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Dedicated to the safety, quality, and enhancement of the San Francisco Region racing experience since 1957

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From the Driver's Seat

- Fred Petersen, President



First, to the competitors in Group 7 that may have been unpleasantly surprised, or worse, by my lack of skill during the opening lap of the season ending Regional race, my sincere apologies! As far as I know, my lack of skill and concentration did not cause any damage to either my car or to any of my fellow competitors. I sincerely hope it did not negatively affect the outcome of your race, as well. I do have excuses, but they aren't worth wasting the ink (or electrons) here. Selecting first gear caused the partial spin in Turn 5. The overly brave attempt to pass in Turn 10 was inspired by having successfully completed that move in Julys' race (but not on the first lap). It was 'interesting' to sit backwards at the exit of Turn 10 watching cars avoid me! Thank you!!!!



52nd Annual RDC Illgen Enduro on Pre-grid

The RDC's 52nd Illgen Enduro is in the books! The weather could not have been better. The drivers I spoke with all stated they had a blast and there was little on track contact during the race, so it was another success. Thanks to **AIM Tires/Toyo Tires, Roger Kraus Racing** and **I/O Port Racing Supplies** for their prize contributions to add sizzle to the event!

Last year the first 6 finishers were each from a different class and therefore class winners. No domination! This year the 'SU' Norma of **Devenport/Zadig** dominated the field with 10 laps over the next competitor, even though the engine had developed an electrical problem that caused the loss of one its' cylinders

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Video Links

Click on the link next to
the YouTube icon

(P.S. It's a bit buggy in iPad)

[From the Driver's Seat - cont.]

near the conclusion of the race. Three 'O' cars, the first of which was **Baker/Laidig/Ternus** in a '93 RX-7, followed them. Two 'SR' cars followed, led by **Booth/Milletti**, who have won the RDC Illgen Enduro in that class for the fourth time now! A '90 Miata driven by **Cooper/Cicatelli/Makishima** was the winning 'U' class car, and were followed by 4 more 'SR' entrants. **Dan Cooper** with his father **Martin** won the 'U' class last year in the same #35 car. Except for the Norma, no domination again this year! In the 'ME' class, the team of **Annison/Kalinowski** won the honors in their #58 Miata.

As with Club Racing in general, participation was off of the past highs, but still in line with regional entries during this economic situation. The Norma in 'SU' was the only entrant in the Sports Racer classes. There were 8 entries in both 'O' and 'SR' classes with 6 entries in 'ME' and 5 entries in 'U'. All but 5 of those cars were running at the checkered flag! Unfortunately there was no 'SO' class car, as the beautiful Spice of the **Smith/Pringle** team developed electrical gremlins on Saturday, precipitating the teams switch to a Spec Racer for the Enduro.

Most of you know that the Illgen Classic Enduro is dedicated to **Marty** and **Margaret Illgen** who were very dedicated volunteers in the SFR. To this day the Illgen children enjoy attending the Enduro that bears their name. Since most of you competing or assisting in the Enduro were busy at the time, you may not have noticed that the 'Parade' Pace Lap was led by a vintage Porsche. It was Marty Illgens' car, and his great-grandson, **Jack**, was the passenger! The race started with the green flag waved with great aplomb but not by one of our SFR Starters. **Charles Illgen** gave it a wave that any professional starter would envy.

This was the first RDC Illgen Enduro for which I have had responsibility, and I could not have pulled it off without the help of the SFR volunteers, 2 special people of which deserve additional recognition. **Sherry Grantz** did a terrific job of converting old files into ones that work with current software, and formatting the entry process so that MotorsportReg could be used. **Marcy Crawford** (RDC President 1995-98) helped with Registration and shepherded the Illgen family, who she knows well, during their visit. A very big 'THANK YOU!' to both Sherry Grantz and Marcy Crawford.

One of the weekend's highlights was the Social on Friday evening. The RDC once again made a special contribution and the Social Crew turned out another outstanding spread. **Steve Jaroch** pulled together a terrific 'Meet The Team', which included Miata drivers that are also; Flag Chief, Race Chairman and two SFR Board Members. Steve works so hard to make these 'Meet The Team' interviews interesting and fun. We really need to upgrade his audio system so more of us can learn about our fellow competitors and volunteers. Normally these specials are on Saturday evenings but Social moved it to Friday, fearing that attendance would be down after the conclusion of Saturday's Regional. They were right, though the folks that stayed enjoyed Friday's leftovers. It was another very special weekend and a great way to end the racing season for 2011!

See you at the Track and the Banquet - Fred

**Permanent RDC Illgen Enduro Trophies
with RDC Checkered Flags**



'SU' Class and Overall Enduro Winners

Jim Devenport - Stephen Zadig

Although Steve and I were initially disappointed that we weren't going to get to race **Mike Smith** and **Mark Pringle** in the Spice car, the RDC Enduro is still always challenging to run clean and get to the finish without mechanical issues. I was scheduled to run the first session, an hour and fifteen minutes.

From the drop of the green flag, we got a great start, and I ran the car hard to get out to a decent lead, and then about 45 minutes in both throttle springs broke which gave me a wide open stuck throttle exiting Turn 6. Fortunately it happened on the long 'straight' so I had some time to think it through. I was able to drive it back to the pits using the kill switch, flipping it on and off to keep some momentum. After the quick repair by our crew chief, **Jason Hohmann** of **Bulldog Motorsport**, we came back out still in the lead and I managed to finish my stint without further drama.

At this point **Steve Zadig** took over and ran hard for the next hour and thirty minutes, increasing our lead to 6 or 7 laps. In my final hour and fifteen minute stint, we developed an engine misfire that slowed us somewhat during the final 45 minutes. At first I was a little concerned with the misfire, but the engine still had good oil pressure and water temperature so we elected to stay out and 'limp' the Norma home. By this point enough attrition had occurred in the race that we were able to increase our lead to 10 laps at the checkered flag.

I have to admit that the victory reception from the pitwall on my drive down pitlane made me go misty-eyed as I waved back to everyone. Both Steve and I want to thank the RDC for hosting another great enduro event. Steve and I also extend our thanks to the crew at Bulldog Motorsport for a job well done.

- Jim Devenport



'SR' Class Winners Bill Booth & Umberto Milletti

With twenty minutes remaining in this year's RDC Enduro I radio my teammate, Umberto Milletti, "I'm on fumes out here, dude. What's our plan?", followed shortly with another transmission, "What lap times do I have to do to win this thing"? After a few excruciatingly long seconds Umberto replies "Working on it". After a few more seconds that seem to last an eternity I hear over the radio, "You've got a 50 second lead and 10 laps to go. Dial it back 4 seconds a lap".



Bill Booth & Umberto Milletti

How did we get here? I had the driving duties during the first on-track stint. Then an early pit during the race's only double-yellow to swap out drivers put us on a really tight fuel window. Umberto's excellent driving skills shone in the middle two stints, pressing the car to its max and driving until the car finally stumbled from fuel starvation. On our last scheduled stop, there was an hour and five minutes remaining in the Enduro, which is painfully close to a Spec Racers' maximum fuel range. At this point I buckled myself in (with a little help) for the remaining stint.

I short-shift. I feather the throttle. All hoping to save as much fuel as possible. With the unconventional pit strategy, the SR lead changes several times in the race. As we near the end, we have the lead ahead of victors of last year's RDC SRF Enduro, the **Goldstein-Breton** team, who themselves were being followed closely by the Spec Racer team of **Smith-Pringle**.

"Morrie's got a flat and had to pit, so now it's us, then Smith" Umberto informs me over the radio. As I look across the Thunderhill track, I can see the 64 car of Smith-Pringle, and I can see that he's gaining on us...

Each lap Umberto updates me on our gap. "45 seconds..." "40 seconds..."

Suddenly, near the race end, "Smith's pitting for a splash and go, so take it easy" radios Umberto, followed shortly by "...but not too much."

Umberto counts down – "10 minutes to go". Then "5 minutes to go". We know that the **Devenport-Zadig** teams' Norma is in the overall lead. Umberto radios: "Let the Norma pass you. Don't cross Start/Finish before him". 'What the heck', I think to myself. Then I figure out Umberto's strategy – if the Norma crosses Start/Finish first, it ends the race, and

[continued]

['SR' Class winners - continued]

saves us a precious (potentially disastrous) additional lap.

I cross under the starter stand before the Norma, but slow down to nearly a crawl before the timing stripe. In my mirror I see the Norma get a checkered, but I don't get one myself. 'What's up?!?', I think. A frantic and broken radio discussion follows. "Is the race over? Did we win?"

The corner workers are applauding, so perhaps so. After some further static filled radio transmissions, we decide to take another pass under Start/Finish and I jump back on the gas to bring the car back to near race-pace. Ah, watch the fuel usage! The car makes it around the track, and this time we get the checkered. Whew!

In the post-race interview with **Steve Jaroch**, we learned that indeed we did very much need that last lap to actually finish, and nearly lost it as the teams of **Smith-Pringle**, **Stripling-Gardner**, and **Douglas-Boyle** were closing in at full tilt.

On behalf of all our competitors, this year's event was certainly the tightest and most exciting Enduro to date. A very strong SR field this year kept us all on our toes. A big thanks to the RDC and the San Francisco SCCA community for another great event!

- Bill Booth

'U' Class Winners

Greg Cicatelli - Doug Makishima - Dan Cooper

Our team, comprised of Team Captain Dan "Red Mist" Cooper, Greg "Chimp" Cicatelli, and Doug "Blaze" Makishima, was proud to drive one of the **Competition Autowerks** Spec Miatas to victory in the 'U' class.

Having qualified for the "pole" in the 'U' category, Dan started the race off for us and he quickly established a good race pace and eventually a one lap lead. Incidentally, Dan won the 'U' class in last years' RDC Illgen Enduro driving the same #35 Miata (easily recognizable by the beautiful 'Union Jack' on the roof). When Dan brought the car in for our first scheduled stop, Greg jumped in to perform the second driving stint during a well executed pit stop.

For Greg it was smooth sailing with no car issues (for our team) or yellow flags.

On the second flawless pit stop for driver changes Doug took over the driving chores. By the time Doug took the wheel, our team had increased our initial one lap lead into a lead of several laps over the nearest competitors in our class, and handily maintained our lead to bring the victory home. For Doug, this was his first RDC Enduro, and what better way to end it, than by winning it for our team.

We would like to recognize and send out special thanks to our outstanding crew; **Erin Cicatelli**, **Ron Gayman**, **Martin & Maddie Cooper**, and **Don Takemura**.



'ME' Class Winners

John Annison - Joe Kalinowski

They say it is better to be lucky than good, and that statement is never truer than in endurance racing. Even at the professional level, races are often won or lost based on the timing of a yellow flag, a fluke in the pits, or the statistical anomaly of a part failure. That's what makes endurance racing so interesting. Or maddening.

J2 Motorsports (**Jeff Annison** and **Joe Kalinowski**) had the right amount of 'luck', and the requisite amount of 'good' to win this year's 'ME' class of the 52nd RDC Illgen Enduro.



The luck came in a couple forms--the most obvious being bad luck for our closest competitors (**Phillip** and **Andrew Holifield**) who lost a hub and had to replace it. It cost them 5 minutes in the pits, a bit over 2 laps on the track. Our final margin of victory was about a lap and a half, so it's fair to say that everything else being equal, the broken hub probably cost them the race.

We also got lucky at the end of our second stint. We almost ran us out of fuel.

I was driving that second stretch, trying to draw out the fuel in the tank as far as I could. I had just decided 'one more lap' (side strategy note: NEVER leave the decision on when to come in to the driver in the car!) when, going through Turn 14, the car coughed. Fortunately there was no traffic around me, and I was able to quickly duck into the pits.

If the car had 'coughed' just one turn later, there's a good chance I probably would have spent the rest of the afternoon spectating from the bypass!

While it's fair to say that luck enabled us to win, it's not to say it happened completely by chance. We had a great pit crew (**Karen Annison** and **Stan Kalinowski**), a fast car (prepared by **Ed Railton**), and some amazing neighbors (thank you to **Ian** and **Karen Cook** along with **Rod Dykehouse** and crew) that helped us with an Indy 500 fast tire change when we needed to overcome our own bad luck.

We also made some of our own luck with a great fuel strategy. By pitting under a yellow flag situation at 40 minutes into the Enduro, and making it a 3 stop race, we were able to gain a couple minutes on the rest of the field (there's that extra lap again) —even when factoring in the extra 'splash and go'.

Couple that with some of the most amazing driving Thunderhill Raceway park has ever seen (it's just too bad the Penske scouts weren't there...), and it was enough to win. Which, lucky or not, is all that matters.

Thank you very much to all of the RDC and San Francisco Region SCCA volunteers for putting on such a great event! Can't wait to defend our title next year...

- Jeff Annison

'O' Class Winners

Niles Baker - Guy Laidig - Peter Ternus

Every year, following the last regional race of the season the San Francisco Region runs an Enduro hosted by the Racing Drivers Club. **Guy Laidig** and I had always mumbled about running the RDC Enduro but never seemed to get farther than that. This year Guy was poised to do it in his car. Around August I came to the conclusion that due to work/time/budget constraints, my season was going to be limited, and that my car was much fresher than Guys' [not to mention faster :-)]. It seemed a no brainer to use my car for the race.



So the wheels were put in motion.....

My car, the #75 '93 RX-7 has a strong history of Endurance racing, with four Daytona 24 Hour race starts, and two finishes. Of course that was in a much milder state of tune, and 14 years ago. For the 4 hour Enduro, our biggest obstacle to overcome was fuelling and mileage. The car has a dual dry break system on it. It works great when you have a refueling tower, but we didn't. Guy was able to source two 11 gallon dump cans, with dry breaks, from a vintage racer. These cans had been sitting around for a long time...

Once we got the bugs out of the fuel cans, we set to work on modifying them, and then on to sorting out the refueling. I'll spare you the details and leave it at this..... It was Saturday night before the race, the sun had set, **Pete Ternus** is holding the flashlight, and fuel was pouring out of the back end of the car..... Were we going to pull this off?.....Safety concerns aside, there are huge time penalties for fuel spills.

Not having any data to go on for endurance running made planning the race strategy challenging. By my estimates, and data accumulated from sprint races, we were going to be hard pressed to make an entire hour of running before needing to refuel. In theory, a four stop fuel strategy was not going to win this race. I was able to use my sprint race practice as an Enduro test run. Running 1:59's at Thunderhill, no full throttle, used up 10 gallons in 28 minutes! It looks as though we'll get an hour out of the tank.....an hour five if we push it.

On to race day. New tires and brake pads on both ends, 23.25 gallons of fuel stuffed into the cell....and holding. On to practice. Everything is coming together. Driver change practice, etc. We're going to make the show.

Race time.....on grid with some very formidable competitors. A Ford GT, a 'Factory 5' Mulsaine endurance racecar, a Panoz GTS, just to name a few of the strong ones. The start comes off without a hitch, I gain a spot and keep my foot out of it with fuel conservation being the name of the game. I am able to maintain the 1:59 pace without much fuel burn and quickly dispatch the Panoz to my rear view mirror. My stint continues with open track and a solid, as planned, pace. We get a two lap yellow flag as the Factory 5 car decides to go sightseeing in Turn 8 with a Miata. During this time I start thinking that I can get to 1 hour 20 before coming in.

[continued]

['O' Class Winners continued]

We get back to a green, and I stay out. Each lap is taking two minutes off the clock. I tell the guys to be ready and I pull off another couple of laps....then, at Turn 14, the car hesitates and my low fuel pressure light flickers. Uh oh.....I know from sprint races that the flicker means one more lap.....I hope. I make it around and into the pits at 1hour and 14 minutes. My stint is done. Here's the video;

 - [#75 In Car Footage](#)

Guy and **Alberto Goncalves** have the fuel duties this stop. **Pete Ternus** is coming in as driver. This race requires two 5 minute pit stops. Plenty of time for the driver change....(around 1 min. 35 secs.), and to get her fueled up. Our fueling sorted out well. We ended up using the dump cans for the first 15 gallons, then spoon feed in the last 9 gallons. Our goal was not to spill and we didn't . Here's a video of our first stop.

 - [Refueling Video](#)

Slow and steady. We get Pete on track right at the 5 minute mark. He gets the car on pace. We expected he would be a few seconds slower, and perhaps have better fuel economy, but we just weren't sure. What we did know was that we were in the race. Making the 1hour and 20 minute mark meant a two stop strategy could work, if things went our way.....and they did.

Half way in to the third hour the Panoz limped in , blowing smoke. They were done..... The Ford GT has turned up the heat and is now running in the 51's. 8 seconds a lap faster! As the race continues, Pete does a great job keeping the machine going. Pete comes in after an hour and five minutes, totally spent. We get Guy in the car. Solidly in second place now, with a two lap gap on third. We plan on a fuel stop to be sure and protect the podium. We agree to a stop at the three and a half hour mark.

With Guy 30 minutes in to his stint I look up, and the Ford GT is now parked on the bypass. Done for the day. We are now P1 with 50 minutes or so to go. Guy eases the pace a bit to save the car.

At the three and a half hour mark, Guy comes in for fuel as planned. We decide on 9 gallons via the dump can. Guy makes the stop, the fuel goes in, and away he goes. No more than 20 seconds in the pit for 9 gallons. Total pit lane time 1 minute, 11 seconds. Cool stuff and we retain P1 with 28 minutes to go.

Pete, Alberto and I are pretty stoked at this point. Starting to think we were actually going to win this thing. We all go to the trackside wall to watch the minutes tick off. Nervously watching each lap go by. Guy does a great job of holding position and saving the car. Then at about 3hours and 46 minutes into the race, we see Guy slowing and pointing by Miata's and Spec RacersWTF!! (no radio) Is he out of Gas? Is he broken? We scramble back to the pit and prepare for another pit stop. Fuel? He's still running down the back straight and comes around and stays out. OK, must be the transmission. We nervously watch the minutes tick. The P2 car smells blood and works to try and unlap himself.....but at the end there wasn't enough time. Guy takes the checkered flag and crosses the finish line with P1 in class intact and a P2 overall. A great effort by all of us. A little Enduro experience, lots of desire, and even more luck.

The trophies for this race are large perpetual trophies that reside in a case at **Thunderhill**. The names on the trophy, over 50 years worth, read like a 'who's who' of regional and national drivers . Now added to that list are Niles Baker, Guy Laidig and Peter Ternus. Special thanks to Alberto Goncalves for his pit help. Couldn't have done it without you. And a great drive by Pete and Guy.

I enjoyed the team work and sharing the experience with my racing pals.....winning made it that much sweeter. Thanks to the RDC and the San Francisco Region for a great event. I hope to do it again next year.

- Cheers, **Niles Baker**



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**Final RDC points as of
October 23, 2011**

CF

Paul Rodler 800
Bob Morley 760

CSR

Jim Devenport 600

FC

Michael Manning 1600
Ken Rozeboom 800
Eric Boucher 180

FE

Steve Baumhoff 1120
Jim Devenport 980

FF

Dave Jalen 1500
Peter Nosler 1400

FV

Ron Wake 1000

GT2

John Shine 800
Kevin Booth 200

GTL

Spencer Trenerly 400

GTP

Joe Grant 200

HP

Mike Cummings 400

ITA

Austin Robison 1050
James DeWinter 980
Michael Niemann 920
Kim Henriksen 680
Steve Holifield 660
Clifton Santikul 570
April Halliday 450
Chris Longstaffe 380
David Biggar 340
Dante Paulazzo 320
George Day 260
Barry Thompson 200
Greg Cikatelli 180
Tupper Hull 130
Leeson Grant 110
Joshua Fine 100
Dave Sparks 100
Alberto Goncalves 95

[cont.]

[RDC points - continued]

ITB
James Thomas 1000

ITE
Guy Laidig 2380
Ron Randolph 1280

ITS
Viet-Tam Luu 2200
Jeffi Annison 180
John Grillios 160

ITX
Michael Lydon 760
Scott DeWinter 600
Mike Neff 580
Bill Kirkwood 400
James DeWinter 200
Barry Thompson 200
Art Muncheryan 180

PC
Robert Murillo 400

SMT
Phillip Holifield 2740
Steve Holifield 1520
Clifton Santikul 1440
Terry Gibson 1245
Kim Henriksen 1120
Alberto Goncalves 1070
Scott DeWinter 1000
April Halliday 600
Dante Paulazzo 420
Gregory Evans 360
Charley Hayes 340
Greg Cicatelli 200
Dan Cooper 180
Daniel Stampf 140
Jeffi Annison 130
Brian Ghidinelli 110
John Grillios 110
Dave Sparks 100
Andrew Holifield 95
Tupper Hull 90
Leeson Grant 85
Jim Wickersham 80

SP
Bruce Trenerly 400

SR
Jonathon Allen 400
Michael Boyle 180

[cont.]



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[RDC points - continued]

SRF

Michael	Smith	2570
Jonathon	Allen	1655
Todd	Fox	1480
Jim	Devenport	1435
Michael	Boyle	1265
Michael	Keller	1205
Lee	Douglas	1125
Anthony	Tabacco	1075
Rod	Simmons	1010
Bill	Booth	1000
Umberto	Milletti	900
Joseph	Pratt	760
Frank	Valente	595
Bob	Gardner	550
Todd	Butler	450
Jerry	Aplass	410
Bill	Pennock	360
Lanyll	Smith	280
Steve	Baumhoff	175
Robert	Breton	160
Ed	Railton	130
Bill	Kirkwood	65
Morris	Goldstein	60
Denny	Stripling	45

SSB

Gary	Hascall	1200
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SSM

Michael	Niemann	2780
David	Allen	1960
Gregory	Evans	1840
David	Anderson	1660
Fred	Peterson	1570
Austin	Robison	1070
Joshua	Fine	1060
Richard	Avril	1010
Robert	Murillo	880
Steve	Torrence	120

STL

David	Allen	2400
Rod	Dykhouse	1360
Richard	Avril	500
Art	Muncheryan	380
Doug	Makishima	200

STU

Rod	Dykhouse	600
Spencer	Trenery	400
Bruce	Trenery	360
Art	Muncheryan	200

September 2011 RDC Board Meeting Minutes

Minutes of the RDC Board of Directors meeting held September 21, 2011 in Lafayette, California. President Fred Peterson called the meeting to order at 7:14 PM.

Members attending: Fred Peterson: President, Enduro Chair, Trophy Chair, SanF Board Liaison; Rod Simmons: Vice president, Newsletter Editor; Dave Jalen: Secretary; Anthony Tabacco: Web Master, Scholarship Chair, SFR Board Member

1. Approval of previous meetings minutes: Rod moved the minutes be approved as corrected. Tony seconded the motion. The motion to approve the corrected minutes was passed unanimously.
2. Membership Report: Fred: The membership has increased by four new members. The RDC has three members paid for 2012. The thought that for 2012, more planning and thought should be given to member recruitment and retention.
3. Treasurer's Report: Fred: Income exceeded expenses in the previous month. The RDC bank balances are down slightly since 1/1/2011. The next large expense items will be \$400 for the Enduro's Social Event and \$240 for Patches for the before mentioned Enduro.
4. Web Site: Tony reporting: SCCA National has changed its web site. The current RDC web link does not function with the new SCCA site. The Web Master will work to correct this malfunction. The Enduro Supps are having the final corrections made. These corrections involve a few dates with respect to registration deadlines.
5. Enduro Report: Fred reporting:
 - a. The Supps have been submitted to Jerry Cassini, the event's Chief Steward for final approval.
 - b. Sherry is making the entry forms compatible with MotorSportsReg's website.
 - c. Prizes for the Enduro:
 - i. Roger Kraus/Goodyear will provide a \$100 certificate for the SR (Sports Racer) group.
 - ii. The RDC will offer two I/O Port \$75 certificates, one for the Production cars and the other for Sports Racers.
6. Mentoring program: Tony: The program has been completed for the current season (2011).
7. SCCA Liaison Report: The SF Region SM group wants to stay with the Toyo RA1 tire for the 2012 season. Toyo/AIM has agreed to provide a tire award for the Enduro of a \$100 certificate towards the purchase of tires for SMT.
8. Newsletter-Rod reporting: The electronic newsletter is going well.
 - a. Rod will include an article in the upcoming newsletter regarding the head and neck device requirement for the 2012 season.
 - b. He will also include an article regarding the Enduro.
 - c. It was suggested that he mention the 2012 RDC Board positions that are available in the next issue.
 - d. Rod will use the 2010 and 2011 e-mail list for this mailing.
9. 2012 Will Pool Driver Scholarship: No report
10. Old Business
 - a. 2012 dues structure: Tabled.
 - b. The next meeting will be October 10, Columbus Day at the same time and current location.
 - c. Fred conducted a review of the RDC's Board objectives.
11. New Business:
 - a. RDC Historical Enduro Patches: Harriet Gittings donated her collection of past RDC Enduros to the RDC Board to be displayed. The patches date back to the 16th Annual RDC Enduro. There is a lot of history here.

The next meeting will be the second Monday of October (10th) at 7 PM in Lafayette. President Fred Peterson adjourned the meeting at 8:25 PM.

Dave Jalen, Secretary, respectfully submits these minutes.