romano	17	155	16	x	x	x	x	17	x	x	x	x	x	17	17	17	17	17	17	17	17	17	17
10	64	Robert Roumimper	15	157	2	x	x	x	x	15	DNF	DNF	x	x	x	15	15	15	15	15	15	15	15	15	15
11	61	Charles Dehoney	0	172	15	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	DNF	DNF	DNF	DNF
12	03	Victor Torino	0	172	0	x	x	x	x	DNF	DNF	x	x	x	x	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF

**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#7	7/6/2024	SFR Championship Series Regionals 9-10
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	7/7/2024	SFR Championship Series Regionals 9-10
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#9	8/31/2024	SFR Regional Races/SRF Festival
#5	6/8/2024	SFR Championship Series Regionals 7 & 8	#10	9/1/2024	SFR Regional Races/SRF Festival

Championship Standings of MC SFR Regional Point Standings

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**MC SFR Regional Point Standings**

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6 #7 #8							
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	76	Robert Luster	159	0	0	25	25	21	21	DNF	21	21	25
2	23	John Taylor	78	81	81	21	21	18	18	x	x	x	x
3	9	Fred Lind	50	109	28	x	x	25	25	x	x	x	x
4	27	Richard Pryor	25	134	25	x	x	x	x	x	x	25	DNF
5	88	Joe Montana	25	134	0	x	x	x	x	25	DNF	DNF	DNF
6	27	Bill Pryor	25	134	0	x	x	x	x	DNF	25	x	x
7	6	Charles Laster	21	138	4	x	x	x	x	21	DNF	x	x
8	65	Craig MacDonald	18	141	3	x	x	x	x	x	x	18	DNF
9	28	Addison Mohr	18	141	0	x	x	x	x	18	DNF	x	x
10	2	Darryl Seefeldt	0	159	18	x	x	x	x	x	x	DNF	DNF

**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#5	7/6/2024	SFR Championship Series Regionals 9-10
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#6	7/7/2024	SFR Championship Series Regionals 9-10
#3	6/8/2024	SFR Championship Series Regionals 7 & 8	#7	8/31/2024	SFR Regional Races/SRF Festival
#4	6/9/2024	SFR Championship Series Regionals 7 & 8	#8	9/1/2024	SFR Regional Races/SRF Festival

Championship Standings of SP SFR Regional Point Standings

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**SP SFR Regional Point Standings**

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3		
						Ra	Ra	Ra
1	133	Matt Lituchy	50	0	0	x	25	25
2	7	Bill Okell	25	25	25	x	x	
3	63	Jeffrey Pike	21	29	4	x	21	DNF

**Event Legend**

#1	7/7/2024	SFR Championship Series Regionals 9-10	#3	9/1/2024	SFR Regional Races/SRF Festival
#2	8/31/2024	SFR Regional Races/SRF Festival			

Championship Standings of T1 SFR Regional Point Standings

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**T1 SFR Regional Point Standings**

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6 #7 #8							
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	79	Clark Nunes	171	0	0	25	25	25	25	25	DNF	25	21
2	8	Don Van Nortwick	88	83	83	x	x	21	21	x	x	21	25

**Event Legend**

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



#3 4/20/2024 SFR SCCA Majors/Restricted Regional 5-6  
 #4 4/21/2024 SFR SCCA Majors/Restricted Regional 5-6

#7 8/31/2024 SFR Regional Races/SRF Festival  
 #8 9/1/2024 SFR Regional Races/SRF Festival

Championship Standings of T2 SFR Regional Point Standings

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## T2 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1		#2		#3		#4		#5		#6		#7		#8	
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	17	Michael Cheney	100	0	0	25	25	x	x	25	25	x	x	25	25	x	x	25	25	x	25
2	111	Roger Eagleton	50	50	50	x	x	25	25	x	x	x	x	x	x	x	x	x	x	x	x
3	5	Tyler Lee	50	50	0	x	x	x	x	x	x	x	x	x	x	x	x	25	25		

### Event Legend

#1 3/23/2024 SFR Championship Series Regional 3 & 4 #5 7/6/2024 SFR Championship Series Regionals 9-10  
 #2 3/24/2024 SFR Championship Series Regional 3 & 4 #6 7/7/2024 SFR Championship Series Regionals 9-10  
 #3 4/20/2024 SFR SCCA Majors/Restricted Regional 5-6 #7 8/31/2024 SFR Regional Races/SRF Festival  
 #4 4/21/2024 SFR SCCA Majors/Restricted Regional 5-6 #8 9/1/2024 SFR Regional Races/SRF Festival

Championship Standings of T3 SFR Regional Point Standings

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## T3 SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1		#2		#3		#4		#5		#6		#7		#8	
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	19	Kris Foster	50	0	0	x	x	x	x	x	x	x	x	x	x	x	25	25			
2	31	Lynne Griffiths	39	11	11	18	18	18	18	18	18	18	18	18	18	18	x	x	21	21	18
3	78	Izzy Sanchez	0	50	39	x	x	x	x	18	18	18	18	18	18	18	18	18	x	x	18

### Event Legend

#1 4/20/2024 SFR SCCA Majors/Restricted Regional 5-6 #5 7/6/2024 SFR Championship Series Regionals 9-10  
 #2 4/21/2024 SFR SCCA Majors/Restricted Regional 5-6 #6 7/7/2024 SFR Championship Series Regionals 9-10  
 #3 6/8/2024 SFR Championship Series Regionals 7 & 8 #7 8/31/2024 SFR Regional Races/SRF Festival  
 #4 6/9/2024 SFR Championship Series Regionals 7 & 8 #8 9/1/2024 SFR Regional Races/SRF Festival

# Group 4

Championship Standings of CF SFR Regional Point Standings

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## CF SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1		#2	
						Ra	Ra	Ra	Ra
1	133	Daniel Wise	0	0	0	0	18	18	18

### Event Legend

#1 7/6/2024 SFR Championship Series Regionals 9-10 #2 7/7/2024 SFR Championship Series Regionals 9-10

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		#7		#8	
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	80	Jeffrey Pietz	93	0	0	21	21	x	x	21	18	18	18	18	18	18	18	18	18	18	18
2	88	Lyn Greenhill	90	3	3	x	x	21	18	18	18	18	18	18	18	18	18	18	18	18	18
3	81	Henry Kenneth Rozeboom	85	8	5	x	x	25	25	18	18	18	18	18	18	18	18	18	18	18	18
4	4	William Kincaid	81	12	4	x	x	x	x	25	25	13	18	18	18	18	18	18	18	18	18

5	02	Kim Wilcox	65	28	16	18	18	x	x	x	x	14	15
6	7	Daniel Swanbeck	46	47	19	x	x	x	x	x	x	21	25
7	15	James Hakewill	39	54	7	x	x	x	x	x	x	25	14
8	68	Paul Rodler	16	77	23	x	x	x	x	16	NS	x	x
9	57	Nicholas Coe	0	93	16	x	x	x	x	x	x	DNF	NS

**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#7	7/6/2024	SFR Championship Series Regionals 9-10
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	7/7/2024	SFR Championship Series Regionals 9-10

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	#7	#8
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	50	David Jalen	139	0	0	25	25	18	21	25	25	x	x
2	33	Richard Hybels	50	89	89	x	x	x	x	x	x	25	25
3	47	EJ Abed	46	93	4	x	x	21	25	x	x	x	x
4	11	Denny Renfrow	25	114	21	x	x	25	x	x	x	x	x
5	12	Michael Bernstein	21	118	4	x	x	x	x	21	NS	x	x

**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#7	7/6/2024	SFR Championship Series Regionals 9-10
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	7/7/2024	SFR Championship Series Regionals 9-10
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#9	8/31/2024	SFR Regional Races/SRF Festival
#5	6/8/2024	SFR Championship Series Regionals 7 & 8	#10	9/1/2024	SFR Regional Races/SRF Festival

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	#5	#6	#7	#8
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	11	Denny Renfrow	85	0	0	x	15	x	x	18	17	17	18
2	44	Jon Brandstad	80	5	5	x	x	25	25	x	x	15	15
3	12	Greg Hoff	32	53	48	16	16	x	x	x	x	x	x
4	8	Rodney Grabinski	31	54	1	x	x	x	x	15	16	x	x
5	33	Richard Hybels	27	58	4	x	x	x	x	x	x	14	13
6	43	Robert Kozinski	22	63	5	x	x	x	x	10	12	x	x
7	12	Michael Bernstein	12	73	10	x	x	x	x	12	x	x	x

**Event Legend**

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#5	7/6/2024	SFR Championship Series Regionals 9-10
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	7/7/2024	SFR Championship Series Regionals 9-10
#3	6/8/2024	SFR Championship Series Regionals 7 & 8	#7	8/31/2024	SFR Regional Races/SRF Festival
#4	6/9/2024	SFR Championship Series Regionals 7 & 8	#8	9/1/2024	SFR Regional Races/SRF Festival

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	#7	#8
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	11	Denny Renfrow	85	0	0	x	15	x	x	18	17	17	18
2	44	Jon Brandstad	80	5	5	x	x	25	25	x	x	15	15
3	12	Greg Hoff	32	53	48	16	16	x	x	x	x	x	x
4	8	Rodney Grabinski	31	54	1	x	x	x	x	15	16	x	x
5	33	Richard Hybels	27	58	4	x	x	x	x	x	x	14	13
6	43	Robert Kozinski	22	63	5	x	x	x	x	10	12	x	x
7	12	Michael Bernstein	12	73	10	x	x	x	x	12	x	x	x

**Event Legend**

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#5	7/6/2024	SFR Championship Series Regionals 9-10
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	7/7/2024	SFR Championship Series Regionals 9-10
#3	6/8/2024	SFR Championship Series Regionals 7 & 8	#7	8/31/2024	SFR Regional Races/SRF Festival
#4	6/9/2024	SFR Championship Series Regionals 7 & 8	#8	9/1/2024	SFR Regional Races/SRF Festival

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	#7	#8
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	33	Chris Poncin	100	0	0	25	25	25	NF	25	NF	x	x
2	95	James Lepetch	46	54	54	x	x	x	x	x	x	25	21
3	133	Chris Poncin	39	61	7	x	x	x	x	x	x	21	18
4	17	Blake Tatum	25	75	14	x	x	x	x	x	x	NF	25

**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#7	8/31/2024	SFR Regional Races/SRF Festival
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	9/1/2024	SFR Regional Races/SRF Festival

Championship Standings of FV SFR Regional Point Standings

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**FV SFR Regional Point Standings**

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4	#5	#6	#7	#8
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	41	Ron Wake	63	0	0	NF	21	21	21	x	x	NS	NS
2	3	Blake Tatum	50	13	13	x	x	25	25	x	x	x	x
3	0	Brent J. Milner	50	13	0	x	x	x	x	25	25	x	x
4	50	Mace Gjerman	42	21	8	25	17	x	x	x	x	x	x
5	40	Donald Manthe	18	45	24	18	NF	x	x	x	x	x	x

**Event Legend**

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#5	7/6/2024	SFR Championship Series Regionals 9-10
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	7/7/2024	SFR Championship Series Regionals 9-10
#3	6/78/2024	SFR Championship Series Regionals 7 & 8	#7	8/31/2024	SFR Regional Races/SRF Festival
#4	6/9/2024	SFR Championship Series Regionals 7 & 8	#8	9/1/2024	SFR Regional Races/SRF Festival

# Group 5

Championship Standings of FP SFR Regional Point Standings

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## 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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Championship Standings of GTL SFR Regional Point Standings

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## GTL SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3		
						Ra	Ra	Ra
1	7	Bill Okel	25	0	0	x	x	25
2	2	Noel Hayward	21	4	4	21	NS	x

### Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#3	7/6/2024	SFR Championship Series Regionals 9-10
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6			

Championship Standings of HP SFR Regional Point Standings

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## HP SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6					
						Ra	Ra	Ra	Ra	Ra	Ra
1	00	Lee Fleming	75	0	0	x	x	25	25	25	NS
2	199	Donovan Helfrich sr	0	75	75	DNF	NS	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	8/31/2024	SFR Regional Races/SRF Festival
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	9/1/2024	SFR Regional Races/SRF Festival

Championship Standings of ITA SFR Regional Point Standings

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## ITA SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6 #7 #8 #9 #10									
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	90	Matthew Wyatt	164	0	0	18	25	21	25	11	18	x	x	21	25
2	2	Ross Lindell	118	46	46	25	21	x	x	9	17	x	x	25	21
3	186	Peter Phung	94	70	24	x	x	25	21	10	NS	21	17	x	x
4	4	Dan Pruzan	86	78	8	16	16	x	x	25	14	x	x	15	NS
5	108	Nicholas Bowers	78	86	8	x	x	16	17	15	16	x	x	DNF	14
6	152	Jeff Tam	62	102	16	12	11	x	x	x	x	18	21	x	x
7	43	Michael Herbert	61	103	1	15	15	x	x	x	x	17	NS	14	NS
8	50	Tupper Hull	60	104	1	17	14	x	x	x	x	x	x	13	16
9	24	Jayceton Lapid	52	112	8	DNF	17	x	x	x	x	x	x	17	18
10	04	Aravind Ramachandran	47	117	5	x	x	x	x	x	x	14	NS	16	17



11	39	Donald Ahn	39	125	8	21	18	x	x	x	x	x	x	x	x	x	x	x
12	6	Scott Howard	38	126	1	13	13	x	x	x	x	x	x	x	12	DNS		
13	185	Andre Marconett	37	127	1	11	DNS	x	x	14	12	x	x	x	x	x	x	
14	88	Michael Chang	33	131	4	x	x	15	18	x	x	x	x	x	x	x	x	
15	0	Suzanne Cobos	32	132	1	x	x	x	x	x	x	16	16	x	x			
16	66	Douglas Alvis	31	133	1	x	x	x	x	18	13	x	x	x	x			
17	107	Joe Bowers	31	133	0	x	x	x	x	16	15	x	x	x	x			
18	30	Richard Bailey	30	134	1	x	x	x	x	x	x	15	15	x	x			
19	3	Michael Olivier	26	138	4	14	12	x	x	x	x	x	x	x	x	x	x	
20	28	Dwayne Komush	23	141	3	10	DNS	x	x	13	DNS	x	x	x	x			
21	168	William Fry	23	141	0	x	x	x	x	12	11	x	x	x	x			
22	61	Joseph Golden	22	142	1	x	x	x	x	x	x	x	x	x	9	13		
23	45	Mark Means	18	146	4	x	x	x	x	x	x	x	x	x	18	DNS		
24	92	Mikhail Kalugin	17	147	1	x	x	x	x	17	DNS	x	x	x	x			
25	3	Ian Epstein	17	147	0	x	x	17	DNS	x	x	x	x	x	x			
26	55	Griffin Potrock	13	151	4	x	x	x	x	x	x	13	DNS	x	x			
27	59	Mike Ray	0	164	13	x	x	x	x	x	x	DNS	DNS	x	x			
28	8	Justin Cone	0	164	0	DNS	x	x	x	x	x	x	x	x	x			

**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#7	7/6/2024	SFR Championship Series Regionals 9-10
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	7/7/2024	SFR Championship Series Regionals 9-10
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#9	8/31/2024	SFR Regional Races/SRF Festival
#5	6/8/2024	SFR Championship Series Regionals 7 & 8	#10	9/1/2024	SFR Regional Races/SRF Festival

Championship Standings of ITR SFR Regional Point Standings

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**ITR SFR Regional Point Standings**

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4	#5
						Ra	Ra	Ra	Ra	Ra
1	34	Justin Cone	125	0	0	25	25	25	25	25

**Event Legend**

#1	3/24/2024	SFR Championship Series Regional 3 & 4	#4	8/31/2024	SFR Regional Races/SRF Festival
#2	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#5	9/1/2024	SFR Regional Races/SRF Festival
#3	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6			

Championship Standings of ITS SFR Regional Point Standings

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**ITS SFR Regional Point Standings**

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3
						Ra	Ra	Ra
1	64	Taylor Vance	50	0	0	25	25	x
2	02	Nolan Stinger	25	25	25	x	x	25

**Event Legend**

#1	6/8/2024	SFR Championship Series Regionals 7 & 8	#3	8/31/2024	SFR Regional Races/SRF Festival
#2	6/9/2024	SFR Championship Series Regionals 7 & 8			

Championship Standings of ITX SFR Regional Point Standings

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**ITX SFR Regional Point Standings**

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4	#5	#6	#7	#8
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	06	Anthony Borino	105	0	0	17	21	25	25	x	x	17	DNS
2	10	Matt Lituchy	93	12	12	18	25	x	x	25	25	x	x
3	11	Roger Eagleton	84	21	9	21	DNF	DNS	21	x	x	21	21
4	39	Ken Pedersen	50	55	34	x	x	x	x	x	x	25	25
5	164	Michael Smith	41	64	9	25	DNS	x	x	x	x	16	DNS
6	33	Dan Cullinane	35	70	6	x	x	x	x	x	x	18	17
7	10	Michael Lowe	18	87	17	DNS	DNS	x	x	x	x	DNS	18
8	56	Jeff Sutton	0	105	18	x	x	x	x	x	x	DNS	DNS

**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#5	7/6/2024	SFR Championship Series Regionals 9-10
#2	3/23/2024	SFR Championship Series Regional 3 & 4	#6	7/7/2024	SFR Championship Series Regionals 9-10
#3	6/8/2024	SFR Championship Series Regionals 7 & 8	#7	8/31/2024	SFR Regional Races/SRF Festival
#4	6/9/2024	SFR Championship Series Regionals 7 & 8	#8	9/1/2024	SFR Regional Races/SRF Festival

Championship Standings of SSC5 SFR Regional Point Standings

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**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	DNS
4	136	Michael Sutton	10	40	3	10	DNF

**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 STL SFR Regional Point Standings

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**STL SFR Regional Point Standings**

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4	#5	#6	#7	#8
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	115	Bryce Johnson	146	0	0	x	17	25	25	18	25	18	18
2	72	Michael Neumeyer	110	36	36	18	21	x	x	21	DNS	25	25
3	116	Ryan Guttle	43	103	67	25	18	x	x	x	x	x	x
4	25	Steve Borlik	42	104	1	x	x	x	x	x	x	21	21
5	23	Carl Young	40	106	2	DNF	15	x	x	25	DNF	x	x
6	61	Patrick Drinkwine	32	114	8	16	16	x	x	x	x	x	x
7	11	Wesley Molino	21	125	11	21	DNS	x	x	x	x	x	x
8	65	Sophia Storey	0	146	21	DNF	DNS	x	x	x	x	x	x

**Event Legend**

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#5	7/6/2024	SFR Championship Series Regionals 9-10
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	7/7/2024	SFR Championship Series Regionals 9-10
#3	6/8/2024	SFR Championship Series Regionals 7 & 8	#7	8/31/2024	SFR Regional Races/SRF Festival
#4	6/9/2024	SFR Championship Series Regionals 7 & 8	#8	9/1/2024	SFR Regional Races/SRF Festival

Championship Standings of STU SFR Regional Point Standings

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**STU SFR Regional Point Standings**

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4	#5	#6	#7	#8
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	77	Wilson Powell	96	0	0	DNF	NS	21	25	x	x	25	25
2	161	Ryan Carl	75	21	21	x	x	25	NS	25	25	x	x
3	07	Tazio Ottis	42	54	33	21	21	x	x	x	x	x	x
4	19	Kris Foster	42	54	0	x	x	x	x	x	x	21	21
5	49	Rylan Hazelton	0	96	42	NS	NS	x	x	x	x	x	x

**Event Legend**

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#5	7/6/2024	SFR Championship Series Regionals 9-10
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	7/7/2024	SFR Championship Series Regionals 9-10
#3	6/8/2024	SFR Championship Series Regionals 7 & 8	#7	8/31/2024	SFR Regional Races/SRF Festival
#4	6/9/2024	SFR Championship Series Regionals 7 & 8	#8	9/1/2024	SFR Regional Races/SRF Festival

Championship Standings of T4 SFR Regional Point Standings

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**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**

Championship Standings of SRF SFR Regional Point Standings

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**SRF SFR Regional Point Standings**

2024

Pos	No.	Name	Total	Diff	Gap	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	3	Jake Woolley	200	0	0	25	25	25	25	x	x	25	25	25	25
2	16	Alexander Lueker	50	150	150	x	x	x	x	25	25	x	x	x	x
3	36	Mark Lueker	21	179	29	x	x	x	x	DNF	21	x	x	x	x

**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#7	7/6/2024	SFR Championship Series Regionals 9-10
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	7/7/2024	SFR Championship Series Regionals 9-10
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#9	8/31/2024	SFR Regional Races/SRF Festival
#5	6/8/2024	SFR Championship Series Regionals 7 & 8	#10	9/1/2024	SFR Regional Races/SRF Festival

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	#7	#8	#9	#10
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	5	Eric Fulkerson	163	0	0	12	21	18	13	21	17	17	14	16	14
2	34	Umberto Milletti	153	10	10	x	x	4	18	25	18	25	25	21	17
3	14	Greg Hoff	150	13	3	18	13	16	15	13	DNF	21	21	17	16
4	67	Sean O'Boyle	128	35	22	15	17	13	14	16	13	15	17	5	3
5	8	Michael Woolley	99	64	29	17	2	11	0	0	11	18	18	10	12
6	27	EJ Abed	95	68	4	14	12	9	8	10	8	13	DNF	12	9
7	17	John Black	92	71	3	x	x	21	21	x	x	x	x	25	25
8	99	Caleb Shrader	89	74	3	x	x	25	25	x	x	x	x	18	21



9	76	Eric Hand	81	82	8	11	16	8	NS	9	7	12	12	6	0
10	57	Bill Booth	69	94	12	21	18	15	3	3	NF	x	x	1	8
11	10	Steve Fogg	62	101	7	x	x	17	17	x	x	x	x	13	15
12	66	Brandon Lewis	62	101	0	8	14	6	9	x	x	10	15	x	x
13	45	Tom Burt	62	101	0	13	NF	14	16	x	x	x	x	9	10
14	122	Tim Weaver	59	104	3	x	x	x	x	15	14	14	16	x	x
15	6	Joe Kou	59	104	0	16	1	NF	NS	4	16	16	6	x	x
16	22	Connor Sols	50	113	9	25	25	x	x	x	x	x	x	x	x
17	83	Paul Luca	49	114	1	5	9	5	4	6	5	7	8	0	NS
18	35	Robert Sachs	49	114	0	4	3	x	x	0	9	11	13	7	2
19	71	Jerry Alass	43	120	6	6	10	3	7	8	3	6	NS	0	0
20	37	Dean Crowe	30	133	13	3	5	1	6	2	2	4	7	0	NS
21	116	Sean Saint	26	137	4	x	x	x	x	x	x	9	9	8	0
22	21	Paul Mantiply	22	141	4	x	x	x	x	x	x	8	11	2	1
23	2	Lee Douglas	22	141	0	x	x	12	10	x	x	x	x	0	0
24	188	Judson Holt	20	143	2	x	x	x	x	NF	12	3	5	x	0
25	127	Paul Goudy	18	145	2	x	x	x	x	12	6	x	x	0	NS
26	07	Christian Guiguis	15	148	3	x	15	x	x	x	x	x	x	x	x
27	50	Gregory Angus	15	148	0	x	x	x	x	x	x	5	10	x	x
28	82	James Lepetch	9	154	6	1	8	x	x	x	x	x	x	x	x
29	56	Emily Bishop	4	159	5	x	x	x	x	x	4	x	x	x	x
30	13	Caden Yeatman	2	161	2	x	x	x	x	1	1	x	x	x	x
31	55	Sam Bhaumik	0	163	2	x	x	0	NS	x	x	x	x	0	0

**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#7	7/6/2024	SFR Championship Series Regionals 9-10
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	7/7/2024	SFR Championship Series Regionals 9-10
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#9	8/31/2024	SFR Regional Races/SRF Festival
#5	6/8/2024	SFR Championship Series Regionals 7 & 8	#10	9/1/2024	SFR Regional Races/SRF Festival

Championship Standings of SRFH SFR Regional Point Standings

Printed: 9/4/2024 11:41:50 AM

**SRFH SFR Regional Point Standings**

2024

Pos	No.	Name	Total	Diff	Gap	#1 #2 #3 #4 #5 #6 #7 #8 #9								
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	18	John Solner	191	0	0	15	25	25	25	21	17	17	21	25
2	86	Edward Rorer	191	0	0	21	15	21	21	25	21	21	25	21
3	10	Andrew Moore	97	94	94	18	18	x	16	15	x	x	15	15
4	41	Ken Woolley	81	110	16	25	21	18	17	NF	x	x	x	x
5	24	David Wright	80	111	1	x	x	x	15	17	16	NS	16	16
6	33	Erich Woolley	71	120	9	x	x	x	x	x	18	18	17	18
7	51	Robert Breton	69	122	2	x	x	x	18	16	x	x	18	17
8	23	Harrison Paul	65	126	4	17	17	x	x	x	15	16	x	x
9	12	Hank Raymond	50	141	15	x	x	x	x	x	25	25	x	x
10	3	Jake Woolley	32	159	18	x	x	x	14	18	x	x	x	x
11	4	Frank Valente	32	159	0	16	16	x	x	x	x	x	x	x

**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#6	7/6/2024	SFR Championship Series Regionals 9-10
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#7	7/7/2024	SFR Championship Series Regionals 9-10
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	8/31/2024	SFR Regional Races/SRF Festival
#4	6/8/2024	SFR Championship Series Regionals 7 & 8	#9	9/1/2024	SFR Regional Races/SRF Festival
#5	6/9/2024	SFR Championship Series Regionals 7 & 8			

# Group 7

Championship Standings of SM SFR Regional Point Standings

Printed: 9/4/2024 11:42:14 AM

## SM SFR Regional Point Standings

2024

Pos	No.	Name	Total	Diff	Gap	#1		#2		#3		#4		#5		#6		#7		#8	
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	154	Lawrence Murdter	106	0	0	x	x	25	NS	21	18	21	21								
2	80	Andrew Wozencroft	50	56	56	x	x	x	x	x	x	25	25								
3	30	Richard Bailey	46	60	4	x	x	x	x	25	21	x	x								
4	13	Lucas French	39	67	7	21	18	x	x	x	x	x	x								
5	26	Jeremy DelRosario	35	71	4	x	x	x	x	x	x	x	17	18							
6	47	Nathaniel Chait	34	72	1	x	x	x	x	17	17	x	x								
7	18	David Covin	25	81	9	x	x	x	x	x	25	x	x								
8	57	David McCoy	18	88	7	x	x	x	x	x	x	x	18	NS							

### Event Legend

#1	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#5	7/6/2024	SFR Championship Series Regionals 9-10
#2	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#6	7/7/2024	SFR Championship Series Regionals 9-10
#3	6/8/2024	SFR Championship Series Regionals 7 & 8	#7	8/31/2024	SFR Regional Races/SRF Festival
#4	6/9/2024	SFR Championship Series Regionals 7 & 8	#8	9/1/2024	SFR Regional Races/SRF Festival

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		#7		#8		#9		#10	
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	68	Adam Smalley	208	0	0	21	18	25	25	17	18	21	25	21	17										
2	94	Ken Sutherland	134	74	74	25	25	x	x	21	21	x	x	17	25										
3	32	Scott Story	130	78	4	16	14	21	21	9	11	15	10	0	13										
4	7	Greg Hoff	119	89	11	17	17	x	x	18	17	25	0	25	0										
5	11	Tim Wright	119	89	0	12	8	18	17	15	15	8	11	4	11										
6	36	Joseph Carl	99	109	20	13	15	16	18	0	NS	16	21	x	x										
7	90	Matthew Wyatt	99	109	0	15	10	17	15	13	13	NS	6	10	0										
8	2	Ross Lindell	65	143	34	14	12	x	x	11	7	x	x	9	12										
9	34	David Vrane	58	150	7	8	11	15	16	0	8	NS	x	x	x										
10	3	Curtis Zhi	39	169	19	1	0	14	14	x	x	2	8	x	x										
11	196	William Walls	37	171	2	x	x	x	x	x	x	x	x	16	21										
12	169	Brian Cross	36	172	1	x	x	x	x	x	x	18	18	x	x										
13	82	Dale Pestes	32	176	4	NS	5	13	12	x	x	x	x	0	2										
14	89	Kevin Carter	31	177	1	x	x	x	x	x	x	x	x	15	16										
15	51	Eric Fulkerson	27	181	4	11	16	x	x	x	x	x	x	x	x										
16	24	Jayceton Lapid	26	182	1	10	7	x	x	x	x	x	x	2	7										
17	52	Nate Spitz	25	183	1	x	x	x	x	x	x	x	x	11	14										
18	107	Joe Bowers	24	184	1	x	x	7	9	4	4	x	x	0	0										
19	27	Jared Korth	22	186	2	x	x	x	x	x	x	10	12	x	x										
20	96	Joan Linehan	21	187	1	NS	0	11	10	x	x	x	x	0	NS										
21	39	Donald Ahn	21	187	0	9	0	x	x	x	x	5	7	x	x										
22	186	Peter Phung	20	188	1	x	x	NS	13	x	x	4	3	x	x										
23	88	Michael Chang	20	188	0	x	x	9	11	x	x	x	x	0	0										
24	118	Kirk Williams	18	190	2	x	x	x	x	x	x	9	9	x	x										
25	123	John Solner	16	192	2	x	x	x	x	x	x	x	x	6	10										
26	108	Nicholas Bowers	16	192	0	x	x	5	8	2	1	x	x	0	0										
27	4	Dan Pruzan	15	193	1	4	1	x	x	10	NS	x	x	0	NS										
28	123	William Rasmussen	13	195	2	x	x	x	x	x	x	NS	13	x	x										

29	43	Michael Herbert	12	196	1	6	3	x	x	x	x	3	DNS	0	DNS
30	45	Mark Means	12	196	0	x	x	12	DNS	x	x	x	x	0	DNS
31	81	Russell Scott	12	196	0	x	x	x	x	x	x	x	x	12	DNF
32	87	Sophia Storey	11	197	1	x	x	x	x	x	x	11	DNS	x	x
33	85	Scott Carter	10	198	1	x	x	x	x	x	x	x	x	1	9
34	116	Joe Kou	9	199	1	DNS	9	x	x	x	x	x	x	x	x
35	93	Lee Williamson	9	199	0	3	6	x	x	x	x	x	x	x	x
36	59	Mike Ray	9	199	0	x	x	x	x	x	x	0	4	5	0
37	3	Ian Epstein	8	200	1	x	x	8	DNS	x	x	x	x	x	x
38	05	Alberto Goncalves	6	202	2	DNS	0	6	DNF	x	x	x	x	0	0
39	92	Mikhail Kalugin	5	203	1	x	x	x	x	5	DNS	x	x	x	x
40	152	Jeff Tam	5	203	0	5	0	x	x	x	x	x	x	x	x
41	50	Tupper Hull	4	204	1	x	4	x	x	x	x	x	x	0	0
42	6	Scott Howard	4	204	0	2	2	x	x	x	x	x	x	0	0
43	0	Suzanne Cobos	3	205	1	x	x	x	x	x	x	1	2	x	x
44	151	Louis Frizzell	3	205	0	x	x	x	x	0	3	0	0	x	x
45	151	Andy Goldberg	2	206	1	x	x	x	x	0	2	x	x	x	x
46	137	Casey Moyer	1	207	1	x	x	x	x	x	x	0	1	0	0
47	64	Taylor Vance	0	208	1	x	x	x	x	x	x	x	x	0	DNS
48	22	Michael Olivier	0	208	0	x	x	x	x	x	x	x	x	0	DNS
49	14	Alan Gjedsted	0	208	0	x	x	x	x	x	x	x	x	0	DNS
50	57	David McCoy	0	208	0	x	x	x	x	0	DNS	x	x	x	x
51	8	Justin Cone	0	208	0	DNS	DNS	x	x	x	x	x	x	x	x
52	84	Damian Pascuzzo	0	208	0	0	DNF	x	x	x	x	x	x	x	x
53	08	Alex Mancano	0	208	0	DNS	DNS	x	x	x	x	x	x	x	x
54	04	Aravind Ramachandran	0	208	0	x	x	x	x	x	x	0	DNS	0	0
55	152	David Martel	0	208	0	x	x	x	x	x	x	0	0	x	x
56	68	John Stuart	0	208	0	x	x	x	x	x	x	x	x	0	0
57	55	Griffin Potrock	0	208	0	x	x	x	x	x	x	0	0	x	x
58	82	Aaron Romero	0	208	0	0	0	x	x	x	x	x	x	x	x
59	109	Zac Beatty	0	208	0	x	x	x	x	x	x	x	x	DNF	0

**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#7	7/6/2024	SFR Championship Series Regionals 9-10
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	7/7/2024	SFR Championship Series Regionals 9-10
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#9	8/31/2024	SFR Regional Races/SRF Festival
#5	6/8/2024	SFR Championship Series Regionals 7 & 8	#10	9/1/2024	SFR Regional Races/SRF Festival

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 #7 #8							
						Ra	Ra	Ra	Ra	Ra	Ra	Ra	Ra
1	25	Thomas Bellemin	184	0	0	21	21	17	25	25	25	25	25
2	97	Daniel Kulas	167	17	17	25	25	25	21	21	21	15	14
3	78	Steve Whitaker	153	31	14	18	18	21	18	18	18	21	21
4	16	Malon Brown	69	115	84	17	17	18	17	x	x	x	x
5	41	David Samuel	57	127	12	14	14	x	x	x	x	14	15
6	98	Griffin Potrock	47	137	10	DNF	13	x	x	17	17	x	x
7	95	Eric Fuerstenberg	35	149	12	x	x	x	x	x	x	17	18
8	98	Steve Gomas	35	149	0	x	x	x	x	x	x	18	17
9	31	Gregory Martin	32	152	3	16	16	x	x	x	x	x	x
10	91	David Savage	32	152	0	x	x	x	x	x	x	16	16
11	97	Richard Fekete	30	154	2	15	15	x	x	x	x	x	x
12	76	Evan Fekete	25	159	5	13	12	x	x	x	x	x	x



**Event Legend**

#1	3/23/2024	SFR Championship Series Regional 3 & 4	#5	6/8/2024	SFR Championship Series Regionals 7 & 8
#2	3/24/2024	SFR Championship Series Regional 3 & 4	#6	6/9/2024	SFR Championship Series Regionals 7 & 8
#3	4/20/2024	SFR SCCA Majors/Restricted Regional 5-6	#7	8/31/2024	SFR Regional Races/SRF Festival
#4	4/21/2024	SFR SCCA Majors/Restricted Regional 5-6	#8	9/1/2024	SFR Regional Races/SRF Festival

# 2024 Election Regional Executive and Board of Directors

It is that time of the year again where the membership has a chance to decide on the leadership of the club. This year we have two people running for the Regional Executive Position and we have seven people running for the three Board of Directors position. Voting starts on October 23rd and ends on November 13th. Results will be announced on November 14th, 2024.

There are two ways to vote. One will be a link via Motorsportreg. The link will be sent to all region members' email accounts. The other will be a paper ballot which is available from the San Francisco Region of the SCCA office. Call them (888-995-7222) and a paper ballot will be sent to you.

**Regional Executive**  
(vote for one)

- Tim Sullivan
- Mike Smith

**Board of Directors**  
(vote for three)

- Alberto Goncalves • Blake Tatum
- John MacIntyre • Bill Booth • Trish James

## Board of Directors vote for three

### Candidate Statement

**ALBERTO GONCALVES**



Hi. My name is Alberto Goncalves and I am running for the SFR SCCA Board of Directors. I have been a member of SFR since I got licensed in 2011. I race a Spec Miata that I built myself. I'm a budget-oriented racer. Prior to SFR, I autoxed and did HPDE in So-Cal and the NE where I grew up. I plan to start autoxing again to keep my skills fresh between races.

I have volunteered for various race schools over the years and recruited coaches. More recently, I worked grid during a race weekend when they were under staffed. That was actually fun and easy to do as a driver. I will explore this further.

I am a customer focused, problem solving, get things done kinda guy. Customers in the case of SFR are Drivers and Volunteers. Professionally, I am a Director of Product Management. I have worked with companies of all sizes to build interesting products, acquire customers and grow a business - including 2 of my own. Apple Pay, Venmo, PayPal are some of the products I have been involved in.

There are 3 main interrelated issues that need urgent attention:

- Getting our Finances in order
- Growing our Driver and Volunteer ranks
- Better communications

I would like to apply my business and professional experience in finance and marketing to help address these issues.

Marketing in particular is an area where I can use my skills to help grow the region. We need to improve the website and make better use of our social media accounts to reach people of all demographics, engage them with relevant content and convert them to drivers and volunteers.

Modern Marketing starts with a good website and content tailored to visitors to get them to take action. It needs to 1) keep drivers and volunteers up to date 2) have new content and new functionality that allows prospective new drivers and volunteers to provide contact info and get their cookie ids so that we have a list of people to contact and advertise to. Our social media activities need to be improved to 1) cater to multiple demographics, 2) guide prospective new drivers and volunteers to the website to learn and sign-up to get more info on how to get involved and 3) provide exciting content about our racing, autocross, rallycross and other programs.

Earlier this year, I participated in the National Convention and learned about all the tools, research and playbooks that they have available to regions. We need to make better use of these tools.

Additional things I want to focus on include:

- The profitability issue
- Decrease event costs
- Take better care of workers and volunteers
- Collaborate with shops to address their challenges
- Engage SFR members who are willing to provide ideas, expertise, time, feedback

I heard lots of good ideas from people while collecting signatures. If elected, I will work diligently to improve the region. Thank you!

# Candidate Statement

**JOHN MACINTYRE**



Being an active member of San Francisco Region SCCA for many years I believe it is critical for every member to get involved. Having participated in many volunteer opportunities it has become apparent that our region requires continued assistance to increase safety. We suffer from a lack of consistency, meaning that, at every event

we are struggling to maintain safe racing operations; due to extremely low member volunteering participation.

As a previous board member and a SFR SCCA racer whom ran for the Regional Executive position last year I ask for your vote to allow me the opportunity to continue or investment in the future of safe racing for you, our region and every SCCA member that comes to the San Francisco Region.



# Candidate Statement

**BILL BOOTH**



We have a big challenge ahead. Here are the unfortunate financial facts: We've lost money running our races every year for the last 3 years. We're on track to do the same this year. We are eating through our cash reserves, which at our current rate leaves us about 4 years of cash left until we are out of money. And then

we cannot operate. Here's how we got here, some progress we've made, and how we can work together to make things better moving forward.

Of course, the first question you'd ask is: How the heck did this happen? When I first got to the Board, I was asked to take on the Treasurer responsibilities. The books were a complete mess - way too many & duplicate accounts, expenses miscategorized if they were at all, and no way to tell where a given event or the club was financially. I restructured the chart of accounts, properly categorized income & expense, and created a clear P&L for each event and the overall club. The picture wasn't pretty - we have lost money running our actual racing events, and when combined with our annual overhead of around \$250,000, we lost over \$85,000 in 2022, lost \$433,000 in 2023, and are on track for the same ballpark this year. The Thunderhill "dividend" when applied to these numbers is certainly helpful and makes these numbers better, but is not covering our operating losses. This is not sustainable.

What have we done about it? Fortunately, in 2022, we were able to work with Thunderhill to increase the "dividend" they pay us, which for the last 2 years has been about a quarter million dollars. This is very helpful, but still netted us out at a \$164,000 loss last year, and likely about the same this year. (P.S. The books are completely open to members, and I'm happy to sit down with any of you to review the details at any level).

We've also made some successful changes to our race formats. For example, we have restructured the session plan for the Spec Racer & Miata groups creating more racing, and added "Festival" races for each, together resulting in dramatically increased participation numbers, and racer happiness. We have increased track time for some groups, to very positive review. We need to expand to other groups as well. We've expanded our outreach to other racing organizations, bringing in new racers. And with good work from the volunteer leadership, we've worked closely with our

suppliers in reducing costs for food, crews, and other expenses. Good progress.

But we need to do more. And that's why I'm running for another term. Specifically, I plan to continue to lead efforts to:

- Continue to bring in new ideas for race & event structures, expanding successful programs to get benefits to all groups.
- Expand track time for all groups. Racing is expensive, as we all know. Bringing more value-for-the-dollar - i.e. more track time for the dollar - is key to the decision to race, happiness of the racers, and success of the club.
- Expand our marketing efforts to bring in new racers. As many of us have discussed, we have a high fixed cost business - track rental, safety programs, food, volunteer benefits and much more add up, and we incur them no matter the number of racers on track. In these businesses like ours, success is all about top line - getting more drivers to the track. Blake's leadership with the Wheel and now in taking over the website has and will bring great progress on this front. We need to expand these efforts with more specific and targeted marketing programs, not just in getting schedules & notices out sooner, but more importantly, using modern marketing techniques to build interest, participation, and excitement.
- Build partnerships & sponsorships. Reach out, coordinate, & partner with other racing organizations on events, schedules, and marketing. Reach out and secure sponsors - both event and organizational - where both organizations can benefit. We've had success here in past years, and I've talked to several of you who have great, and specific, ideas on these fronts. Let's go get them done.
- Expand benefits to volunteers. Here too, as many of us have discussed, the "cost to volunteer" is high - driving to the track, lodging, food, etc. We have some programs, and spend substantial money to help volunteers, but not enough. We need to identify & implement ways to get money more directly to the volunteers, and make it easy, fun, and painless to come to the track and spend time with our friends.

In short, we have a big challenge ahead. We have made some progress, and have much more to do. I ask for your vote to support, continue, and expand the programs to revitalize our club and keep us racing.

See you at the track.



Hello Fellow San Francisco Regions Members!

I want to thank you for allowing me to be a member of the SFR Board of Directors. It's been a pleasure and a challenge, but my work is not yet done. I am running again because being involved in the board is my way of contributing to the club.

I have served on the board for several years, the advantage of being around as long as I have is that I know why decisions were made. I know the environment in which those decisions were made. But that does not mean the environment cannot change. I am not one of those guys who says we do it because that is the way we have always done it!

There has been one constant cry from the members since I have been a Board member. We need more volunteers and we need a younger populace of volunteers.

I came up with an idea of using college students enrolled in the Formula SAE Program as a means of recruiting new volunteers. These students donate their time and the club in turn makes a donation to the Formula SAE program. And the San Jose students have brought their project cars to our events for show-and-tell.

The results have been fantastic. Our affiliation with the SAE students from San Jose State and Chico State at all three of our tracks has ensured that many of our events are better staffed. Not only are we getting a robust enrollment of volunteers, we are getting people who are young and enthusiastic. These students represent the future of our club; and so far, we have had several become full-time volunteers outside the Formula SAE program.

Being a racer, I understand about the costs of racing and how it affects your ability to do what you love to do. Believe me, I have looked at the amount of track time and figured out how much it cost per minute to race. In recent years that cost per minute has gone up substantially.

This has been a topic of discussion for several Board meetings. Because I

have been around so long, I reintroduced the idea of restricted regionals. This is something we did in the eighties. The idea is that the run groups that typically are undersubscribed will not be part of every race weekend. By not inviting one race group per weekend, we can add enough track time so that every run group can run a 20 minute feed-on, feed-off practice session. This will be part of the schedule next year.

Another challenge that has got us to this place and time has been the need to be financially stable. We cannot exist if our racing activities do not pay the bills. But several factors have made it hard to stay in the black or to break even. Some of the factors are beyond our control. Things such as track rentals, ambulance fees, food and lodging costs are out of our control. When there are costs that you cannot control, you have to look at what you do control.

One such thing was the cost of printing The WHEEL Magazine. If I was a guy that said "because that is the way we do things" we would still be printing the magazine. Instead, I proposed a digital version. It was very hard to give up the printed version of a magazine that has been around for 65 years. But the silver lining, besides saving \$40,000 annually, is the addition of more features, more photos all in color, more flexible deadlines, timeliness of race coverage, and being more responsive to members needs. In the near future The WHEEL will be incorporated into the Region's web page, making it even more timely, as well as improving overall communications and enhancing the overall racing experience. Updating and improving our region's website, our face, often the first contact for the outside world, is crucial and a priority.

Owning Thunderhill Raceway Park is a huge benefit to the club. One problem is many members do not really see the benefit. I was the one that pushed for a larger dividend. My constant requests for a larger dividend is the reason why we are still in business today.

Another Track benefit that I insisted on was the free test day - one day out of the year Thunderhill makes the track available to all of our members at no charge. No one thought about giving back to the drivers, especially something free of charge, but I pressed the issue until it became a reality.

I am not done yet. Let me continue to work with the track so that we all can appreciate the benefit of ownership.

Like always, we have some work to do. I understand what needs to be done and am willing to roll up my sleeves and get to work.

Please vote, and please mark one of the three Board of Directors positions for me,

Blake Tatum.

See you at the track!

# Candidate Statement



Chances are we've already met. You might recognize me as the friendly voice on the SFR office when you call. One of the basics of my managing the SFR office is to solve any and all problems the members may encounter. I try to understand the situation and quickly find a satisfactory solution whether it is helping with an event entry or offer information and resources or recommending who to contact to solve the problem if I'm not able to. This skill set is one that is extremely important in working with the Board of Directors both

in my existing position as Office Manager and in my position, if elected, on the Board of Directors.

You might also know me as the eye in the sky during the SFR race weekends as the Head of Timing and Scoring, keeping the T&S crew

running like a well-oiled machine with those all-important functions including times and positions with accurate and fast results. I've been a member of the SFR since 2018 and have found a home with likeminded people enjoying our shared hobby and passion of motorsports. I began volunteering and gradually became more and more involved with the SFR's operation.

As the SFR Office Manager I've seen more of the SF Region's operations behind the curtain than most people. I've seen hundreds of people enjoying all aspects of the SFR programs and while both participating and observing I've found that I have strong ideas that I'd like to share with the Region as a Board of Directors member. I believe that the Region has need of some different perspectives for the future while jettisoning some of the old "we've always done it that way" ideas and procedures which are hampering both the growth of the Region and its smooth operation.



From the past a shadow looms over the future of the Region with the dual need to both recruit and retain the volunteers that make up the bulk of our event operations and which have been slowly eroding in numbers. More programs need to be implemented like the San Jose U students volunteering and learning our specialties bringing in a breath of youth and enthusiasm.

Sponsorships for the SFR should be actively sought and implemented. We live in an affluent part of the country with many businesses that would benefit with a business-to-business relationship with the SFR and its many members. Such partnerships were prevalent in the past decades and similar thinking needs to be resurrected for an outreach to new pools of participants and new sources of income for the Region. Income from business sponsorship is another source for new funds to help with worker compensation and retention. One of the most successful SFR sponsorships was the multi-year RACE TO RECYCLE OIL. There are many large, locally based companies that would benefit greatly from an alliance and name recognition with the SFR and its events and members.

We need a strong source of advertising and an active website and social media presence. In this age of nearly all communications being accessible online, the SFR must immediately implement communications and resources in a timely fashion. The SFR website is the portal to our club and it needs to be used far more effectively than just a placeholder. It needs to be the center point of the club's contact with the world. Active and effective use of social media is a strong method of providing members with constant information as well as recruiting new members.

One of the strengths of our club is the target rich environment of our geographical area for finding new members. One of the least expensive and most effective methods for reaching those potential members and volunteers is through having a booth at car shows and events. One of my proposals to the Board of Directors will be the implementation of such a program. Some members have already taken it upon

themselves to do just that and very effectively. Kudos to them. In addition, I would like to use the July, 2025, Laguna Seca races to implement an outreach program to the motorsports community. Focusing on creating an event atmosphere, not unlike those that surrounded the early 1990's Pacific Road Race of Champions, with spectators welcomed and introduced to all aspects of the SFR activities. It has worked in the past and can work in the future. Continuing to glide along without more community-oriented events to recruit new people is simply not acceptable if the Region wants to grow.

I constantly listen to members' views and ideas at the races. One refrain that I hear constantly is the complication of registering for events. Currently one event may have a separate registration for practice Fridays and racing Saturday/Sunday. As well as duplicate entries on line it also requires physical registration twice at the track. It is a redundant system and needs to be streamlined. This is a small item but large changes are made up of small changes.

Also needing streamlining is the procedure establishing and posting event schedules and times. With two- and three-day events the daily schedule should be posted at least two months in advance so as to allow all participants time to plan for travel and business needs. Waiting until a week or two before the event is far too late for many people. Once set, those schedules need to be adhered to. We are in the hospitality business and the convenience of our customers is paramount.

One other important item from the past needs to be brought back: victory laps. Yes, the tight timing on the track precludes every one of our myriad classes taking a victory lap but I propose that each race day one Group will have time set aside for their victory lap. There is something significant to competitors to be able to take a victory lap; let's reinstate this time-honored tradition.

At the same time, the existing worker base needs to be supported and rewarded for their ongoing contributions. An unfortunate fact is the financial strain placed on the volunteers is substantial. One of my proposals to the Board of Directors will be for additional financial compensation to all workers to put them on an equivalent event stipend equal to those paid by other motorsports organizations for their operations staffing. SCCA has long had the benefit of volunteer staffing, however, in the modern financial era the SFR staffing needs to be compensated at an open market level.

How do we pay for the increased funds for the event staffing? New sources of income need to be exploited and at the same time old sources of income need to be redistributed. I have several ideas that will raise funds for worker compensation. This may seem radical but I believe we need one less race weekend. This year has shown that with seven full race weekends the pool of racers spreads out over those seven weekends, resulting in small counts for several of those weekends. The income drops but the expenses stay the same. Just dropping one poorly attended race weekend would focus entries and decrease expenses and also decrease the volunteer commitments by one full weekend. Would the income for six weekends be the same as for seven weekends? This used to be the norm. I propose two race weekends each at Laguna Seca, Thunderhill and Sonoma and no race weekend closer than one month from a prior one.

In speaking with drivers one constant refrain has been the inequity of the last two races of the season at Thunderhill counting for double points. To many this is both an unmitigated cash grab forcing drivers who have competed in other season races to race at Thunderhill's event or else face "losing" the potential of 4 races of points instead of just two. I propose making each and every race in the season equal in points.

I also propose dropping the Super Tour which in terms of member benefits only effects 12-14 drivers

attending the Runoffs. The Super Tour diminishes our bread-and-butter Regional only drivers' entries and adds an SCCA National Super Tour Assessment Fee of over \$10,000. We must face facts that the West Coast Runoffs racers are a small and shrinking group ever since SCCA National foreclosed the possibility of the Runoffs returning to a West Coast track. This in fact lends credibility to the idea of reinvigorating a West Coast Runoffs similar in scope and concept to the once huge Pacific Road Race of Champions. It's an idea whose time has come again.

The biggest problem I see with the SFR is an entrenched attitude among some members that "we've always done it that way and it's good enough for me." We need to move completely away from that attitude and all that it entails. We need to move forward with ideas, plans and people while still retaining the positive aspects of the past.

The San Francisco Region has a long and proud history and I'd like to represent you on the Board of Directors and help move it into a successful future. If I am elected you will have a direct line to the Board of Directors. I promise I'll still be the friendly voice on the phone any time you call. Your voice and your vote counts.

## Candidate Statement

**MIKE SMITH**



I know this is a bit long, but I want you to know who I am and what you're voting for. Thanks for your time in reading this.

I've been a SFR member for 30 years and know many of you. For those I have not met here's a little about me.

I'm a Driver mostly in SpecRacerFord, I've been a Worker on the E-Crew, Timing and Scoring, and a Driver Instructor. I was on the SFR Board of Directors for 15 years and was Regional Executive for 9 years. I've been on the Thunderhill Board of Directors for 16 years.

I'm married to a wonderful woman named Lanyll (who raced SpecRacerFord for 20 years) and we have a 12-year-old son Parker (just started middle school). I was Regional Executive when my son was born and decided to focus on being a Dad so I stepped away from the RE position. The Region is part of our family, and that's why I am running for the Regional Executive position now.

Amateur racing has had changes and challenges over the past years, and SFR has not navigated the issues well. Our Driver and Worker active participation has declined at an accelerated rate. We have managed our operations poorly, losing well over \$900,000 in the last 3 years. In 2013 when I left the Regional Executive position, we had strong cash reserves. Now we are on a path of running out of cash. And more than anything else we have lost much of the FUN FACTOR.

SFR is blessed to own Thunderhill, a business that operates with a team that has produced outstanding results. Over the last three years their hard work has resulted in SFR receiving \$750,000 in the form of yearly dividends. The issue is, what have those dividends been used for? Unfortunately, every dollar has gone to cover operational financial losses within SFR.

When you have a large Club Racing organization racing at three tracks there are going to be problems and issues to solve, this is not new. I will be upfront and acknowledge the issues, develop plans, then implement and track the plans. The key is I will not "kick the can down the road"!

So, here is my position on a few key issues:

1) SFR is a nonprofit club, but we are an organization that processes a million dollars in revenue. Until Bill Booth became Treasure and dug into the financial side of things we had little to no financial reporting or structures in place.

My thoughts: The lack of financial discipline is how we got to the \$900,000 loss. I will support Bill and continue to implement good solid financial processes. In addition, everyone in the club will be able to see how we are doing financially. SFR is a club made up of thousands of members. We

will publish our club's business plans and financial reports and encourage feedback and ideas.

2) Our Driver and Worker counts are dropping. We have no game plan for how we're going to find and recruit new Drivers and Workers.

My thoughts: We develop a marketing plan focused on bring in new customers (Drivers and Worker's). We will use some of the Thunderhill yearly dividend money to fund the plan. We will do the legwork and talk to our current Drivers and Workers, find out how they found us, what they like, what they would like changed, and what we can do to make our Club Racing attractive. We will find a leader to support social media marketing. We will build and implement a plan, track the results, find out what works and doesn't work, and modify the plan. We will be focused and stay at it.

3) Operationally SFR post schedules late and end up with last-minute changes often with old versions posted on our website vs what's posted on MSR.

My thoughts: This one is easy. It comes down to good old block and tackling. In the past we had a yearly event production timeline which we all knew and supported. It has the dates things need to be done by, and dates decisions need to be made. Then it is a matter of having our team committed to staying on the timeline, which my history has proven to be very doable.

4) At Laguna Seca, our Region once had first pick for SFR event dates as soon as the spectator event dates were set. Now SFR is grouped with all other "track renters" resulting in fewer dates and often on unattractive holiday weekends.

My thoughts: There have been several leadership changes within the Laguna operation. We missed the opportunity to "sell" Laguna on the value our Workers bring to the spectator events thus our loss of date priority position. We will develop a presentation and sit down with the Laguna leaders and begin the relationship process to again demonstrate our value and why SFR should get priority scheduling. This one is a long shot, but we need to try, racing at Laguna is important to our Club.

5) Due to a conflict with SFR leadership we lost most of our E-Crew. We currently operate with a small hardworking E-Crew, but they are understaffed. That's important for two key reasons. One is how quickly we can solve on-track incidents and get back to racing, and two our loss of valuable experience and skills needed at on-track incidents.

My Thoughts: What's been done is done, but we can aggressively work to rebuild the E-Crew. I will talk with the past E-Crew members to see if there are workable ways to bring some of them back. We will develop a recruiting plan and set aside Thunderhill dividend monies for recruiting and training.

One last thing. Yes, I live in Colorado, which I have found to be no big deal as for the last 3.5 years I have been flying in for all SFR races and have businesses in Northern California. My email is [michaels6446@gmail.com](mailto:michaels6446@gmail.com) and my phone is 408-314-5600, happy to talk anytime.

Thanks, see you at the track.



My name is Tim Sullivan. Most of you know me from my years of service to the San Francisco Region SCCA as a member of the Board of Directors, Regional Executive, Competition Director and Bottle Washer at our race weekend dinners. It has been my goal to keep the SFR relevant in the motorsports market and provide a positive experience for our members. I am asking

you to vote for me as Regional Executive again. We are facing significant challenges in the coming years and I believe I am the person to continue to lead the Club and successfully deal with them.

In the past years the Club has faced enormous challenges from the effects of Covid, extreme weather and a declining market. I worked with and for the Club members to keep alive our passion for racing and love of cars and a place to enjoy the camaraderie of like-minded people. The Club has faced significant problems with diminishing car counts at the events and a shrinking volunteer base. One of my solutions was to obtain a change in the way the Club received a dividend from Thunderhill Properties.

People know when you invest in anything you expect an equitable return on your investment. The investment made in the development of Thunderhill was based on Club members' money, donations and increased fees to fund the acquisition and development of the Thunderhill racetrack and facility. The investment worked out! The track has been extremely successful and has insured the SFR will always have a place to race. However, the Club received the same \$50,000 annual dividend with no increase for 17 years! It is my opinion that the Club was being taken advantage of financially for almost two decades. It was my goal to obtain an equitable annual return on our investment in the track.

Mike Smith, who is also running for Regional Executive, is the Chairman of Thunderhill Properties, the legal entity that controls the track. We hammered out an agreement wherein the Club now receives a percentage of the track's profits, rather than a flat \$50,000 annual fee. As a result, the Club now receives a minimum of \$250,000 annually with increases in the future. No future Regional Executive or Properties Chair can change that agreement. Over \$750,000 in three years has now been used by the SFR to fund such varied aspects of the Club as subsidizing race entry fees, volunteer expenses and other necessary elements of running the Club activities.

I do not like adversarial campaigning, but it has become necessary. In his recent campaign statements Mike Smith has claimed \$900,000 has been lost by the club in the last three years. This is patently false and is an indication of the character of the man seeking the RE position. He has taken the

\$750,000 dividend we received from Thunderhill Properties under his Chair and pretends it doesn't exist on the Club's income. It's the old adage. Figures lie and liars figure. Do not fall for his false scare tactics. All financial statements for the past three years are available to all members. The Club is in good financial shape and will continue to improve with my proposals for the coming years.

The two aspects that loom large over the future of the Club are 1. the retention of existing volunteers and the recruitment of new workers and 2. a firmer scheduling of our racing events.

Greg Martin and Linda Rogaski are heading a group to find solutions in the recruitment and retention of our workers. This is a number one priority for the Club. Ensuring a welcoming environment in all Club encounters is a key component of what the Club is about. Ensuring that volunteers are adequately compensated financially is a primary goal. Other clubs are able to pay their work force and in this the Club should not fall behind. There are several new sources of revenue being explored to achieve this.

We have been challenged in the last two years with obtaining firm dates

from Laguna Seca and Sonoma in a timely fashion. We have been bumped by organizations paying more money for dates.

We have been at the mercy of the tracks delaying locking in their schedules. This year is different. This year I have obtained scheduling for weekends that space our dates and give workers and drivers a break between events. This advance scheduling will also allow racers to budget their year.

The schedule for 2025 will be comprised of Driving School the first weekend in March. The Season Opener will be at Sonoma with another race later in the year, two race weekends at Laguna Seca and two at Thunderhill with the Season Finale in October. I have published a provisional schedule with "soft" dates, and it will be finalized soon.

Pro races and the SFR supplying workers in exchange for track rental credit has long been a component of our Club. The last two years we have been challenged with requirements regarding Certified EMTs. As a result, the cost of meeting those requirements has risen over 500%. It is not sustainable and has eaten into the benefits of the agreement. I am currently in discussions regarding future Pro events at Laguna and our role in supplying workers. At the very least, we will race and pay. Best case is we provide all services except Rescue.

The future of our services at Laguna is not set in stone for 2025. It is a new regime there. In the past we were always given "preferential" treatment for our dates, after the pro events dates. That changed when track administration by SCRAMP was replaced by Monterey County. I negotiated with the County and our agreement continued. That all worked until this year, when "Friends" took over. We will see where that leads us. I have great respect for the new management at Laguna and anticipate a continued positive relationship.

This election for RE is important to our continued good relationships with these tracks. I want to make sure you know that interested parties, including "Friends", IMSA (NASCAR), and Indy are watching this election. If Mike Smith is elected RE it will not bode well for the Club. My opponent has not exactly had a good relationship with them. He failed to tell folks in his candidate handout that he was the interim CEO of SCRAMP and had to resign his position with SFR, due to conflict of interest. If Mike Smith is elected RE he will have to resign his position as Chair of Thunderhill Properties, which he has said he will not do. This would be a direct conflict of interest. After his tenure as CEO he was passed over to head the SCRAMP organization in favor of another person. Making successful relationships is the key to success. We lost dates at Sonoma due to issues under Mike Smith with his policies and actions regarding Sonoma in regards to volunteer support.

Only after working with Sonoma was I able to once again secure 2 dates per year. We have had a mutually beneficial relationship with Sonoma since they opened in 1968. We now have a great working relationship with them.

Club racing schedules have been a challenge for drivers and workers alike. This year we made concessions to a couple of groups, necessitating new Supplemental Regulations for every event. For 2025, they will be standard for the whole year. This will streamline and save time getting our sanction numbers which will give everyone more advance scheduling notice. The goal is to have them available 30-45 days before each event. It is important folks know what to expect. We are always looking for new ideas to maximize the Club Racing experience.

Crew Rebuilding/Recruitment is another important component of a successful Club. If we were a private, for-profit company, with employees, etc., we would have a recruiter or outsource for recruiting. We are not. We rely on mostly volunteer participation. As such we need to develop a way for folks to experience the track and get interested in being involved. This includes a warm, welcoming environment.



We need community outreach. One idea is to get “car enthusiasts” out to our race dates. I have spoken to Matt at Thunderhill and for our Thunderhill dates we are going to attempt a “Cars and Caffeine” day at the early April and May races. This would involve getting the Car Clubs to come out and letting them do laps at lunch. There is nothing more enticing than getting these folks on the track and seeing how it all works. This is just one plan being implemented. Our SAE program has been a success, but we need more along the same lines. Your ideas and participation are greatly encouraged.

I will always deal with issues. I am accessible to all. I believe the Board of Directors, and especially the Regional Executive, need to be available and at ALL events. Only then can we get the pulse of the membership and hear their feedback. It also gives you the experience of knowing how everything works. I enjoy riding my bike in the Paddock and talking to everyone. No, not all the conversations are pretty, but you need to know the good, the bad and the ugly of everything.

Making sure we don't lose money is a prime issue. With rising rates of 25-30% over the last several years (insurance/sanctions/track rental/ambulances... the list goes on) we will have to raise entry fees for 2025. It is a fact we cannot ignore. Will it deter people from coming? No. If we offer a valuable alternative to other venues, and make it a FUN, exciting, unique and enjoyable experience, they will want to come back. All racing organizations are feeling the same pain and all entry fees for all racing organizations are comparable. What is not comparable is the quality of the events that our Club provides to all. I've always liked the decades old catch phrase “The San

Francisco Region is the Region that knows how!” True words decades ago. True words now.

I want to ensure that the San Francisco Region is the place to race in 2025 and beyond. I believe that whatever I do for the Club as the RE makes a difference. I believe all members should have that mindset as well. “Is what I am doing for the betterment of the Club?”, is a question I always ask myself. I believe it is. Being the RE is not an “Ivory Tower” role. It is not about delegating everything to someone else. There are things that can be delegated, however the RE should be leading the charge. I have and will continue to do that. It is not a job that can be done from afar. You must get your hands dirty sometimes (after all it is a volunteer Club). I circle back to our Club as volunteers. I am a volunteer like everyone else. We need to move forward.

I humbly ask for your vote for the position of RE for 2025. I want to see the Club thrive well beyond my years. You will, as always, see me working to make the Region a better place for both Volunteers and Drivers.

Respectfully, Tim Sullivan

# Confessions of a Cone Slayer

By Rob Krider



## The Todd Freeman Memorial Nationals Run

I had a very unique honor this year at the 2024 SCCA Solo Nationals presented by Tire Rack. No, unfortunately for my ego, it wasn't the honor of earning a National Championship jacket in the H-Street class - that went to someone else more talented than myself, a dude named Kinch Reindl. Nope, I had a different honor altogether, but still an honor none the less, and this one was pretty special.



Like a lot of us in the SCCA who spend a lot of our weekends at the track, I have friends and acquaintances that I only see in paddocks. We have never been to each other's houses, we don't send Christmas cards to each other, but that doesn't mean we aren't close. Even though we may see each other infrequently, we

still share a bond with one another. At the track these are often the most important people in our lives. People we share tools with, break bread with, and sometimes damage rental cars with. The deep connections with people I have made at tracks across the country are second to none.

Todd Freeman was one of those guys so many people in the Solo community had a connection with. Everyone loved Todd. Sadly, in 2021, we lost Todd to cancer. One of Todd's good friends (a paddock friend, but still a good friend,) Andres Rodriguez, decided that at the 2024 Solo Nationals he would try to find a way to pay tribute to his late pal. So, Andres showed up in Lincoln, Nebraska, for the biggest race of the year with his 2018 Honda Civic Sport and had Todd Freeman's name next to an American flag sticker emblazoned on the side windows. Todd's name was alongside Andres' name, and some random co-driver from California, who happened to be me, Rob Krider. Andres and I would be sharing the driving duties in H-Street to honor Todd's memory.

What was amazing about it was the amount of people who came up to us during the event to tell us their favorite Todd Freeman story. All of those stories being colorful and positive. Then they told us both to, "Win one for Todd!" Which is not a small feat at the Solo Nats (no pressure!) So, Andres and I tackled the two long, technical and fast courses over two days of intense competition. If either one of us had won, this would be a pretty short story that would sound like this, "We won the championship, period." But, neither of us won, which makes this a much longer story, like any non-winning racing story full of excuses, and this is one Todd would be proud of.

I showed up to Lincoln as the arrive-and-drive-guy. I shipped my helmet to Andres and told him, "See you at the event." Andres did the long drive from South Carolina, packed the tires, teched the car, essentially did all the hard

work. I just jumped on a plane from California, ordered a rum and diet and listened to a podcast. When I woke up, I was in Nebraska and it was time to go fast.

On test-and-tune day Andres and I completed some tire testing and then did what a lot of people in autocross do, we over-thought a bunch of stuff and nerded out about tire diameter, gear ratios and how the tire fit on the rim. In the end we decided to run a different tire than... the winner. Mistake Number One. On the first day of competition, I went out and set the second fastest run in the class of 22 drivers; but like a complete moron who had too many rum and diets on the plane, I nicked the first apex cone on the course giving myself a two-second penalty. That took my second-place position and made it the 11th place position (competition is super tough at the Nats.) For my second run I had to put a conservative clean lap in. To make sure I didn't get a penalty, I slowed down four tenths of a second settling for fifth place on day one, six tenths behind the leader. Not a good start to the championships.

That led to the sleepless night between the two days of competition where I sat in my hotel room and second guessed everything I did during the first day, over-thought all of the setup on the car and essentially had myself on suicide watch. I did some yoga, tried to meditate and attempted to get my confidence back. On day two I laid down three fast laps, one after another went faster every lap, stayed off the cones and moved myself from fifth place to third place. I was on the podium at the Nats! But, and there is always a but in every story where you explain in detail why you didn't win. There was one more car in our class to go. And as I pulled into our grid spot for impound totally celebrating a podium finish, the final driver, Josh Brockman, drove a fantastic lap and took third right out of my hands by less than two tenths of a second. If I had not hit the cone on day one, I would have kept my podium finish. Shoulda, coulda, woulda, excuses, excuses.

However, the good news was this, with 22 competitors in a single class the trophies at the Nationals go seven deep and I had finished fourth and Andres had finished fifth, so we both earned National trophies. Which really meant Todd Freeman riding along with us finished both fourth and fifth and thus earned two National trophies in 2024. During the trophy presentation Andres brought a framed photo of Todd and held it up on the podium. And then it all made sense, this was pretty cool honor to be a part of. We miss you, Todd!

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



# The Numbers Story Behind The 2024 Nationals, or How to Over-Analyze OUR autocross Results!

By Paul Tibbals

I have written some past columns about seeing what the numbers tell us, whether analyzing your own racing results or gathering big picture trends. This is one of the latter, celebrating San Francisco Region's participation in the 2024 Solo Nationals and seeing if there is anything interesting in the numbers.

## Puttin' on the travelin' shoes:

There were 1263 registered Open class competitors at the 2024 Nationals, of whom 1235 earned times; and 151 competitors in the Ladies classes of whom 148 earned times. SCCA loves to say that this is the largest-participation motorsports event in the world. The sign-ups online were mostly done in one day! There were 78 classes with recorded competitors. Out of these, 39 competitors stated San Francisco as Region of membership in the final results. That's a little under 10% of the total individuals who have attended one or more SFR autocrosses this year, which is roughly in line with past Nationals participation.

## Let the Record Show Awesomeness!

Three from SFR counted top in class and earned a(nother) Jacket: major congratulations to Ben Martinez in C/Modified, Mack Tsang in Street Touring Ultra, and Shelly Monfort in A/Street Ladies, who also notched 2nd overall Ladies Index time! All three are previous National winners.

Roughly the top third of competitors earn trophies. Other San Francisco Region Trophy placements:

DS T3: Alex Muresan

HS T4: Rob Krider

ESP T5: Matt Ales

STU T6: Justin Tsang

SST T2: Drew Powers

SS T5: Monty Pack (also SFR's top Index placement!)

CAM-S T2: Chris Cox

XP T3: Andy McKee

XP T5: Tom Exley

CS T10: Maurice Velandia

CS T12: Sean Velandia

And a shout out to Nicole Wong, who sometimes runs with us at Crows, who won SSP-L with the top Ladies index time at Nationals!

What's it mean? Well, that's roughly half of the number of SFR competitors at Nationals, compared to the past twenty years average. But our local event attendance is also not much above half of what we used to get at events closer to the population around the Bay. Out of 39 attendees, 11 Trophies plus three Jackets is still pretty good.

## You're sneaky! No, YOU are!

Five protests were recorded in the final results, four of which were Tesla drivers successfully protesting each other's suspensions in EVX class.

The Protest Committee drily stated, "The PC suggests that the EVX advisory committee SEB review/revise the following rules for clarity on suspension definitions, and consistency across categories if applicable." So, if you want to change the rules for your Class, participate in the Solo Events Board or the Class's rules committee.

## Want some hardware?

If a driver's Open class two day time total was within 2.5 to 3 seconds of the top driver, odds were good that a trophy would be earned. Exceptions to this rule were that this might not apply for smaller classes where the data curve isn't as smooth. And some classes have either easier or harder competition.

Some extra tight competition exceptions included STX (only 1.6 seconds over 11 trophies,) STH (1.4 seconds over seven trophies,) Kart Modified (1.9 seconds, 6 trophies,) CSP (0.9 seconds over 5 trophies,) ESP (1.8 seconds over 5 trophies,) SM (0.9 seconds, 4 trophies.) Club Spec MX-5 (with 1.2, 5 places.)

But you could be further back and still score in other classes: On the high side of the trophy spread, SMF (4 seconds over 6 trophies,) C/P (6.5 seconds over 8 trophies, though 3.1 of that was between 1st and 2nd!) CAM-C (6 seconds spread over 11 trophies, 1.7 of which was first to second) Xtreme Street A (4.2 seconds over 15 trophies,) XSB (5.5 seconds over 8 trophies.) The trophy "boundary" for other classes mostly fell in the 2.5 to 3-second range, so that's something like two-thirds of the larger classes.

What's this mean to me? Well, if you like close competition, the Spec classes and those with large fields tend to tighten things up. If you want a better chance at Trophies, then pick a class that is just getting going or is sparsely attended. But I personally vote for closer competition being both more fun and a stronger motivation to improve. The largest classes were C/Street and D/Street, both with 59 drivers, and newcomer Xtreme Street A with 56.

## Experience pays! And so does maintenance. And maybe vitamins.

C/Mod had 11 entrants, eight of whom were listed as "M" or Masters, meaning admitting they were more than 62 years old at time of competition, a staggering (sorry!) number. Well, all of the driving was done sitting down, and THREE OUT OF THE FOUR trophies were M-types, including SFR's own Ben Martinez for the win! Incidentally, while the average driver age was around 62, the average race car age in C/Mod was 36 years for the universally Formula Ford-based entries. Overall, 172 drivers registered in the Masters classification, roughly one out of seven entrants, and eight of these got trophies.

For a complete rundown of the competition and results, visit the 2024 Tire Rack SCCA Solo National Championship event webpage, <https://www.scca.com/events/2005664-2024-tire-rack-solo-national-championsh...>



# Fresno SCCA: Race to the End!

As the Fresno Sports Car Club of America (SCCA) autocross season nears its exciting conclusion, competition remains fierce across all classes. With only 2 events left, every run counts as drivers push their skills and vehicles to the limit. Let's break down the current standings after 11 events, examining each class in detail.

## Overall PAX Standings

In the overall Performance Adjustment Index (PAX) standings, Paul Newton leads with an impressive 794 points. Michael Lella follows closely with 749 points, while Brandon Griggs (630 points) and William Marlow (624 points) are locked in a tight battle for third. Kyle Matsumura rounds out the top five with 594 points, followed by James Clenney, Eric Martin, Derek Morton, Alex Neufeld, and Yang Moua completing the top ten.

## A Street

A Street is witnessing a Tesla takeover, with Michael Lella (76 points) and James Clenney (55 points) piloting identical Model 3 Performance vehicles to the top two spots. Chris Rodriguez is holding onto third place



Photographer Athony Topalian Driver Paul Newton with Audry Tan

with 23 points in his 2004 Chevrolet Corvette, closely followed by Al Andersen with 22 points in a 2012 Porsche Boxster.

## B Street

In a surprising turn of events, Yang Moua leads B Street with 79 points in his 2023 Toyota Corolla, outpacing Dave Warner's 2016 BMW M2 (65 points). Bert Schneider rounds out the podium with 26 points in a 1999 Chevrolet Corvette, showcasing the diverse range of competitive vehicles in this class.

## CAMC (Classic American Muscle Contemporary)

Michael Gardner dominates CAMC with 84 points in his 2016 Ford Mustang GT350. Trevor Fechner (44 points) and Leon Weinroth (37 points) are battling for second in their 2014 Ford Mustang V6s, while Richard Schmidt is in fourth with 15 points in his 2018 Ford Shelby GT350R.

## CAMS (Classic American Muscle Sports)

Anthony Topalian stands alone in CAMS, accumulating 69 points with his 2017 Chevrolet Corvette Grand Sport.

## CAMT (Classic American Muscle Traditional)

Eduardo Pineda leads CAMT with 60 points, showcasing the enduring appeal of classic muscle with his 1971 Chevrolet Camaro.



Photographer Toua Hawj Driver Steve Carlson

## C Street

Richard Cadiente has established a strong lead in C Street, amassing 66 points with his 2020 Mazda Miata.

## D Street

D Street is home to a diverse range of vehicles and close competition. Dexter Jones leads with 59 points in a 2015 Mitsubishi Lancer Evolution, closely followed by Brad Dawson (52 points) in a 2015 Subaru WRX and Josh Pinckney (50 points) in a 2023 Subaru WRX. John Marihart, Patty Jeschien, Jerron Marihart, and Rebecca West round out the field with a mix of Audis, a Mini Cooper, and a Toyota 86.

## E Street

Gary Lieb commands E Street with 69 points in his 1994 Mazda Miata, proving that sometimes, classic is best.

## E Street Prepared

Chris Donnelly leads E Street Prepared with 54 points in his 1989 BMW 325is.

## F Street

F Street sees Falina Marihart leading with 52 points in a 2017 Infiniti Q60 S, followed by Cameron Cardoza with 31 points in a 2019 Ford Mustang GT.

## G Street

James West holds the top spot in G Street with 60 points, piloting a 2020 Honda Civic Si.

## HCR Class (Heritage Classic Racing)

Steve Carlson dominates the HCR Class with 81 points in his Lotus, showcasing the enduring performance of classic sports cars in a racing context.

## HCS Class (Heritage Classic Street)

James Franks leads the HCS Class with 54 points in his 1972 Datsun 510,



Photographer Trevor Fechner Driver Kyle Matsumura



Event 4 Yang Driver Gary Mcd

proving that vintage charm and performance can go hand in hand in autocross.

### H Street

Damon Espino holds the lead in H Street with 57 points, impressively competing in a 2009 Ford Crown Victoria P7.

### Index Class

The Index Class sees Paul Newton leading with 57 points, followed by Brandon Griggs (46 points), Derek Morton (37 points), Kyle Matumura (35 points), William Marlow and Eric Martin go in tied in fifth place both with 26 points, followed by Alex Neufeld (17 points), Audry Tan (9 points), Quinn Ringgold (6 points), and Josh Cadiente (4 points). This class, which adjusts for vehicle performance differences, showcases pure driving skill across a variety of cars.

### Ladies Class

The Ladies Class features a close battle between Sandra Hermans (72 points) in a 2004 BMW 330Ci and Kelsey Stoltenberg (69 points) in a 1999 Mazda Miata. Mariah Douglas follows with 31 points in a 2021 Mazda 3, highlighting the diverse range of vehicles competitive in this class.

### Novice Class

Pat Matsumura leads the Novice Class with 54 points in a 2018 Honda Civic Si, followed by Alain Spalard (43 points) in a 2017 Ford Focus RS, and in third is Jarvic Ramos (18 points). Close behind the top 3 are George Arreola (17 points), Kenji Liller (16 points), Adam Wimer and Eric Lauer are both tied in sixth (5 points), with Jennifer Briskin (2 points)



Photographer Yang Moua Driver Eduardo Pineda

and Crisopher Orth in eighth place. The class features a wide range of vehicles and drivers, from Jorvic Ramos in a 2001 Mazda Miata to Jennifer Briskin in a 2020 Honda Fit, showcasing the accessibility of autocross to newcomers.

### Street Modified

Phil Castro leads Street Modified with 84 points in his 2015 Mitsubishi Lancer Evolution X, followed by Andrew Padua (57 points) in a 2017 Honda Civic Si, and Christian Mesina is in third in his 2003 Mitsubishi Lancer Evolution (31 points). Following Christian is Ahla Yang (22 points), Meng Moua (20 points), and Michael Bringetto and Jerry Kell are both tied in sixth place with (17 points). The class features a variety of highly modified vehicles, including Evos, WRXs, and even a 1985 Toyota Levin, demonstrating the creativity and engineering skills of the competitors.

### Super Street Touring

Super Street Touring sees a close battle at the top, with Skylar Coon (48 points) in a 2018 Porsche Cayman leading Jay Srivatsan (42 points) in a 2006 Chevrolet Corvette and Aaron Douglas edges out Robert Douglas (41 points to 28) in a shared 2008 Pontiac Solstice GXP.



Photographer Toua Hawj Driver Yang Moua

### Street Touring Roadster

Tiger Luna dominates Street Touring Roadster with 79 points in her 2017 Mazda MX-5, followed by Roger Oaks with 40 points in a 2013 Mazda Miata. This class showcases the enduring popularity and competitiveness of Mazda's roadsters in autocross.

### Street Touring Sport

Keith Bullock leads Street Touring Sport with 46 points in his 1990 Mazda Miata, further cementing the Miata's reputation as an autocross favorite across multiple classes.

### Street Touring Xtreme

Dan Correll tops Street Touring Xtreme with 81 points in his 2004 BMW 330Ci, followed by David Ruby (44 points) in a 2015 Scion FR-S and Abraham Nunez (32 points) in a 2006 Toyota Tacoma X-Runner.

As the Fresno SCCA season heads into its final events, the competition remains intense across all classes. From classic muscle cars to modern electric vehicles, and from seasoned veterans to promising novices, the Fresno SCCA continues to provide a platform for diverse and exciting autocross competition. Stay tuned for the season's thrilling conclusion!

Manny Pretti #66 CAM-T. Paul Tibbals Photo



# Put the Remote Down and Get Involved!

Being the closest SCCA region to Laguna Seca Raceway allows our members an opportunity to get a behind-the-scenes experience at professional road races.

WeatherTech Raceway at Laguna Seca is an iconic racetrack built on the old Fort Ord property. The track was built in a dried-up lakebed. The terrain is comprised of mountains and valleys in which the racing surface was carved. Because of this unique setting, the track presents a challenge to every driver and a breathtaking sight for every spectator. Next to the Indianapolis Motor Speedway, WeatherTech Raceway at Laguna Seca is probably the most iconic racetrack in the entire United States of America. Without a doubt the famous Corkscrew turn has no rivals when it comes to thrills for the driver and spectator alike. The Corkscrew starts at the highest part of the track and within a matter of yards drops down five stories to the next turn. The roller coaster ride from the top of the track to Turn 11 can separate the men from the boys when it comes to setting a fast lap time.

WeatherTech Raceway at Laguna Seca promotes several professional road races each year, including the Firestone Grand Prix of Monterey (Indycar), Motul Course de Monterey (IMSA,) Monterey Pre-Reunion & Corkscrew Hillclimb, and Rolex Monterey Motorsports Reunion. These events are staples on the Laguna Seca professional racing calendar. Part of promoting these events requires the track to staff the event with people who can perform the jobs associated with running such an event. Such jobs such as Corner Workers (Flagging & Communications) who display flags warning/informing the drivers of what lies ahead; Grid Officials who line up the cars, so they appear on the racetrack in the proper starting order; Timing and Scoring people who run the sophisticated electronic timing equipment so that cars start in their proper position and so the running order of the race can be recorded; and Emergency crew personnel who retrieve stricken race cars from the track and make the racing surface safe for high-speed competition.

The San Francisco Region of the SCCA has a deep pool of people willing to volunteer to fulfill these assignments. The work entails early mornings and long days at the racetrack. But the volunteer becomes part of the inner workings of the event. He or she gets to know the story behind the story. He or she gets to have close interaction with famous race car drivers and famous racing teams.

If you have sat on the side of the hill or stood behind a chain link fence at any racetrack, but yearned for a closer, more personal experience, volunteering for one of these professional events could be exactly what the doctor ordered. We acknowledge it's a long day; but we also make sure you have an opportunity to share your experience with your fellow volunteers over a meal and a cold beverage at our evening socials. The camaraderie and the stories that you build and bring home are an unforgettable experience. It is no wonder that once people sign up they are willing to travel near and far to do it again.

Scan our photo gallery and envision yourself in place of these volunteers. If you can see yourself being part of the in-crowd and becoming a professional racing spectator, go to our website. It is easy to become a member and even easier to become a volunteer. Don't you think it is time to open up a new world of motorsports enjoyment? Experience it first-hand!









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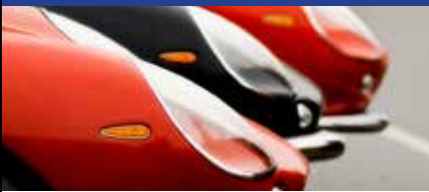


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Haag Performance of Sacramento, a leading West Coast Spec Miata engine and drive train builder, has a limited number of spots available for racers needing storage, engine and drive train services, race prep, transportation and/or track support. Contact [Mike@haagperformance.com](mailto: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](mailto:tim@tfbperformance.com).

## SHOP/STORAGE SPACE

Trailer/RV storage at Thunderhill Park in Willows

## RACE CAR RENTALS



"What are your plans for 2024? Miata Race Car Rentals. Contact Doug at 916-960-9779 [dalvisgt@gmail.com](mailto:dalvisgt@gmail.com) or Ian at 805-305-0452 [iancook@sbcglobal.net](mailto:iancook@sbcglobal.net)

Spec Miata SM, ITA, ITX  
Edgar Lau  
669-216-2668  
Morgan Hill  
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[info.argmotorsports@gmail.com](mailto:info.argmotorsports@gmail.com)

Miatas for Rent  
Lilbit Racing  
Jim Hull  
[LilbitRacing61@gmail.com](mailto:LilbitRacing61@gmail.com)

Mazda Miata Rentals  
Good Times Racing- Ron Carroll and Donna Gilio. We have front running, winning Miata's for rent for all SCCA and Nasa events, SMT SM ITA ITX PTE. Arrive and drive with full support, coaching also available. Contact Ron 530-210-3848 [recmotorsports@gmail.com](mailto:recmotorsports@gmail.com) or Donna 775-781 -3385 [racecarbetty5@gmail.com](mailto:racecarbetty5@gmail.com)

*Larry Oka*

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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.

Auto Spa Racing Service - Established in 1991, celebrating 30 years, still located at Sears Point / Sonoma Raceway, continues to provide our customers with full service race car fabrication, restoration and trackside support. We have always strived to maintain the highest level of support to all our customer's needs. Don't hesitate to inquire regarding a full alignment, transaxle service or any fabrication project you might have. We can now offer race car storage, long or short term. Call Steve 707 938-8727, [auto-spa.com](http://auto-spa.com)



**SPECRACER RENTALS & SUPPORT:**  
 AccelRaceTek has fast cars for rent and offers great arrive and drive trackside support. Rental cars are well maintained and have the latest upgrades. Trackside support includes more than just getting your car to the track, we will help you get faster. Our attention to detail and experience will give you a competitive advantage. Our rigorous service and preparation results in reliable cars, we don't have any DNF's due to poor maintenance. AccelRaceTek is now the SFR CSR and can support any SpecRacer driver with parts and support at the track. [www.accelracetek.com](http://www.accelracetek.com). Bruce Richardson @ (408) 499-7266 or [brichardson@accelracetek.com](mailto:brichardson@accelracetek.com) 1607

**SPEC RACER FORDS:** Available for nationals, regionals, schools & test days. Well equipped with data acquisition, video, and radios. Enthusiastic crew to help a beginner get started in SCCA racing or setup a car to a more experienced driver's specifications. Dave Harriman (408) 507-1531 [dave@specracer.com](mailto:dave@specracer.com)

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**Dedicated to Saving Young Lives**

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

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

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

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