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Periodical







Letters/Emails to the Editors - SoPac News welcomes letters/e-mails to the editor. To submit your e-mail to the editor send it to editor@sopacnews.com. Your submission must include a return address. No anonymous submissions will be considered.

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SCCA Competition License Waiver Request Checklist

The following checklist will help you to prepare a package requesting an SCCA License Waiver (not an SCCA Pro Racing License). Providing all of the necessary paperwork should ensure your request is considered in an ppropriate time frame, and hopefully, without delays. Under normal circumstances, allow 30 days to receive your license. Please don't wait until the last minute! All forms may be obtained at www.scca.com or from SCCA Central Licensing, (800) 770-2055. Please make copies of the entire waiver package and forward the originals!

- 1. LETTER FROM DRIVER REQUESTING A WAIVER. Required per GCR.
- 2. COMPETITION RESUME. A historical overview, in chronological order, of your racing background. Please include dates, track, class, type of event and finishing positions. Also, list any racing references by name with phone number (include licensed competition drivers that you have competed against).
- 3. PHOTOCOPY OF YOUR MOST RECENT COMPETITION LICENSE! Not providing this will delay your waiver request!
- 4. LICENSE APPLICATION. Please read both sides of this form thoroughly, following all instructions.
- 5. SCCA PHYSICAL FORM, IF REQUIRED PER SCCA. Again, read all instructions. Complete your portion of the form, ensuring you have explained any "yes" answers. PLEASE NOTE: All examining physician items must be completed, including "Recommendation for Licensing". The examining physicians name and address must be

stamped or printed so it is readable!

- 6. SCCA MEMBERSHIP. Must be current. Be sure to enclose, if a membership is due for renewal.
- 7. LICENSE & WAIVER FEE PAYMENT. Check or credit card made payable to SCCA for license. Be sure amount equals all fees due, including license, membership and "Special Handling" (if

SECOND CHECK (Sorry, credit cards can not be accepted for divisional waiver fee) made payable to SoPac Division SCCA in the amount of \$25.00 for the waiver fee.

8. STAMPED ENVELOPE Addressed to: SCCACentral Licensing P.O. BOX 19400 Topeka, Ks. 66619-0400

PLEASE NOTE: Verify that adequate postage is affixed - one stamp is not enough.

9. Mail all of the above to: note: e-mails and faxes can not be accepted!

Bill Gilcrease, SoPac Licensing Chairman 1041 West 18th Street B101 Costa Mesa, Ca. 92627-4583 Phone: (949) 650-3058



Membership Application

Dear Prospective SCCA Member:

To apply for a membership in the Sports Car Club of America, the world's largest motorsports enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topoka, KS 66601-0299

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Spouse Name		Birthdate
Child's Name		Birthdate
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Primary Interest: Please indicate the area of SCCA in which (please check only one box)	you plan to participate, or interest	is you the most.
☐ Club Racing ☐ Time Trials/PDX ☐ F	Rally RallyCross Solo 1	Vintage Pro Racing
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	TOTAL	DUE \$
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Dues include payment for subscription To SportsCar (\$24 value) Dues are not deductible as charitable contributions)

Applications submitted by fax must be accompanied by a Visa or MasterCard account number for payment.



www.calclub.com

In Memory of **Donna Bailey**

Donna Bailey passed away Sept. 12, 2011 after being hospitalized since June with pneumonia and other ailments

She is survived by her husband Ron, son and daughter-in-law, one granddaughter and one grandson.

Donna and her husband Ron joined the SCCA in 1986 to go racing. They were originally from San Jose where they participated with the San Francisco Region. They made a move to Las Vegas then jumped in head first with our SoPac

Donna carried a SCCA sound control license and worked sound at the Grand Prix of Long Beach. She also worked in Registration over the years but most recently was part of the F & C team as a Ladies of the Log team member.

Her love for motorsports extended to the air where she found pleasure being a

Donna requested no memorial service.

Letters



SoPac News encourages e-mails to the editor. To submit your e-mail to the editor send it to sopacnews@yahoo.com

Thank You to my **Racing Family**



Donna Bailey at our 2009 banquet with husband Ron.

Dear Cal Club Members:

I would like to thank everyone for their cards, phone calls, e-mails and for keeping Donna and I in your prayers. Your thoughtfulness means a lot to me at this difficult time. Thank you again to my racing family for being there for me and I will see you all at the next event.

Yours truly Ron Bailey, SP #35

James Kuhns Story **Alone Was Enough**

Great (July/August) issue of SoPac News! The James Kuhns story alone was enough, but you had so much more.

I think I was paddocked next to James at the Runoffs last year in his 'final trip' and what great guys they were.

Their attitude was so refreshing and a real step back in time to when racing was fun. We can all learn a lot from Mr. Kuhns and Billy, his ever-present wrench. They are a treasure to the club and I will remember to stop by and say hello next time I'm lucky enough to see him at the track.

Michael Lewis letters continued on page 10

SENNA the movie

Review by Larry Mason

Winner of the Audience Award World Cinema Documentary at the 2011 Sundance Film Festival and the Audience Award for Best International Feature at the 2011 Los Angeles Film Festival, I saw this movie and it left me wanting to see it again.

One of the greatest racing drivers of all time was killed while leading his last Formula One Grand Prix in Imola, Italy. He burst upon the F1 scene and nearly won Monaco after just his sixth start. In fact, the world will never know whether he would've won, but he was seconds a lap faster than every other driver there in the rain that day. The red flag was shown just as he was about to pounce on Alain Prost for the lead of the race.

This documentary winds through the twists and turns of Senna's life both inside and outside of the cockpit and rivets the viewer with some of the persecution he faced throughout his career. His life off the track with family and friends is in stark contrast to the pressure of race weekends. The politics of racing are on full display to see from behind the scenes, with fly on the wall closeness, in behind-closed-door driver's meetings with bombastic FISA president Jean Marie Balestre as well as outspoken Formula One World Champion drivers primarily Alain Prost.

Whether you were a fan of Senna or not; his talent behind the wheel to extract the most out of a race car is undeniable. This movie really puts you in a position to understand his viewpoint and what he went through in his career. For a race fan, it's fascinating to watch his career unfold before you. For a non-race fan, this movie really demonstrates what it's like to strap yourself into the cockpit, and face the danger auto racing presents. What's more is that if you never knew who Senna was, you'd have a great appreciation for who he was as well as a greater appreciation for the sport.

Some scenes leave the viewer to decide if Senna is persecuted by his peers and icons, or if he has had so much success and adulation that he is delusional about his on-track actions. Nevertheless, there are many moments that leave you in awe of what he was capable of on the track. It also highlights the fragility of the human spirit when fighting an uphill battle without the proper equipment.

Lighthearted moments, both personal and in the publice eye distract you for a short time, however you know that the inevitable fatal crash is coming. The director puts you in the cockpit with Senna on that fateful day moments before the horrific crash at the Tamburello corner.



The on-board video is represented in a grainy film format to start and gradually improves over the course of the film however, an early in-car lap at Monaco was terribly distracting as the sound of the engine note failed to match where the car was on track. Of course, back in the day, those types of limitations did happen, it nonetheless distracts from an otherwise stellar in-car experience.

I highly recommend this film for both serious and casual race fans alike and for those who want to learn more about why racing draws such passionate fans. Keep in mind that the language used is often raw and to top it off, it's written in the subtitles when he's speaking Portuguese or being interviewed by Brazilian TV. Poignant moments abound in this film and it'll leave you talking about how and why certain things happened. It's also quite interesting to see how a superstar handled unpleasant situations that most people have lived through at one point in time in their lives.

Directed by BAFTA award winning filmmaker Asif Kapadia, produced by a team whose film credits include: Bridge Jones's Diary, Four Weddings and a Funeral, and Notting Hill, and composed by Brazilian Antonio Pinto; these talented individuals have brought to the big screen what was attempted many times before yet never accomplished. SENNA is made with the full cooperation of Senna's family and includes never before seen family footage. The music will move you and heighten your emotions throughout

SENNA the movie will be in limited release. For a complete list of showings, go to www.sennamovie.com where you can also watch the official movie trailer.

Running Time: 104 minutes Rating: PG-13

Road Rally preps for USRRC

TOPEKA, Kan. (September 8, 2011) -The SCCA Road Rally community is approaching its biggest event of the year, the U.S. Road Rally Challenge presented by Cal Club, October 21-23.

Cal Club has won nine awards for the outstanding National Rally of the Year (most recently for Highway Robbery in 2004) and are presenting three different rally programs as part of this event: A Course With No Name National GTA Rally on Friday, October 21, the Highway Robbery National Course Rally on Saturday, October 22, and the Not My Fault National Touring Rally on Sunday, October 23.

A Course With No Name GTA Rally is a return to the classic Southern California gimmick rally style that reigned throughout the 60s, 70s, and 80s. Highway Robbery Course Rally travels primarily in the Antelope Valley and its surrounding foothills. Not My Fault Tour Rally will be a fun and spirited drive with some California geography education thrown in, concentrating on the San Andreas earthquake fault.

Each rally will begin from the La Quinta Inn & Suites in Valencia, Calif., and special rates are available from the hotel for those participating in

Registration info available at scca.com

News from around and in Cal Club

We recently lost Tim Winrow who was flag chief in the early 90s and Phil 'Gypsy' White who worked Emergency Services then F&C when he moved to Denver. Our prayers and thoughts are with their families.

Did you get to visit with Warren Smith Labor Day weekend, the BRP administrator? Warren came out to visit with us. He's completed his cancer treatments and is on the road to a full recovery!

Renee Angel, our veteran Grid Girl recently announced she's cancer free. Way to go Renee!

Congratulations to Eric and Mari Boghossian who joined in matrimony this summer!

FS/FA driver Renny Damon of Damon Racing signed up to sponsor Saturday night's BBQ social at BRP during the Pumpkin Run Double Regional weekend. Be sure to hit Renny up with a big thank you!

If you have an interest in following Damon Racing's example of support please contact the club office to inquire about available dates this year or next.



Notes from the RE

During our last race weekend at Buttonwillow there was a bit of buzz regarding the tracks new "Donor Wall". The more I talked with people the more I realized that a good number of our Cal Clubbers were not members when the dream of our own racetrack was becoming a reality. So I thought it would be timely to offer a short history.

The Donor program was a primary financial initiative created to build Buttonwillow. The people whose names are on that wall received a set of benefits (described in detail below) for their early donations.

As an additional fund raisin effort in 1989 the Cal Club Board approved a \$50 surcharge to be added to each race entry. That surcharge was later eliminated and all the surcharge money plus interest has been returned to Cal Club.

In that same year, 1989, a Board was formed to put a plan together to build the track. Initial Board members were Bill Schubert, Steve Madsen, Alex Cross, Les Phillips, Bob Swenson and Tom Miserendino.

The proceeds from the initial donor and surcharge programs were used to locate and buy land and fund engineering and the multiple studies required to obtain the Kern County Conditional Use Permit. With a building permit in hand construction financing was needed. The next major effort was acquiring a 1.5 million dollar loan for the sole purpose of track construction. Tordy Acker, Richard Colburn, Michael Dingman, Bob Kirby and John Hotchkis provided that first loan. The original loan was replaced with a lower interest bank loan a few years later and that loan was paid in full in 2008.

Around the time the financing was being pursued members were offered the opportunity to help with the infrastructure by building permanent garages and/or RV pads that would give them preferential rights to use anytime they were at the track.

Now for the Donor Program. The Track Board developed a multi-level "special club membership" program with specific benefits for each level of contribution. To help clarify the new "Donor Board" I offer a short outline below:

First Level

Track Fellows Club- \$100 to \$2,499

- Participated in the first lap picture taking ceremonies
- Buttonwillow Track Builders patch

Inclusion on the Donor Board Second Level

Green Flag Club- \$2,500

- Participate in first lap activities
- BRP Track Builders Club patch
- Non-exclusive test days Priority RV hook-up
- Inclusion on the Donor Board
- Green Flag Club bronze plaque of participation

Third Level Checkered Flag Club - \$5,000

- Participate in first lap activities
- Buttonwillow Track Builders Club patch
- Inclusion on the Donor Board
- Non-exclusive test days
- First right of refusal for pit spaces with RV hook-up
- Checkered Flag Club silver plaque of participation

Fourth Level Paddock Club - \$10,000

- Participate in first lap activities
- Buttonwillow Track Builders Club patch
- · Inclusion on the Donor Board
- Non-exclusive test days/10% discount on exclusive test days and related track



services

- First right of refusal to rent a day garage
- · Reserved Paddock Club pit space with RV electrical hook-up
- Paddock Club gold plaque of participation
- Paddock Club jacket

Fifth Level... Trustees Circle - \$25,000

- Participate in first lap activities
- Buttonwillow Track Builders Club
- · Inclusion on the Donor Board
- Mid-week non-exclusive test days/25% discount on exclusive test days and related track services

- First right of refusal to rent a day garage
- Reserved Trustee Circle pit space with RV electrical hook-up
- Trustees circle jacket

All this effort resulted in the Official Ground Breaking taking place in July 1995 with all club members invited to the ceremony, a barbeque, hayrides around the dirt track with tractors provided by our neighbor West Kern Machinery. The track opened in December of 1995 and Cal Club hosted their first race at the track March 1996.

Penelope Coy Regional Executive

Cal Club Annual Awards Banquet

Scratch off November 19, 2011 on your calendars for Cal Club's sports car racing annual awards banquet at Knotts Berry Farm Resort Hotel. This year end celebration is the place to be to see who'll be crowned with one of several perpetual trophies, both drivers and workers alike. Plus support all championship winning drivers as they bask in glory at the top of their game.

Join us for a traditional Mrs. Knott's Famous Fried Chicken and Honey Baked Ham dinner. It's going to be a fun and casual evening for the entire family.

New Cal Club number policy for 2012

Beginning in 2012 Cal Club has adopted a new annual number policy. The annual number will stay with a driver in his/her class for as long as the driver enters at least two Cal Club races per season. Assigned annual numbers can only be released by the owner of the number unless it is considered abandoned.

An Annual number is considered abandoned if a driver has not met the two race requirements for the year and has not submitted a request form by December 31.



2011 Awards Banquet November 19,

> Knott's Berry Farm Resort Hotel



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reservations@knottshotel.com

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J	P.O. Box 846 Borrego Springs, CA 92004	GRID CLOSES OF
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DINNER BUFFET MENU

THE FARM FAVORITE:

Fresh Field Greens or Traditional Caesar Salad, Farm Style Potato Salad, Rotini Pasta Primavera Salad, California Fruit Platter, Fresh Vegetable Tray with Ranch Dip

Mrs. Knott's Famous Fried Chicken Honey Baked Ham with Golden Raisin Sauce with choice of Whipped Potatos or Rice Pilaf, Vegetables, Rolls w/butter and Knott's Preserves. Coffee, Iced & Hot Tea, Boysenberry and Apple Pie for Dessert

NOVEMBER 8th!

Questions? Contact Banquet Host - Linda Haneline at Ihaneline@sbcglobal.net

Labor Day Double Regional

BUTTONWILLOW, Sept. 3-4, 2011 - Cal Club's Labor Day Double Regional at Buttonwillow Raceway Park the first weekend in September lived up to its reputation of being one of the hottest events on our schedule each year. Saturday temperatures reached triple digit levels with a bit of humidity. Sunday offered some relief but was still hot.

Entries were less than expected in some categories but again Spec Miata entertained race fans with intense race action each day. The battle for first place was something to watch as current point leader Clement Lee held off multi-time champion, Don Thibaut, driving a Rush Motorsport rental for the win on Saturday. Thibaut has been absent for sometime but back to reclaim his place in Spec Miata. Before he does so he has to beat Lee.

Lee agreed to let Thibaut drive his winning #33 to give him the advantage to claim Sunday's win. With Lee in the Rush Motorsport rental it was game on for Thibaut. But Lee turned out to be too fast, even in the Rush Motorsport rental, and beat Thibaut again. Their teammate rivalry moves on to the next event.

Boy Scout Troop 489 out of Glendora showed up not only to camp and enjoy Buttonwillow's gloriousness but also to work. Scouts were seen in T&S and Tech all weekend lending a hand. Their help was appreciated and they had fun pitching in. At one point the Scouts were given the red carpet treatment in appreciation for their participation with time on the track during lunch.

Gayle Jardine who manages the club Question Box at BRP pushed a raffle ticket sale good for a free race entry. Pro7 driver Lonny Sheek was the winner.

With just one double regional event left on the schedule points were up for grabs in many classes.

The race program was long with six race groups. Five were Cal Club's and one was sold to Pacific F2000. Pacific F2000 drivers did a good job entertaining race fans with a lot of action, both on and off the track. Some carnage resulted but everyone was seen grinning and cracking jokes afterwards so it was a good weekend all around.

GROUP 1 - T1, STU, ITS, ITA, S944, PRO7, ITB, SSC, ITC

Nine classes crammed this 18 car tintop line up and it was no surprise to see a T1 Corvette lead the way. William Brinkop's #67 held off Roy Benedetti and led every lap claiming the race win with a whopping 20 second advantage. Benedetti was second at the checkered.

Brinkop wasted no time Sunday morning hitting his marks with another fast time in qualifying. From the green he led every lap before scoring his second win of the weekend ahead of Jim Tway in second spot 10 seconds off the winning pace.

Bryan Lampe was the last of three cars on the lead lap as he pushed his BMW to another STU win. He defeated Dale Shoemaker who finished second in class and ninth overall.

Lampe was out with mechanical issues on Sunday opening the door for Shoemaker. Shoemaker wasted no time and took control of the STU race pace at the green. He raced his Mazda Miata to a STU win and solid 11th place overall finish.

Jason Cress finished fourth overall Saturday in his Mazda RX-7 and collected the ITS win along with a new track record of 2:13.087.

Cress was fast again Sunday but not quick enough to top his track record from yesterday. He raced his RX-7 to another ITS win and third overall finish.



Sandro Cavedoni (#45) VW ITB under pressure from class rival Rodger Ward and ITC driver Leroy Lacey. Cavedoni settled for a pair of second place finishes behind Ward's Dodge Shelby Charger. Their rivalry continues!

Dennis Baer Photo

ITA with five entries was the biggest class controlled by Naji Dahi. However, Wesley Molino, Todd Launchbaugh and Carl Johnk raced hard but weren't able to catch the leader. At the checkered it was Dahi in first with a big 22 second cushion over Molino in second. Launchbaugh finished third ahead of Johnk in fourth. Three laps down was Darwin Felix credited with fifth.

Sunday morning Dahi felt comfortable his newly purchased junkyard tranny is a good one and reliable enough for another win today. He set fast time in qualifying then continued his dominance by leading all laps ahead of Launchbaugh, Molino and Johnk. After 13 circuits Dahi stretched out a 12 second lead at the checkered beating out second place finisher Launchbaugh and Molino in third who filled the final step on the box. Johnk scored fourth again but Felix was out after six laps with a DNF.

Frank Hanrahan raced a Porsche 944 listed 'For Sale' in SoPac News classifieds to a pair of first place finishes in S944. He now controls the S944 points chase over Randy Bergum by six points with just one race weekend to go.

Cal Club Rookie Lonny Sheek filled the Pro7 roster in good form by defeating several rival class leaders before he nailed his win Saturday. Sunday was a repeat performance for Sheek with another Pro7 victory but more stoked when he heard he won the weekend \$Raffle\$ for a free race entry.

Rodger Ward continues to push his Dodge Shelby to victory lane in ITB even though Sandro Cavedoni is making it difficult and stands as a championship threat. Saturday, Cavedoni controlled the race pace before Ward moved to first on lap three then race to the checkered to collect the win. Cavedoni finished second. Sunday, Cavedoni again held the advantage from the green through lap 10 before Ward captured the lead then sealed the deal with another win on lap 13. Cavedoni again finished second but sits just five points out from Ward for the ITB championship chase.

Calvin Liu piloted the #5 Acura in SSC Saturday to a first place finish after 13 laps with a solid 13th overall result. His team made a driver change Sunday putting Derek Ferretti behind the wheel. Ferretti also performed in good form bringing another win back to the race shop also with a 13th overall finish, respectively.

Leroy Lacy pushed his ITC Datsun 510 for 10 laps before it was sidelined with mechanical woes. But 10 laps was more than halfway so he scored the ITC victory. He had his mechanical issues sorted out on Sunday and raced his vintage 510 to another first place in ITC.

GROUP 3 - SP, ITE, EP

Only four cars showed up for this race. The only issue to report was when Ron Bailey parked his SP Oldsmobile after eight laps. As the field took the checkered on lap 14 it was Bruce

Powers looking very racy in his Cougar earning the overall honor but more important the S Prod win. Finishing second overall was ITE winner Paul Gassen ahead of Bob Madrid who won E Prod.

Sunday the field grew to six entries when Michael Arnheiter and Chris Qualls joined the fun. Arnheiter was the new force in S Prod as he raced his Chevy to first overall and victory in class ahead of Powers in second and Bailey in third.

Qualls was on his game crossing the





Bruce Powers (#71) finished second in Super Production on Saturday then stepped it up Sunday and collected the win defeating (#35) Ron Bailey. Dennis Baer Photo



Boy Scout Troop 489 out of Glendora showed up for a troop camp out plus assisted Cal Club race management throughout the weekend. Allan Coy Photo

line just 6.2 seconds off the overall pace when he collected his A Sedan victory and now heads off to the Runoffs. Gassen battled Powers for an overall position before he nailed another ITE win ahead of Madrid who raced his Porsche 914 to his second E Prod victory of the weekend.

GROUP 4 - SPEC MIATA

The excitement brewed in Spec Miata with the announcement Don Thibaut was back in a Rush Motorsport rental car. His teammate Clement Lee who's been the dominant force all year currently sits first

in points heading into this Labor Day Double Regional weekend. Lee completed qualifying Saturday with a 0.7 advantage over Thibaut who was second quick. At the start Lee took command of the race pace ahead of Thibaut. Thibaut worked hard but wasn't able to get by before Lee captured the race win 0.7 of a second advantage. Behind Lee and Thibaut was Eric Richter who stoutly worked his way from fifth to third filling the Spec Miata podium. John Stott and Curtis Gong completed the top five.



SRF driver Jack Willes (#49) set the race pace Saturday until a flat tire took him out but recovered to win on Sunday

Dennis Baer Photo

Sunday the excitement factor increased between teammates Lee and Thibaut when they traded cars. With Lee now in the rental car spectators weren't sure if he'd be able to hold off Thibaut now that he's in the very sorted out #33. Surprisingly Lee did set fast time in the rental then took control of the race when the green waved. Thibaut applied pressure wherever he could without success. He made a few attempts but couldn't make anything stick. On the last lap it was intense as Thibaut got by Lee then the favor was returned several corners later. Lee exited Sunset in first and held his advantage to collect the win 1.1 seconds ahead of Thibaut in second. Stott and Alan Leukhardt qualified third and fourth and maintained their positions through the race. Stott filled the podium in third with a 14 second advantage over Leukhardt in fourth. Richter worked his way up to round out the top five earning enough points to secure second spot in the championship standings with one race weekend to go.

GROUP 5 - SRF, FV

Jack Willes set fast time in Saturday's SRF qualifying session with 0.11 of a second advantage on the field. At the start Willes took quick command of the race pace ahead of Mark Ballengee and Denny Fosdick. Willes opened up his lead on Ballengee through lap four but it came to an end one lap later when he lost the lead with a tire going down. Ballengee whistled by as did Stewart and Fosdick. Ballengee led the next five circuits but with just three laps to go slipped to third moving Stewart and Fosdick to first and second.

The trio raced to the checkered where Stewart collected a well deserved win 0.8 of a second ahead of Fosdick in second. Ballengee finished third ahead of David Pheteplace and Jon French who rounded out the top five.

Sunday was redemption day for Willes after letting a win slip away yesterday. He again set fast time in qualifying. On lap one Stewart and Pheteplace moved to first and second as Willes slipped to third. On the next lap Willes moved to second then focused in on Stewart for the lead. Four laps later he worked his way to the lead ahead of Stewart and Pheteplace. The top three raced the next eight laps in formation as Willes extended his lead to 3.9 seconds at the checkered. Willes earned the win ahead of Stewart in second and Pheteplace in third. Fosdick collected fourth and Dick Young rounded out the top five

FV - Mark Edwards showed up to do a shakedown before he headed off to the Runofffs. Saturday he pushed his Glamdring hard enough to sort it out and collect the Formula Vee win. He then packed it up and headed for the shop to load up for his journey to the National Championships.

GROUP 6 - FA, FM, FS, DSR

Wings & Things made up the last race of the day with the Formula Atlantic class setting the pace. Chris Emanuel qualified on the pole flanked by Vince Gaddini. On lap one Emanuel slid to the rear of the field as Gaddini darted into the lead. Emanuel regrouped and worked his way back up to challenge the leader. He made a move for position on lap eight that stuck. Emanuel led the final nine circuits before he scored the win with a big gap on Gaddini in second.

Gaddini was in command Sunday by leading every lap before the tallied the FA win ahead of Emanuel who was three laps down in second place.

Tom Hope returned to race with Cal Club but this time in a Formula Mazda after selling his Formula Continental. Hope started out strong as he sorted out his fresh rebuild by setting fast time in Formula Mazda qualifying both days. From the start he then set the pace ahead of Ed Lever and was successful enough to tally two wins and a pair of third overall finishes in his first outing. Lever earned two second place finishes in class.

Renny Damon represented the FS class in his Mazda powered formula car and raced to the checkered both days where he collected two wins. Saturday he tallied fourth overall and Sunday he advanced to second.

The only sports racer to show this weekend was John Waddell who set marks good enough to earn two wins for his effort. Saturday he was down several laps with mechanical issues but Sunday was able to get in more seat time finishing 13 laps before the checkered flew.

SCCA MEMBER SPECIAL



15% off Rack Rate

Econolodge Inn & Suites

Located at Hwy. 58/I-5 at Buttonwillow 20688 Tracey Ave., Buttonwillow, CA

- Free Wi-Fi
- Free Continental Breakfast
- Family Suites
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- Conference Room
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Race Results - Labor Day Double Regional

				ble Regional - September 3-4	, 2011	
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Bob Negron passes a recovering Ira Fierberg after spinning off track at Buttonwillow during Pacific F2000 competition.

Ford dominates Pacific F2000 at Cal Club Double Regional

Pacific F2000 Round 7

BUTTONWILLOW, Calif. (September 3, 2011) - The F2000 Series hit the Buttonwillow Raceway Park circuit with Conner Ford setting fast time of 1:44.441 on the 3.2 mile 16 turn course in qualifying.

100 degree temperatures greeted drivers as they lined up on the grid. The field took the green flag with Conner out front. He completed the first lap with a huge advantage. From that point on Conner was never threatened. He captured his fifth win of the season.

Bob Negron drove a steady race before earning the Master Class victory. Behind Negron was Ira Fierberg who collected the Expert Class win.

Results Round 7 (15 laps): 1. Ford, 28m13.304s; 2. Kuntze, +22.348s; 3. Cheng, +24.261; 4. Negron, +32.983s; 5. Fierberg, +47.823s; 6. Phillips; +1:19.066s, 7. West, 9 laps; 8. Pinkman, DNF.

Pacific F2000 Round 8

BUTTONWILLOW, Calif. (September 4, 2011) Qualifying for the Pacific F2000 Sunday morning began with Conner Ford setting fast time eclipsing the mark he set on Saturday.

With the green flag waving the field raced to turn 1 as Conner Ford captured the lead. He was never challenged and cruised to his second victory of the weekend. Kyle Kuntze drove a measured race and managed to distance himself from a battle for third that raged behind him, finishing 10 seconds behind Ford in second place.

The battle for third place was thrilling as Ira Fierberg, Bob Negron and David Cheng were so close as to never be out of each others' shadow. Fierberg initially held the position followed by Negron chased by Cheng. Cheng passed Negron for fourth on lap eight then managed to get by Frierberg three laps later. Frierberg then lost fourth to Negron on lap twelve.

The three remained in formation until the final lap when they came up to lap Pinkman's Pinto powered National class car. They caught him entering Cotton corners which slightly balked Cheng and Negron and set up a drag race down the back straight through the kink heading into the high speed Riverside turn. The three cars dove in with Cheng slightly ahead of Frierberg who had a full head of steam having eased by Negron. The gap closed, Frierberg ran out of room and there was contact as he spun into Negron and Cheng. Cheng escaped to claim third 32 seconds back while Fierberg and Negron were off course needing a hook.

Les Phillips was fourth and scored his first Master Class victory of the season plus shared the Hard Charger award with fifth placer finisher Peter West.

Fierberg collected his second Expert Class win of the weekend.

Results Round 8 (15 laps): 1. Ford, 28m22.144s; 2. Kuntze, +10.322s; 3. Cheng, +32.728; 4. Phillips +1:12.522; 5. West, +1:34.296, 6. Negron, 1 lap; 7. Fierberg, 1 lap; 8. Pinkman, 1 lap.

Wild West Shootout at **Pacific Coast Road Race Championships**

BUTTONWILLOW, Calif. - The inaugural Pacific Coast Road Racing Championships (PCRRC) slated for October 29-30, 2011 at Buttonwillow Raceway Park (BRP) and hosted by Cal Club is staged to be the outlaw event of the year for all racers far and wide. Road racers from any sector, including vintage, are invited to BRP for a season wrap up like never before.

"This race is wide open and kind of like an old west shootout," said Mike Lewis, veteran GT-1, Trans-Am and part time American LeMans Series contender. "We'll never see another inaugural PCRRC event again. There will only be a first one, once. These guys want to run events that have prestige. I see some World Challenge, Trans Am, Grand Am and Continental Cup guys showing up. Buttonwillow is a great track and Cal Club is putting on the best races in the country. This event will be a destination in the future."

"From a club racer point of view, this race is over the top," commented Joe Barile, ITA racer in both Cal Club and NASA. "I think it's a great way to cap off the year. I've raced all over California and I've never seen a race platform like this. Not only will it be fun for me driving but for my team too. They'll have a blast

witnessing this legendary event unfold."

"The PCRRC is a race I welcome," says veteran Cal Club emergency crew specialist, Ed Ross. "From a safety stand point, drivers from other organizations should have no concerns. If we're needed to respond drivers know we're outfitted with the best equipment. Each year we're invited back to work the Grand Prix of Long Beach because we have a reputation as one of the best emergency teams in the country. We'll be focused and on our toes all weekend and expect to see drivers from other organizations like VARA, HSR, ASC and NASA."

Event organizers have carefully balanced the class line up into select trophy classes. This effort will set the stage for parity. There are at least two trophy classes in each of eight race groups.

Whoever collects gold, silver or bronze from the inaugural PCRRC will have forever bragging rights as an inaugural champion. The wild west stage is set for this shootout to be a action packed event. Racers from participating sports car racing sanctioning bodies will finally answer the question themselves, who's the best in the west?

Mike Lewis picks up sixth Runoffs gold medal in dominating GT1 performance

ELKHART LAKE, Wis. (September 25, 2011) - Michael Lewis, of Poway, Calif., had his way with the GT-1 field on a wet and rainy Sunday afternoon at Road America on his way to a sixth gold medal at the SCCA National Championship Runoffs. Simon Gregg, of Ponte Vedra Beach, Fla., was second and Jim Bradley, of Gaston, Ind., finished third.

Lewis, the defending GT-1 National Champion, started second and slotted in behind Gumout polesitter Cliff Ebben, of Appleton, Wis., on the opening lap. Ebben pulled out to a healthy lead over the first two laps before disaster struck on Lap 3 when he spun his No. 36 Lamers Motor Racing Ford Mustang in the Hurry Downs section of the four-mile circuit, making hard contact with the barrier at the exit of turn seven. Ebben avoided injury, but his race was over.

From there it was all Lewis, who steadily pulled away from the field for the remainder of the 13-lap event. He crossed the stripe 2:15.002 ahead of Gregg, and posted the Hawk Hot Lap on the final lap of the race at 2:49.355 (85.028 mph). The victory today was reminiscent of his first career Trans-Am Series victory, which came in a rain race at Road America in 2001.

"It was looking like our annual cage match, me and Cliff here, and he didn't disappoint," Lewis said. "We didn't have our strongest engine. We lost that early in the week. I was actually hoping for rain and it's one of those things where be careful what you wish for, because it's not that much fun. It turned out to work for us.

"He took off at the start and I knew he wanted a gap. He knows all the nuances of this track. Obviously, he lives a stone's throw away, so he takes that advantage in with him and that includes the wet, as well. This place has a lot of secrets in the wet. I don't know what happened, actually. I came up to turn six on that lap and I saw a yellow flag waving. I said, 'I wonder if Cliff's getting through there OK,' but it was Cliff. It was a big surprise. As I came around the corner, he was just sliding off the wall.

"It certainly would have been a whole different ballgame with him in the race. I think Simon had a problem on the same lap and I had a 25-second advantage. At that point in time, it's just clicking the laps off. That's



Mike Lewis collected the GT-1 Runoffs win under wet conditions at Road America with a hefty 2:15 margin over second place.

really hard in its own right. I'm sorry it was probably a little boring out there, but I'll take it. I've had some taken away from me and I've had enough excitement for the year."

Lewis now has 12 medals in SCCA National Championship Runoffs competition. It was his second consecutive GT-1 National Championship, and he also took a GT-1 title in 1995 and GT-3 National Championships in 1992, 1996 and 1997.

"I looked at that list for the first time when I hit last year, five," continued Lewis. "I looked at the list of guys that have done that and I'm going, 'Wow, I'm getting up there pretty good. There are some names here that are really pretty impressive.' Six will probably be even more impressive. Then you look at [Jerry] Hansen with 27 and it kind of puts you in the proper frame of mind.

"I'll take it. It's great. I love the SCCA. I'm involved it in at some of the higher levels of management now, and it's so wonderful to come here. It's wonderful to sit here with a guy like Jim, who has really not been racing very long. Here he is. He probably had no thought of this an hour ago and here he is on the podium because he just handled the conditions better and survived. And Simon, seeing the progress he's made over the years. It's really gratifying at this level to run. I also run in the ALMS and the multi-billion dollar teams with Audi and Peugeot and you know what? I like these guys. I like running with these guys. It's very gratifying to see the whole community."

SoPac Podium Finishers Runoffs Notes & Quotes

Lee Alexander 2nd Place DSR

The battle for second in DSR involved Lee Alexander's polesitting Stohr WF-0 Suzuki who mixed it up with defending champion Lawrence Loshak's Stohr WF1 Suzuki, with the pair swapping positions several times – first for third place, then second when Chris Farrell's Stohr WF1 Suzuki fell out with mechanical difficulties.

Greg Bell, from Metcalfe, Ontario, also inserted himself into that mix, putting his Stohr WF1 Suzuki on lap six into second place. Bell fell out of the race on lap seven, and when Loshak pulled to pit lane on lap nine, Alexander was alone in second place and on his way to his first Runoffs podium in just his second attempt.

"I thought I got a pretty good jump at the start and all of these guys just came flying around me and before I knew it, I was in fourth place," Alexander said. "I was trying to gather myself up and tried to be patient, and try not to be too hard on the equipment. Lawrence is so fast in one, I just couldn't get around him there. Finally, I got a good run in the kink and had to stuff it down there in Canada. By then, [Bootz] was already gone. I just had to keep the car together and drive consistent lap and hope that I'd see him off the side of the road somewhere."

Lee Niffenegger 2nd Place SSB

Niffenegger drove his Honda Civic Si to his third consecutive second place result in Showroom Stock B and also turned the Hawk Hot Lap at 2:42.083 (88.843 mph). It was the fifth Runoffs medal for the 2008 Showroom Stock B National Champion.

"For some reason there was a yellow in turn one [on the first lap]," Niffenegger said. "I still don't know why, but I got passed by a lot of guys. I don't know if everybody could see it. I was stuck behind somebody and I just kind of got swarmed. Then I got hit between [turns] one and three, took my mirror off, which thankfully, it finally came in the car and I was able to rip it off and throw it in the car so it wasn't flopping there in the wind. I got hit multiple times.

"It was kind of a rough race. It didn't really need to be that way. I've got to thank my teammate, Luke Wilwert. He gave me the draft, pointed me by and told me to go after these guys. He helped me out. It was a rough race. I think I had a car to win if I didn't have to come from ninth place on the first lap. Definitely, I think that's the most cars I've ever passed at the Runoffs, at least for position. It was definitely an eventful race."

Wolfgang Maike 3rd Place GT-3

Competing in his 28th Runoffs, Wolfgang Maike, of Santa Barbara, Calif., scored his fifth medal with a third-place performance in his Toyota Paseo. Maike improved two spots from his fifth-place starting position.

"For me, it was a relatively uneventful race because the guys in front took off," said Maike, who made his first Runoffs appearance in 1975. "I tried like heck to catch them, but it didn't quite work, so I settled to run the fastest I could to get a podium finish. It worked out really well. It was a nice, wonderful race, and I love coming to the Runoffs!"

Jason Isley 3rd Place H Prod

Jason Isley, a four-time SCCA Solo National Champion, started 12th and used his car control to bring the Yaris through the field and into the lead battle. In his first time road racing in the rain, Isley lost touch with the leaders in the later laps and then fell back to James Rogerson's Honda Civic. When Isley locked up the tires on the final lap going into turn five and ran wide, Rogerson moved into third place.

Isley's Toyota got a run down the backstraight to Canada Corner, moving back into third and holding the gap to the checkered flag for his first Runoffs podium finish and the Sunoco Hard Charger Award for improving nine positions.

"On the prior lap, I got held up through the kink, and gave up a bunch there because I think that was one of the spots I was fast today," Isley said. "I just started having problems, because that was the first time I'd road raced that car in the rain and the only car I've ever raced without ABS brakes.

"I just started locking the brakes up and botching some down shifts once Rogerson got on my back. I'm not sure what happened, he gave it up real early going into Canada Corner. I had really good corner exit, that seemed to be my advantage today. I pulled away from him there and he didn't have a chance to catch me. He got close at the stripe, cause I didn't have the legs – we put a stock motor in the car a month ago. If it were dry I wouldn't be standing here because I didn't have anything on the straightaways."

Marc Hoover 2nd Place STU

In STU the battle looked like David versus Goliath, as Hoover battled Joel Weinberber's four-door sedan with his small, turbocharged Mazda Miata. Hoover was pleased with his second place result in the event that marked the 10th anniversary of his National Championship in D Sports Racing.

"This is my 10th anniversary since I won in 2001 in the D car," Hoover said. "It was kind of cool to come back with something along those lines with a car that's not a spec kind of deal."



Ellen Lowery earned the SCCA National Timing & Scoring award for her contribution as Cal Club Chief and DA of SoPac. She was not present at the Runoffs but Janet Kielb delivered then presented her the award recently at Buttonwillow Raceway.

Runoffs Results for SoPac

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Cls PIC Name Car make AS 13th Christopher Qualls Ford Mustang DSR 2nd Lee Alexander DSR 4th Henry Botkin DSR 13th Steve Nicklin 20th Mark Edwards 29th Ron Wake 30th Charlie Turner GT1 1st Michael Lewis Camaro GT1 DNF Kyle Kelley GT3 3rd Wolfgang Maike GT3 4th Mike Henderson 3rd Jason Isley HP 12th Gary Wittman HP 9th Brian Ghidinelli DQ Sammy Valafar SSB 2nd Lee Niffenegger SSC 14th Brian Husting STU 2nd Marc Hoover STU 5th Matthew Staal

6th Oli Thordarson

9th Kyle Kelley

12th Sage Marie

T1

Hasa Chemical/B&D Racing/Goodyear Stohr WF0 Suz Factory 48 Motorsports/APE Racepart StohrWF1 Suz RennWerks/Factory48Mtrspts/C2Racers Stohr WF1 Suz Nicklin Property Management Glamdring RedLine/Hoosier Mysterian M4 Ronnie Chuck Engineering TMM/Hoosier/Noble/Mitron Protoform P3 Jaguar XKR Goodyear/Cyclo/RedLine UPR.COM/APEX Toyota Paseo Toyota/Goodyear/Redline Mazda RX-7 Mazda/Red Line/Goodyear Racer.com/Goodyear/AST-USA/Toyota Toyota Yaris Austin-Healey Sprite Tiodize/Venolia Mazda Miata MotorsportReg.com/SafeRacer/Ed Koop MiataPartsSource.com/SpecEStore.com Mazda Miata Honda Civic Si Honda of Keene/HPD/BFG Chevy Cobalt BF Goodrich Tires Mazda Miata Hooverspeed/Redline/AMG/Hoosier Acura RSX S HPD/Honda Racing/BFGoodrich Corvette Z06 AlvakaNetworks/949 Racing/RPM Moto Corvette UPR.COM/APEX

Honda S2000 Honda Racing/HPD/BFGoodrich

Tyler Vance split between Teen Mazda Challenge West & Pacific Coast Road Racing Championships

BUTTONWILLOW, Calif. - Tyler Vance's climb to the top tier of racing didn't end last year when the 15-year-old earned his Cal Club Spec Miata Championship and Rookie of the Year award. Those achievements accelerated his program and today he is the current Teen Mazda Challenge West point leader and recently clinched the SCCA SoPac Division National Spec Miata crown. Vance needs just one more win to clinch his third Teen Mazda Challenge West Coast Championship but the race weekend to do that clashes with the inaugural Pacific Coast Road (PCRRC) Championships Buttonwillow Raceway Park (BRP) October 29-30, 2011.

"2011 has been a busy year and one to remember for me," Tyler Vance said. "The Teen Mazda Challenge is important because it's part of the Mazda ladder I'm climbing. I have to be there to win it. If I win Saturday the Pacific Coast Championships is a possibility." If Vance clinches his third Teen Mazda Challenge title Saturday at Infineon Raceway, he'll load up and dart south to



BRP to start in last position with no PCRRC qualifying time. "I've been put in the back many times this year for different reasons and won most of those races," continued Vance. "Starting from the back is a challenge I always enjoy."

Vance first found victory lane at an early age. He was 8-years-



Racing from the rear of the field is always fun for Tyler Vance, but battling for the lead from the start isn't so bad either as he does here at Cal Speedway.

Dennis Baer Photo

old when he began racing karts competitively and over the years collected many victories and was always considered a championship contender wherever he raced. In 2008 he participated in his first ever track event at Mazda Raceway Laguna Seca driving his Spec Miata. He adapted to the car quick-

ly and in June that same year, at just 13-years-old, received his professional racing license with NASA. For the next two years Vance cut his teeth getting seat time before he moved to Cal Club's big league in 2010.

It's been a long road to get to this point for the young accomplished driver. He has a few more steps to go before he completes his quest of conquering a driver ladder program set by Mazda. He reached the first rung on the ladder last year by winning his Cal Club championship. The next is to win the MX-5 Cup Shootout for a seat in the SCCA Playboy MX-5 Cup Series where the winner receives a factory supported ride. "My goal is to learn as much as I can," continued Vance. "Ultimately, I would like to end up in the American LeMans Series in a LMP car."

Off track, Vance is a focused student who in 2008 received the Presidents Award for Academic Achievement by maintaining a 3.5 GPA throughout Middle School. He is currently an honor roll student at San Juan Hills High School. In addition to a career in motorsports, Vance plans to attend college in pursuit of a degree in Mechanical Engineering. He enjoys hanging out with his friends, listening to music and playing video games.

For the latest on Tyler Vance visit www.tylervanceracing.com or become a fan of Tyler Vance Racing on Facebook and for PCRRC event information go to www.calclub.com.

Katie White opens Cal Club door for teenage participation

BUTTONWILLOW, Calif. - 18-year-old Katie White, the youngest volunteer on Cal Club's team set the stage for any teenager who has passion for fast cars to jump on board with the hottest group of gearheads prior to the arrival of the inaugural Pacific Coast Road Racing Championships (PCRRC) that hits Buttonwillow Raceway Park (BRP) October 29-30, 2011. "It's never too late to come out and get involved," commented Katie. "There are so many different and exciting ways to get involved with Cal Club. I started in Registration then moved to Timing & Scoring. Now I work on track as a flagger working with Flagging & Communications. I can't get any closer to the race action than that."

Katie plays an important role on race weekends working at Cal Club sports car road race events at tracks like BRP, Autoclub Speedway and Willow Springs International Raceway. 20 different Specialties make up Cal Club's backbone that permits the club to conduct auto racing events.

She first joined Cal Club's team of volunteer workers when she was just 13-years-old. Her dad asked her to join him on race weekends for an adventure that would be fun, exciting and something out of the ordinary. Her experience as a volunteer evolved into something more as she became part of Cal Club's family. A family that is over 50-years-old with roots deeper than any United States racing club. "Coming to BRP for a Cal Club race is like coming home for me," continued Katie. "And I get to hang out with my dad doing something he likes."

Working hand in hand and shoulder to shoulder with other club members in different Specialties is a rewarding



Katie in costume at last year's Pumpkin Run working F&C.

Dennis Baer Photo

experience and for Katie one that will allow memories to linger for years to come.

For any teenager that wants to get involved as a worker, or even get behind the wheel of a racecar, starting out as a volunteer is a once in a lifetime experience and a good way to check out auto racing from the inside out.

Where else can you be hands on to race action without spending a penny? Whether it's the smell of burnt rubber and race fuel on pre-grid, being hands on with race machines during technical



Jeff and Katie White, a father/daughter team making a difference in Cal Club.

Dennis Baer Photo

inspections, feel the ground pound under your feet flagging corners, or working on Cal Club's top rated emergency team plucking cars off track borders on extreme fun! Katie concluded, "it's pretty cool stuff."



Cal Club Road Racing Regional Points Standings

	of September 7			Jeanangs	
		Points 72	SF	BEACH, ARTHUR	60
T1	TWAY, JIM HICKS, BRENT KAHN, ROBERT	46 45 43	FV	EDWARDS, MARK TURNER, CHARLIE BURALLI, SCOTT	108 96 16
	THORĎARSON, OLI KELLEY, KYLE	24 23	FST	BOGHOSSIAN, ERIC LEBLANC, LUCIEN	21 21
ITA	BENEDETTI, ROY RONSON, CHRIS FUNG, CARL DAHI, NAJI	21 11 11 96	SRF	BALLENGEE, MARK STEWART, DOUGLAS STEIN, AARON FRENCH, JON	218 139 133 104
	LAUNCHBAUGH, TODD MOLINO, WESLEY	51 46		MISERENDINO, TOM ZAPH, CRAIG	94 94
	MURDOCK, DARREN JOHNK, CARL LERNER, PRESTON	44 30 14		DONZEL, PASCAL LEE, DOUGLAS YOUNG, DICK	94 88 83
	HOMER, MARK SEEGMAN, RICHARD WHITTON, JAMES	14 13 13		FOSDICK, DENNY PHETEPLACE, DAVID WEBKING, RICK	82 74 62
	ALLEN, DÁVID WANG, DEREK	12 12		PALLA, DÓN JACKSON, DAVID	44 44
	DROESE, BRANDON RICHARDSON, DARREN CHIAPPETTA, MICHAEL	12 10 10		WILLES, JACK SANTOURIAN, BRUCE ACKER, TJ	40 38 28
	FELIX, DARWIN RICHTER, ERIC	10 9		MARINO, PAUL EGGLETON, KYLE	24 22
	LAI CHEUK KIT THOMAS, LEE FUNG, TSZ	9 7 7		MCCARTHY, MIKE EDWARDS, DON MISERENDINO, MIKE	16 14 0
	CHAN, SKY LAI, LOUIS CHAO, VINCENT	7 4 1	SM	LEE, CLEMENT RICHTER, ERIC	310 182
	MANTEA, MIHAI JORDAN, JAHNA	0		WESTMORLAND, GRANT GONG, CURTIS	174 146
	LE CREN, DAVID LITTLEHALE, KENT BABAYANS, VAHE	0 0 0		VANCE, TYLER LANGE, MARK FELIX, DARWIN	130 115 115
ITR	LAI, BRIAN	0 12		LAUNCHBAUGH, TODD BRADLEY, SEAN	113 104
	LAMPE, BRIAN ORMAI, BALAZS	0		TUFTS, ETHAN STOTT, JOHN MOLINO, WESLEY	100 94 92
ITS	GRESS, JASON PARKER, RICK	60 24		THOMAS, IAN WANG, LOUIS WALKER, JEFF	89 87 76
ITB	WARD, RODGER CAVEDONI, SANDRO	57 42		MATTHEWS, CHUCK WEAVER, TIM	72 56
SSB	BASMADJIAN, BAHE WILSON, SEAN	9 24		LINDSAY, ROBERT THIBAUT, DON LERNER, PRESTON	54 52 48
ITC	GANDASETIAWAN, HARTOYO	72		HOLZER, CHAD BURKE, JAMES	38 38
ITE	LACEY, LEROY GREEN, ROBERT	24 96		LEUKHARDT, ALAN DEAL, TYLER BONNEY, TIM	38 32 32
	GASSEN, PAUL FORTNEY, CHET LAI CHEUK KIT	92 18 7		HU, FRANCIS BURGOON, ROBERT CHAN, SKY	32 30 30
S944	HANRAHAN, FRANK BERGUM, RANDY	48 42		NELSON, BILL MANTEA, MIHA SIMON, MARC	25 23 19
Pro 7	SHEEK, LONNY RUEFF, JIM	136 54		LAFRANCE, TIM IREY, JAMES COOMER, ROBERT	18 18 17
CT1	COSBY, ALLEN	48		FUNG, TSZ REYNAUD, VINCENT	16 13
GII	PORTERFIELD, ANDY LEWIS, MICHAEL	72 0		HOMER, MARK CHAN, ANDY O'DONNELL, JAMES	13 11 10
	MORAN, JOSEPH GRAHAM, SCOTT	12 28		RICHARDSON, DARREN LAI, CHENIK KIT THOMAS, LEE	9 8 7
013	GRAHAM, WAYNE GRAY, RICHARD	21 12		AYOUB, ĜEORGE SWAN, ANGELA	4
SP	BAILEY, RON POWERS, BRUCE	77 77		JORDAN, JAHNA KNOWLES, DAVID COM, MICHAEL	2 1 1
	KELLEY, ROBERT WALL, RICHARD CAPTANIS, GEORGE	57 42 31	DSR	KUHNS, JAMES	72
	CHAN, ANDY PITT, JOSHUA	13 0		ALEXANDER, LEE BOTKIN, HENRY WADDELL, JOHN	48 30 24
RS	LEVER, ED ALLEN, DAVID	66 24	CSR	EL NAGA, EAHAB ALFRED, MICHAEL NICKLIN, STEVE	21 96 36
EP	KARLSON, ROGER SATHER, ROGER	12 12		SCIFINI, JOSEPH LOHR, RENE	20 18
HP	MARKOS, CORY HIMOJOSA-MIRAND, CHRIS	48 24		TWEEDLE, DAVE MAJORINO, BOB	24 18
	BACHMAN, MICHAEL FERRETTI, DEREK SHAVER, LEROY	18 9 7	S2	MORAN, JOE OTA, DOUG	58 45
SSC	HUSTING, BRIAN	24		THOMSON, ROB LOVENSON, BOB FRUCHBOM, PAUL	21 17 13
	FERRETTI, DEREK LIU, CALVIN	24 24		ELLSWORTH, STERLING ALLISON, KATHY	11 5
MAZ	GT2 WAGAMAN, JIM LOGERMAN, THORPE	45 35	FA	EMANUEL, CHRIS GADDINI, VINCE	56 56
	STEBBINS, ROBERT GJERDRUN, THOR	16 12		GOUGHARY, DENNIS WEST, PETER THOMAS, PETER	6 6 4
GTL	VAN CANEGHEM, JON BOWER, JOHN	9	FM	LEVER, ED	100
	MARTIŃ, PAUL	24		BROWN, STEVE SCHULTZ, DUTCH HOPE, TOM	54 42 24
SIU	LAMPE, BRYAN NIEMANN, MICHAEL BONNEY, TIM	60 21 12		DREW, BRAD WESSLINK, PATRICK	21 7
	LIU, CALVIN KUN YIM, KENNY	9	FS	DAMON, RENNY	72
FF	ERLANDSON, ED KESSINGER, ROGER	48 28	FC	PHILLIPS, LES STOLL, STEPHEN	24 7

More – Letters from page 3

Boy Scouts to the Races - WOW!

To All:

Thank you so much for opening your doors and opportunities to allow our Boy Scout Troop 489, Glendora, Calif., to attend the Cal Club Double Regional Races at Buttonwillow Raceway Park. The generosity, hospitality and ability to see and participate in your great event will be a memorable experience that we will talk about for years to come.

We were able to introduce sports car racing to 38 scouts, and family members along with enjoying your wonderful facility for a terrific camping opportunity. It comes as no surprise, yet is certainly great to experience all of the positive responses and willingness from the racer community to share their program with our youth. The tour of the facility and the chance to drive around the course was terrific. Even the parents are raving about that!

Thank you to Timing & Scoring and Tech Inspection for enlisting our Scouts and putting them to work.

Also, please forward a huge Thanks to Ron Bailey and Tim for their involvement with us throughout the event. Their generous donation of Trophies to award to two star participants will be presented next week at our Troop Meeting.

From all of Troop 489. Great Racing with Great Scouting. *Troop 489*

John Lewis Scholarship Thank You

I would like to thank Mike Lewis and those involved involved in the selection process for awarding me this years John Lewis Scholarship. It is a honor to represent both Cal-Club and the entire So-Pac region as a worker at this years Run-Offs.I look forward to the event and again Thank You to all those involved in the selection process and to Mr.Mike Lewis for sponsoring a worker to attend the Run-Offs.

Mike Collins CSCC Fire Safety Team/Safety Steward

Cal Club Board Meeting Minutes July 9, 2011

A Face to face meeting of the Cal Club Board of Directors was held at Office Manager Ceci Smith's house on July 9, 2001. Meeting was called to order by RE Penelope Coy at 10:20 a.m. Present were: Linda Haneline, John Norris, Oli Thordarson, Gayle Jardine, John Stott, Jon French, Penelope Coy, Office Manager Ceci Smith and Les Philips called in for financial report. Minutes from June meeting were approved.

Financial Report – Les Phillips (Phone) Looks good so far this year. Les will look into investing cash.

Old Business

2012 Schedule - Agreement was reached on Cal Club's 2012 Schedule.. Will now be sent to Executive Steward Barb Knox for approval.

PCRRC Update - Different companies have been approached for sponsorship. Trade marking of the name is in progress. Oli will be making video for promotion. Mark Smith talked about how he came up with class classifications. Banquet – Need to start thinking about the perpetual awards.

New Business

2012 Course Configurations – Will be same as 2011. Cal Club Merchandise – We have nothing left. Ceci will order more items. Gayle will sell in Question Box. Elections -Time to think about 2012 BoD elections. Current Board members who must run again are Gayle Jardine, John Norris, Les Phillips & Penelope Coy. Mark Ballengee is termed out. Carrying over will be Jon French, Linda Haneline, Oli Thordarson, & John Stott. Diesel Fuel at the track - The track is swapping out the regular fuel tank for a diesel tank for the tow and fire trucks so we don't have to drive to Lost Hills to get fuel. Utility vehicles (red trucks, pace car) will get fuel at the pumps. Raffle for Entry – Will be raffling off a free entry - \$10 ticket. Spec Miata Tires - Penny brought up about the Tires for SM. Our rule from 2004 is different than GCR. We will change our Sup Regs. To be the same as GCR per request of SM Drivers. "How to attract more drivers and increase 2012 average race counts by 10%" – Oli talked about some ways to do this.

Meeting adjourned at 1:40 p.m. Thordarson/French

Respectfully submitted, Linda Haneline Secretary

Cal Club Certified Tech Shops

The following businesses have partnered with Cal Club as Certified Tech Shops to perform your annual tech. Please call the shop closest to you to make an appointment.

7's Only Racing 18218 Čal Club Drive Buttonwillow, CA 93206 Tom Dragoun - 661.764.5456 tdragoun@sevensonly.com Regional Tech License #229937

Beta Motorsports 637 South Palm Street, Suite G La Habra, CA 90631 John Coffey - 714.299.4000 johnc@betamotorsports.com Regional Tech License #239932

Costa Mesa R&D Automotive 123 Monte Vista Avenue Costa Mesa, CA 92627 John Edwards - 949.631.6376 john@Engine-Machining.com Regional Tech License #388942

Iron Canyon Motorsports 17225 Sierra Highway, Unit 117 Santa Clarita, CA 91351 Mark Nichols - 800.408.1390 info@ironcanyonmotorsports.com Regional Tech License #315036

MBI Racing Inc. 17679 Jumper Street Shafter, California 93263 Mark Ballengee - 661.345.8130 mbiracing@ataginternet.com Regional Tech License #267269

MINCOMP

1041 West 18th Steet, Suite B-101 Costa Mesa, CA92627-4583 Bill Gilcrease - 949.650.3058 National Tech License #95824

Rush Motorsport

10147 Mission Gorge Rd, Suite A3 Santee, CA 92071-3869 Louis Thibaut - 619.562.1801 Regional Tech License #291447

Williams Performance 6947 Speedway Blvd., Unit S 103 Las Vegas, NV 89115 Mike Williams - 818.522.9676 mkwhmm@clear.net Regional Tech License #280871

Cal Club Board of Governors

Regional Executive- Penelope Coy Hm: 760-247-8077 Cell: 760-954-9415 avcoys@verizon.net

Assist. RE for Administration Penelope Coy

Assistant RE for Operations Mark Ballengee Hm: 661-746-4007 Cell: 661-345-8130 mbiracing@atginternet.com

Assistant RE, Solo-Gayle Jardine Solo2mom@aol.com

Treasurer – Les Phillips Work: 661-764-5333 Cell: 661-330-4600 lesrace@aol.com

Secretary –Linda Haneline Hm: 858-449-4936 lhaneline@sbcglobal.net

Jon French Hm: 310-375-1390 jonnywanabe@hotmail.com

John Norris Hm: 310-575-4249 Cell: 310-962-0607 johnnorris@earthlink.net

John Stott 949-442-6557 Cell: 951-733-3797 jstott@mazdausa.com

Oli Thordarson 714-658-1090 oli@alvaka.net

Cal Club Specialty Chiefs

Drivers Instructor- Jim Bishop Cell: 559-779-1007 Jbishop00@aol.com

Emergency- John Kielb 562-425-9724 jhnklb@gmail.com

Flagging & Communication- Linda Haneline Hm: 858-449-4936 lhandline@sbcglobal.net

Grid- Renee Angel 909-947-0644 Cell: 909-223-3767 fippedover@verizon.net

Race Chairman- Ceci Smith 661-764-5945 calclubhq@aol.com

Deputy Executive Steward- John Snow Hm: 714-538-3106 Snomnflg24@aol.com

Registration- Penelope Coy Hm: 760-247-8077 Cell: 760-954-9415 avcoys@verizon.net

Sound Control- Open

Starter- Joe Sepanik Hm: 760-200-9106 joesepanik@aol.com

Tech Chief- Chuck Knox 760-835-1187

Timing & Scoring- Ellen Lowery Hm: 562-866-4433 eplowery@verizon.net

Specialty Representatives

Announcer - Jason Chalfont 951-940-9697

Equipment - TBD

Log - Nelda Snow Hm: 714-538-7147

Photographer - Dennis Baer 661-821-1282

Road Rally - Jeanne English Hm: 310.372-7168 Ean21@juno.com

Regional Points Keeper - Linda Haneline Hm: 858-449-4936 lhaneline@sbcglobal.net

Asst. Race Chairman - Casey Geier X2gamble@yahoo.com

Solo II- Mike Simanyi mikes@newportacceptance.com

Ombudsman/Archivist - Allan Coy avcoystoo@verizon.net

Pace Car - Steve Lowery commosteve@verizon.net

Communications - Open

Pit Control - Open

Worker Services - Open

Cal Club Office

Office Manager - Ceci Smith 18202 Cal Club Road, Buttonwillow, CA 93206 - Phone: 661-764-5945 Fax: 562-421-4598 - calclubhq@aol.com

Buttonwillow Raceway

President - Les Phillips 24551 Lerdo Highway, Buttonwillow, CA 93206 - Phone: 661-764-5333 Fax: 661-764-5334 - lesrace@aol.com

Competition Representatives

Sports Racers

Joe Moran Mjoe1@cox.net

Improved Touring

John B. Norris johnnorris@earthlink.net

Touring/SS

Roy Benedetti rsbenedetti@cox.net

Pro 7 and SRX-7

Open

Spec Racer Ford

Doug Stewart dstewart@millerautomotive.com

Open Wheel

Jerry Andersen Capricorn1@2by2.net

Les Phillips lesrace@aol.com

Grand Touring

Wolfgang Maike wmaike@verizon.net

Spec Miata

Grant Westmorland grant@pacifictugboats.com

Production Open

First Friday Niter Road Rally Information & Contacts

First Friday Niter Road Rallys start at the Bank of America parking lot in Mission Hills (North San Fernando Valley), 1/2 mile east of I-405 on Devonshire.

Jeanne English - (310) 372-7168

web page: ffn.smscc.org

2011 Road Rally Schedule

January 7 July 1
February 4 August 5
March 4 September 2
April 1 October 7
May 6 November 4
June 3 December 2

2011 Solo Schedule

	2011 3010 30110	duic
February	y	
12	Practice Event	Autoclub Speedway
13	Championship Event	Autoclub Speedway
16	Cal Club Solo Committee Meeting	Tutoetub Speedway
March	Cai Club Solo Committee Wieeting	
16	Cal Club Solo Committee Meeting	
19	Practice Event	El Toro - PSCC
20	Championship Event	El Toro - PSCC
April		
8-10	SCCA	El Toro Pro Solo
20	Cal Club Solo Committee Meeting	
May	E	
1	Championship Event	El Toro - CASOC
18	Cal Club Solo Committee Meeting	
21	Practice Event	El Toro - GRA
22	Championship Event	El Toro - GRA
June		
4-5	Lone Pine	
15-18	FSAE® California Competition	
24-26	SoPac Divisional Championship	El Toro
July		
16-17	Novice school / Street Survival	El Toro
20	Cal Club Solo Committee Meeting	
23	Practice Event	El Toro - No\$
24	Championship Event	El Toro - NO\$
August		
13	Practice Event	El Toro - EBoard
14	Championship Event	El Toro - EBoard
	2 Pro Finale/Nationals	
Septemb	er	
21	Cal Club Solo Committee Meeting	
24	Practice Event	Autoclub Speedway
25	Championship Event	Autoclub Speedway
October	1 1	1 3
19	Cal Club Solo Committee Meeting	
22	Practice Event - Blew/SCNAX	Autoclub Speedway
23	Championship Event - Blew/SCNAX	Autoclub Speedway
Novembe	er	1
16	Cal Club Solo Commitee Meeting	
25	Practice Event	Autoclub Speedway
26	Ladies School	Autoclub Speedway
27	Championship Event	Autoclub Speedway
Decembe	er	
10	Practice Event	Autoclub Speedway
11	Championship Event	Autoclub Speedway
21	Cal Club Solo Committee Meeting	
	www.calclub.com for more Solo in	formation

2011 Road Race Schedule

<u>Date</u>	Event	<u>Track</u>		
January 21-23	Porterfield Brake Pads Ntl./Dbl.Reg.	ACS	Cal Club	
February 10-12 26-27	SCCA Convention - Las Vegas Camguard Double Rational	WSIR	Cal Club SDR	
March 24-26 26-27	Road Race Drivers' School Double Regional, Time Trials	BRP BRP	Cal Club Cal Club	
April 15-17 30-1	Grand Prix of Long Beach Double National	BRP	Cal Club	
May 21-22	Double Regional	BRP	Cal Club	
June 11-12	Double Regional	ACS	Cal Club	
Septembe 3-4	Double Regional/Time Trials	BRP	Cal Club	
October 1-2 29-30	Double Regional/Time Trials Inaugural Pacific Coast Championships	BRP BRP	Cal Club Cal Club	



San Diego Region

Grid Lines

OFFICIAL PUBLICATION OF THE SAN DIEGO REGION OF THE SPORTS CAR CLUB OF AMERICA, INC

Catching up with Barbara LeRoy Boehme

By Elliot Shev

I recently had the opportunity to spend some time with Barbara LeRoy Boehme and reminisce about her autocross journey and nine cars in sixteen years.

Barb's first experienced autocross was in 1995. This was a culmination of what was a very voracious Malibu Grand Prix habit. Barbara secretly always wanted to be a race car driver. In the summer of 1995 she found that with her daughter out of town for a while she had a lot of free time on her hands and discovered Malibu Grand Prix (MGP.) This grew into a fetish that grew to about 100 or more laps a week there. (This was at the track the used to be on Mira Mar Road for those of you who remember.) Needless to say, with that amount of seat time, and determination, and skill, one can become a very good driver. After beating the men who worked at the track, of which they continued to work hard to keep their edge, they offered her a special \$1 per lap rate as her driving attracted more people to try and beat her time.

Some of the people who worked at MGP Autocrossed, and seeing that Barbara was a very good driver, and liked running against the clock, they invited her out to Qualcomm in late 1995 to give Autocross a try. She came down to a practice event and was put on the wait list. She anxiously waited half the day to see if she could give it a try and she made it. Her first impression was: "Wow, that was fun, but, it cost me a whole lot more than what I was doing". Barb decided to give it another try and was totally hooked. She never missed an



Barbara LeRoy Boehme earned another HS Ladies National Championship in her #48 Mini. **Elliot Shev Photo**

event until 2009.

Barb started out racing her only automatic car she has ever owned, a Honda Prelude SI. She raced this until it was reclassified and she was competing with Leslie Cohen in her Mazda MX-6 who would beat here more times than she liked by a little bit. So, what does she do? She goes out and gets a Mazda MX-6. Barb has competed with Leslie for many years now and enjoys the competition on both a local and national level, and her friendship.

Barbara's first Pro Solo really cemented her love for the sport. She met a lot of people from other parts of the country, which enhanced her experience and enjoyment.

It took Barbara 13 years to win a

national championship. So, tenacity pays off. During this run for a championship, Barbara has owned nine different cars always looking for the car that fit her style and was a class competitor. Barb has also been co-driving now for a number of years in her chase for a national championship.

Besides the car, Barb says it's also about putting together two good days of driving, good weather, and a bit of luck. This year Barb co-drove a mini for the nationals. Barb's strategy and approach to the 2011 season, was rewarded by achieving another HS Ladies national championship. Congratulations to Barb!

Look for Barb and her mini at an Autocross or Pro-Solo near you!

San Diego Region **National Tour Winners**

Jeff Kiesel E Mod Ladies Shawn Kiesel H Stock Ladies Barbara LeRoy Boehme Formula 125 Paul Russell

Event Schedule:

Sunday, October 9 Championship, West Lot SCAT Sunday, October 30 Championship, SE Lot **SDAD** Saturday, November 12

Practice, SE Lot **SCNAX** Sunday, November 13

SCNAX

Championship, SE Lot Sunday, November 20 Novice School, West Lot Region

Sunday, December 4 **TART** Championship, SE Lot

Contact Me

A word from your editor Elliot Shev

If you would like your story, that includes an interview about you, in Grid lines or have something you would like me to write about, please let me know. Pictures from local events or events that local SCCA members participate in outside our area are always welcome.

Email: impressionsbyelliot@cox.net or call at 619-795-1550



Ferrari Testa Rossa 0666 TR Sets Record for Cars Sold at Auction

By Bob Krueger

MONTEREY, Calif., Saturday, August 20, 2011 - 250 Testa Rossas are special. Built by Ferrari to be its primary sports-racer in the late '50s and on into the early '60s, only 34 of them were constructed. Named for their red camshaft covers and often distinguished by their pontoon fenders, they carried the flag of the Scuderia successfully at racetracks all over the world. But some of them are more special than others, and one in particular stands out today as the car that commanded the highest price of any automobile ever sold at auction.

0666 TR, the very first Testa Rossa ever built, was sold by Gooding & Company during the 2011 car extravaganza known as the "Monterey Weekend" for \$16.39 million, eclipsing the previously highest-priced auctioned car, another Testa Rossa, by almost four million dollars.

What makes 0666 so special? As the first of two prototype TRs built by Ferrari as test beds for improving later cars in the series that would be sold to and raced by customers, it has a unique provenance. If that weren't enough, it also has a racing history which, although not as distinguished as the later cars, includes a 2nd place at the 1,000 kilometers of Buenos Aires. As a factory race car it also appeared in 1957 and 1958 at the Nürburgring, the GP of Sweden, Caracas, the Targa Florio, and the 24 Hours of Le Mans driven by Masten Gregory, Wolfgang von Trips, Olivier



Jon Shirley races his Ferrari Testa Rossa.

Bob Krueger Photo

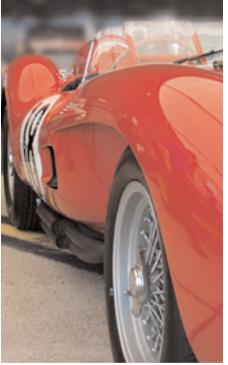
Gendebien, Maurice Trintignant, Mike Hawthorn, and others. At the Le Mans race in 1958, driven by Dan Gurney and Bruce Kessler, the car was crashed heavily and retired. Following the crash, the car was rebuilt, sold to an American privateer, and raced in NART livery.

In 1970, Charles Betz and Fred Peters bought 0666 and completely restored it, using an engine from another Testa Rossa. Betz and Peters owned the car for 32 years, showing it at numerous concours events until former Microsoft CFO Jon Shirley acquired it in 2003. In 2005, Shirley completely restored the car

again, using the original 0666 engine purchased from Pete Lovely and returning it to its 1958 Le Mans configuration.

Shirley took 0666 TR to the prestigious Pebble Beach Concours in 2006 and was awarded a 1st in class trophy. After the win at Pebble, Shirley raced the car at West Coast vintage events in Coronado, Monterey, and Seattle.

Joel Finn once said that this car's bodywork and general detailing were "crude and not well finished" when it first showed up at the Nürburgring in 1957. No more. Since its 2006 restoration, it is absolutely stunning. Rarity, provenance,



0666 TR waits in the paddock for its chance at some action.

Bob Krueger Photo

racing history, and a 100-point restoration combine to make it no mystery why 0666 TR commanded a record-setting price.

Now that 0666 has been sold, let us hope that the new owner follows Shirley's example and brings it out for fans to see rather than locking it behind closed doors in a warehouse somewhere.

Solo Champions Compete in Gumout All-Star Shootout

LINCOLN, Neb. (September 6, 2011) – Some of the top drivers at the Tire Rack SCCA Solo National Champions competed head-to-head in the Gumout Volkswagen Golf for additional cash prizes in exhibition runs as part of the inaugural Gumout All-Star Motorhead Shootout.

E Stock National Champion Bartek Borowski and H Stock National Champion James Feinberg earned the \$500 checks for topping the two competitions. Borowski won against nine other newly-crowned National Champions during the Wednesday runs after the first set of classes completed competition, with Feinberg doing the same for the Friday set of classes.

One driver was selected from each heat based on indexed PAX scores to even out the wide variety of classes that compete at Solo Nationals. Each driver made two runs in the Gumout Project car—a Street Touring prepared Volkswagen Golf – with those runs determining the winner. PAX is an indexing system that applies a correction factor to overall times based on the class in which an individual competes. The goal of PAX is to remove the class variable, focusing on driver performance.

During Wednesday's competition, C Street Prepared Champion Tim Aro set the fast time very early in the competition. Aro sat and waited as every other driver made runs at topping his time. Courtney Cormier, in the shootout based on his A Street Prepared win, was closest, but still fell short.

Despite persistent talk implying that the high temperatures had left the tires incapable of topping Aro's time, Borowski turned a time on his first run that him left just a half-second behind Aro and in second place. Now comfortable with car, Borowski improved by more than a second on the final run of the competition to top Aro by 0.663-second with a run of 74.271 seconds. Aro took the second place prize of \$250, with Cormier earning \$125.

Friday's competition was even closer, though the top three finishers set their times early in the competition. Robert Thorne, the Street Touring R champion, set the bar early in the competition with a time of 75.842 seconds on the West Course at Lincoln. Feinberg topped that lap on his second run with a 75.042 second finish.

Ryan Buetzer, the C Stock National Champion, posted a run of 75.133 on his first run and setting up a second run that could have topped Feinberg. A cone penalty on Buetzer's final trip ended that thought, leaving him 0.091-second behind and in second place. Thorne's time left him in third position.

Jeff Kiesel latest SCCA/ALMS Star Performer

BALTIMORE, Md. (Sept. 4, 2011) – Multi-time Sports Car Club of America Solo Champion Jeff Kiesel, of Poway, Calif., has been named the latest SCCA Star Performer, as revealed in the ESPN3.com and ABC broadcasts of the American Le Mans Series Presented by Tequila Patron Baltimore Grand Prix.

Kiesel earned his first-ever Gumout Super Challenge win on Sunday, Aug. 28, topping the 260-car field at the Tire Rack SCCA ProSolo Finale in Lincoln, Neb. Less than a week later, Kiesel earned his sixth SCCA National Championship at the Tire Rack SCCA Solo National Championships driving his E Modified rotary turbocharged Austin-Healey Sprite.

A few minutes with a local champion, Katy Nicholls

By Elliot Shev

Katy Nicholls grew up in Pleasanton, CA and always had an appeal for cars. That is she liked the styling and the "sporty" models, not thinking that she would one day be behind the wheel and having more than just fun.

Katy has always been a competitive individual. Her competitiveness was usually played out in other sports, like soccer and waterskiing. Growing up playing team sports, Katy felt comfortable in a group. Entering waterskiing was a new personal challenge as it was an individual test and you had to perform alone, in front of an audience. Unfortunately, before she could get used to being an individual competitor, Katy, suffered a serious injury, which kept her from the competition.

Katy's first exposure to autocross was at an event in northern California. A friend and member of SAMOA (Sacramento Area Miata Owners Association) took her to her first autocross. It was at one of these events that Katy drove a fun run, liked it, and was then encouraged to drive. Katy left the Bay Area for San Diego and didn't get to drive again for a while.

She felt that autocross was "safe" from an injury standpoint where she can challenge herself and fulfill here competitive instincts. After watching the events for a while, Katy bought a Miata and started her journey. She wanted to set the car up for autocross and track days. She modified the car for STS2 but was not legal as the car had a Torsen rear end, so she ran in SU. This led her to compete with Michael Hinitz. In 2007, Mike asked her to co-drive with him and she competed in L class. Katy co-drove for 2008 (no national attendance), 2009 National Pro Solo series and local events. During this time Katy got the chance to drive some more powerful cars. This is



what she really wanted as it was a real adrenaline rush.

In 2009 Mike Simanyi offered Katy a shared ride in his BMW this let to a 2009 SML National Championships (National Champion), and 2010 Pro Solo Finale (Challenge Winner, 2nd Overall)

In 2010 Katy also shared a ride with Doug Rowse and was 2010 DSPL National Championships (National Champion)

At the 2009 national event in Las Vegas, Katy was honored as Rookie of the Year.

Katy would like to express how fortunate she feels for the opportunities presented to her, and to express gratitude to her co-drivers. She would not have had the ability to accomplish what she has so far without them. And, I would like to highlight Brian Peters from Litchfield, AZ as a significant contributor to growing my skills and competitiveness in the sport.

Katy looks forward to continuing to complete in local and national events.

SoPac Road Racing National Points Standings

as of August 25

Clas	s/Name	Reg/Pts		Clas	ss/Name	Reg/Pts/Ood
AS T1	Qualls, Chris Kelley, Kyle Thordarson, Oli Davis, Ken Ronson, Chris Benedetti, Roy Kahn, Robert Fung, Carl	CSCC CSCC SanD CSCC CSCC SanD CSCC	75 * 71 * 39 * 33 * 27 20 14	HP	Isley, Jason Wittman, Gary Markos, Cory Bryant, Craig Wood, Curtis Shaver, Leroy Linn, Brian	SanD 66 CSCC 42 CSCC 35 CSCC 18 Ariz 16 * CSCC 14 CSCC 9 *
T2	Brecht, Tom	SanD	24	SRF	Acker, TJ Jucha, Bill Marino, Paul	CSCC 71 CSCC 62 * CSCC 45
T3 ST STO	Marie, Sage Naimi, Ali	CSCC Haii	66 * 28		Miserendino, Mike Reeder, Craig Miserendino, Tom Ballengee, Mark	CSCC 42 Ariz 24 * CSCC 22 CSCC 19
STU	Hoover, Marc Staal, Matthew Valafar, Sammy Burgoon, Rob Royle, Philip Lampe, Brian Browning, Michael Lee, Clement Ruiz, Stephen Bottom, Steve Ghidinelli, Brian Bishop, Jim	Ariz CSCC LasV CSCC CSCC CSCC Ariz CSCC CSCC CSCC CSCC CSCC CSCC CSCC	81 * 50 * 46 31 24 16 12 9 6 8 4 *		Zaph, Craig Eggleton, Kyle Webking, Rick Williams, Marty Jankovskis, Paul Flessa, Karl Palla, Don Freireich, Elliot Pheteplace, David Raby, Ed Edwards, Don Fleming, Lee Fosdick, Denny French, John Stewart, Doug	CSCC 13 CSCC 5 CSCC 5 CSCC 5 CSCC 3 * Ariz 2 CSCC 2 Ariz 1 CSCC 1 LasV 1 CSCC 0
SSB	Niffenegger, Lee Crites, Richard	CSCC SanD	72 * 30	CSR	Young, Dick Simons, Don	CSCC 0 CSCC 61 *
SSC SM	Husting, Brian Chapman, Ron Vance, Tyler Valafar, Sammy Ghidinelli, Brian	CSCC SanD CSCC LasV CSCC	78 * 18 * 70 * 65 44 *		Lohr, Rene Nicklin, Steve Fletcher, Ron Tweedlie, Dave Schifini, Joe Majorino, Bob	CSCC 31 CSCC 30 SanD 21 CSCC 21 CSCC 16 CSCC 14
	Lee, Clement Westmorland, Grant Burgoon, Rob Busk, Dean Thibault, Don Weaver, Tim Walker, Jeff Matthews, Chuck	CSCC SanD CSCC Ariz CSCC CSCC CSCC CSCC	35 30 * 22 12 11 11 9	DSR	Alexander, Lee Botkin, Henry Nicklin, Steve DeAlva, Paul Ferguson, Ellen Kazen, Robert	CSCC 84 * SanD 61 * CSCC 37 * Ariz 14 CSCC 13 CSCC 7
	Halpin, Mike Pitt, Josh Ruiz, Stephen McGee, Charles Nelson,Bill Deal, Tyler Gong, Curtis Burke, James Bonney, Tim Bradley, Sean	Ariz Ariz CSCC Ariz CSCC CSCC Ariz CSCC CSCC Ariz CSCC CSCC CSCC CSCC CSCC Ariz	6 4 4 3 3 2 2 * 1 0 * 0	S2	Guenther, Ed Ota, Doug Ferguson, David Moran, Joe Lovenson, Bob Holcomb, Gary Ellsworth, Sterling Draizen, Adam Hanssen, Stu Allison, Kathy	Ariz 45 * CSCC 37 CSCC 33 CSCC 13 CSCC 11 CSCC 9 CSCC 9 CSCC 5 CSCC 4
	Dahn, Cole Donick, Michael Homer, Mark Jackson, Charles Lange, Mark Miles, Mark Shoemaker, Dale Thomas, Ian Wang, Louis	Ariz CSCC Ariz CSCC Ariz LasV CSCC CSCC	0 0 0 0 0 * 0 * 0 *	FM	Brown, Steve Drew, Brad Schultz, Dutch Workum, Peter Anderson, Mike Slone, Jamie Wesselink, PJ Eckert, Frank Gallant, Kelly	CSCC 57 CSCC 30 CSCC 25 Ariz 25 * SanD 21 * Ariz 14 CSCC 13 Ariz 6 Ariz 6
GT1	Lewis, Mike Porterfield, Andy Kelley, Kyle Boatright, Chip Thurston, Bud Lansing, David	SanD CSCC CSCC Ariz Ariz Ariz	67 * 51 42 * 31 * 24 18	FA	Lever, Édward Gaddini, Vince Damon, Renny Emanuel, Chris Goughary, Dennis West, Peter	CSCC 6 CSCC 58 * CSCC 54 * CSCC 31 CSCC 5 CSCC 2
GT2	Potter, Brooks Henderson, Mike Ruthroff, Doug	CSCC SanD Ariz	24 12 7	FB	Davis, Ken Hickman, Gary	SanD 0 SanD 19 *
GT3	Henderson, Mike Maike, Wolfgang	SanD CSCC	81 45	FC	Eitel, Duane Phillips, Les	Ariz 18 CSCC 21
	Gray, Richard Graham, Waye Graham, Scott	CSCC CSCC CSCC	28 * 10 4	FE	Johnston, Dion Smith, Corey	CSCC 14 CSCC 24 *
GTL	Marshall, Dennis Bower, John Gilcrease, Bill Fazzi, Michael	CSCC CSCC CSCC	0 57 * 39 7	FF	Brenner, Douglas Erlandson, Ed Sakowicz, Jeff DiGiovanni, John	CSCC 56 * CSCC 51 CSCC 19 Ariz 12
EP	Gist, Gary Carroll, Josh Karlson, Roger Gillespie, Keith Malone, James Sather, Roger Nelson, Doug	SanD CSCC CSCC Ariz Ariz CSCC Ariz	61 * 57 * 38 31 * 16 14 0	FV	Anderson, Jerry Kessinger, Roger Wake, Ron Turner, Charlie Edwards, Mark Ruiz, Roman Manthe, Don	CSCC 6 CSCC 73 * CSCC 50 * CSCC 31 Ariz 23 CSCC 12
FP	Powers, Sean Linn, Brian	Ariz CSCC	60 * 48	F500	Harding, Derek	CSCC 3 *

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PS Form 3526, September 2007 (Page 2 of 3)

SoPac Calendar of Events

<u>Date</u>	<u>Event</u>	<u> Track</u>	<u>Region</u>				
Octobe	er						
1-2	Double Regional/Time Trials	BRP	Cal Club				
15-16	Double Regional/PDX	IMR	Arizona				
23	Solo Championship Event	ACS	Cal Club				
29-30	Inaugural Pacific Coast Championships	BRP	Cal Club				
Novem	ber						
27	Solo Championship Event	ACS	Cal Club				
December							
10-11	Double Regional/Vintage Classic	PIR	Arizona				
11	Solo Championship Event	ACS	Cal Club				

Track Reference: ACS - (Auto Club Speedway), AS - (Aloha Stadium), BRP - (Buttonwillow Raceway Park), IMR - (Inde Motorsports Ranch), PIR - (Phoenix International Raceway), WSIR - (Willow Springs International Raceway)

SoPac Tracks

BRP - Buttonwillow Raceway Park (661) 764-5333

AS - Autoclub Speedway (909) 429-5000

FIR - Firebird Int'l Raceway

(602) 268-0200

HRP - Hawaii Raceway Park

(808) 841-6288

IMR - Inde Motorsports Ranch

(520) 384-0796

LVMS - Las Vegas Motor Speedway

(702) 644-4444 PIR - Phoenix Int'l Raceway

(602) 252-3833

WIR - Willow Springs Int'l Raceway

(661) 256-2471

SoPac Event Registration

AZ - Arizona Region (480) 832-1327

CSCC - California Sports Car Club

(661) 764-5945 HI - Hawaii Region

(808) 524-0330

LV - Las Vegas Region

(702) 368-6926 SD - San Diego Region

(858) 748-8693

Around the West

San Francisco Region, SCCA (530) 934-4455 Oregon Region, SCCA (503) 224-9469

SCCA

Sports Car Club of America

SCCA National Office

(800) 770-2055 Fax - 785 357 7222

SCCA Enterprises

(303) 693-2111 fax: (303) 680-5633

enterprises@scca.com

SoPac **Hotel Guide**

Buttonwillow Raceway

Econolodge Inn & Suites 661-764-5207 - 20688 Tracy Ave.

Red Roof Inn - 661-764-5121 20645 Tracy Ave.

Super 8 Motel - 661- 764-5117

20681 Tracy Ave.

Motel 6 - 661-764-5153 20638 Tracy Ave.

Willow Springs Rcwy.

Inn of Lancaster - 661-945-8771 Lancaster Motel 6 - (661) 824-4571 Mojave

Autoclub Speedway

Official Speedway Hotel Hilton Garden Inn - 909-822-7300 10543 E. Sierra Ave. Fontana

Firebird Raceway

Chandler, AZ

Fairfield Inn - 1-800-228-2800 Wyndham Inn - 1-800-WYNDHAM Hampton Inn - 1-800-HAMPTON

Inde Motorsports Ranch

Willcox, AZ

Motel 6 - 520-384-2201 Super 8 - 520-384-0888 Days Inn - 520-384-4222 Riteway Motel - 520-384-4655

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Swift DB-1FF, chromoly frame, 22 gearsets, Ivey engine, Hi-Tech header and muffler, triple Penskes, 3 sets of Panasport wheels, many updates and thousands of dollars of new and rebuilt spares plus quick lift jack and stands. Car is in excellent condition-lack of time and wife's illness forces sale. \$15,000. Contact Jim Bishop (559)779-1007-cell jbishop00@aol.com

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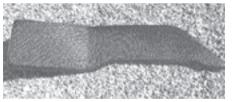
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