



The wheel[®]



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The official publication of the San Francisco Region of the Sports Car Club Of America



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Above-Michael Gardner topping CAMC both days in his GT350

On the cover: Ric Quinonez in his AMOD taking TTOD both days. Paul Newton in the Peelz 718 Cayman GT4 Clubsport

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CALENDAR 2020

Schedule May Change depending on each county's COVID 19 regulations.
Please refer to the www.sfrscca.org website for more information

2020 FRESNO CHAPTER SOLO SCHEDULE

Event 13 - Nov 14*

*Held at Fresno Fairgrounds

***Buttonwillow Kart Track

Event 14 - Nov 15*

**Crows Landing

www.FresnoSCCA.com

SAN FRANCISCO REGION'S 2020 SOLO II CHAMPIONSHIP SCHEDULE

November 7-8 - SFR Event

Note: All of our currently planned events are at Crows Landing. The rumors are true, Marina is effectively closed for autocross effective

immediately as a drone company has obtained a use permit that involves putting a building up on the tarmac.

2020 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

OCTOBER 23-25

TRIPLE REGIONAL 15, 16 & 17 DOUBLE POINTS 5 MILE*, THUNDERHILL RACEWAY

OCTOBER 30 - NOVEMBER 1

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CALENDAR 2021

2021 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

FEBRUARY 12-14

DRIVERS SCHOOL – THUNDERHILL RACEWAY PARK

FEBRUARY 26-28

REGIONAL 1&2 (FRIDAY TEST) -SONOMA RACEWAY

MARCH 19-21

MAJOR / REGIONAL 3&4 – THUNDERHILL

APRIL 22-25*

IMSA - WEATHERTECH LAGUNA

MAY 28-30

REGIONAL 5&6 (FRIDAY TEST) - WEATHERTECH LAGUNA

JUNE 18-20

REGIONAL 7&8 (FRIDAY TEST) -SONOMA

JULY 23-25

REGIONAL 9&10 (FRIDAY TEST) - WEATHERTECH LAGUNA

AUGUST 7-8*

PRE REUNION - WEATHERTECH LAGUNA

AUGUST 12-15*

REUNION - WEATHERTECH LAGUNA

AUGUST 28-29

REGIONAL 11&12 - WEATHERTECH LAGUNA

SEPTEMBER 16-19*

INDY CAR - WEATHERTECH LAGUNA

OCTOBER 9-10

REGIONAL 13&14 - WEATHERTECH LAGUNA

NOVEMBER 5-6**

REGIONAL 15&16 - THUNDERHILL

NOVEMBER 7**

REGIONAL 17- 5 MILE TRACK - THUNDERHILL

***Pro Race Support for Volunteers**

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Rob Krider and The Way of the FiST



If you see a gray Ford Fiesta ST in SCCA's H-Street class sliding around a corner with one rear wheel high up in the air, that is probably Rob Krider. Rob has been autocrossing with the SCCA for 30 years and has no plans to quit any time soon. "I absolutely love autocross," admits Rob. "Autocross is a sport where you can drive with extreme aggression and lap times actually benefit from that sort of reckless behavior." Rob has proven that his agro driving style is quick, consistently earning top 10 PAX index times at both Fresno Chapter and Sacramento Chapter SFR solo events. "Autocross rewards aggression. I can't think of any other driving event where you can drive as hard as you can in solo. It's a total rush."

THE MAN

If there was another kind of racing event where that type of driving style would work Rob would know about it. Rob started drag racing at sixteen years old at Sonoma Raceway, back when it was called Sears Point. Then he moved on to SCCA Solo 2 where he earned some regional championships and National Tour wins in F-Stock. He dabbled in rallycross, gimmick rallies, time and distance rallies, standing mile runs, time attack, the Silver State Classic, dirt circle track, and even some destruction derbies. Essentially, anything that had wheels Rob Krider raced it. He even participated in the Bring Your Own Big Wheel event where he rode a child's big wheel down the crookedest road in the world in San Francisco.

Throughout all of his racing adventures he always came back to autocross to fine tune his driving skills. Rob continually credits autocross with making him an overall better driver. In 2008, he convinced a bunch of his autocross pals to work together on a 24 Hours of LeMons car. They built an Acura Integra and won their first road race, the 24 Hours of LeMons at Altamont. "That was a crazy fun event," said Rob. "As an autocrosser I am used to getting a one minute stint behind the wheel. But during the 24 Hours of LeMons, I drove for four hours! I was on track so long I peed in the seat."

With the taste of victory for Rob and his team while road racing \$500 cars

they continued on under the Krider Racing team banner to win multiple ChumpCar enduro races and a Western Endurance Racing Championship (WERC) season long championship in 2010. That led the team to compete in the 25 Hours of Thunderhill where they earned a podium finish and starred in the documentary film about endurance racing called Double Down. With all of this road racing action you would assume Rob didn't have time anymore for autocross. Wrong. He was still autocrossing every chance he could. "I think autocrossing teaches incredible vehicle dynamics skills that can benefit every person. It demands high concentration level and extremely quick hands to be successful."

Rob put his money where his mouth is and proved autocrossers make good road racers when he won multiple road racing National Championships in the Honda Challenge series at tracks like the Circuit of the Americas in Austin, TX, and the Mid-Ohio Sports car Course in Lexington, OH. So, what is a guy who has road raced at the national level doing today? Well, he is autocrossing a Ford Fiesta ST in SCCA's H-Street



class, of course.

"You simply can't beat the dollar per adrenaline rush that autocross provides," said Rob.

THE CAR

Rob has competed in everything from stock Honda Civics to modified Chevrolet Corvette Z06s. These days to use as a commuter car/autocross course slayer Rob picked up a brand new 2019 Ford Fiesta ST from the Ford dealer in Fresno, CA, for the low price of \$19,000. "That is a lot of performance for a reasonable price," said Rob. "Like a lot of autocrossers, before I buy a new car the first thing I do is look at the results from the previous year's SCCA Solo Nationals and see what cars came out on top. The little Fiesta ST has continually taken the honors in the H-Street class. I picked one up and immediately took it to a local autocross with the Fresno Chapter of the San Francisco Region of the SCCA." Rob ran the car in its completely stock form for the first race. The only modification he said he made to the car was he added a cellphone charger to it. Bone stock, Rob took first place in H-Street.

With one victory under his belt Rob wanted to develop the car to the maximum level of the rules in the SCCA Street Category. "Staying in the Stock or Street classes saves me tons of money," said Rob. "Because of the limited allowed modifications that means I'm not buying lots of expensive speedy parts." FordMuscle.com asked Rob to write an ongoing technical build series for their website on the Fiesta ST called, "The Way of The FiST" (FiST is the common name fanboys use to refer to the Fiesta ST). Rob has detailed each modification he has made to the car including: upgraded air filter, lightweight wheels, Yokohama Advan A052 200-treadwear tires, FSWerks exhaust, Motion Control Suspension two-way remote reservoir dampers, Carbotech brake pads, AEM CD-5 data acquisition, and performance alignment using Smart Racing Products alignment tools.

THE GOAL

The ultimate goal of "The Way of The FiST" series was to follow along with Rob's build of the car, his local regional racing results, and the long drive from California to Lincoln, NE, for the 2020 TireRack SCCA Solo National Championships. That seemed like a good plan because regionally Rob has been undefeated in the H-Street clas, however Rob understands that regional results doesn't always equal success at the Solo Nats. "In 2003, I towed to Topeka, KS, for the Nationals

and felt really good that year, having dominated F-Stock in California while racing a Bullitt Mustang. But, I got smeared at the Nationals! It was a very long tow home thinking about that loss." Rob was hoping for a better result in 2020 by steadily developing the FiST and trying different tires sizes from Yokohama to search for the edge in H-Street. Of course, the pandemic changed everyone's plans for the year and the 2020 TireRack SCCA Solo National Championships were cancelled. But, the competitor in Rob wasn't deterred by the cancellation. Instead, Rob entered the SCCA 2020 DirtFish RallyCross National Championships in Topeka, KS. He swapped out his MCS dampers for stock ones to make the car legal for the Stock Front (SF) class and drove 25 hours in the Fiesta to Kansas. Having actually never competed in a rallycross with the Fiesta Rob somehow found a way to podium at the Nationals and brought home a 3rd place trophy to California.

THE VOICE

When Rob is at local events you can often find him behind the microphone announcing during competition. His energetic style and years of racing experience provides for some entertaining play-by-play during autocross competition. "I love doing the announcing. It's super fun. The whole thing just sort of happened organically. I was at a Fresno autocross and the Chapter President, Audrey Tan, handed me the microphone and told me, 'You're announcing'. Uh, okay. So, I did it and afterward she informed me that it was officially my permanent job. I've got a big mouth and lots to say so, it all sort of makes sense." Rob's self-admitted big mouth has also found him as a guest on multiple car related podcasts. Rob has chatted it up on Cars Yeah, Driving While Awesome, Uber to the Pits, The Technik Podcast, Garage

Heroes In Training and he recently recorded an episode with driving coach and Speed Secrets author, Ross Bentley, on the Speed Secrets podcast. "These podcasts are sort of crazy," said Rob. "Because one day they are talking to legends of motorsports, pro drivers like Willie T. Ribbs, Johannes van Overbeek, or Paul Tracy, and then they have me on an episode to blabber on about how I think autocrossing is really where it's at. Who cares about Paul Tracy's IndyCar accomplishments? I'll meet you in a parking lot and kick your butt around some orange cones! Why are these shows even talking to me?"

Besides the Double Down documentary film, Rob has been featured on numerous television shows about racing. He was on Mud, Sweat and Gears, Horsepower Wars, Optima Search for the Ultimate Street Car, and The Forum Wars. He also edits together some pretty entertaining in-car footage on his Krider Racing YouTube channel including videos of him escaping



an interior during an ugly car fire, winning an outlaw pinewood derby race with a Budweiser beer can glued to a Cub Scout's pinewood derby car and highlights from is National Championship road racing victories.

Besides being the occasional voice at a local autocross Rob also writes a lot about racing. He has contributed to SCCA's SportsCar in the past, he currently writes for TURNology.com, FordMuscle.com, and has an ongoing column called "The Toolshed Engineer" for SpeedNews. He was published in Autoweek, Jalopnik.com and wrote a "tell all" novel titled, Cadet Blues, about surviving the California Highway Patrol Academy. "I've certainly picked up a lot of tips and tricks over the years from both professional racing teams and guys and gals who dodge cones on the weekend. I put those ideas and stories together and share them with other racers to help them with their own program. Regardless, if it is a national level road racer or a weekend autocrosser I try to provide ideas and tips that anyone in motorsports can benefit from." Now, Rob Krider has his own column here at The Wheel, writing the monthly Confessions of a Cone Slayer column.

THE WHITE FLAG

Regardless of whatever motorsports adventure Rob takes on next (he says he still wants to race lawn mowers and try ice racing) you can guarantee he will still come out to an SCCA autocross whenever his schedule allows for him to slay some cones. If you want to check out Rob's "The Way of The FiST" adventure follow KriderRacing on Instagram, and you can find tons of informative articles on racing at RobKrider.com, or at his racing team's website, Double Nickel Nine Motorsports (Team559.com).

Fresno Chapter Events 8&9

Each year, the end of summer at the Fresno Fairgrounds usually means fried food and thrill rides. But 2020 has been a very different year. With Covid-19 placing the Big Fresno Fair on hiatus, it was up to the Fresno SCCA to provide the thrills on the weekend of September 19 and 20, and they did not disappoint.

Picture-perfect weather greeted 61 competitors as the air cleared itself of wildfire smoke just in time for the Fresno Chapter to put on a rare September show. The September date was added to the calendar just weeks earlier as a late replacement for canceled March events. Event chairs Dennis Feasel and Franchiseur Shelton (Saturday), and Leon Weinroth (Sunday) designed fast but technically challenging courses both days.

Ricardo Quinonez in the A-Mod Shark posted the top time of the day with a run of 32.591 seconds. Nipping at his heels was Ben Martinez, who traded top time honors with Quinonez several times during the heat, ultimately falling 4-tenths short and second fastest overall in his CM RF84. Jimmy Au-Yeung topped the charts among the non-Mod class cars, his STU Mitsubishi coming in with a 35.541. Monty Pack secured fourth overall in his 2018 GT3, followed by Douglas Hargrove's FM R&D Special rounding out the top five. Paul Newton placed sixth overall in a CS MX-5, ahead of Michael Gardner in a CAMC GT 350. The Tang brothers duked it out for eighth overall, co-driving their DP 1986 Corolla, with Justin barely edging Jensen, as William Marlow completed the top ten in his STS CRX.

Monty Pack topped an extremely tight field in the PAX standings with five drivers within .2 on adjusted times. Jonathan Cadiente in a

Schroeder in FS, both in Mustangs, and David Yang took the win over brother and Prius co-driver Xiong Yang in HS.



SM Leader Christian Mesina in his 2003 Mitsubishi Lancer Evo

In Street Touring classes, Brandon Griggs in an NB Miata took the STR win over Roberto Taguibao in the ND Miata and Kevin Pena, running the S2000. William Marlow claimed the STS top spot over Adam Haro's Subaru Baja, and Josh Cadiente bested German Pulido in STX as his Civic Si was too much for the RX8. Kyle Matsumura in a G35 ran unopposed in STU. As for Street Prepared, Arthur Cha wheeled his BRZ to the CSP class win over Ming Tang (Miata) and his own co-driver, Jordan Aguilar as Darrell Moskowitz (Prelude) and Mas Vang (Sentra SE-R) ran unopposed in DSP and FSP respectively.

In Street Modified competition, SM had another close battle with Christian Mesina (Mitsubishi EVO) coming out on top by two tenths, followed by Rufus Connell and Jerry Kell, both in Subaru machines. Leng Vang was the lone SMF competitor in his Integra. Four drivers in three cars contested CAMC, with Michael Gardner taking the top spot, followed by the Mustangs of Leon Weinroth, Greg Back, and Franchiseur Shelton, co-driving with Weinroth. Mark Owen ran CAMT unopposed.

Just three hundredths of a second separated brothers and co-drivers Justin Tang and Jensen Tang in DP, with Justin coming out on top after both struggled with cone carnage. Mikey Bringetto, now with an LSD to cope with the monster V8 power in his Toyota Corolla, took the XP class win over Kenny Lim's Celica. Louis Lira ran unopposed in one of his Corvairs in CP, while Chris Donnelly did the same in FP in his E30. Ric Quinonez (AM) Ben Martinez (CM),

Monty Pack in his Porsche GT3 taking top PAX both days

Douglas Hargrove (FM), all ran unopposed in the MOD ranks.

GS Civic Si took second by a hair over Au-Yeung, with Newton and Martinez in close pursuit. Gardner and Marlow claimed sixth and seventh PAX respectively. The rest of the top ten saw terrific efforts from Mark Owen in a CAMT 1973 Camaro, Connie Lu in an AS Boxster S, and Richard Cadiente pushing hard in his ES MR2.

Street Class competition saw Monty Pack take the top spot over fellow Porsche 911 driver Kevin Jones in SS. Connie Lu topped the five-driver deep AS class over Michael Lella (C5 Corvette Z06), Eric Gillis (Porsche 911), Keith Bullock (C5 Corvette), and Jay Srivatsan (C6 Corvette). Sacramento driver Eric Martin in an Ecoboost Mustang took the DS win over Brad Dawson's WRX while Richard Cadiente took the ES win over Miata driver Dennis Feasel. Gary Fazekas bested Corky

Douglas Hargrove (FM), all ran unopposed in the MOD ranks.

Index competition saw the hottest action of the day, with countless lead changes over the 5 runs. Jonathan Cadiente pulled out the win on his final run, with Jimmy Au-Yeung taking second, trailing by just .003. Early leader Paul Newton faded to third, just .06 back and co-driver Audrey Tan took fourth. In Ladies class, Pam Schroeder in a FS Mustang took the class win over Rebecca West in a DS Mini Clubman. Nine rookies contested an action packed novice class. The lead changed hands repeatedly throughout the day with novice points leader Kelsey Stoltenberg (DS BMW 228i) barely nabbing the win over Troy McKenney (AS Viper) by just .02, Frank Simmons (FS Hellcat) and Lance Kampfenkel (SM EVO) also finished within a PAX-adjusted

second of the winner, with Brian Christie (STU M3) taking fifth, followed by Amy Armes (SM Impreza), Alex Alegre (SM WRX), Sean Lawphachan (BS S2000), and Jose Lopez (BSP 240z).

After flipping the course for Sunday, 63 drivers chased Ric Quinonez for top time honors, but no one could top the AM car on this weekend. Quinonez's time of 32.273 was enough to clear the field by nearly a second, despite his Shark breaking, and exiting from competition after only one run. Douglas Hargrove came closest and finished second overall, with Monty Pack taking the last spot on the podium. SFR competitor Steve Lau grabbed fourth in his SS-class GT3RS, just one hundredth of a second off third place, as Jimmy Au Yeung took fifth. Matt Buys and Paul Newton, co-driving the bright orange and blue Peelz-liveried Cayman GT4 Clubsport, turned more than a few heads as they ran nearly identical times finishing sixth and seventh. Tara Shapowal made it five Porsches in the top eight, co-driving the Lau entry to eighth place. Christian Mesina placed ninth with Brandon Griggs, moving from an NB Miata Saturday to an ND for Sunday, completing the top ten.

Monty Pack made it a weekend sweep in PAX, claiming top honors again with even less breathing room than Saturday. He topped second place Steve Lau by less than .1 on adjusted times. Au-Yeung took third ahead of Tara Shapowal in fourth and Jonathan Cadiente, switching to the Cadiente Family ES MR2 for Sunday, grabbed fifth. Michael Gardner placed sixth, while Griggs impressed in seventh, despite running a CS-prepared Miata with an STR PAX for points reasons. Richard Cadiente placed 8th while Bay Area drivers Paul Tibbals (STU STI) and Ed Runnion (SSC), who each made long drives to the Fresno area to compete, and were rewarded with 9th and 10th place finishes respectively.



Justin Tang in his DP 1986 Corolla

In Street Class competition, Monty Pack was again on top of SS class, by exactly one tenth over Steve Lau, followed by Tara Shapowal and Kevin Jones. Keith Bullock took the AS win over Saturday's winner Connie Lu, followed by the Corvettes of Craig Boyle and Jay Srivatsan. Eric Martin repeated his Saturday DS win over Brad Dawson, and Richard Cadiente also repeated the ES class win over the Miatas of Dennis Feasel and Gary Lieb. Gary Fazekas once again took the FS top



Novice class leader, Kelsey Stoltenberg in her 2015 BMW 228i.

spot over Chris Rodriguez (Mustang) and Erick Castro (350z). Dave Warner in BS (BMW M2), Brett Sliakis in CS (ND Miata), and Xiong Yang in HS (Prius) all ran unopposed.

In Street Touring classes, Paul Tibbals took the STU win over Kyle Matsumura. Brandon Griggs (STR), William Marlow (STS) German Pulido (STX) and Ed Runnion (SSC) all ran unopposed. Street Modified class was again entertaining with several lead changes between the same 3 competitors from Saturday, with Christian Mesina repeating the class win, over Jerry Kell and Rufus Connell. CAMC saw Michael Gardner again top an all-Mustang field, followed by Jeffery Jantz, Leon Weinroth, Greg Back, and Frachiseur Shelton. Dan Bratten ran unopposed in CAMS in a C6 Corvette. Mas Vang faced competition Sunday in FSP, thwarting Austin Reilly's 318is by just over 1.2 seconds. Ming Tang in CSP and Darrell Moskowitz in DSP each ran alone in class.

Justin Tang took the DP class win in another close battle with brother Jensen, but this time Michael Sutton put himself right in the middle of the family feud, placing second and splitting the pair. Frank Vasquez in an E36 took the FP win over Chris Donnelly, and Mikey Bringetto took the XP win again over Kenny Lim. Ric Quinonez (AM), Louis Lira (CP), Douglas Hargrove (FM) and Bob Bullock (HCR) all ran unopposed.

Index competition saw Jimmy Au-Yeung take the class win over Saturday's winner Jonathan Cadiente, followed by Bryan Heitkotter racing his daily driver GS BMW 328i. Audrey Tan claimed fourth, ahead of co-drivers Matt Buys and Paul Newton, while amongst the fastest overall, could not overcome the XP PAX modifier and battled

each other for last in the Peelz Porsche 718 Cayman GT4 Clubsport. Novice class again saw the lead swap hands throughout the day, this time with Troy McKenney taking the top spot over Saturday's winner Kelsey Stoltenberg, followed by Lance Kampfenkel, newcomer Quinn Ringgold, co-driving with Stoltenberg, claiming fourth. Brian Christie, Amy Armes, Epifanio Rios (FS 370z) and Moua Her (STU G37) rounding out the class.

SFR GOES TO THE RUNOFFS!



Dave Arken, SCCA Comp Board

Thirteen Workers and 31 Drivers from Northern California went to the 2020 SCCA National Runoffs at Road America in Wisconsin. The weather was mostly chilly but sunny fall weather, which led to stunning displays of fall foliage. There was one rainy, messy test day on Saturday, after which it was dry weather throughout the event.



Michael Oliver & broken STL header

Road America is a 640-acre facility in Wisconsin farm country, with a 14-turn, 4.048-mile circuit. This year marks the fifth time the Runoffs have been held at this track.

There were three days of testing, each day with more cars at a cheaper fee. The testing didn't go well for some SFR drivers. On

Monday, Jim Devenport crashed hard in his brand new P1 DP02 Elan beyond immediate repair, and had to resort to his backup Norma, which had come along just in case. Aaron Downey had motor problems in his EP Mazda RX-3SP, so changed for a new one, and had other problems. And he may have set a record for the highest sound reading of 109. Troy



FC Driver Robert Armington and Engineer Don Campbell

Ermish crashed his GT3 Nissan in testing, breaking the rear end.

SFR Steward, Jim Rogaski was awarded the 2020 SCCA Steward of the Year. As he was out sick one day with an ill-timed cold, everyone seemed to know before did Jim and it was difficult keeping the secret until the Official Socially Distance presentation could be made.

Several drivers were racing at Road America for the first time, including past National Champion, GTL driver Joe Huffaker, Justin Casey/SM, Kurt Fritzsche/EP, Lyn Greenhill/FC, Clark Nunes/T1,

One driver had a pole position - Ethan Shippert in No.55 FP Lotus Super Seven, fastest in all three qualifying sessions.

Three was an operative number for our drivers. Three SFR drivers came



Pandemic Protocol Poster



Troy Ermish after a long, challenging GT3 weekend

in second, three got Hard Charger Awards, and one of our SFR drivers ran three separate cars in three classes.

Tim Day ended up with silver in P2, Taz Harvey was second in GT3, and Joe Huffaker took second in GTL. Aaron Downey was EP Hard Charger, Lyn Greenhill was FC Hard Charger, and Harvey was so in STL.

Clark Nunes/No.79 T1 Camaro had a trying week learning a new track, and braking problems in qualifying were a problem. He was able to stay off the wall in Turn 12 on Tuesday, Wednesday's sorting didn't help much, and on Thursday his engine gave out on the first lap. Nunes didn't get to race in T1, the first race of the weekend. But he had a good attitude about it all, enjoying the experience which was way different than a Regional or Majors race.

Don Von Nortwick was also in T1, and he gained four positions in the race, finishing 11th on the lead lap. There were 14 cars in the race.

Nicole Jacque, one of two SFR female drivers, drove No.27 Mustang in the T3 race, the third race on Friday morning. There was a long caution



John Black, SRF3 driver on Grid

for an accident, which was then turned into a Red Flag while there was barrier repair. Jacquie went off and over rumble strips, ending her race two laps from the end. There were 24 cars in the race.

The GT3 race was an exciting one, and two SFR drivers gave it their all. Taz Harvey/No.199 Mazda RX-7 started fifth, stayed out of trouble and finished second. Troy Ermish/No.38 Nissan 350Z started third, moved up to second, and twice passed then-leader, Mike Lewis, on the outside in the Carousel. There was a lot of racing among the front pack, and Ermish ran off in the grass for a rough ride, while he was trying to avoid hitting Lewis. He bent something, made a quick pit stop for the crew to check, and retired as it wasn't worth going on.

There were 12 cars in the race.

Friday after lunch was the SM race, with the largest field of the event - 77 cars. It was an impressive sight on the Grid, with three full lines of cars. Two SFR drivers braved it. Justin Casey/No.85 2001 Miata started seventh, but was caught out in an accident on Lap 3, one of several in the race. Ryan Gutile/No.166 gridded 63rd and survived another Miata spinning and hitting him in Canada corner. Gutile finished 54th, on the



Ethan Shippert - FP Pole

lead lap, and said "That's racing. We take the rough ones for the eventual glory."

Tim Day Jr/No.8 Stohr Suzuki started fourth in P2, stayed on the heels of the third-place driver. Lap by lap he bore down, and passed for third. Robert Iverson, the pole sitter, who had led for 12 of the 13 laps and turned the fastest race lap, inexplicably slowed close to the checkered flag and finished second. In Victory Circle Tim was awarded third place.

Later, Iverson was DSQ for a fuel problem, he protested, it was disallowed and Day was officially awarded second place.

Ethan Shippert/No.55 Lotus Super Seven had the pole, was fastest in every qualifying session, got off to a good start in the FP race. He led, and swapped positions with second place Kevin Ruck. That was the first lap. On Lap 2, Shippert suffered a flat tire and he went sailing off course in Turn One. He careened all the way to Turn Two. At one point Shippert thought he would hit the wall, but he hit a bump and ended up facing the track, but retired with no body damage. There were 22 cars in the race. Also in the race was SCCA Official Photographer, Mark Weber from St. Louis Region, in his 61st Runoffs start, racing No.25 Miata. He finished fourth. After the weekend he hung up the cameras, and will concentrate on racing.

Lynne Griffiths, the other SFR female driver, raced No.31 Mustang in AS first thing Saturday morning. She gained three positions to finish tenth in a field of 18 drivers. She felt she could have done better, but was glad to be going home in one piece with no body damage.

Two SFR drivers who towed out and paddocked together were in the B-Spec race Saturday morning. Thomas Lepper/No.6 Mazda 2 had a spirited race, dicing



Joe Huffaker leaning and Joe Carr in the driver's seat deciding who is going to make the coffee run



Aaron Downey - EP Hard Charger

with his nearest competitor throughout, finishing 18th. He enjoyed it. Ali Naimi/No.16 Ford Fiesta finished right behind him. Pals to the end. There were 25 cars.

The SRF3 race had the second largest field, with 58 starters, and one SFR driver - John Black/No.17. He gridded 13th and was doing well, moving up to eighth. He was getting close to the front pack and was hopeful of racing with them. Then, hand in air, he limped into the paddock with a broken CV. Black had gone over the car before the race, replacing everything on the car ... except the CV. There was another driver in the race - Mark Hutchins/No.95 from Nebraska. For two years he's kept his car in Northern California so he could race SFR tracks and was a dual member of SFR. He finished 30th.

Four SFR drivers were in the EP race Saturday afternoon, in a field of 20 cars. This production class has been represented in every Runoffs. Aaron Downey/No.5 Mazda RX-3SP had been picked by SportsCar as one to watch, but Downey wasn't having much luck up with mechanicals until race day and gridded last. On Grid, he said he was going to give it his all and just go for it, not expecting to make it to the finish. He did, finishing seventh, winning the Hard Charger Award.

Joe Carr, Chief mechanic for Huffaker Engineering and wrenching on four cars this weekend, drove his own No.12 Miata to 10th. Kurt



SFR Workers-Jim Rogaski, Linda Rogaski, Carol Deborde, Dave Deborde, Claire Kelly Blake, Bill Blake, and visiting SFR Steward Bev Heilicher.

Frietzche/No.40 Mazda RX-7 finished 14th, and Anthony Jimerson/No.22 Mazda RX-7 retired on Lap 7.

Robert Armington/No.11 Van Diemen RF00 was fast in FC all week and gridded second for the Saturday afternoon race.

He quickly got into first place and held it for the first 8 laps of the 13-lap race. Unfortunately, he then cycled back to third and coasted to a stop to retire with a mechanical problem. Meanwhile, Lyn Greenhill/No.88 Van Diemen RF02 slowly and safely worked his way up from last place to finish seventh, earning the Hard Charger Award. Jeffrey Pietz/No.80 Van Diemen DP08 gained four spots before retiring on Lap 9. There were 13 cars in the race.

Bill Weaver/No.67 Star Formula Mazda was the lone SFR driver in this class, now named FX. It was the last race of the day. He started eighth and finished seventh, in the 11-car field.

HP was the second race Sunday morning. Lee Fleming/No.00 MG Midget gridded fifth in the 18-car field and got off to a good start. However, the leader hit the wall and oiled the track. Flemming was caught out in the aftermath, skidding through the oil in the Kink and hitting the concrete wall head-on at 110 mph. He was sore but the



SFR Stewards Kevin Cullen and Jim Rogaski



Hard Charger - Lyn Greenhill FC

crunch probably didn't help his previous back surgeries. His car will need work. The whole oily track incident and after-effects paused the race.

The STL race was the second race of the weekend for Taz Harvey/No.8 Acura Integra. He didn't get off to the best of starts, admitting to hitting the kill switch on his out lap and losing three spots. But he caught up, holding ninth place during the caution, and then after the second Green Flag, moving up to fourth by Lap 10. He earned the Hard Charger Award. Further back, Michael Oliver/No.43 Honda Civic had started last and consistently improved positions lap by lap, gaining



Taz Harvey - Second Place GT3

ten positions by the Checkered Flag, to finish 22nd in a field of 31 cars.

The FE2 race for the new Mazda spec class had 24 cars. The two SFR drivers, John Yeatman/No.8 and Jeff Read/No.18 were paddocked together and ran together for awhile, before Yeatman pulled ahead one position. He finished 15th, and Read took 17th.

Joe Huffaker/No.77 MG Midget was racing his FP champion car in GTL, still mostly in FP trim. He gridded second and had a nice dice with pole sitter Chris Bovis on the first lap, before having a misstep shuffled him back to seventh before he crossed Start-Finish the first time. He put his foot down and moved up to fourth by Lap 2. On Lap 9 Bovis retired and Huffaker moved to third. He raced hard with the car ahead and took second on Lap 11 of the 13-lap race, which he held to the finish. Taz Harvey/No.88 Miata had started thirteenth, moved up to 11th, then back to 13th for six laps. Then he charged up to 11th and then seventh, where he finished. This race had a spectacular finish, not exactly intended. Three contenders went three abreast into Turn 8 and appeared to hit the bridge. There was so much dust it was hard to tell.

The last race of the weekend was P1, with two SFR drivers. Jim Devenport was gridded tenth and he got up to eighth, back to ninth and then back up to eighth where he ran for three laps. Then, he fell to tenth where he finished. Afterwards the crew said his older car was underpowered due to rule changes and it was difficult to keep up with the leaders. The crew hope to rebuild the new Jim Downing Elan over



JIM ROGASKI - 2020 SCCA Steward of the Year

the winter. There was a long caution during the race. Jeffrey Lederman/No.155 Stohr Suzuki started 13th and finished 12th.

By this time in the weekend, the Pace/Safety Car was heading for a podium finish.

Many of the SFR Workers spent the week in the Steward's Compound, which was a busy place. Jim Rogaski was Chairman of the Stewards of the Meet. Kevin Cullen and Dave Deborde were SOM's. Linda Rogaski was Competitor Services. Bill Blake was Pace Car Driver.

Driver Information in the paddock was where Carol Deborde and Claire Kelly Blake handled all the Results paperwork and everything else that people asked. All with a smile and a good word.

Marcia Ulise was Co-Chief Starter, and Marcy Crawford spent afternoons in Timing & Scoring. In the mornings she crewed for Lynne Griffiths and she and husband Bob Crawford towed Lynne's car.

Robert Schmitt worked Flagging & Communications, every day on a different post as is the way it is at the Runoffs. Dave Arken was there representing the Comp Board, holding sessions with the various competitor's classes.

All of the SFR Workers were there for the whole event, on their own dime - no tow fund or WAP fund to defray expenses. All had been to previous Runoffs and plan to attend more. Ulise and Cullen were at Road America for their first time; all the others had previous Runoffs trips.

Next year's Runoffs will be back at Indianapolis Motor Speedway.



Joe Huffaker - Second Place GTL



Tim Day - Second Place P2

Wheelworks **The Thrill Of Victory And The Agony Of Defeat**

Boy how times have changed. When I got into racing, I chose Formula Vee because it was a class my father helped make popular in the sixties. I also chose Formula Vee because I was sort of the Volkswagen gear head. While all the cool guys had Camaro's, I had to make do with Volkswagens.

The fact that I even had girls pay attention to me still baffles me, because my first car was a Volkswagen Karman Ghia. This was a 1965 Ghia with a six-volt electrical system, which in its prime was barely sufficient. When a worn out 40HP engine with loose heads is added, the combination of low compression and slow cranking speed meant a push start 50% of the time. It did not matter if you were male or female - everybody had to help push.

In addition to not starting, Karman Ghia's were notorious for poor window rubber. The windshield and the rear window both allowed water to enter the passenger compartment. Besides the car having a permanent smell of mildew, water would accumulate on the rear package tray. Of course, I never realized the water was there until the first stop sign on the way to school when a cold splash of rain water would remind me that this car was not going to get me in the cool kids car club.

Lucky for me, all 6'2" 155 pounds of me was able to attract the eye of at least one girl; and for Christmas she bought me one of those MOON feet for the gas pedal. I even had a baby MOON foot on the dimmer switch (they used to be operated by your left foot). I proudly installed



my feet, and even though it did nothing for the performance - it sure made getting showers in the morning more tolerable.

The Ghia was not the ticket to being cool, so I traded up to a 67 'Bug.' When I went to sell the Ghia, the gas pedal ended up being the feature that closed the deal. The Bug had a sunroof and another opportunity for rainwater to shower me on the way to school.

The 67 VW had a single port 1500 engine and compared to the forty horse Ghia, it was greased lightning. Me and the 67 Bug had a very long relationship. I smashed the nose in while cruising in Lodi, California. I repaired that, only to have some freshman high school student who

snuck his parent's car out smash into the right side of my VW when he lost control showing off in front of our high school.

As time went by, the engine was replaced by a hopped-up VW ;and I terrorized Pacific Avenue, racing whomever I could. Because VWs have very low first and second, I could beat just about anyone for stoplight to stoplight. One night I fell asleep on the sofa at my parent's house and left the car unlocked. When I came out in the morning, the car was gone.

I spent the next three days bumming rides and trying to figure out what I was going to do for transportation. Luckily a CHP officer contacted me and said he had found the my Bug abandoned on a fire trail in San Andreas, California. Missing was the steering wheel and my personalized plates (MUTAT, Tatum spelled backwards). When the car was towed to my shop (a VW repair shop no less) I went to work to bring the old 67 back to new. Some bodywork and a new paint job and the car was ready to go. Unfortunately some kid with a lot of money saw the car and bought it from me.

When I got a real job and actually had some money, I wanted to race FV. Back then, the fields were forty-plus cars. The F440s were included with us only because they had no other place to run. My first FV was a very unique car that I never really bonded with.

After about four races I decided that I wanted to build a car of my own design with my father. So we did. Not knowing much about anything, the car had some serious flaws. It did not help matters when I welded the frame up with an arc welder! But where there is a will there is a way. Several modifications and a certified welder later, I finally had the car to the point it could win a race, albeit in the rain!

Racing FVs has been one of the thrills of my life. The close competition, the large fields, and all the people you meet along the way were priceless. The only problem with FV, it still does not get me in the cool car club, as say the Formula Ford guys are in. So this year when people started dying because they caught a virus, I thought to myself that racing can be taken from me at any moment.

Instead of waiting for the Runoffs to come back to the West Coast, instead of waiting for the FV fields to get healthy again, I decided that the world is made up of excuses, and I was not going to be one myself. So along with my FV racing buddy, Ron Wake, we have been showing up for regional races.

In the meantime SCCA has adapted a spec tire for the class. The tire is a typical spec tire in that it has less grip and longer tire life. Unfortunately the tire also makes the car slower. It is very frustrating to extract every ounce of speed out of the car only to have a miserable lap time to show for it.

Case in point - the last race at Laguna Seca, I was lucky enough to beat Ron Wake (he has beaten me more times than I want to remember). But all during the race, I was adjusting my turn-in points at several of the turns, but especially in Turn Four to see if I could go faster. So when the Checkered Flag fell, I was happy about the victory, but still not satisfied with my performance at Turn Four. Instead of slowing down and waving



like a hero to the Turn Workers, I continued my race pace on the cool down lap to see if could nail the turn one more time. For those that do not know, Turn Four at Laguna Seca is supposed to be flat out in fourth gear for an FV. No lift and minimal tire scrub.

On the cool down lap, I kept my speed through the right hand Turn Three, shifted up to fourth on the short straight between Three and Four, looked for the red and white curbing on the inside of the turn. I rotated the car so the right side tires would ride over the curbing. Everything was working out perfectly. I was finally feeling comfortable with the turn and as quickly as the euphoria of success hit me, the dread of failure took over -- failure as in mechanical failure.

I heard a loud mechanical sounding pop and out of the corner of my eye saw my left front tire headed towards Salinas. What started out as a last ditch effort of perfection turned into a ride into the ditch of despair. No brakes, No steering, and too much speed. Lucky Laguna Seca has a double-stacked tire wall because when I hit I penetrated all the way in to the Firestone 500 layer. With the car stopped and my Go Pro camera sitting in my lap, it was over. The engine was shut off and my errant tire had come to a rest.

As I stood by my severely damaged race car I could not help but hear the voice of Jim McKay from ABC's Wide World of Sports saying "Spanning the globe to bring you the constant variety of sport... the thrill of victory... and the agony of defeat..." For in an instant I felt the thrill of victory, only to have the agony of defeat steal the moment.

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Last week was a crash fest as expected in the NASCAR Talladega race but not expected at the NHRA Nationals meet in Illinois. The dragster show there saw top fuel pilot Leah Pruett begin a wheelie that caused the front of her twenty-five-foot, 2300-pound, top fueler to break in half just in front of the cockpit. The result was a series of twists and turns in the air that were aided and stopped when her parachutes deployed bringing her smoke-belching machine down to the ground with Leah inside, uninjured. In the Top Fuel Funny Car class Alexis Dejouria exploded her nitro-infused engine at the finish line. As the carbon fiber body disintegrated and engine parts flew everywhere, Dejouria struck the cement wall causing her head to bounce off of the roll cage in the tightly wrapped cockpit that is the norm in the top fuel classes. She was OK. Finally, Pro Stock driver Kenny Delco did the tank-slapper move ending up in the wall and flipping over before coming to rest. Delco too was uninjured but the NHRA officials intervened and postponed the rest of the Pro class races in the show after Jeg Coughlin complained that the dragstrip was unsafe due to wind, lack of traction and the cold. Go figure. Doug Kalitta defeated Steve Torrence in the top fuel final closing the point gap for what would be his first TFD championship to only two behind two-time champ Torrence. Tommy Johnson Jr, won in the funny car class beating Matt Hagen to the line. Pro Stock finals will occur at a later event. There are three more meets scheduled to wrap up the shortened 2020 NHRA season.

Official intervention carried over to the NASCAR races as well. Both the Gander RV truck and Xfinity races at Talladega were ended under a rare yellow flag based on the claim that it was unsafe to continue even though the lead cars were heading toward the checkered flag at the time. In each case the official winner was based on how the lead cars passed the last timing-line on the track before the yellow flag came out. In the CUP race on Sunday the same scenario produced three restarts and a finish under the checkered flag while cars were crashing behind the leaders so engaged. Consistency? The biggest example of too much officiating also came in the CUP race. There were a great many calls against drivers for going under the inside yellow line or blocking other drivers and causing them to go below the yellow line. In the CUP race this dramatically changed the results. My guess that the cause of this was that there were new people in the tower making these calls. I suspect that they will be lectured before this race weekend on the Charlotte infield road course.

Winners at Talladega included Raphael Lessard of Canada in the trucks over Trevor Bayne and Chandler Smith. This was a cut off race for the trucks dropping the playoff field to eight as Todd Gilliland and Christian Eckes were eliminated. Justin Haley won the Xfinity race under yellow over Ryan Seig, Noah Gragson and Brandon Jones. This week four drivers will be eliminated from the Xfinity playoff class leaving eight in the hunt for the class title. The four below that line and most likely to stay there are: Harrison Burton, Brandon Brown, Riley Herbst and Michael Annett. My pick to win the Xfinity title, Ross Chastain, who has shown a knack for failing when it counts, is just seven points above the cut offline. We will see on Saturday if Chastain manages to lose out again. He has not won a Xfinity race this year but not for a lack of trying and crashing. Annett had finished second before being disqualified. He was disqualified in the Xfinity race because his car was too low in the front in post-race tech inspection. Most of the cars that finished the races on Saturday and Sunday had major damage to their front ends. This is typical of races at Talladega where crashing and smashing into each other is the norm. Go figure again.

The CUP race was horrendous in terms of destroying cars and elongating the show to over four hours, resulting in most who TIVO'd the race missing the end. NBC switched to NBC Sports with about three laps to go which meant that you had to go to the highlight reel to see Matt DiBenedetto lose by inches and then get placed back to twenty first finishing position for

forcing William Byron below the yellow line with a last lap, fourth-turn block. To be fair, he was guilty.

Denny Hamlin won the CUP race after officials watched him avoid what was happening in front of his Fed-X Toyota in the last corner and then proceed to stay on the gas, below the yellow line and pass the leaders to win. The officials said that it was ok. It was not. He was not forced below the line but did drive below in anticipation of a wreck in front of him that did not happen. Then he stayed below that line and passed two cars for the win when he had, in the spirit of the rule, plenty of time and opportunity to pull back above the demonic yellow line. He did not. This was a bad call among a weekend of many bad calls that affected the outcome of the races. Erik Jones finished second ahead of Ty Dillon, William Byron, and Chase Elliott. The top ten finish reads like the NASCAR youth movement and a lucky day for back markers. The CUP series removes four drivers after this Sunday's event leaving eight to continue in that class playoff. The four who are below the cut line and likely to get offed are: Kyle Busch [-21], Austin Dillon [-21], Clint Boyer [-36] and Aric Almirola [-38]. The only hope for this foursome is the "win and get in" option. Drivers who would lose if that happened could be Logano who is 21 points above the cut line and Alex Bowman who just got the ride in the #48 car for next year, who is 22 points above the line. Watch this weekend as the Xfinity and Cup drivers battle for a playoff spot in the final eight slots and to win in their race.

The best real race of the weekend was the Friday Indy Car event on the road course at the Indianapolis Motor Speedway. Josef Newgarden won but it was the youngsters of Alexander Rossi, Renee Vekay, and Colton Herta who put on the show. Passing back and forth and side-by-side racing was thrilling as daring young men in their racing machines took chances and prevailed. It was Newgarden's first win on the hallowed ground that is the Brickyard. The Saturday Indy car race was won by Will Power, making it a weekend sweep for track and team owner Roger Penske. Power led all seventy-five laps. Herta and Rossi completed the podium. Series point leader Scott Dixon, a five time Indy Car Series Champion, had a mediocre weekend resulting in his closest challenger for the 2020 title, Newgarden, closing to within thirty-two points of the Ganassi racer, Dixon. Dixon can win his sixth title with a ninth or better finish when the series ends in Florida at the end of the month. There are seventeen Indy car races on the 2021 schedule.

Kyle Larsen finished second, twice at Williams Grove last weekend, behind David Gravel on Friday and behind Donny Schatz on Saturday. The difference in pay between first and second in this case was a meager \$65,000. True story. You have to start in front to win or at least not too far back if you are Kyle Larsen. He is working on his return to NASCAR where pundits now say he will drive the #88 car that was Bowman's ride until a few days ago when he was moved to the #48 car replacing retiring Jimmy Johnson.

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THUNDERHILL SEASON FINAL TEST DAY SET FOR THURSDAY OCT 22nd

SCCA Title-bound drivers seeking to perfect their skill around Thunderhill Park can test all day Thursday, October 22nd on the three mile, fifteen-turn course. Testing begins at 8:45 with an early warm-up session for all race cars that are ready and then the day converts to sessions based on comparable groupings of cars. The day ends at 5pm.

Testing fees are \$349 for the day with half-day and late day session fees also available. Entrants can sign up on Motorsports Registration to

accelerate the sign-in process or just pay at the Gift Shop the morning of the event. Use this link - msreg.com/TRPopentest102220 to sign up in advance.

For many SCCA road Racers this will be the last test day opportunity for the year so all drivers and wannabe drivers are encouraged to test the entire day and enjoy one last big dose of road racing before the long winter sleep. Go to www.thunderhillpark for more information.

SEASON FINAL TO OFFER SPECIAL SALUTE TO TOM MCCARTHY EVENT TEE SHIRT...

All who attend the road racing season finale for the Club at Thunderhill Park on October 23-25 will be able to purchase an event tee shirt honoring the namesake for the event, Tom McCarthy. A limited supply will be in the Gift Shop and available until supplies run out. A \$22 price tag gets you the prized souvenir for your collection or your friends. The gift shop will be open from 8am to 4pm Thursday through Saturday and 8am to 2pm

on Sunday. The Gift Shop also carries a wide range of merchandise that can be purchased for special Christmas gifts for your racer friends or that someone special in your life. LUCAS Oil products are featured along with hats, decals, pins and more. Check out the Gift Shop at Thunderhill Park and shop until you drop. You will be glad that you did!

SCCA FREE TEST DAY SET FOR DECEMBER 27th...

Once each year Thunderhill Raceway Park hosts a FREE TEST day for SCCA members on the 3-mile course. This years Sunday edition falls on December 27th from 9am to 4:30 pm. All San Francisco Region, SCCA licensed drivers are eligible to receive the \$349 value for free simply by

showing up. Anyone wanting to rent the Saturday before to make the weekend complete is encouraged to contact the track office on 530-934-5588 Ext 101 or 103. It was available at press time. At present there is no plan for camping inside the park on the evening of the 26th.

TWO MORE CHANCES TO HELP SAVE YOUNG LIVES BY HELPING WITH OR GETTING YOUR YOUNG DRIVER INTO A TEEN CAR CONTROL CLINIC AT THUNDERHILL PARK

There are two more teen car control clinics on the schedule at Thunderhill Park in 2020 with the first on Friday, November 27th and the second and final on Saturday, December 19th. The \$129 day for anyone that wants to

learn life-saving car control skills is highly recommended by all who have gone through the experience.

PROFILE: RHEA DODS

By Lynne Huntting



Rhea Dods is a second-generation SFR and Reno Region member. She started coming to races with her father, Ray Seher, who started racing in 1951. Through that, Rhea was exposed to working on cars and racing. Dad ran two or three times at Pebble Beach and the first race at Laguna Seca in 1957, racing Jags-C & D-Type and 120 XK, before moving to a Lotus FJ 20. Rhea went with him to races, including all the other temporary courses of the era, until he retired in 1967.

After her Dad retired from racing, a fellow Reno Region member, Maryjean Reil, who was also a member of the SFR Communications Crew talked to Rhea about volunteering at the races. Rhea's first weekend 'officiating' was June 1968 at Sears Point. In those days, there were three separate crews of corner workers: Communications, Flagging, and Fire Response. And she's been a corner worker ever since. In 2013 Rhea became an Assistant Communications Chief, a post she held for three years before assuming the Chief's role in 2016. In 2020 the Communications Crew joined with the Flag Crew to become F&C Crew, with Rhea and Scot Zediker Co-Chiefs. Being a Chief and in Race Control for every race. In the Tower - as Race Control is often called - Rhea works along side the the Operating Stewards, Emergency Dispatcher and Backup Stewards. She functions as the eyes and ears for the Stewards, and is the liaison between the Stewards and the corner workers who are staffing the event. Due to staffing shortages, Rhea usually works alone, which means she also does all the logging for all the landline calls.

As a long-time Chief, Rhea sees the need for recruiting more and younger Workers.

Prior to becoming a corner worker at the races, Rhea was active in other SCCA programs, including Solo I, Solo II, Time Trials, Hill Climbs, Karting,

and Rallyes, plus video games. While active in the Reno Solo program, she volunteered as Solo Registrar and also worked in Timing & Scoring. Along the line she also belonged to USARM, the United States Auto Race Marshals, a Northern California group which staffs the motorcycle events at Laguna Seca.

Rhea is also a driver. She went through the Jim Russell School, the Skip Barber School and SFR's Drivers' School. Rhea also did a couple of lapping sessions with Russell on the old course at Laguna Seca. She was a member of the Skip Barber traveling Formula Ford Series for five years.

In 2014 Rhea was tapped to work in Race Control for the F1 race at Circuit Of The Americas. She worked as Backup Race Control for the United States Grand Prix for four years. Rhea also worked Race Control for the two SFR Runoffs - at Laguna Seca and Sonoma Raceway.

For nine years Rhea worked full-time for Sonoma Raceway, as Testing Coordinator, as well as maintaining tenant rental records and helping tabulate ticket sales. For the pro races, Rhea worked the Command Center coordinating guest services.

Despite 52 years of volunteering, it was difficult for Rhea to pinpoint one or two favorite or memorable experiences. She said she relishes the people and competition, plus the sights and sounds at every event. The people and the racing are what makes volunteering so memorable for her.

Being at the races led to Rhea getting a ride in Bob Bondurant's helicopter, and a ride in Columbia - the Goodyear Blimp.

Rhea's favorite track is Laguna Seca, which has had several title name changes through the years. Her favorite driver is David Hobbs, and her favorite race team (outside SFR) is Team Penske.

Rhea worked in accounting before retiring. When she's not involved with SFR or Reno Region activities, she likes to read and crochet.

Thunderhill Rally Cross Finale

Photos by John 'K'
By David Vodden



Last Rally Cross of 2020 under the capable direction of Sanjay Singh took place October 3-4 at the dirt track park at Thunderhill Park. The events have been fun,



fast and unique and have added a completely new twist to the mission of Thunderhill Park and its role as the venue built to ensure SCCA fun with cars can happen in many forms and for a long, long time. An SCCA National Championship is planned at Thunderhill Park in Willows in 2021. For information contact Thunderhill Park at 530-934-5588 Ext 101 or 103.

The red and white Moto Buggy is being driven by Thunderhill Park CEO David Vodden whose team members say, "When Vodden wears a suit it is made of NOMEX!" Moto Buggies were designed for Rally Cross and can be purchased for just over \$10,999. Three cars are in inventory for early buyers. Google Moto Buggy or contact Thunderhill for more information.



Dick Mudd helped create Thunderhill



Dick Mudd passed away peacefully on Friday, Sept. 25, 2020 while in hospice care. He served as a Glenn County Supervisor for 12 years and was the driving force to improve the local economy, which included Thunderhill Raceway coming to the county with the first phase completed in 1993.

David Vodden: I miss Dick Mudd. To be honest I have not seen him in a while due, in part, to his late-life medical challenges. This is where memories become the legacy of a good person, one you come to know and care about and appreciate for all that they were in your life.

Dick Mudd was an amazing person. I recall him saying that he wanted the best for the County in which he lived, a County he was able to serve in many capacities, most notably as the Supervisor for the third District. He lived in that District on the family ranch where he learned his intense life values from his dad, a strict man who valued hard work, honesty, integrity and always doing what you said you would do. These are the people whose handshake is their bond and better than a contract. Dick seemed to me to be much like the father he described.

I lived with Dick and his better half, Reita, for some time when the development of the Thunderhill project was taking place. It was an on and off living arrangement that was truly meaningful. Reita's cooking, Dick's lessons and the laughter that abounded the breakfast table when son Ray stopped by on occasional mornings. It was fun!

Dick helped Thunderhill Park become a reality. For doing so he was never paid a dime. He did get those satisfying feelings that come from doing something good, in this case, for the future of the County he loved. He would brag about the track to folks who came to Glenn County and tell them what it meant to the economic and social elements that made the county work. He would beam when he came through the gate and greeted the many that became his friends. All of them came to like him for his role in getting a place for them to play with their cars and motorcycles and for being himself. He rode his motorcycle to the track in the early days and, in later years, drove his

slightly restored old model A into the paddock to make his presence known. The folks who came to Thunderhill Park knew his name. Most knew him personally and some visited his home and partook of the Mudd family hospitality. Everyone who met him experienced the Dick Mudd handshake and commented on how Dick liked to see the resultant grimace.

There are so many stories and special events that live in the Thunderhill archives that describe Dick Mudd's impact and friendship with Thunderhill Park. They record the early days and all that the track has become over the years under his distant but watchful eye. He was known to counsel the track manager suggesting, more often than not to me, that I needed to slow down and relax and not sweat the small stuff so much. He cared about me too.

I miss Dick Mudd but I can easily bring him back in hundreds of scenes, in a multitude of adventures and I can hear his fair but firm advice on a plethora of topics and issues.

Thunderhill Park is here because Dick Mudd wanted it here. It is a big part of his legacy and it will remain as such for decades to come. We will honor his life and his memory at the park in a special way that will make it so. Thank you, Dick.

An advertisement for WorldSpeed Motorsports. The background is a close-up of a race car driver wearing a colorful helmet (blue, yellow, orange, green) and a racing suit, sitting in the cockpit of a dark blue race car. The car has a red "E" logo and the word "STANDING" visible. In the top left corner, the "WORLD SPEED" logo is displayed in red and white, with "motorsports" in smaller white text below it. Underneath the logo is the address: "29687 Arnold Drive Sonoma, CA 95476". A list of services is provided in white text: "- Formula and Sport Racer Specialists", "- Race Car rentals, and Arrive & Drive Programs", "- Race Car Prep, Sales, Parts, Service, & Transportation", "- Driver Coaching", and "- Learn more at www.worldspeedinc.com". At the bottom left, a red-bordered box contains the text "Call to schedule a visit: (707) 722-3628".

Confessions of a Cone Slayer By Rob Krider



Sharpest Tool in the Shed

Last weekend I found myself hanging out with my old man. We knocked back a beer or six and began to reminisce about the good old days working on cars, and hanging out in the garage. Our visit down memory lane was going swell until he asked me the stupidest question I have ever heard, "Do you

have my grinder?"

Beer almost came out of my nose, "Excuse me, do I have your what?"

"My grinder. When you and your brother moved out, all of my tools somehow disappeared."

The reason I found this question to be so preposterous is because my father never owned a grinder. In fact, he never owned a tool in his life that cost more than \$9.99. Like a vegetarian refuses to eat meat, my dad refused to purchase any quality tools, ever. Why buy a complete set of nice end-wrenches when one rusty crescent wrench from a swap meet would work? That sort of thinking, along with the ten dollar budget cap, certainly precluded any power tool ownership. Our version of power tools were just tools that were powered by human sweat. The closest thing we had



to a grinder when I was growing up was some 100 grit sandpaper wrapped around a block of wood and a whole lot of elbow grease. My dad didn't own any tools that plugged into a wall because nobody

made tools that plugged in that cost less than ten bucks.

I grew up in a house with a two car garage, with just enough room for one car if the doors were shut and the mirrors were folded back. The rest of our garage was filled with miscellaneous car parts and cheap tools. Well, not just cheap tools, most of them were free tools. I'm not talking about race team sponsorship free Snap-On tools. I'm talking about when you buy something from Wal-Mart that you have to assemble and it comes with that little free disposable screwdriver. My dad's toolbox was actually filled with tons of those free crappy screwdrivers and Allen wrenches.

My dad did at one point make a big purchase, big for him anyway, and picked up a socket set that was sitting in the Daily Deal bin in front of the cash register at Pep Boys for a whopping \$19.99. Socket sets normally come in metric or standard sizes, but my dad's socket set was somewhere in the middle of those sizes. The sockets wouldn't fit a standard bolt or a metric bolt, but universally they would strip both types. Because of all of the rounded off bolts from the junk socket set, I found that the most useful tool in our garage was a pair of Vise-Grips. This tool also happened to be the only name brand instrument tool we owned, and thus it was the nicest we possessed. We only had this nice name brand jewel because my dad found it on the road one day.

Every project I ever worked on as a kid always took ten times longer than it should of because I was busy trying not to strip bolts with crappy tools or because I was attempting to cut things with a dull saw blade. My dad didn't understand the concept of replaceable blades. He thought once you bought a hacksaw for \$9.99, you were set for life. I didn't require a gym

membership as a kid because I got all the cardio I needed trying to cut roll cage tubing with a dead hacksaw blade.

Working in my dad's garage did teach me some very useful skills, like how to change a tire very quickly. I learned how to do this task lightning fast, not because I was training to be on a NASCAR pit crew, but out of necessity because my dad's jack leaked hydraulic fluid and thus would only hold a car in the air for about ten seconds. If I didn't pull the old wheel off and put the new wheel back on in nine seconds or less then I had a car sitting on the ground, or worse, a part of my body. Why didn't I use a jack stand you ask? My dad wasn't really into occupational safety back in the 1980s. Safety wasn't a priority so we didn't own things like jack stands. Instead we owned different sizes and shapes of blocks of rotting wood that substituted as jack stands, in concept only. Setting a car on a teetering tower of firewood was not a smart plan. It was better to just be quick with the tire change.

Besides refusing to buy quality tools, my dad also refused to buy hardware. Instead of making a run to Orchard Supply to find just the right sized bolt, my dad had a rusty coffee can with about eight thousand greasy bolts, nuts, screws, and washers in it. These bits and pieces of junk hardware dated back to the First World War as the can of bolts has been handed down in our family from generation to generation. I told my brother that when the time comes, he can inherit the can. My dad mandated that every single bolt, nut, screw, and washer in the rusty can be checked for comparable sizing prior to any trips to the hardware store. We lived one mile from the local store and a locking washer costs all of about eight cents. Five minutes and eight cents could solve a problem during a car project. But my dad would rather spend an hour digging through that dirty coffee can just in case we had a match. It's what his great great grandpa would have done during the depression, so it's what my dad continues to do today.

When I grew up and moved out of the house I decided to buy myself some legitimate tools. Tools that feel right when you hold them in your hand. Real tools that actually work, not something that came out of a cereal box. I certainly didn't feel the need to pilfer any of the crappy tools from my dad's collection of bargain bin tools in his messy garage. And I most definitely didn't take any of the tools from his imaginary tool box, you know, that one with that supposed grinder in it. So, last Saturday when the old man asked me if I took his grinder, I just took another sip of IPA, looked at him and said, "You're crazy."

Rob Krider, a self-described motorsports junkie, has competed in everything from autocross to road racing and even a destruction derby. When he isn't spraying champagne on a podium or sliding a car through a corner he is pounding away on his laptop creating stories about cars to inform and make people laugh. He is the author of the novel, Cadet Blues. For more articles check out RobKrider.com..



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2020 Election Board of Directors

The 2020 Board of Directors election will be October 19 to November 10.

Candidate statements appear in this issue of The Wheel and also on the web page www.sfrscca.org.

The Region Board of Directors consists of the Regional Executive and six Directors. Three members of the Board of Directors are elected

for two-year terms in even numbered years, and three members are elected in odd-numbered years. To be eligible for Regional Executive, you must be or have been a member of the Board of Directors. Only SFR members may hold elected offices.

The election process will be through online voting on MotorsportReg.com.



Blake Tatum



Joe Kirby



Seth Reid



Sherry Grantz



Bill Booth



Tim Sullivan



David Vodden



Charlie Davis

Candidate Statement

REGION BOARD CANDIDATE

BLAKE TATUM



The Good, the Bad, and the Ugly

I am asking for your vote in the upcoming Board of Directors elections. Why should you vote for me? The answer is simple, I have been there and done that.

I started on the Board of Directors when the club was going through a bad time. Money was tight and we were close to being broke. I saw how the Board was able to increase per event revenue and turn a dire situation into a position of solvency. I learned how financial planning was essential to the operation of the club and saw that things like a budget and a game plan are keys to making sure the club is around for years to come.

I was on the Board during good times. I was around when the club was experiencing times of unprecedented growth. Regional championships were meaningful and every run group enjoyed strong fields. Competition from other racing organizations was not a concern. The volunteer work force was strong and we enjoyed pro support at both Sonoma and Laguna Seca.

My recent stint on the Board I would have to call ugly. Ugly because we have a lot of challenges and there are no easy fixes. The market has changed and we have not responded. We face stiff competition from other racing organizations and even from track day groups. Your volunteer work force is depleted to the point of exhaustion. In short there are a lot of tough decisions that need to be made.

I know from my past experience that in order to make change you have to know where you came from and why the change is needed. I also know that in order to make that change you have to have a vision and be ready to suffer through the growing pains of that vision.

With good planning, creative ideas, and some self-evaluation we can get back to good.

Let me put this in racing terms: if your car has a mysterious misfire are you going to entrust the fix to an apprentice mechanic or would you go with the journeyman that has been around the block a few times?

The answer is simple, this is a problem for a journeyman, please vote for Blake Tatum.

Candidate Statement

REGION BOARD CANDIDATE

JOE KIRBY



Hello everyone,

My name is Joseph Kirby. I am currently a Co-Chief of Emergency Services and this year I am running for a seat on the Board of Directors for our region! All my SCCA experience, so far, has been as a volunteer.

As a board member, one of my goals is to further advocate for our volunteers. I will work to ensure that each of our crews have current and updated equipment to make each event as safe and efficient as possible. I will look into new ways for promoting the club to entice new volunteers and work on retaining those volunteers! I would also like to work with the specialty chiefs to explore new training opportunities, possibly creating an in house educational group or look for outside training opportunities.

Over the last two years, I have been working with a company to gain sponsorship for our emergency crew. This company has provided us with some essential personal protective equipment. A goal of mine is to find additional sponsorship opportunities so that more of our crews would benefit. I also plan on attending Motorsport conventions and car shows to create a network of people that we can draw innovative new ideas for track safety, as well as provide potential new members with access to our Solo, Road Racing, and Volunteer programs.

Now to all the racers, as a volunteer, I understand that we cannot enjoy our passion for motorsports without you! Maximum track time and safety are goals we all share. With your support, we can work together to recruit,

train, retain and enjoy our weekends together. I would love to speak more with our drivers, and I would greatly appreciate it if you share any insight or concerns you may have.

I will admit that I have a limited understanding of our Solo program. But what I do know is that we share a passion for cars, skill, and speed! Sometimes it feels like we are distant cousins but it is my hope that more of our Solo brothers and sisters would enjoy the opportunity to see some world class racing. As we work to recruit volunteers, and as we create a training program, my goal is to also bring some training to you. Some of our volunteers would have the opportunity to see a different side of our club and hopefully participate in Solo events. And for our Solo members, I know that you guys have been trying to find a site that is local and permanent. I would like to assist in making that a reality. It would create the opportunity where we can all enjoy more of what our club has to offer.

As we look to the future I would also like to remind everyone that this is a social sport. Our love of racing is made better because of who we share it with. In our current environment (COVID), it is difficult to embrace that very important side of our community. But as we move forward, I also hope to remind all of our members about the enjoyment we gain from each other.

As your San Francisco Region Board member, I can ensure you that I am committed to all of our members. I realize I have ambitious goals. But the family that is our club, has welcomed me in, and I only hope to give back, and continue to grow all of our programs and our club so we all have an incredible future together!

Candidate Statement

REGION BOARD CANDIDATE

SETH REID



Hi everyone! I am writing to ask for your support in running for a seat on the Board of Directors for the San Francisco Region of the SCCA. I've been with the SFR Region since I moved to the Bay Area in 2008. In my twelve years with the club, I've been able to autocross and attend Driver's School which enabled me to race at Laguna Seca. I have worked on the Emergency Crew for eleven years, and I've been a Chief of the Emergency Crew. I am currently

in my second year on the Board of Directors. That seems like a lot when I type it out, but there are so many more things I'd like to learn and do in the SCCA.

What do I hope to accomplish if I am elected for another two years? I want to work to improve the involvement in our racing family. My first daughter is three, and by the time this gets printed I will hopefully be holding my second daughter. Family has been foremost in my mind the past few years. Not only my immediate family, but the wonderful race family that I have become a part of in my time with the SCCA. I want my racing family to continue to have an enjoyable experience, whether that be it at an autocross or a road race; or driving or volunteering. I would like to strengthen the bonds between those that are already here as well as bring in new people to our family.

Our club is evolving. People are leaving to do other things. Every form of racing has gotten more expensive with the costs of fuel, entry fees, and the cars themselves. This year alone our world has changed in a number of ways. We have a lot of challenges ahead of us not only in just

continuing to run the club, but to make it a place people want to be. Some of these challenges have been around for many years and some are brand new. Even just coming out to a parking lot and driving cars around cones has new challenges this year.

As a current and hopefully future board member, I'm trying to solve some of the problems that we have. Dwindling volunteer numbers increases the number of tasks to complete, causing higher burnout among current workers. When workers stop having fun because they are burnt out, they stop coming out, and this further decreases the number of workers. I don't like using the word "work" when it comes to volunteering at races because it should be enjoyable. People come out because they love cars, competition, and being with their fellow volunteers and/or racers. Mostly, many of our members come to events because racing is something they love and they want to share that love with our other members.

One of the biggest things I am striving for is to improve communications between the Board of Directors and the club. I know not getting answers to questions or getting the information needed to run the club can be very frustrating. Sometimes we don't have the answers, but hearing nothing is the worst thing. I want to make sure that everyone who asks a question to the Board gets some kind of answer so that they know they are heard. Group emails are great, but I think personal communication is the most important aspect to having more open and forward moving communication. Just a phone call to talk to someone about an issue can go a long way to understanding the problem and finding a solution that will benefit everyone involved. No problem is unsolvable if we communicate and put our heads together.

Candidate Statement

REGION BOARD CANDIDATE

SHERRY GRANTZ



Most of you know me or have talked with me on the phone over the past two decades. I retired from the SFR Region Manager position last year, having started that job in 2002.

Retirement has advantages - I don't have to get up early and go to the Office; and disadvantages - it's really boring since I can't leave the house or see friends. With all this idle time, I really need something to do. Hence my running for the SFR Region Board. But it's not all

about what I need.

Working for SFR gave me comprehensive knowledge of the racing and business sides of the Club. I processed thousands of race entries, provided the best customer service I could, managed elections, handled finances, kept the web page up to date, etc. But really, my job was solving problems. I want to use that ability to help the Board solve the problems that arise in the Club's future.

If I am elected my main goal will be to revive the financial management system that was in place through 2018. As Region Manager I handled all the financial accounts for the Club, providing Profit & Loss statements (P&L) to the Board each month and compiling a Region budget for over ten years. Most of these things have fallen by the wayside recently. To

keep the Club running in this era of little income, finances will need rigorous attention and strict budgeting.

If I am elected to the Region Board, improving this situation will be my main focus. And like I mentioned, I've got plenty of time to focus on it.

On the Solo side, I believe completely in letting the Solo Chapters - Bay Area, Sacramento and Fresno - operate with complete autonomy in managing their operations and finances.

To round things out, here's some of my resume:

- I started with SFR in 1990 as an autocrosser and wound up Solo Chief in the late 90's.
- I spent my work week at Thunderhill for 18 years and always enjoyed seeing race cars arrive at the track.
- I've worked in Timing & Scoring for road racing since around 2006 and love being part of that hard-working team.
- I processed your race entries in the Office for years and still can associate most of you with your cars and car numbers.
- I am dedicated to helping the Club continue to provide the best racing experiences for everyone.

I think I've made a case for you to vote for me in October, thereby helping us all to stay on track.

Candidate Statement

REGION BOARD CANDIDATE

BILL BOOTH



Over the past 4 months, I've had the special opportunity to join the Board, filling in for a vacated spot. And what impressed me most was the massive amount of effort it takes, all by volunteer staff, to put on a race weekend and the race season. It's truly impressive. Which led me to ask...

What distinguishes the SCCA and our Region as a top-flight auto racing organization? Why do we choose to spend our time with the club?

Most would point to the close, high quality racing. Others to the safety record. Some to the impressive organization, all by top quality volunteers, that goes into each event. And many to the camaraderie we all share. I'd list them all, as I'm sure you would as well.

But today we see a number of challenges to this vision - increased costs, decreased participation at both the racer & volunteer levels, increased health & safety precautions, a need to respect & balance legacy activities and yet bring in new approaches, and more. All represent "clear and present" challenges to our organization. While some of these are beyond our control, we can control one thing - ensuring each and every participant gets full value from their participation.

What are the qualities that we should look for in choosing today's leadership to ensure each participant - driver, volunteer, partner - gets the value they look for? I'd submit there are 3 primary factors:

1. Participant perspective. In an organization with so many moving parts, It's critical to bring to bear perspective from Drivers, Volunteers, and Administrative staff to come to the right decisions for the group.

• Our Board today is light on Drivers. With over 25 years as an SCCA member, racing in our Region and across the country, I can bring this perspective - adding to the insight from the other respected Board members - to maintain top level competition, while knowing what it's like

to wrench on my car when things don't go as planned.

2. Management perspective. With over 3000 members, operating multiple events at multiple venues, it's important to have those who have the experience and know how to organize and support a large organization.

• With over 30 years experience in companies from start-up to Fortune 100, I know how to form direction, align a team, and execute.

3. Growth perspective. An organization grows & evolves over time. I'm told our organization has lost 50% of its members over the last 10 years. Now more than ever, while respecting our legacy, we need to bring in more drivers, more volunteers, more partners, and try out new approaches to continue to create an interesting & exciting experience for members old & new.

• An engineer at heart, I've spent most of my time in business development, marketing, & sales roles at the companies I've helped grow. I'd like to the opportunity to bring this experience to bear for our organization.

So, what's in this for you, you ask? I'd like to close with a thought I wrote after my first win at Sonoma Raceway 10 years ago... Yes, our sport is about machinery, about athletics, about mental strength. But more than anything it's about people. Think about a typical race weekend - how many people are involved? How many hours of conversation, trading stories, tips, beer? How many life-long friendships developed beyond the track? At the end of the day, it's about the great people we choose to spend our time with, to entrust our safety with, to strive to improve ourselves with, on these race weekends and beyond. And I'm honored to have the opportunity to be among you, for the years past and hopefully for many in the future.

Will you join me in helping take our club to the next level?

Candidate Statement

REGION EXECUTIVE CANDIDATE

TIM SULLIVAN



This has been a real interesting year to be the RE for the San Francisco Region. To say it has been "challenging" is an understatement. We started the year on a great note. Our schedule looked great. We had a new multi-year agreement inked with Monterey County for WeatherTech Raceway Laguna Seca. We had two decent dates at Sonoma Raceway, as well as our normal dates at Thunderhill. It was not long after Driving School that our world was rocked by this pandemic. We were able to hold our March event but by March 15, our world was in a lockdown and we were shut down. We were able to get through this, but only because of our passion for the sport and willingness to come together and support change. Change is not always fun, and it was not fun for a while. Thanks to everyone for pitching in and making sure we got through this.

Speaking of change, the pandemic was not the only change we had to deal with. Behind the scenes, we also made changes at the office. Our Office Manager position had been in flux, but we brought in a diamond by hiring Trish James. We made a change on this as well, as she is an employee of the Region, as opposed to the old system where we had temp workers, or workers not directly hired by the office. During this period, we also had to update our computer systems as well a lot of processes performed in our Regional Office. This was not an easy process to accomplish. Trish had her hands full and had to learn a lot in a short time. I also learned a lot in a short time. I, and our current BOD had many decisions to make in order to make sure the Club moved forward, and not backwards. If we are to insure SFR remains a viable and vibrant Club, we need to make sure we are set up for the future, and not mired in the past. We are on that path now. It has taken a bit of time, but we have a solid office staff, led by Trish James and our newest employee, Amanda. Amanda has been working in tech as well, during our races, and though she is part time, she has stepped up to the plate and is yet another gem.

We also had a turnover with our financial side. Our longtime bookkeeper, Blythe Bonds, decided to retire this year. After a long search, we found another person for the position. Krista Hooper was hired and is doing well. She is extremely excited to be in the position and has a resume a mile long. After updating things for 2020, she will also be implementing the changes to our QuickBook system insuring we are on track. Her responsibilities include accounts payable/receivable, as well as

supplying key reports for the BOD. Blythe did a fine job on this for years, but Krista is a blank slate ready for the challenge of bringing our books and records into the 21st century. (Krista will be at our October race. Track her down to say hello)

As I said in the beginning, this has been a year of change. We have had ups and downs this year, but the net result is we are in better shape than we were at the beginning of the year. We are poised to have a great 2021 in terms of Club racing.

A lot of you know that we also own Thunderhill Raceway Park. It is our largest asset, and one that not many, if any, Regions can claim. It is owned outright by the members of the San Francisco Region. As such, the Properties Board of Thunderhill is voted on by the membership, through the vote of the Regional Executive. This year we had some changes on that Board. This included my voting for Mike Smith as the new Chairman of the Properties Board. Mike brings years of business and racing experience to this position. In addition, Joe Briggs, Jim Devenport, Jeff Lederman, Brian Ghidinelli, Steve Archer, and RJ Gordy were also voted in. I personally, was glad to have voted (on behalf of the membership of SFR) for these folks onto the Thunderhill Properties Board. Both the Region and the track are positioned to grow and thrive for the next few decades and beyond.

I am running for RE this year to insure we continue moving forward and improving what we can. When asking why we do things, I often hear "that is how we always do it". That is not a good answer. What we really need to look at is how we can improve upon things. I, alone, can't do this. What I can do is get ideas and solutions from the Board and SFR members. That is how we have worked this year. It is much better to have a wide range of ideas and input in order to make decisions that are beneficial to the Club. I believe we are on that path. I also believe we are much more communicative and open than in the past. While not perfect, it has been my goal to be open and honest with membership regarding finances, operations and all issues related to the club. That is the only way to do it. The Club needs to know where we are going, the reasons we do things, and be able to share their ideas with the Board and the RE.

I want to continue with this goal in 2021. I ask for your vote for another term. Together we can improve and ensure the Club thrives for years to come!



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Candidate Statement

NATIONAL DIRECTOR CANDIDATE

DAVID VODDEN



Area 9 = Reno and San Francisco Regions.
VOTING: All SCCA Members in these areas @ October 1st are eligible to vote and will receive an electronic opportunity to do so. VOTING is done via my.scca.com. between October 15 and November 15. Be on the lookout! Or initiate!

Your vote for me will get you the best possible resources to do what you need done to insure a quality, full spectrum SCCA experience for you and all current and future members. Here is why.

1. Unparalleled experience in motorsports across a broad spectrum of the industry including but not limited to thirty three years on the job, every day for the SCCA!
2. Vast knowledge of the business of the Club, the industry and the many components that have to line up to optimize the club experience for the majority of members.
3. In depth experience in the motorsports insurance industry and the key people within, who manage all components that effect the Club starting with Participant Legal Liability, General Liability and Medical Reimbursement.
4. Long-time experience in track development and management including knowing what a track needs to be successful with and for the Clubs and the members.
5. Long-time exposure to the evolution and operation of other track club organizations that share the market place with the SCCA. Knowing how others do what we do is invaluable.
6. Financial knowledge of all aspects of motorsports - Club administration, promotion and sponsorships, team development and accounting reports.
7. Aware of the legal requirements and historical uniqueness of a 501 C-4 corporation such as the Club that was incorporated on April 15, 1953.

8. Exposure, understanding and good relations with road tracks and managers on the west coast and across the nation. Same for west coast SCCA regions.
9. Past Regional Manager, event promoter, journalist, car owner and current driver in the SF Region. Many race wins and titles along the way.
10. Chief Executive Officer of Thunderhill Park since 1990.
11. Actively engaged as attendee at the National Conventions and supporter of our National Directors including Roger Eandi, Dr. Gary Pitts and others.
12. Participated in the development of Reno Fernley Raceway as advisor/helper in the beginning and with others seeking to re-open the track in recent years.
13. Participated in the successful deployment of Sacramento Solo to action at Thunderhill Park in 2019.
14. Worked hard to get Rally Cross up and running in the Region and have a National Rally Cross event planned for 2021.

The candidate you want to vote for is the one that can bring you the most value for your time, effort, energy and money spent having fun with cars the SCCA way.

Not the most popular, not the best looking, nor even the nicest. You need the best person for the job who has a proven track record of getting things done. Think Thunderhill.

Your vote for me will get all of the above working for you to solve problems and build a better, more relevant and enjoyable SCCA experience for you and your family of SCCA.

Thank you in advance for your vote.
David Vodden
President & CEO - Thunderhill Raceway
Phone: 530-934-5588 ext. 101

Candidate Statement

NATIONAL DIRECTOR CANDIDATE

CHARLIE DAVIS



I have served on SCCA's National Board of Directors, representing Area 9, since late 2016. I joined SCCA in 1978 as an autocrosser, Pro Rally organizing committee member and road race tech inspector. Since then, I have served on numerous advisory committees, the Solo Events Board, and spent over 20 years as a San Francisco Region Solo Steering Committee member, chairing that committee five times. I have also been a roadrace communicator and

club ambassador.

While serving on the Board of Directors, I have been liaison to the Club Racing Board and more recently to the Solo Events Board and Time Trial Board. Our current Board of Directors has made a lot of progress toward getting a handle on the financial situation of the club and specifically the Pro Racing portion of the club. I can't take any personal credit for this progress, as the 13 member Board is truly a collaborative effort along with the Executive Team in Topeka. Despite the bizarre circumstances of 2020, we are strong, lean and poised for an even brighter future.

Our club structure is a very complicated business model. We are a

club with member staffed committees and boards, and at the same time a business with a paid staff that implements our programs with club members as shareholders. I'm very proud to have been a part of our search to find a President and CEO several years ago and I am very glad that we found Mike Cobb to serve in that capacity. When you find someone capable of wearing all the hats that the President of this club wears, the Board of Directors has to know when to step back and let that person run the show, and have the confidence that he will do it well. We have that confidence in Mike.

The person who you choose represent San Francisco and Reno Regions needs to be a team player who values all of our programs equally and the hard work, dedication and contributions of all the members. I believe that I am that person and I serve the club without conflict of interest. I also believe in continuity, and feel that when an incumbent is representing the members well, he or she should continue into their second and final term to that end.

Thank you for allowing me to serve our club.
Charlie Davis
SCCA Area 9 Director 2016-2020

NOTES from the ARCHIVE -

Jean Pierre Kunstle



Kunstle leads Pete Lovely at Pebble Beach in 1956

He became known as "The Swift Swiss" based on his winning ways in sports car racing during the 1950's and into 1960. Perhaps a better title to this article should be "He Came, He raced, He Conquered" which is an apt description of his relatively short racing career on the West Coast.



JEAN PIERRE KUNSTLE has been racing sports cars for only seven years, but in 1957 he was selected by a national auto magazine as one of America's top 10 drivers! Kunstle triumphed in 1957 in the "Grand Prix of Endurance," the international sports car race held annually at Sebring, Florida, when he drove a 1500 c.c. Porsche, to win a 2nd place for total performance and ninth place overall—despite the handicap of a broken clutch for more than half the race. "JP" is the owner of the Kunstle Motor Company of Monterey, California.

Jean Pierre Kunstle came to the U.S. in 1951 from his home in Geneva, Switzerland, as a young 22 year college graduate. He had met an American tourist vacationing in Geneva and after a short courtship, they decided to marry in her hometown of Schenectady,

NY. He went to work for a textile manufacturer who made a variety of products including accessories for automobiles.

His job required the use of an automobile and fortunately, his new wife's family gave them a new two door sedan for their use. However, Kunstle did not have a license plus he had little driving experience. With the help of his wife as driving instructor he soon gained the experience needed to obtain a license and began his traveling salesman job. The couple replaced the sedan with a new MG-TD followed by a new Porsche 356 Coupe. It was in this car, Kunstle entered his first race a Thompson Speedway in October 1952 winning his class.

Kunstle's sales territory included several states in the U.S including California where he established a sales office. On a trip to the Monterey Peninsula, he fell in love with the area and in 1953 he and his wife moved to a home in Carmel. Of course living in the area he quickly became aware of the races at Pebble Beach which would bring about a career change later in 1953. He opened Kunstle Motor Company in Carmel featuring Porsche and any other brand he could sell.

He joined the San Francisco Region of the SCCA and was listed in the club's National Directory of 1956 through 1960 as John Paul Kunstle. Kunstle's first West Coast race was at Willow Spring, a new race track in the Southern California desert. The date was May 9, 1954 where he entered his Porsche 356 for Novice Class drivers. Race results only showed the top finishers of which Kunstle was not one of them so he must have finished down the field.

Next up, was Golden Gate Park in June 1954 where he entered his Porsche Cabriolet in the Mayor's Cup race. The field of 37 cars included two drivers Kunstle would become even more familiar with in the near future, John von Neumann and Ken Miles. Against the toughest competition he had faced so far, Kunstle came home in sixth place giving an indication of his growing talent behind the wheel.

Now rated as a Senior Driver, he entered the race at Santa Clara Fairgrounds in July 1954. In his mixed class race group, he finished 3rd overall and 1st in class, more signs of his improving skills. Palm Springs in October produced another 1st in class followed by another class victory at March Field in November. All in all it had been a good year, a learning year, becoming familiar with new road courses, his car and the other drivers.

The first half of 1955 he raced a Devin Panhard at Pebble Beach, Bakersfield (finished 2nd ahead of actor James Dean), Santa Barbara, Santa Rosa and Hansen Dam. He earned enough National Points to finish 4th in the U.S. in the G Mod Class. He raced his Porsche 356 at Buchanan Field (1st and 2nd); then drove I. W. Stephenson's OSCA at Santa Rosa (3rd). The next race at Salinas would be the beginning of five straight races in 550s for Kunstle, a stretch in which he placed no lower than 5th.

At Torrey Pines in late October there was a 6 hour enduro on Saturday with Kunstle co-driving in W. R. Turner's 550 where the team finished 3rd overall. For the Sunday under 1500cc Production car race Kunstle drove a Porsche 356 Super to a 1st place finish. At the start of the main event for modified cars under 1500cc, Kunstle jumped out to an early lead as the race unfolded, he fought off several other drivers, staying in the lead for most of the race. A slight error in the closing laps of the race allowed Ken Miles to slip by for a very close win. Kunstle concluded a very good year by taking a 2nd and 4th at Palm Springs.

For whatever reason, this Northern California resident was shifting his focus to racing primarily in Southern California. Perhaps he liked the competition or the offers of cars to race came from that area. With the exception of an April race at Pebble Beach, the rest of 1956 was filled with racing in Cal Club events. For the balance of 1956, Kunstle would race Porsche 550s for owners W.R. Turner and Al Hoskings at Palm Springs (DNF, 1st), Pebble Beach (2nd), Bakersfield (DNF), Santa Maria



Racing a Devin Panhard at Hansen Dam in 1955



Kunstle in Stanguellini Formula Junior at Stockton in 1960

(3rd, 2nd) Santa Barbara (3rd, 2nd and a 1st), Palm Springs (DNF) and Paramount Ranch (2nd, 2nd). Kunstle had shown he was a constant threat for a podium finish at any race he entered and he looked forward to the 1957 season.

1957 marked Kunstle's fifth year of road racing in which he had accomplished quite a bit in such a short period of time. His calendar of races would include the familiar venues at Paramount Ranch (2), Santa Barbara and Pomona (2). In addition, he tried something new, the 12 Hours of Sebring and the Riverside Raceway to round out his year.

At Sebring and with co-driver Ken Miles sharing a Porsche 550 the team finished an amazing 5th overall and 2nd in class. Resuming his west coast racing at Paramount Ranch (3rd, DNF, 3rd) Kunstle carried on at Santa Barbara (1st, 2nd), Pomona (1st, 2nd), Riverside (4th, 2nd), Pomona (2nd, 3rd) and Paramount Ranch (1st, 2nd) to finish an interesting year of racing.

Besides racing, Kunstle had his car dealership in Carmel to attend to. In October 1957, he closed the store in Carmel and moved to a larger facility in Monterey and announced he had added FIAT to the other makes he offered. He was also involved in the effort to bring Laguna Seca to reality as a member of the Executive Committee of Sports Car Racing Association of the Monterey Peninsula (SCRAMP).

The 1958 racing calendar included two new races for Kunstle, Hawaii (DNF) and the first race weekend at Riverside (3rd, DNF). Other races were at familiar road courses - Palm Springs (2nd, DNF), Laguna Seca (7th) and Santa Barbara (DNF). For the return visit to the 12 Hours of Sebring, Kunstle once again had Ken Miles as his co-driver in a Porsche 550RS. Unfortunately, their race lasted just 59 laps before the clutch gave up putting an end to their effort.

1959 brought about a big change when Kunstle embarked on a project to compete in his own special. In search of more speed and perhaps influenced by Ken Miles very successful Cooper Porsche special, Kunstle traveled to Europe near the end of the previous year to gather ideas for a two liter car. He was attracted to the Lotus 15 by its lightweight and ability to accept a variety of engines.

Early in 1959, he acquired a Lotus 15 along with a two liter Ferrari engine. The engine was rebuilt to produce 200 horsepower then married to the Lotus chassis resulting in the Lotus - Ferrari Special. The car made its debut on June 7, 1959 at Laguna Seca where it ran very

strong claiming a front row grid spot for the first race. Despite a small fuel leak he finished third. In the main event, he quickly moved into the lead but was slowed by a troublesome gearbox and eventually retired.

The Lotus-Ferrari did not race again until September but this time in the hand of Kunstle's friend and fellow Monterey Area resident, Chuck Parsons. The cars problems had been resolved and Parsons drove the special to an 8th place at Vaca Valley, a 2nd place at Laguna Seca and a 10th at Riverside in November. It appears at some point Kunstle sold the car to Parsons who would compete in eight races the following year, finishing in only three.

Prior to the start of the 1960 racing season, Kunstle became west coast distributor for the Stanguellini Formula Jr., a class of cars that was becoming very popular. To promote the car, he raced it exclusively beginning in Northern California at Stockton where he had some teething problems with the new car and finished 7th on Saturday and a DNF on Sunday. The next event at Cotati in April was more successful with a 1st and 2nd in class followed by Santa Barbara where Kunstle had a DNF in race one then loaned the Stanguellini to Ken Miles who finished 3rd in race two. In June Kunstle raced at Laguna Seca in two races finishing with DNF and 4th.

This apparently was Kunstle's last race since no other results for the remainder of 1960 or succeeding years were found for races in either Northern or Southern California. There may have been several factors leading to this decision. His daughter Holly recalls, "he had a growing family and a business to think of so perhaps the risks were becoming too great". The fact that two racers Kunstle knew died in racing accidents this same year - Jim Hughes at Sebring in March and Sam Weiss at Laguna Seca in June which may have prompted his decision.

Over the next several months, Kunstle sold his car dealership in Monterey, packed up and moved his family back to Geneva in 1962. His post racing life was comprised of working for Goodyear Tires Racing Division; RCA Records managing talent; opening a boating supply business; designing and built several custom luxury racing yachts; opened a boat rental business in Turkey and restoring and selling collector cars. He also competed in local rallies including the 1982 Tour de France and returned to the U.S. for the 1979 Monterey Historics where he finished 10th out of 22 cars racing a Lancia B20S.

Unfortunately Kunstle's health began to decline in the early 1990's due to heart trouble. The following year in March, his condition worsened and he passed away at a much too young age of 63.



Kunstle in Porsche RSK at Riverside in 1957

Moms and dads fear for their young drivers lives knowing that highway accidents kill more teenagers from 16 to 19 than any other single cause. "It is dangerous and our kids are not prepared to deal with what can go wrong on the highway when behind the wheel," noted CHP officer Tracy Hoover who represents for the CHP in the program. "The all-day experience deals with many aspects of car control and accident avoidance and what to do when things go wrong," according to Chief Instructor, Ed Kornegay. To sign up for the clinic, down load the application from www.thunderhill.com by clicking on the tab for the school. If all else fails all the track office at 530-934-5588 Ext 103. or access Ed Kornegay at Ed.Kornegay@outlook.com.

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THUNDERHILL Season Finale Honors Tom McCarthy

The season finale here at Thunderhill Park will, once again, honor the memory and contributions of Tom McCarthy to the Club through the creation of Thunderhill Park. Tom died in 2018.

In the mid 80's when Tom was the Regional Executive of the Club, he suggested that its future would be better served if the Club had its own track. He was right. From the earliest efforts Tom spearheaded the drive to find a site and build a track. One of his earliest actions was to hire me to operate the track when it was opened. When they interviewed me for the job, I asked them where their track was to which they replied, "We don't have one yet." That interview was with Roger Eandi and Jon Norman in Berkeley. From that point on the task began with finding the site and getting the track built so that I could do the job they hired me for. Fortunately, I found Glenn County and Supervisor Dick Mudd. Dick Mudd died this past month and will be honored with Tom on the season finale event tee shirt.

Tom was, first and foremost, a racer. He was appropriately aggressive and inclined to do whatever it took to win. He approached Thunderhill the same way. With unfettered support from his life-partner Lucy and son Terry and grandson Tommy, Tom McCarthy kept his foot on the throttle and powered through life getting more done than most. He was unique, passionate, and smart. We are all fortunate that he had these qualities of character. We have Thunderhill as a result. The race that honors his memory also honors his family and all who shared the vision and did the work to make what was largely impossible a reality. When next you drive up Tom McCarthy Lane and see the beautiful wall plaque in the Club house at Thunderhill Park that honors his memory, take a moment to thank the McCarthy family and remember Tom.

As this terrible year winds to a close we are in the process of creating the schedule of events for the six surfaces that make up the 530-acre Thunderhill property. The six surfaces we have are the three, two and five-mile racetracks, the autocross pad, the drift pad and now the rally cross area. Our all-time high in surface rentals came in 2017 when the two-mile track was new and everyone wanted to try it out. We achieved 585 rentals on just the track surfaces. 2020 will

fall far below that number but we are optimistic that 2021 will not. If you would like to rent a date at the track now is the best time to call. Shifts in our customer base continue to change as customers like our new Turn 2 Club add dates and increase membership. They have the glass house structure as well as office space and various garages for their team support. You can become a member of this exclusive Club and enjoy many incredibly special benefits all year long in 2021. We also have an ever-increasing number of car companies and research and development entities that are using the park to create the cars of tomorrow. The Solo community has found Thunderhill and are hosting more and more events each year with ever-increasing attendance. Drifting is also a growing market for us and now we have rally cross out front in the dirt. The business plan that inspires these activities is based on always adding new revenue streams and embracing new customers all while making sure that our past and current customers feel valued and supported. The one thing we know, and which I wish other organizations would realize, is that status quo is a death sentence. Change is how you stay ahead of the grim reaper and so we embrace change and growth and new ideas at Thunderhill all the time.

As you may know, our biggest event of the year, the 25-Hours of Thunderhill, a NASA presentation, was cancelled this year and will not take place in December. This will be hard on our year-end results and make it more difficult to break even. The good news is that there are plans in the works to have a 2021 edition of the 25 Hours of Thunderhill. Let us hope so and lets also hope that the schedule for 2021 fills up, we are all healthy and happy and that there are no more crappy things like happened in 2020, a year that will live in infamy!

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\$35,000 OBO Justin 530-368-0306



1999 Mazda Miata Street/Track car Manual/aftermarket wheels/hardtop/roll bar Nadri edition \$5000 Justin 530-368-0306



Baby Grand, 2 log books. Never been wrecked. Track records. Won 5 hr endero. SP region champ. National champ. Supper reliable. Fast. Ready to go race. Lots of spare parts and tires. Brett Egen. 916 709 7274. \$8000. Have in car video you can watch.



GT-1, SP, Race or Track Day, Stock Car, very fast proven winner. Rent or purchase. Joe Montana 530-542-3453



240Z Built to SCCA E Prod. Specs. -\$45,000.

Engine by Rebello Racing-Low Hours, twin disc clutch, two(2) sets Sander wheels, three(3) new sets of American Racer Tires, Kirkey 45 Series Seat, locked 4:11 diff.& spare, 240SX front disc brakes, Wildwood rear disc brakes, Porsche rear axles / CV joints, shortened coil-over strut, and more. For details, text or call Dale 928-302-9000



Vintage H-Mod mid-50's Jabro Mk1 750 Crosley Engine, Rib Case Gear Box, Fuel Safe Cell, Log Books VARA, CSRG, HMSA • Not raced in 15 years. Needs new Flywheel Ring Gear. Other Crosley gear available. For more info: bbhillsantacruz@gmail.com

1971 Datsun 510 4 Door. SCCA ITC Racer GRP 5. Car won 2015 ITC Champ. Ready to race, good first car. L1600 Robello Engine 40 over. Additional Pictures 4x4xfar88@gmail.com Text 209-613-4813. With spares \$6500



'08 Spec Mustang SMG / American Sedan A/S: Car is 100% ready to race and compete for top podium finish. Too many spares to list, such as extra wheels / tires, much more. Car performs flawlessly and with seasoned driver in 1.58s at TH. Always maintained to perfection. Two first places this year at Sonoma. Contact: Don Van Nortwick or Darrell @ AV8 Supercars at 408-813-9755. Reduced to \$35k / OBO.

1990 Spec Miata. Race motor by Haag Performance, in 2016. Four weekends on motor. In Feb. 2017, complete suspension set up by TFB Performance, at cost of \$2,195: new Bilstein shocks front and rear, new Fat cat kit and 99 top hats; attach sway bars with no pre-load, four wheel alignment (TFB worksheet available). Tech inspection in 2017. GPS track data. Trailer, ramps, and straps go with car. \$7,000. John Myers 916-342-2141. jmyers@pacific.edu 1804



Built to current SCCA FP specs this 1962 P1800 is the winningist Volvo in the U.S. Several west coast track records held, 2nd place finish in the 2018 SCCA Runoffs , this car is built to be driven fast or proudly shown in Vintage events. Race ready now and comes with a number of spares. The car is located at Sonoma Raceway in California. For inspection and details contact Bruce Ackerman @ backerman@sbcglobal.net or 510.549.9330

TRAILER/TOW



26' Enclosed Triple axle Trailer This trailer has been very reliable for us as a double race car hauler. we have moved to a little larger trailer and are ready to sell our double car trailer. Cosmetically in fair condition but it gets the job done. 10K Call Justin 530-368-0306



2012 DYNAMAX 34XL, 2 Slides, 350 Cummins, 1000# of torque, FREIGHTLINER Cab and chassis, 20,000# hitch, 17,500 miles, FULL warranty until 2023, King Dome Sat., 2 TV's, Sony surround sound. Queen bed in rear, couch makes into double bed, dining table converts to single. Great inside and outside storage. automatic 18' awning. New batteries in 2018 ,tires in 2016. 8000kw diesel generator. More pictures available> \$136,000. Contact Dennis @ (209)613-8625 or surfsupdw@yahoo.com. Coach has been garaged and is located in Modesto, CA.

TOOLS/ EQUIPMENT /MISC FOR SALE

Mk4 Triumph Spitfire parts for sale: steel hood, engine blocks, cams, timing covers, suspension pieces, body trim pieces, much more.

Richard Spencer 510-774-8834

Hoist and Lift Beam

6x4x.25 inch steel beam, 17 feet long and Harbor Freight 120V 1300 lb. capacity hoist. Beam and hoist were used to place Formula Mazda on (back saving) high stands. Beam end brackets accommodate 4 or 6 inch wood posts. Includes brackets to attach hoist to beam which allow movement along beam but not while under load. For my particular application the posts were against shop walls with 45 degree 2 x 4 bracing attached to the walls.

\$200 for both, FOB Fair Oaks, CA. Contact Ritchie at 916.531.5968 or Rhollingsworth@ltk.com



(4) Brand new Ford Performance wheels and Pirelli P-Zero asymmetric tread tires. Not used - Take offs from New FP350S. Size: 275/40 ZR19 Priced to sell @ \$800 less than half the value. A real bargain for someone. Tires in San Jose, can deliver in a reasonable distance. Don Van Nortwick 408-813-9755.



CORNER WEIGHT SCALES

Complete set of 4 mechanical corner weight scales. Capacity 2,000 or 4,000 Lbs. Reliable, easy to set up and calibrate. Nothing fancy but get the job done.

\$150. Pickup at Thunderhill. Ritchie 916.531.5968 or Rhollingsworth@ltk.com



Pre-listing purchase opportunity: 8579 Mortenson Lane, Fair Oaks, California Location, location, location! Beautiful 4,000 sf executive home, pool, spa, 3 car 870 sf attached garage with 10 ft. ceiling, 400 sf detached garage/shop both fully insulated. Home sits on 1/2 acre, quiet 4 lot cul-de-sac in Fair Oaks. Features (2) RV access (east and west). Lots of natural lighting, high ceilings, stunning entry, spiral staircase, oak throughout, 4 bedroom, 3.5 bath, large kitchen, nook, 2 second floor decks, exercise/office/multipurpose room, loft, dining, living, family rooms. Massive amount of storage. Excellent schools. Walking distance to the American River Parkway, Sailor Bar Park with cycling, running/walking trails. 1.5 miles to Lake Natoma; swimming, sailing and paddle sports. Minutes from Hwy. 50, less than 2 hours to Thunderhill, Sonoma, South Lake Tahoe and the Bay Area. Fair Oaks Village offers restaurants, brew pubs, shops, outdoor concerts, and Amphitheater. 15 minutes to Mather Field (MHR) for private aircraft, 40 minutes to Sacramento International Airport (SMF). Must see! \$1.15M Contact Ritchie at: Rhollingsworth@ltk.com or 916.531.5968

BUSINESS OPPORTUNITIES

Business Opportunity: Locate your business at Thunderhill Park as part of the new "HUB" Center at the raceway. Office space, show-room, conference rooms and more available for the right business partner. Ideally located in the center of over 700 days of activity that can feed your business. \$1.00 per square foot first year offer. Move in now. Call for more details but do not wait. This is a once in a life-time offer to locate your business in the best possible venue for expanded sales and growth. Contact: David Vodden 530-934-5588 Ext 101 or e-mail todvodden@thunderhill.com

SHOP/STORAGE SPACE

SHOP SPACE in Santa Clara, 2600 sqft of available space with 2 lifts. Perfect to keep and work on your race or track cars. Suitable for small to medium size teams as well. Trailer storage also available. Bathroom and smaller office. Lots of storage racks. Izzy 650.279.7252 or izzysanchez78@yahoo.com. 1808

Shop Space: Morgan Hill/San Martin. 2400 Square foot shop with outside trailer parking available. Clean shop less than 1 mile from Highway 101. Space available to work on your racecar. Long or short term available. Trailer storage also available. 110/220. Restroom. Rod @ 415-298-3917 or Steel.Blue.Rod@gmail.com

Happy Wife- Happy Life!!! Get that ugly trailer off your side yard. Store it at Thunderhill, your wife will be real happy. Call 530-934-5588 and talk to an expert on keeping marriages intact.

TRAILER/RV Storage. Gated area. Security guards most hours. Call Geoff 530-934-5588 Ext 105.

GET ON THE TRACK

TRACK DAYS AND SKID PAD DAYS AVAILABLE: You can rent Thunderhill Park's 3-mile, 5-mile and 2-mile track for a pittance on most weekdays throughout the race season. We can make your day a turn-key operation where all you do is secure your friends and customers and have fun. Days available now. Call 530-934-5588 Ext. 101 and get started in the fun and profitable business of putting on your very own track days.

DRIVING CLASSES

TEEN CAR CONTROL CLINICS- Life saving experience for your teen age drivers – November 29th and December 21. \$129/student. Use personal vehicle. Sign up on www.thunderhill.com/teen-car-control-clinics.

SERVICES

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

Haag Performance of Sacramento, a leading West Coast Spec Miata engine and drive train builder, has a limited number of spots available for racers needing storage, engine and drive train services, race prep, transportation and/or track support. Contact Mike@haagperformance.com or call(925) 783-9409. 1808



FREE All-Weather Storage Lockers – Now @ Thunderhill Park! Finally a solution to having to deal with all your race equipment! Don't bother lugging your gear around or leaving it out in the cold. Bring your own lock. Day use only or event use, meaning when you leave at the end of your event, you take your stuff with you including your lock. Locks are removed Mondays and Fridays if left in place. These lockers are big enough (4' x 4' x 8') to store almost everything you could need for your time at Thunderhill Raceway Park! Inquire @ the Grill or Pro-Shop or call Jim Thompson 530-934-5588 x 112. 1502

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

RACE CAR RENTALS



Race car Rentals that are competitive and reliable. Everything from preparation to transportation is handled by professionals. From Driver's School to your first pro race, we can help you achieve your goals. Learn to race and have fun then leave the race car responsibilities to us. Rentals in Improved Touring and Formula Ford cars and trackside support for Formula Atlantic, Formula Ford and Improved Touring Cars. Racing Services
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Auto Spa Racing Service - In our 25th year, still located at Sears Point / Sonoma Raceway , continues to provide our customers with full service race car fabrication , restoration and trackside support . We have always strived to maintain the highest level of support to all our customer's needs. Don't hesitate to inquire regarding a full alignment , transaxle service or any fabrication project you might have . We can now offer race car storage , long or short term. Call Steve 707 938-8727 , auto-spa.com

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



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

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

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

JOBS

PAID FLAGGING Opportunities daily and on weekends. Year round. Some benefits and more. Call Geoff Pitts 530-934-5588 E105.

ATTENTION

Attention FV Owners

It is time to dust off that car and clean out that solex carburetor. I am currently interested in starting a registry of FVs on the west Coast. The purpose of this registry is to get Fv owners together and talk about ways of getting the class rolling once again.

I would like to start with getting the name rank and serial number of any Fv owners on the west coast. I would also like to know the type of car and the current condition. I am interested in all FVs.

Send any responses to westcoastfv@gmail.com

Attention Race Car Drivers

Looking for a class to run consider FV. FV offers many advantages over most SCCA classes. It is the cheapest class in SCCA to run. Initial purchase price of car is very low. Stable rules mean cars do not get outdated. Spec tire that has a lot of grip and no set up changes. Freedom to express your mechanical ingenuity . Very close racing with drafting and wheel to wheel completion. Great father and son class. Fellow competitors that will give you the shirt off their back to help. Very safe and will teach you more race skills than any other class, ask Rick Mears. Readily available supply of cars which I will help you with. Call Blake Tatum 209-403-2452

ATTENTION ALL DRIVERS - mandatory requirement to participate in the Club's Season Finale at Thunderhill Park on October 25,26,27. BIG TEST Day Oct 24th. Make it a great year-end race weekend and race and race and win! Sign-up soon and often. Encourage others in your class to enter too. The more the merrier! Call 530-934-4455 to get the inside scoop! Hundreds of entries expected!

"Book 2020 TRACK DAYS AT THUNDERHILL PARK NOW. Call 530-934-5588 Ext 103 to get first choice of the best dates.

Delta Veterans Group (www.deltaveteransgroup.org), a group that works to help Veterans at risk and to help Veterans obtain benefits they deserve is looking for a trailer. Unfortunately, our much-needed trailer and golf cart were stolen recently. We are looking for a Utility Trailer 6.4x16 Dove tail double axel includes a gate 6x16. If you have a trailer for sale or can donate a trailer please contact Stephanie Helberg at stephanie@wavesofspirit.com

SUPPORT THE SPORT YOU LOVE

Make your tax-deductible donations to the sport and fun that you have loved all these many years. Donate to the Thunderhill Park and support the "Family of Racing" Foundation, a 501C-3 charitable organization dedicated to improve the safety and long-term status of on-track safety and education. Also supporting efforts to reduce the number one cause of injury and death to teen age drivers through our Teen Car Control Clinics. 5000 kids die each year behind the wheel or as passengers in cars driven by their teen age friends. Finally, the foundation is committed to educating and assisting the communities around Thunderhill in order to build good will and friendship between what you love to do and their home lives. Send your tax deductible donation to Family of Racing, Thunderhill Foundation, P O Box 966, Willows, Ca. 95988.

WANTED

The Delta Veterans Group (www.deltaveteransgroup.org), a group that works to help Veterans at risk and to help Veterans obtain benefits they deserve is looking for a trailer. Unfortunately, our much-needed trailer and golf cart were stolen recently. We are looking for a Utility Trailer 6.4x16 Dove tail double axel includes a gate 6x16. If you have a trailer for sale or can donate a trailer please contact Stephanie Helberg at stephanie@wavesofspirit.com

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