



Jeff Glenn, Pleasanton, CA, a freshman at San Jose State University, drove his Austin Mini (61) to the D Prepared win at Merced (CA) Airport. He's seen here at a previous event at Golden Gate Fields in Albany, CA. —John Kelly photo.

## Mike Sutton zaps EP; Bill Fleig is quickest

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**MERCED, CA, Oct. 14** — A lot of fresh faces showed up in first place for this second round of SCCA-San Francisco Region's 1990 Winter Slush Series organized by SFR's Fresno Chapter.

A total of 130 drivers turned out for the Pickled Pelican Sprints which included the chance to drive on a new site on the edge of Merced's airport. Charlie and Barb Charette chaired the event and set out a course utilizing the abandoned run way measuring 150 ft. by 750 ft. and an access road which sported a classic "pin turn." That's a single pylon in the middle, you do a 180 degree turn, and go back the way you came. It isn't a miniature road course but what else can you do? The morning groups received three runs but Charette had to reduce that to two for the afternoon. Even with that the final runs were made in twilight, but they ran everybody through the 70-second course.

In his newly quiet Mercury Capri — the original body style — Mike Sutton, Cupertino, CA, won the six-driver E Prepared class over a fired-up Dave Smolich, Sacramento, CA, VW Rabbit despite knocking over a one-second pylon, 73.666 to 74.480. Third was Richard Coffey, Santa Clara, CA, driving an Opel. Mechanical problems prevented Coffey from taking his third run.

D Prepared saw San Jose State freshman Jeff Glenn, Pleasanton, CA, take the win in his Austin Mini over John Rose, Sprite, Madera, CA.

Bill Fleig, Carmichael, CA, humbled B Prepared in his elder statesman Corvette. Fleig's 9.329 — fastest time of the meet — came on his second run after scattering two pylons on his first shot. Ken Yeo, Auburn, CA, also got into the under 70 area with a second run of 69.680. Feeling extremely humble was Larry Park, Fremont, CA, the three-time BP National Champion and his

latest design Corvette, who clocked a best run of 70.168.

Patti Yeo, Auburn, CA, Corvette, took BPL with a 72.567 to the 73.131 clocked by five-time BPL National Champion Pati Park, Fremont, CA, Corvette. Kicking herself for knocking over a one-second pylon which pushed her from second to third place, was Marsha Heckert, Sacramento, CA, Corvette. Heckert, who won BSPL in 1984 and BPL in 1986, had a final time of 74.081 after DNfing her first run.

The Ott family scored the D Stock and DSL wins. Having ventured to many far corners of the state including Eureka, George Ott, San Francisco, Honda, won on his first run over the eight-driver class. Ott creamed a pylon on his second run although that time, too, would have won it over Don Tupper, Redwood City, CA, Nissan 240SX. Third, packing the pylon which pushed him there from second, was Ed Swain, Clovis, CA, in a Honda.

Lois Leijdecker-Ott, San Francisco, Honda beat out the four-driver DSL class with an 84.840 on her first run. Katie Elder, Kensington, CA, knocked over two pylons for an 84.999 plus two seconds. She hit only one pylon on her first run but went slower doing it. Cris Rogers, Los Gatos, CA, Honda Civic Si, hit pylons on both runs. There were two the first time for an 88.482 total. And three the next time. Suffering in all this was Lisa Kenas, Cupertino, Honda CRX Si, the 1990 GSL National Champion (in a Chrysler Conquest) who took fourth today.

Grins from ear to ear came from Ron Green Jr., Fremont, CA, Chevy IROC-Z, who polished off his father and the rest of the six-driver class after clocking an incredible 129 second first run which included six pylons. That kind of stuff gives event chairmen ulcers wondering if there's enough day-

light for the first run (or three) for a 78.111 while Ron Sr. had to settle his first run, 78.156. Coming in third was the peripatetic Bill Herron, Sacramento, CA, and his highly polished Pontiac Trans-Am GTA. Herron loves big GM cars — despite zooming about in his A Mod car during the regular season — and took third with a 78.771 earned on his second run.

Part of this event seemed just like the Solo II Nationals. There was a BMW M3 winning C Stock. Today it was Peter Knoot, Belmont, scoring the win over Chuck Hanson, Oakland, CA, Toyota MR2. Despite hitting a pylon, Hanson hung on to second over Josh Sirota, Sunnyvale, CA, driving that rarest of autocross machines, a Mazda Miata.

Bob Tamandli, San Jose, CA, has acquired the Chevy powered Sprite his brother used to win the '85 and '88 E Mod National titles. After trying it out at Golden Gate Fields last week, he walloped the five-driver class today, including SFR Champion Ralph Schubert, Cupertino, CA, and his rotary powered Datsun 1200, who was second. Taking third was Dennis Hale, Ben Lomond, CA, Datsun 510.

The McDonalds of Fresno, CA, run their DP Midget in D Modified because they don't care to add the required weight to their 1275cc powered car. Today it didn't matter. Marilyn McDonald won D Mod with a 78.100 best run to defeat touring hot shoe Mike Hokanson, Gresham, OR, Fiat X1/9, who clocked a 79.123 best. Third was Max McDonald at 81.876. He won't talk about the 106.124 he got on his first run.

Dennis Pedersen, Cupertino, CA, has abandoned his Corvair (forever?) and drove his new Suzuki Swift to the E Stock win, scoring a 84.557 to the 84.715 turned in by Bill Claypool, Sacramento, CA, Honda CRX. Merced's Ralf Lindow, VW Golf GT, took third at 87.026, including two pylons.

Jerry deLara, Sonoma, CA, didn't go to the Salina Nationals this year and took out his revenge on Jim Martin, Modesto, CA, who did. Showing off his new 1990 Corvette, deLara won Super Stock with a 77.008 to Martin's 77.497.

**Results, Pickled Pelican Sprints, Merced Municipal Airport, Merced, CA, by Fresno Chapter, SCCA's San Francisco Region, Oct. 14, 1990. Class winners:**

AM-Art Allen, Castro Valley, CA, Tui SV, 71.180.  
AML-Sheri Dillon, Modesto, CA, Nemesis, 109.762.  
BM-Mike Bernstein, San Ramon, CA, March, 72.461.  
DM-Marilyn McDonald, Fresno, CA, MG Midget, 78.100.  
EM-Bob Tamandli, San Jose, CA, Sprite V8, 73.973.  
EML-Peggy Hale, Ben Lomond, CA, Datsun 510, 118.849.  
AP-John Kelly, Pleasanton, CA, Lotus 7A, 73.477.  
APL-Pat Kelly, Pleasanton, CA, Lotus 7A, 77.071.  
BP-Bill Fleig, Carmichael, CA, Corvette, 69.329.  
BPL-Patti Yeo, Auburn, CA, Corvette, 72.567.  
CP-Frank Stagnaro, San Leandro, CA, Shelby GT350, 73.732.  
CPL-Barbara Ogg, Mill Valley, CA, Shelby GT350, 83.418(4).  
DP-Jeff Glen, Pleasanton, CA, Austin Mini-Cooper, 80.354.  
DPL-Trish Bubnis, Fresno, CA, Austin Mini-Cooper, 94.216.  
EP-Mike Sutton, Cupertino, CA, Mercury Capri, 73.666(1).  
EPL-Wendy Carrick, Sacramento, CA, VW, 87.860.  
ASP-Larry Dober, Walnut Creek, CA, Corvette, 75.836.  
ASPL-Mary Jacobs, Pleasant Hill, CA, Corvette, 80.541.  
BSP-Jeff Glorioso, Folsom, CA, Corvette, 73.342.  
BSP-Fay McWilliams, Danville, CA, Corvette, 81.722.  
CSP-Bill Broadhead, Tracy, CA, Honda CRX Si, 78.626(1).  
DSP-Bill Condrashoff, Fiddletown, CA, Fiat X1/9, 77.233.  
ESP-George Carousos, Vacaville, CA, Camaro, 82.301.  
OSP-Rick Gould, Concord, CA, Mazda RX-7, 75.625.  
AS-Bob Belz, Manteca, CA, Porsche 914, 6, 80.012.  
BS-Rickey Hines, Oakland, CA, Toyota MR2, 77.640.  
BSL-Dorothy Langford, Richmond, CA, Mazda RX-7 Turbo, 88.045.  
CS-Peter Knoot, Belmont, CA, BMW M3, 78.079.  
CSL-Sandy Englund, Vallejo, CA, Porsche 914, 86.707(1).  
DS-George Ott, San Francisco, CA, Honda, 80.461.  
DSL-Lois Leijdecker-Ott, San Francisco, CA, Honda, 84.840.  
ES-Dennis Pedersen, Cupertino, CA, Suzuki Swift, 84.557.  
ESL-Pat Hines, Oakland, CA, VW Jetta, 84.663.  
FS-Ron Green Jr., Milpitas, CA, Chevy IROC-Z, 78.111.  
FSL-Donna Green, Milpitas, CA, Chevy IROC-Z, 82.068.  
HS-Bob Swan, Fresno, CA, Honda, 92.883(1).  
SS-Jerry deLara, Sonoma, '90 Corvette, 77.008.