



# The wheel<sup>®</sup>



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



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#28 Robert Yallen in his 2018 Liger

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

**SAN FRANCISCO REGION SCCA**

**REGION OFFICE**

**MAILING ADDRESS**

PO Box 308, Willows, CA 95988

**LOCATION**

5250 Hwy 162, Willows, CA 95988  
 530 934 4455  
 530 934 7275 fax  
[office@sfrscca.org](mailto:office@sfrscca.org)

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**BOARD OF DIRECTORS**

**TIM SULLIVAN** Regional Executive  
[Timbo0724@msn.com](mailto:Timbo0724@msn.com)

**LINDA ROGASKI** Secretary  
[lrogaski@hotmail.com](mailto:lrogaski@hotmail.com)

**BLAKE TATUM** Director  
[wheel@sfrscca.org](mailto:wheel@sfrscca.org)

**R.J. GORDY** Director  
[rjgoldstar@sbcglobal.net](mailto:rjgoldstar@sbcglobal.net)

**BEN FRENCH** Treasurer  
[FrenchB@arc.losrios.edu](mailto:FrenchB@arc.losrios.edu)

**BILL BOOTH** Director  
[bill@sfrscca.org](mailto:bill@sfrscca.org)

**SETH REID** Director  
[reidseth@gmail.com](mailto:reidseth@gmail.com)



**PUBLISHER:** THE WHEEL PUBLICATIONS

Editor **BLAKE TATUM** [wheel@sfrscca.org](mailto:wheel@sfrscca.org)

Art Direction & Design **CHRIS BECKREST**  
[www.BeckrestDesign.com](http://www.BeckrestDesign.com)

**CONTRIBUTING WRITERS**

- Blake Tatum • Gary Horstkorta • David Vodden
- Rob Krider • Lynne Huntting • Ryan Panlilio
- Yang Moua • Bill Booth

**CONTRIBUTING PHOTOGRAPHERS & ARTISTS**

- Lynne Huntting • Rob Krider • Blake Tatum
- Yang Chen • Ricardo Quinonez • Amy Armes
- Anthony Topalian • John Rowe • Chris Poncin

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

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

# CALENDAR

Schedule May Change depending on each county's COVID 19 regulations.  
Please refer to the [www.sfrscca.org](http://www.sfrscca.org) website for more information

## 2021 FRESNO CHAPTER SOLO SCHEDULE

Event 4 - **March 27**

Event 5 - **March 28**

Event 6 - **May 1**

Event 7 - **May 2**

Event 8 - **June 19**

Event 9 - **Aug 21**

Event 10 - **TBD Oct\*\***

Event 11 - **Nov 13**

Event 12 - **Nov 14**

More dates may be added; visit [www.FresnoSCCA.com](http://www.FresnoSCCA.com) for an up-to-date calendar

All events held at Fresno Fairgrounds except October

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## SAN FRANCISCO REGION'S 2021 SOLO II CHAMPIONSHIP SCHEDULE

Rounds 3, 4 - **Mar 20 - 21**

SCCA Pro Solo - **Apr 16 - 18**

SCCA National Tour (Round 5) -  
**Apr 30 - May 2**

Rounds 6, 7 - **May 29 - 30**

Rounds 8, 9 - **Jun 19 - 20**

Rounds 10, 11 - **Jul 17 - 18**

Rounds 12, 13 - **Aug 21 - 22**

Rounds 14, 15 - **Oct 9 - 10**

Rounds 16, 17 - **Nov 6 - 7**

## RENO REGION SCCA SCHEDULE

**April 17, Sat** - 2 Mile West Course

**May 22, Sat** - 2 Mile West Course

**June 22, Sat** - 2 Mile West Course

**July 2, Sat** - 23 Mile East Course

**Sept 11, Sat** - 2 Mile West Course

All events are at Thunderhill Raceway Park

GO TO: [www.renoscca.motorsportreg.com](http://www.renoscca.motorsportreg.com) for additional information and register OR  
Contact: Andy Ross [duetto\\_67@hotmail.com](mailto:duetto_67@hotmail.com)

## SCCA SACRAMENTO AUTOCROSS SCHEDULE

**March 27 & 28**

**April 24 & 25**

**May 22 & 23**

**June 26 & 27**

**July 24 & 25**

**August 28 & 29**

**September 25 & 26**

**October 9 & 10 Enduro**

All events will be held at Thunderhill's au-

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# 2021

## 2021 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

**MARCH 19-21**

MAJOR / RESTRICTED REGIONAL (3 DAYS) – THUNDERHILL

**APRIL 24-25**

REGIONAL 5&6 (2 DAYS) - WEATHERTECH LAGUNA

**MAY 28-30**

REGIONAL 7&8 FRIDAY TEST (3 DAYS) -WEATHERTECH LAGUNA

**JUNE 18**

TEST DAY (RUN BY HOD) -SONOMA RACEWAY

**JUNE 19-20**

REGIONAL 9&10 (2 DAYS) - SONOMA RACEWAY

**JULY 23-25**

REGIONAL 11&12 FRIDAY TEST (3 DAYS)- WEATHERTECH LAGUNA

**AUGUST 7-8\***

PRE REUNION (2 DAYS)- WEATHERTECH LAGUNA

**AUGUST 12-15\***

REUNION (4 DAYS)- WEATHERTECH LAGUNA

**AUGUST 28-29**

REGIONAL 13&14 (2 DAYS) - WEATHERTECH LAGUNA

**SEPTEMBER 9-12\***

IMSA (4 DAYS) - WEATHERTECH LAGUNA

**SEPTEMBER 16-19\***

INDYCAR (4 DAYS) - WEATHERTECH LAGUNA

**OCTOBER 29-31**

REGIONAL 15,16 & 17 (3 DAYS) - THUNDERHILL

**\*Pro Race Support for Volunteers**

**Regional Races 3 & 4**  
**19-21 March 2021**

A photograph of several open-wheel race cars on a track during a race. The cars are in various colors including white, blue, red, and orange. The background shows a blurred track and some trees.

**Regional Races 5 & 6**  
**24-25 April 2021**

A photograph of several open-wheel race cars on a track during a race. The cars are in various colors including blue, red, and white. The background shows a blurred track and some trees.

# Fresno Chapter Season Opener - Event 1



*Dennis Loshier in his 1965 Beach MK4-B Series II*

On the morning of Sunday February 21st, the Fresno Chapter started the 2021 season with 79 eager drivers. All drivers were divided into three groups with five runs each. Before the competition started, an award ceremony was held and trophies were given out to the 2020 winners. Many novice and hopeful competitors got a glance at what the future holds for them. Run Group 1 started off with morning temperatures in the mid 40's. As the temperatures got warmer throughout the day, the times got quicker.

After the winter break, most drivers use the first event to shake off the rust; but for an experienced driver like Ricardo Quinonez, it was not his first rodeo. In a league of his own, Quinonez took top honors in his AM 2009 Shark Stealth with a blistering time of 42.995. Quinonez's time was more than 3.5 seconds faster than second place Brandon Griggs in his CS 2020 Mazda Miata with a 46.546. Third was Bryan Heitkotter in his CS 1992 Toyota MR2 Turbo with a 46.622; and fourth was Gary Ratliff in his EM VW Dune Buggy with a 46.655, followed by Bill Martin in fifth in his BM 1978 Lola Ford T580 with a 46.803. Michael Lella, Michael Gardner, Paul Newton, William Marlow and Jonathan Cadiente rounded out the top ten.

In PAX, Brandon Griggs reaffirmed that "Miata is always the answer" by taking top PAX time in his CS 2020 Mazda Miata. Second was Jonathan Cadiente, third was Bryan Heitkotter, fourth was William Marlow, and fifth was Rob Krider. Michael Lella, Michael Gardner, Josh Cadiente, Paul



*Tyler Bandy showing off some EV torque in the Tesla Model 3*

Newton and Andrew Padua rounded out the top ten.

In Street Class competition, A Stock was a battle between five Corvettes and two Porsches. The day would go better the Corvettes as they took the top five spots out of seven, led by Michael Lella in first, followed by Keith Bullock, Anthony Topalian, Chris Rodriguez, and Jayman Topalian, followed by Porsche drivers Matt Britter and Walter Hurtado. Making the move to CS in his new ND Miata, Richard Cadiente took the win over Brett Sliakis and Malcolm Gibson. In a two-drivers battle, Jacqueline Vazquez's 2014 Scion FR-S took the win over Rebecca West's 2017 Mini Clubman S in DS. The battle for the faster first generation Mazda Miata went to Gary

Lieb. Dennis Feasel was second. Gary Fazekas's 2019 Mustang took the win over Erick Castro's 2006 Nissan 350Z, and Quinn Ringgold's 2015 BMW M235i in FS. Kyle Matsumura debut his new 2018 Honda Civic Si



*Eric Gillis in his 1982 Porsche 911 SC Targa*

last season led Al Anderson's 2016 VW GTI in GS. No stranger to the motorsport world, Rob Krider took the easy win in HS over David Yang, Xiong Yang, Franchiseur Shelton and Shawn McDuffee. Dave Warner(BS) and Kevin Jones(SS) ran unopposed.

In Street Touring action, William Marlow's 1990 CRX Si led the pack of four STS drivers. Second was Daniel Perez in his 2009 Honda Fit, Adam Haro and co-driver Ron Haro were third and fourth respectfully in the 2003 Subaru Baja. Eric Gillis's 1982 Porsche 911 SC Targa took the win over Kevin Pena's 2006 Honda S2000 in STR. Dan Correll and Sandra Hermans co-drove a 2004 BMW 330Ci in STX, Correll was the faster driver.

Street Prepared had 3 drivers running unopposed, Mas Vang(FSP), Chris Donnelly(DSP) and Jose Lopez(BSP).

In Street Modified competition, Michael Bringetto joined the SM class with his 1985 Toyota Levin. In a class filled with AWD vehicles, Bringetto, the lone RWD competitor, ended the day in second behind Christian Mesina's 2003 Mitsubishi Lancer Evo 8. Third was Rufus Connell in his 2001 Subau



Dave Warner in his 2016 BMW M2

Impreza 2.5 RS, with Jerry Kell's 2002 Subaru WRX Wagon in fourth. Lance Kampfhenkel, Shia Moua and Amy Armes rounded out the rest of the field. Yang Moua in his 1989 Honda Civic took the top spot over Richard Jensen's 2004 Mini Cooper S in SMF.

In Prepared and Modified action, Bill Martin's 1978 Lola Ford T580 led Dennis Losher's beautiful 1965 Beach MK4-B Series II in BM. In EM, Gary Ratliff took the win over co-driver Neil Hodgson in the 1970 VW Dune Buggy. Kenneth Lim(XP), Louis Lira(CP), Ricardo Quinonez (AM) and Roger Lemmel (CM) all ran unopposed.

In CAM Class competition, Michael Gardner's 2016 Ford Mustang GT350 took the top podium in CAMC over Leon Weinroth's 2014 Ford Mustang V6 and Greg Back's 2014 Ford Mustang GT. Gary McDaniel(CAMS) and James West (CAMT) each ran unopposed.

Kelsey Stoltenberg's 2015 BMW 228i took the win over Pamela Schroeder's 2006 Ford Mustang in the Ladies Class.

Novice Class was led by Jake Fagundes in his 2013 Audi RS5 over Stephen Sifuentes, Christopher Sochan, Jesse Miller, Ulises Miguel Garzon, Thomas Hang and Brandon Flowers.

Index Class was by far the most competitive, with top podium decided by only four hundredths of a second. Brandon Griggs's ND Miata had just enough on his last run to edge out Jonathan Cadiente's 2019 Honda Civic Si for the win. Bryan Heitkotter's 1993 Toyota MR2 Turbo was third, just less than a tenth of a second behind Griggs. Josh Cadiente, Paul Newton, Andrew Padua, Tyler Bandy and Audrey Tan rounded out the rest of the field.

After Event One competitions in SM, Index and AS looked very interesting. Anything can happen throughout the season, and it is off to a great start. With the first event now in the books, we look forward to the rest of the season and hope to see you at the next one.



Ricardo Quinonez in his 2009 Shark Stealth taking TTOD



Neil Hodgson in the 1970 VW Dune Buggy



Michael Lella's C5 Corvette Z06

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# 2021 SEASON OPENER REGIONALS 1 & 2

At the end of the race season last year, we considered ourselves lucky to have had a racing season given the social distancing and the restrictions on the number of people allowed at our events. We had to cancel two events, but we made it through the year relatively unscathed. To a person we all could not wait for 2020 to be over and looked forward to 2021. Well 2021 is here and we are still social distancing and still wearing masks. The pandemic obviously does not realize the calendar has changed and it is supposed to be over. So on we go - masks, social distancing, and limited attendees.

On the bright side it appears that people have adapted to the restrictions and figured if they are able to race, now is the time, because we never know what tomorrow brings. One hundred-sixty entrants showed up for Regional 1 and 2, which is about 70 more than

we had last year for the same event. They were well looked after by the thin but hardy group of volunteer race marshals and officials.

In addition to a decent turn out, we had new drivers, new cars, drivers switching to different classes, and drivers who we have not seen in a while come back and race with us. There were 17 Novices entered, 15 who raced, and five who took home ten trophies between them, including three first places! The pandemic be damned! The racers in the San Francisco Region are going to find a way to have fun with cars!

Saturday's weather was bright, sunny and downright chilly. The skies were cloudless and blue, and everywhere the grass was green with wildflowers sprouting. The track's famed Woolly Weeders were out munching away, Sonoma's version of wildfire protection.

## Group 1 FA,FX

Race 1



#16 Edd Ozard leads during the early going

Sixteen cars took the green flag in the San Francisco Region Group One race. This is no longer the formula Alphabet group of a few years ago - this is a specialized group of semi-professional formula car drivers. The level of competition and the quality of the drivers is certainly worth the price of admission, if we did charge admission.

Looking over the line-up, SRF racer Joe Briggs' name came up. Briggs is a front-runner in the ultra-competitive Spec Racer Ford class; but for this weekend, he was in the cockpit of a 2004 Pro Mazda rocket ship.

Another new face to this group was Scott Vreeland. He has raced a FC car for a long time. For this race he was sporting his new F3 Liger JS.

With three F3 Liger JS car in the field, the world was going to see how well Jay Horak does against cars that are equal to his. Well, he showed he really knows how to put the car around the track, as he qualified for the pole, beating Graham Rankin by almost two seconds.

The race started out with Horak taking the lead and holding off Rankin. Rankin stayed glued to Horak for five laps, when he saw the opportunity to get around. Rankin then took a turn at the

point, leading the rest of the way. Horak did not give up and stayed in Rankin's mirrors the rest of the race. He finished less than a second behind Rankin.

John Ostlund was third overall, but first amongst all the Pro Formula Mazda race cars; and even though he was classified as a FA car, he

was first in the formula car challenge Pro Mazda series.

Fourth overall was Sean Prewett, who debuted his F4 Liger JS car. Prewett drove a Pro Mazda car, before moving into the full carbon fiber tubbed Liger. He won the F4 race in the Exclusive Racing Western Championship Series.

The other class running in this group was FX. SCCA has combined three Formula Cars and called the class FX. Here on the West Coast, the car designed by World Speed Motorsports, the FS 2.0, is the car to have. The driver of the fastest of the FS 2.0 is Tao Takaoka. He won the FX class over Max Parker, and out-of-region driver, Jake Bonilla of Texas. Although Bonilla and Arthur Wilkinson of NY came in third and fourth in FX, they were the winners of the F4 race present by Exclusive Racing.



#35 Greg Labadie has #9 Joe Biggs filling his mirrors

### RESULTS

FA	FX
1. #21 Graham Rankin	1. #27 Tao Takaoka
2. #37 Jay Henry Horak	2. #01 Max Parker
3. #59 John Ostlund	3. #2 Jake Bonilla





#2 Jake Bonnila leads his teammate #1 Arthur Wilkinson

During the Pace Car lap of Group One, I noticed the two hot shoes were starting shotgun on the field. I thought to myself that these guys are real sports; and it was going to be cool to see how far the two of them would make it up the 16 car field of very fast race cars. Turns out, starting in the back was not by choice for either one of them. Horak went off in Turn 3 during qualifying and completed only one lap, so he earned the 16th spot on the grid. Graham Rankin had a fuel injector problem and put in two laps earning the 15th position.

Once the race started, it was obvious both of these drivers put their qualifying troubles behind them, and their only concern was passing as many cars as possible before the Checkered Flag fell.

With nothing but opportunity in front of them, Rankin and Horak carved through the field like it was the Thanksgiving turkey. At first they sliced by the two FS Speed 2.0 cars of Doran Dreksler and Frank Russell. Then it was the FX class leaders of Arthur Wilkinson, Jake Bonilla, and Tao Takaoka. Then they encountered Conner Martell, Nick Persing, and Greg Labadie in Star Pro Mazda FA cars. From this point on it was going to get harder as the faster cars were not nearly as easy to pass. By Lap 11, Rankin made it up to second place with Horak right behind him in fourth.

The leader at the time was Edd Ozard; and he appeared to have things well in hand, even though Rankin and Horak made giblets out of the rest of the field.

Before the wishbone could occur, Ozard spun in Turn 7, leaving the door open to Rankin and Horak the cruise on by. From this point on, it was only a matter of Rankin holding off Horak for the win. Rankin and Horak got the breast, while Ozard who recovered to finish seventh, was left with the stuffing.

In FX Takaoka made it past the two Liger F4 cars of Wilkinson and Pole sitter Bonilla to win the FX class and set a new FX Track Record.

There were three FS 2.0 cars this weekend, as it is proving to be a very competitive car in this class. This was the first weekend in a very long time that there were no (first edition) Formula Mazdas running.

Last year Horak was the only person running the Liger F3 car; but this year Scott Vreeland traded in his Formula Continental for a F3 car, and Sean Prewett showed the world he is serious by stepping into a F3 car also.

It ended up being a great race with Rankin starting last and taking the victory. Horak also started in the back and finished second. Horak had a little more trouble getting through the field than Rankin and finished five-plus seconds behind Rankin; but as a consolation, he did record the fastest lap of the race - 95.128 mph.



#21 Graham Rankin on his way from last to first

**RESULTS**

**FA**

- 1. #21 Graham Rankin
- 2. #37 Jay Horak
- 3. #59 John Ostlund

**FX**

- 1. #27 Tao Takaoka
- 2. #2 Jake Bonilla
- 3. #1 Arthur Wilkinson



#16 John Shine has #62 Bruce Brown on his spoiler through turn 11

If I were to win the lottery I would buy myself a P1 car. They are a cross between Can-Am and LeMans GT cars. For years the best car and driver in this class has been the Norma with Jim Devenport as the driver. Because of restrictions on this car, the Norma has seen its advantage dwindle (or taken away) and other cars such as the Elan DP06 rise to the top.

Joe Viso has a DP06, and been working on understanding the car and how to make the car faster. Another Elan prototype was the car of James Paul in a 2009 DP02 RSR. Then we had the PX car of Robert Yellan, which was a 2018 Liger P3. Yellan is out of Cal Club and is just getting used to his car also.

Although Paul has not raced with us much, he has extensive experience in NASA, and at one point drove a Norma of his own.

Jim Devenport need not fret yet, because once qualifying was over, he had almost a two-second gap to Paul and three-second to Viso.

However, there is reason for concern; as once the race got underway, Paul jumped into the lead and held the position for 12 laps before a

mechanical DNF ended his day. Jim Devenport then took over the top spot and led the remaining five laps. Joe Viso finished second, 33 seconds behind Devenport. Steve Bresee was the only P2 competitor and finished seventh overall, three laps down.

Robert Yallen had an issue with sound, so he had to keep the car under the db limits, thereby limiting his ability to get the most out of the car.

**RESULTS**

**P1**

- 1. #23 Jim Devenport
- 2. #52 Joe Viso
- 3. #62 Bruce Brown

**P2**

- 1. #41 Steve Bresee

**PX**

- 1. #28 Robert Yallen

**ASR**

- 1. #2 James Paul



#2 James Paul lead during the early parts of Saturdays race



#52 Joe Viso before he encountered problems

Group Two had six cars take the green flag. The question before the start was whether or not the damage done to Joe Viso's car the previous day would affect his ability to take the fight to Jim Devenport. The question was answered by the first lap when Devenport took about a six car lead going into Turn 11. From there, Devenport stretched out his lead, never really being threatened by anyone. Viso, on the other hand, had his hands full. Battling an ill-handling car, first he lost second place to John Shine, and then third place to Bruce Brown. Viso was particularly having problems with Turn 2 as he took to the dirt several times before actually spinning. Viso's day ended when the badly behaving car decided to explore the countryside on the exit of the carousel. He credited Brown with skillful driving for avoiding him.

John Shine had a solid race with second followed by Bruce Brown. The race featured the San Francisco Region debut of Robert Yallen's 2018 Liger P3 in the PX class. Yallen was getting used to the car, and I am looking forward to seeing him put the screws to it when he is comfortable. On his way to getting acclimated to the car, Yallen broken the PX track record three times in the 20-lap race.

#### RESULTS

##### P1

1. #23 Jim Devenport
2. #16 John Shine
3. #62 Bruce Brown

##### PX

1. #28 Robert Yallen



#23 Jim Devenport winner both days



#181 Jacob Rudd leads #6 Joseph Kou through the carousel

Most of the time in the high-powered groups, one car takes off and hides from the rest of the field, making it so you have to look for races within the race. That was not the case with this Group Three race. The GT2 cars of Timothy Lynn and Thomas Capizzi Jr put on a great show, with Darrell Anderson in the mix. The two very evenly-matched professional Trans AM 2 cars really thundered around the track. Lynn was on pole and led every lap. Anderson and Capizzi ran second and third until Lap 12 when they came together in Turn 7. Anderson retired and Capizzi was runner-up and turned the fastest race lap. Meanwhile, quietly moving up was Thomas Klauer's Camaro, to run fourth behind Anderson and took his place for last podium spot at the finish - overall and in GT2.

This race also featured several class races that made watching this group very entertaining.

Behind the GT2 cars ran a mixture of classes T1 saw Igor Lyustin run behind the GT2s the whole 15 laps. Chuck Nunes had the T1 pole but started at the back. He cleared half the field by Lap 3 and kept moving forward and came in second, behind an alphabet of six class cars. Don Van Nortwick also started near the back and moved forward to mid-pack to finish third in class.

AS is just Group Three's version of SMG. We had Ken Pedersen, Roger Eagleton, Mikhail Butenko, Jeff Francis and Adam Enticknap all running together in Mustangs. Pedersen led the entire way in AS, but the fight for second was interesting. Eagleton was battling a sour motor, and lost, retiring after six laps, while Butenko was ever improving to be runner-up. Jeff Francis fell back early on, but held on to finish third.

The T3 race featured Porsche

Boxsters of Donald Ahn, Erik Fulkerson, and Joseph Kou. This class could be the next Spec Miata. It features very evenly matched sports cars that do not cost an arm and a leg to purchase. The racing is very tight, as demonstrated by these three drivers. T3 pole, Kou had the class lead for five laps, followed by Ahn and Fulkerson. Lap 5 saw Ahn take the lead and Kou following. On Lap 9 Kou retook the lead and held on for the victory, with Ahn as runner-up. Fulkerson ran third the entire race. There were several lead changes and lots of close racing. This is a class to watch.

MC was dominated by Fred Lind. But the battle for second between Richard Pryor and Darryl Seefeldt was nail-biting. These two raced each other the entire race with barely a bumper sticker between them. Pryor ended up getting the best of Seefeldt on the penultimate lap, taking second and Novice Cory Newlon snuck in to grab third, with Seefeldt finishing fourth. I have a feeling there is more to come from these guys.

Matthew Forbush from Tennessee is a SCCA driver racing his Toyota Supra in GTX. He also holds a FIA license so he can race the car in the SRO

World Challenge Series, which has its next race the following week at Sonoma. Forbush and his co-driver, Damon Surzyszn from Canada are each running one of the Sonoma races as a test and tuneup and kept their promise to be respectful of the local drivers running for points. They were the only GTX entry. Forbush finished fifth overall.

**RESULTS**

**AS**

- 1. #39 Ken Pedersen
- 2. #47 Mikhail Butenko
- 3. #21 Jeff Francis

**GT1**

- 1. #66 Michael Fine

**GT2**

- 1. #17 Timothy Lynn
- 2. #49 Thomas Capizzi Jr.
- 3. #25 Thomas Klauer

**GT3**

- 1. #32 Dan Payne

**GTX**

- 1. #18 Matthew Forbush

**ITE**

- 1. #144 Jim Bassett

**MC**

- 1. #132 Fred Lind
- 2. #27 Richard Pryor
- 3. #75 Cory Newlon

**SS**

- 1. #115 Anthony Bonnino

**T1**

- 1. #71 Igor Lyustin
- 2. #79 Chuck Nunes
- 3. #8 Don Van Nortwick

**T2**

- 1. #181 Jacob Ruud

**T3**

- 1. #6 Joe Kou
- 2. #198 Donald Ahn



MC action #27 Richard Pryor being hounded by #2 Darryl Seefeldt



#49 Thomas Capizzi Jr has #17 Timothy Lynn planning his move

Group Three's race was an exhibition of the TA2 cars driven by Timothy Lynn and Thomas Capizzi Jr. Even though they are TA2 pro series cars, they actually run in GT2 in regional road races. Capizzi took the initial lead and held on to it until Lap 7 when the Mustang of Lynn made it around Capizzi. From there, the two motored off from the rest of the pack. Darrell Anderson in a Dodge Challenger T2A car did his best to stay with the two leaders, but he eventually fell back. Capizzi set the fastest race lap of 89.730 mph.

Don Van Nortwick found some pace on Sunday and won the T1 class. On Saturday he finished third; but Sunday he started a few spots behind Igor Lyustin, who has dominated T1 for the past several years. Van Nortwick had a steady drive moving up to ninth overall on the opening lap, then to eighth overall and past the class leader Igor Lyustin in his Acura NSX.

The T2 winner was Jacob Ruud, who had a lonely race in his BMW M2CS. Jacob finished fifth overall and was ahead of the two T1 cars.

The lone GT1 entry was Michael Fine, who finished fourth overall. Michael finished seventh on Saturday, so moving up two spots in the Sunday race had to please him.

This race featured the beginning of some momentum for the Muscle Car class. Muscle Car was started two years ago with promises of several cars filling the class. After a slow start, those promises seem to be bearing fruit, as there were four cars entered on Saturday and three on Sunday. Fred Lind, who has dazzled us with his SP Ford Lightening truck, brought a new car to the track - a 2002 Pontiac Firebird. Lind was able to wheel his Firebird around the track under the two-minute barrier, and left the rest of the Muscle Car field in his rear view mirror, setting a New Track Record of 1:57.973. Richard Pryor and Darryl Seefeldt were the other two Muscle Car competitors and they raced nose to tail the entire race. Seefeldt ended up second in class, while Pryor was third.

The other class battle that was interesting in this race was the T3 cars. This race featured three Porsche Boxsters that were very evenly matched. Joe Kou, who already races in two other classes, won the Saturday race. However, Sunday was not his day, as he had issues in the SMT race; and then fell back and eventually did not finish the Sunday T3 race. Donald Ahn beat out Eric Fulkerson for the T3 victory. It was not an easy victory, as Ahn and Fulkerson raced each other very hard. Dealing with lapped traffic and being lapped by some of the

faster car was the only thing that kept them slightly apart.

AS had four cars entered. Most of the AS cars also run as SMG cars in Group Five. And just like the Group Five race, Ken Pedersen had the best of Roger Eagleton and Mikhail Butenko. Pedersen lead the class from start to finish. Eagleton had to work hard for his second place in class. He had to get around Butenko, who was holding onto second until the three-quarter mark of the race. Butenko was last year's Rookie of the Year and is showing signs that he is ready to contend for the Regional Championship this year.

Other class winners included Dan Payne in GT3, Matthew Forbush in GTX, Jim Bassett in ITE, and Anthony Bonno in SS.



#87 Adam Enticknap and #21 Roger Eagleton race towards turn 2

**RESULTS**

**AS**

- 1. #39 Ken Pedersen
- 2. #21 Roger Eagleton
- 3. #47 Mikhail Butenko

**GT1**

- 1. #66 Michael Fine

**GT2**

- 1. #17 Timothy Lynn
- 2. #49 Thomas Capizzi Jr.
- 3. #45 Darrell Anderson

**GT3**

- 1. #32 Dan Payne

**GTX**

- 1. #18 Matthew Forbush

**ITE**

- 1. #144 Jim Bassett

**MC**

- 1. #132 Fred Linn
- 2. #2 Darryl Seefeldt
- 3. #27 Richard Pryor

**SS**

- 1. #115 Anthony Bonno

**T1**

- 1. #8 Don Van Nortwick
- 2. #71 Igor Lyustin

**T2**

- 1. #181 Jacob Ruud

**T3**

- 1. #198 Donald Ahn
- 2. #51 Erik Fulkerson
- 3. #6 Joe Kou



#11 Denny Renfrow locks up the right front going into turn 7

With no Formula Continentals, the FF led the field up to the green flag. Nine cars started, with pole sitter Denny Renfrow taking the lead - a lead which he would never relinquish. Chuck Horn was ready and willing to take the top spot; but Renfrow was in no mood to share. In fact, no one in this race was in a giving mood. This was the first race I've ever covered where there was not a single pass. Just because there was no passing does not mean the Renfrow and Horn just cruised around. Whenever these two are on the track at the same time, it is a coin flip as to who will come out on top. Renfrow and Horn spent the last two weekends fighting for the top spot in the FF class. Last weekend at Buttonwillow they each took a victory. This time it was Renfrow's turn. Let's see what happens on the Sunday race. I have the coin: you can call heads or tails.

FV had two competitors and was won by Ron Wake. Qualifying had three cars but the car of Don Manthe did not make the race. Second

in FV was novice driver Chris Poncin.

FFT was won by Jon Brandstad who finished third overall; and CF was taken by Allan Dezzani.

**RESULTS**

**FF**

- 1. #11 Denny Renfrow
- 2. #54 Chuck Horn
- 3. #50 David Jalen

**FFT**

- 1. #44 Jon Brandstad

**FV**

- 1. #41 Ron Wake
- 2. #32 Chris Poncin

**CF**

- 1. #75 Alan Dezzani



#75 Alan Dezzani makes his return to San Francisco Region racing



#40 Don Manthe jumped #41 RonWake on the restart. Wake would go on to win



#44 Jon Brandstad dusted off the Swift DB1 to take FFT honors

The first race of the day right before the lunch break was the open wheel small bore cars. This race featured the Formula F cars, with six of them entered. This group normally has a pretty good contingent of Formula Continental cars; but for some reason, none were entered this weekend. Although we as a region want to see as many cars in each run group as allowable, there was a small group of FV drivers who were happy no FC cars were in the field.

The pole sitter was Chuck Horn

which is not that unusual, but Horn's arch rival Denny Renfrow was a mere .4 of a second off Chuck's pace. In the FV group Ron Wake was the top qualifier.

Jon Brandstad was third fastest qualifier, the only car in FFT class with his trusty Swift DB1. In addition to Brandstad running in FFT, Alan Dezzani showed up in his 1977 Royale RP-24 in the Club Ford class.

The race got under way with Horn leading and Renfrow hot on his exhaust pipe. Brandstad was also part of the mix as the three Formula F cars stormed away from Dave Jalen, Nevin Spieker, and Richard Hybels.

Four laps into the race a full course caution was thrown for the disabled car of Dave Jalen.

Lap 6 the field got back to racing, and that was when the intensity was turned up. Renfrow and Horn were like two heavy-weight fighters trading jabs at every braking point. Both drivers were on the edge with several instances of wheels locking up in an effort to get the braking done at the very last moment.

Lap 8 saw Renfrow take the lead away from Horn, which he then never relinquished. Horn, in the meantime, was doing everything he could to get around Renfrow and set the fastest lap of the race. Brandstad hung with the two leaders for a while, but eventually fell back, finishing 16 seconds behind Renfrow, and setting a new FFT Track Record.

This win for Renfrow comes on the heels of his victory the previous weekend at the Super Tour Race at Buttonwillow.

In the FV race, Ron Wake had everything under control until the yellow flag came out. This allowed Don Manthe to close up the gap between him and Wake; and once the race was restarted, Manthe was able to get ahead of Wake. The FV lead only lasted two laps, as by that time Manthe's brakes were not allowing him to drive the car at the limit; and Wake was able to get by for good. Chris Poncin, who was working on his Novice Permit this weekend, completed the FV field.

Alan Dezzani ran in Club Ford and he had a pretty lonely race. That did not matter to him, as he was able to treat the entire weekend as a test session, trying different lines and driving techniques.

**RESULTS**

**FF**

1. #11 Denny Renfrow
2. #54 Chuck Horn
3. #1 Nevin Spieker

**FFT**

1. #44 Jon Brandstad

**FV**

1. #41 Ron Wake
2. #40 Don Manthe
3. #32 Chris Poncin

**CF**

1. #75 Alan Dezzani



#94 Lawrence Murdter fights off a few cars on the exit of turn 11

The big story of the Group Five race was that the Spec Mustangs (SMG) guys formed a gentleman's agreement between themselves to run a more cost-effective tire. SMG has had a steady increase in participation, but recently the growth has stagnated. One of the reasons is the cost of running the cars. It was not uncommon for driver's to spend \$2000 per weekend for a set of tires. The tire the group liked best was the Nankang NS-2R 200 TW street tire. These tire cost \$1000 for the set and last more than one weekend.

The other big story was the qualifying times of Seth Huntley were not allowed so he had to start in the back.

Ken Pedersen started on the pole and won overall and SMG without ever giving up the top spot. Mikhail Butenko started and finished second, less than a second behind, keeping Pedersen honest. Third place qualifier, Roger Eagleton, had a car that was down on power and fell to fifth overall and fourth in SMG, behind Adam Enticknap.

Seth Huntley started from the back and was in 13th by the end of the first lap. By Lap 6, he worked his way up to third place. Huntley would end up finishing third, and first in STU, only 2.9 second behind Pedersen.

ITA saw Christopher LaBouff winning with Joe Kou finishing several seconds back. Kou started the race back in 23rd spot and did a good job to move up to second in class. Kou set the fastest time in ITA. Wa Houng, debuting a new car, came in third in ITA.

Novice driver John Paul Jose won the ITX class and had the ITA of Michael Herbert separating him from second place ITA finisher, Novice Matthew Wyatt.

**RESULTS**

**STU**

- 1. #11 Seth Huntley
- 2. #117 Will Clark

**SMG**

- 1. #39 Ken Pedersen
- 2. #47 Mikhail Butenko
- 3. #87 Adam Enticknap

**ITA**

- 1. #04 Christopher LaBouff
- 2. #9 Joe Kou
- 3. #02 Wa Houng

**ITX**

- 1. #35 John Paul Jose
- 2. #95 Matthew Wyatt
- 3. #19 Ben French

**ITR**

- 1. #9 Wilson Powell

**SSC5**

- 1. #56 Tim Sullivan



#35 Novice driver John Paul Jose took ITX class honors





#97 Lou Zeidberg takes a wide line through turn 11

With Seth Huntley properly on the pole, the race was going to be interesting to see if the wild pack of Mustangs could keep up with the nimble Honda S2000 of Huntley.

The intrigue was gone almost immediately. When the field reached Turn 11 on the first lap, Huntley closed from about two car lengths going into braking zone on Ken Pedersen. Huntley then neatly slipped by on the inside and away he went. Huntley stayed focused and stormed off to a 27-second victory, winning overall and first in STU, plus turning the fastest race lap of 82.091 mph.

Pedersen on the other hand had his hands full of Roger Eagleton. He had his Mustang glued to the hindquarters of Pedersen's Mustang the entire race. Eagleton had enough to stay with him but try as he did, Eagleton was not able to make a pass on Pedersen for the SMG class victory. Third in SMG was last year's Rookie of the Year, Mikhail Butenko. These three galloped into the horizon as Adam Enticknap and Robert Brayton did their best to keep their Mustangs in the same pasture.

The other STU entry in the field was the S2000 Honda of Will Clark. He started 20th and ended up seventh overall, becoming the Hard Charger of the race in the process.

The ITA race saw a new cast at the front this year. Taking the lead was Christopher LaBouff, who took a car that suffered some serious rear body damage and drove it like he stole it. Labouff held off the advances of the supporting crew of Rob Fuller who used everything in his arsenal to get around the redesigned Miata in front of him, and #186 Chris Lee who was involved with the Mustang of Robert Brayton during the early going.

ITX was won by the novice driver, John Paul Jose. Jose had another novice driver Matthew Wyatt hot on his tailpipe and was ready to pounce if Paul Jose slipped up. Wyatt finished second.

Wilson Powell was the only ITR racer. He was credited with the ITR victory, although he was not running at the finish.

SSC5 had only one entry, which was Tim Sullivan. Sullivan had a good race going with Michael Smith, but retired two laps before the end when the belt driving all of the engine components broke. He did set a new SSC5 Track Record of 1:58.447.

**RESULTS**

**STU**

1. #11 Seth Huntley
2. #117 Will Clark

**SMG**

1. #39 Ken Pedersen
2. #21 Roger Eagleton
3. #47 Mikhail Butenko

**ITA**

1. #04 Christopher LaBouff
2. #49 Rob Fuller
3. #186 Chris Lee

**ITX**

1. #35 John Paul Jose
2. #95 Matthew Wyatt
3. #19 Ben French

**ITR**

1. #9 Wilson Powell

**SSC5**

1. #56 Tim Sullivan



#11 Seth Huntley dives underneath #39 Ken Pedersen

The last race of opening day for the 2020 season had the Spec Racer Fords blazing around the 2.5 mile Sonoma Raceway elevated road course. Last year's regional champion, Umberto Milletti, was not present for the season opener. It could be that he needed the weekend off because the previous weekend he was racing at the Super Tour Race in Buttonwillow.

Pole position for the first SRF race of the year went to Gregory Hoff. He ended last year with a win; and he started out the new season right where he left off. Hoff is one of many drivers that run two classes. However, most of those drivers run the two classes in the same car. Hoff races two different cars in two completely different classes. He races Group Seven in a Mazda Miata and Group Six in a SRF3. Needless to say, Hoff has to be worn out by the time the weekend is over.

Lucky for Hoff, he was able to translate his pole position into a wire-to-wire victory. He led every lap, while behind him Bill Booth ran second for eight of the 14-lap race and Robert Sachs, who didn't qualify, ran third during that time. Randy McAyeal, who qualified third, ran fourth. On Lap 9 Sachs passed Booth, and on the penultimate lap McAyeal passed for second, Booth fell to third and Sachs back to fourth. However, McAyeal's second-place finished was voided post-race by a CSA and Booth and Sachs were credited with second and third in class. Despite the close racing in this pack, the Margin of Victory was 10.2 seconds, which is an eternity for the SRF race. I would like to think it was a relaxing race for Hoff; but anytime you are being chased, you have to bear down and click off consistent laps, which he did. I don't know what Hoff's plans are for the 2021 season; but let's hope he is going to do something no one has ever done before - win a Regional Championship in the two most populous classes (SRF3, SMT) in the same year.



#14 Gregory Hoff leads the SRFs through turn 6

There will be a lot of people vying for the SRF3 Regional Championship, one of whom will most likely be Bill Booth. He qualified second, but lost the position to Sachs on the ninth lap. Booth finished third in the race but took second on the results. Fourth place (then third) was Robert Sachs in his brightly painted purple and green SRF3. Sachs has been on the steady progression towards the front; and I feel his day will come before the season is out. And watch out for those Rookies. There were seven Novices in the race-three in SRF3 and four in SRF.

In the SRF race, Rookie driver Matthew Belter not only won his first race, he won the first race in which he competed. And he survived an unavoidable Turn 11 contact with a spinning Erich Woolley in the process. Belter's School Instructor, Bruce Sevier, came up for the day to watch his student's progress. Congratulations Matthew. One thing for sure, winning the race makes it much easier for the stewards to sign off your Novice Permit. Matthew did not race on Sunday, which leaves him batting 1,000 for his auto racing career. Second in SRF was Andrew Moore who was a little over a second behind Belter when the checkered flag fell, followed by Bert Aramburu.

### RESULTS

#### SRF3

1. #14 Gregory Hoff
2. #56 Randy McAyeal
3. #57 Bill Booth

#### SRF

1. #80 Matthew Belter
2. #39 Andrew Moore
3. #92 Bert Aramburu



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#28 Harrison Geron had a great battle with #92 Bert Aramburu

The Spec Racer group is used to being the last group of the weekend when SFR had variable sound restrictions at Laguna Seca. But having paid their dues for so many years, it does not seem fair to make these guys stay until the end of the day at the season opener; but I don't make the schedule.

Purely from an entertainment stand point, saving the best for last is not a bad thing.

The 22-car field of SRF's was led to the green by Gregory Hoff with Bill Booth right along side. The start was a drag race to the first real

turn (Turn 2.) Hoff and Booth were side by side as they entered the turn. Hoff had the inside with Booth perched on the outside. The two negotiated the turn side by side, with Hoff exerting a little more pressure towards Booth's line. Booth, seeing that he was running out of asphalt, had to back out of the throttle ever so slightly, which was all Hoff needed to take the lead into Turn 3. From that point on Hoff did what is very unusual in a SRF race, and he just drove away.

That left Booth, Steven Challis from OR, and Robert Sachs to fight for second. While watching Hoff was not exciting for everyone other than his fans, the race for second was very entertaining. It was especially entertaining in Turn 11. The three racers tried every trick in the book to find a way around each other going into and out of the turn. Late braking, unique lines, aggressive angles, these three guys tried all of them. After 33.13 minutes of very close racing, the dust settled with Challis taking second, Booth third and Sachs fourth.

The SRF race was taken by Harrison Geron. This was Harrison's first race with us since 2015. The SRF race was an up and down battle. The point was initially controlled by Bert Aramburu, but on Lap 5, Andrew Moore took over the top spot. Andrew's lead lasted only one lap, as on the next circuit, he fell four spots. Geron gained two spots on the very same lap moving to second in the class. Geron wasted no time in second place; and on the following lap, he made Aramburu his next victim. Then on Lap 9, Geron set his fastest lap to ensure the second place. Unfortunately, Aramburu was not able to mount a comeback. Moore, having recovered from the disastrous sixth lap, set about atoning for his mistake. Which he did, by overtaking Novice Steven Angus for third in class with two laps to go.

#### RESULTS

##### SRF3

1. #14 Gregory Hoff
2. #58 Steven Challis
3. #57 Bill Booth

##### SRF

1. #25 Harrison Geron
2. #92 Bert Aramburu
3. #39 Andrew Moore



#35 Robert Sachs had a good weekend finishing 4th both days



#34 David Crane hits his marks at turn 10

The first race of the year for the ultra competitive Miata classes is always something to watch. This is the time to see who is going to be the front-runners for the year. Will it be a continuation of last year, or will someone new jump to the front.

The top class is usually the SM cars because they have the best tires, and the SMT cars are usually just off the front-running SM cars, because they run a harder tire. The SSM cars should be the slowest class, as they are limited in horsepower by putting them on a chassis dyno and tuning them to a certain horsepower output.

For the first race of the year, some of the guys at the front were notable absent. Those guys were the racers from the Northwest: Will Schrader, Ken Sutherland, and Jason Rawlins. Also, regarding the SMT trio of Joe Kou, Wa Houg, and Erik Fulkerson: will they resume where they left off?

During Saturday lunch, the Miata drivers had an unofficial meeting among themselves to address the issues of clean driving and body contacts.

Qualifying saw a familiar face on the pole with Tommy McCarthy taking the top spot of 47 cars. The real surprise was the outside front row being occupied by Gregory Hoff in an SMT car, which theoretically should not be that fast. Third place was Clayton Cavell who had yet to win with us.

The race started as predicted, with Tommy McCarthy taking the lead; but Gregory Hoff ran into trouble and fell the 13th by the time he made it by Timing and Scoring. Clayton Cavell took over the second spot and never relinquished it he finished 1.9 second behind

McCarthy.

Cole Gibson started the year out right by moving up one spot from his starting position and finishing third in SM and third overall.

The SMT race had a little bit of the usual suspects and a little bit of a mix-up in the cast of the front runners. Joe Kou won the class and finished fourth overall with Roland Kamber taking second. Ross Lindell finish third in SMT, after having competed in SSM all of last year.

Theron Smith won SSM. He had to really work for the victory after he lost a couple of spots mid race. But he worked his way behind Mark Means; and on Lap 11 of the 13-lap race, Smith made the pass for the lead. He was able to make the pass stick and won the SSM class. Means came in second, with Novice Matthew Wyatt coming in third, the top Rookie of the three in the race.

**RESULTS**

**SM**

- 1. #23 Tommy McCarthy
- 2. #30 Clayton Cavell
- 3. #53 Cole Gibson

**SSM**

- 1. #16 Theron Smith
- 2. #45 Mark Means
- 3. #95 Matthew Wyatt

**SMT**

- 1. #6 Joe Kou
- 2. #90 Roland Kamber
- 3. #2 Ross Lindell



#30 David Cavell leads #53 Cole Gibson on lap 4



#6 Joseph Kou before he ran into trouble

The front row for the Group Seven race was a combination of the known quantity in Tommy McCarthy and the unknown quantity of Clayton Cavell. McCarthy went down to Buttonwillow and won both ends of the Super Tour weekend at a track he had never before raced. McCarthy had already won the Saturday Sonoma race, so he was definitely a known quantity. Cavell has been racing with us and NASA with moderate success. He finished second in Saturday's race, so he was definitely the X factor.

Cavell was the pole sitter and was able to dictate the pace at the start. Going into Turn 2, he pulled into the lead. Cole Gibson was stuck to Cavell's tail lights as they rounded Turn 10. McCarthy and Gregory Smoot were both sucking up the exhaust fumes of the two leaders.

Cavell was able to maintain a slight lead for six circuits of the course before Gibson wanted to try his hand at the lead. Gibson got around the surprisingly consistent Cavell. On Lap 7 the four-car break away had a very surprising look to it. Gibson in the lead, followed by Cavell, then Smoot in third, and McCarthy in fourth.

Lap 8 saw the end of Gibson's reign at the front. A wide entry into Turn 10 allowed Cavell to get inside him during braking for Turn 11. Cavell took over the top spot and did not share it the rest of the race. McCarthy was sitting in fourth on the final lap when he passed Smoot and Gibson to finish second. Gibson held on for third after leading for a couple of laps. Smoot finished fourth, but turned the fastest race lap.

I talked to Cavell after the race, and he credits the pandemic for his new-found speed. During the time he was sheltering in place, he spent a lot of time on the simulator and it really improved his game.

The SMT race took on a different flavor from last year. Last years trio of front-runners were all in new cars or newly painted cars. Joe Kou was in his red, white, and blue, freshly-built car from last year, Wa

Houng was in a new car, as his previous car was destroyed on the front straight of Thunderhill last fall; and Erik Fulkerson decided battleship gray was going to be his choice of car color this year.

Fulkerson was knocking on the door of his first-ever SMT win all last year, but was never let in. This race Fulkerson put it altogether, and broke away from the SMT train early in the race and was never threatened. Congratulations to him for his very first victory. Last years' main contenders had troubles. Kou was holding down second place when he got into the back of a lapped car. He initially fell back to make sure everything was OK; but when he wound the car back up to speed, he went off at Turn 6, tearing the front bumper off the car in the process. Kou retired early. Hung was holding down third in SMT when he became the meat in a sandwich of cars, also tearing off the front bumper on his newly-built car. Gregory Hoff drove a good race moving up eight spots in the SMT class to finish second in SMT. Hoff's best time was within .001 of a second of the class winner Fulkerson. Peter Fhung was penalized two SMT class positions for avoidable body contact.

Mark Means started out the year with an impressive SSM win in Sunday's race. Mark raced with us one time last year finishing ninth and tenth in the double-header weekend. However, in Means previous years racing with us, he was usually amongst the leaders and won his share of races. With a second place on Saturday to start the year off, Means was looking for the cherry on top with a victory on Sunday. Eat the cherry he did with a 16-second victory over the next closest competitor in the Sealed Spec Miata class. Theron Smith moved up seven places from the start to take second in SSM, while Novice Matthew Wyatt took home third.

**RESULTS**

**SM**

- 1. #30 Clayton Cavell
- 2. #23 Tommy McCarthy
- 3. #53 Cole Gibson

**SSM**

- 1. #45 Mark Means
- 2. #16 Theron Smith
- 3. #95 Matthew Wyatt

**SMT**

- 1. #51 Eric Fulkerson
- 2. #7 Gregory Hoff
- 3. #90 Roland Kamber

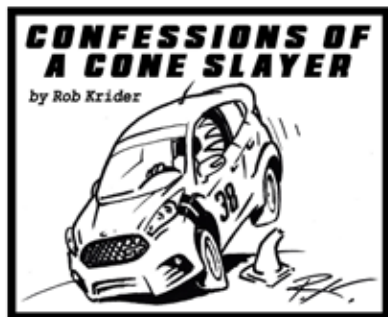


#51 Eric Fulkerson on his way to his first SMT win

Good weather, good car count, and good racing it does not get any better than this. Looking forward to the Majors March 19-21, see ya there!

# Confessions of a Cone Slayer

By Rob Krider



## That's Hot!

When I was a wee lad, my dad was competing in karts at tracks like Sears Point, Laguna Seca and Portland International Raceway. His entire racing empire was simply comprised of a used go-kart, a small unorganized toolbox filled with hand-me-down tools, and eight-year-old me as the gofer. All of this was crammed

into the back of a clapped out 1962 Ford Econoline ex-telephone company van, speeding down the freeway in the middle of the night so we could be first in line at tech and registration in the morning. Nothing was tied down inside the van, and there were no seatbelts for rear passengers in the cargo area. To keep the kart from rolling around in the back of the van, my dad strategically placed a metal five-gallon can of racing fuel to wedge the kart in place. For reasons still unknown to me to this day, the can of race fuel had a large Budweiser beer sticker on it. Any sort of traffic collision during these long road trips would have meant a certain fireball of death for any and all occupants inside the Krider Racing team van. Safety wasn't exactly on the forefront of my dad's mind; he was only thinking of winning races. But, in his defense, this was just life in the 1980s.

For creature comforts my dad did place a random couch he found on the side of road inside the van. This of course, was also not bolted down. I was too young to care about where the couch came from or the fact that if my dad slammed on the brakes a heavy metal toolbox would certainly slide off a shelf and crush my tiny skull. Ignorance is bliss. As an eight-year-old, I slept in the couch like a baby as my dad made the long drives to tracks. My dad enjoyed listening to Led Zepplin on the van's eight track player. With the dark melodic sounds of Plant, Page, Jones, and Bonham, piped into the back of the van through some ridiculously large homemade speaker boxes (also not bolted down to any NHTSA standards) I slowly fell asleep on those road trips. Once we arrived, he would park outside the gate and catch a couple of winks until the track opened up and then it was time to setup our paddock space.

My dad always prioritized getting a good paddock space, where we could watch some racing between his own on-track sessions. Our paddock space comprised of a piece of oil stained outdoor carpet, a stand for the kart, that heavy box of unorganized tools and of course, the Budweiser beer racing fuel can. Things like bottled water, sunscreen, or healthy food for a kid wouldn't be invented or used by parents for another twenty years. For sustenance there was a single box of donuts sweating in the sun all day next to the toolbox. I didn't care. I lived for those trips to the track with my dad. Racing was cool and it was what my family did. I always thought I was part of something special. Sporting my white jeans, as required by the SCCA to be in the paddock back in those days, I felt like I was "on the team."

I didn't come out of those dangerous days completely unscathed. My skull wasn't crushed and I was never engulfed by a fireball; but I certainly was injured once at the track. Technically, it was my fault, if you can fault an eight-year-old for being curious. We were at Sears Point. The whole family was there. We were in the hot pits, gridded up, getting ready for the feature race. My dad was in his driving suit, Bell helmet on, sitting in his sprint kart with his number, 38, on the front and both sides. He was revving the little kart engine, heating things up and keeping the spark plug fresh. I was standing behind the kart, smelling the sweet scents of racing gas and exhaust. I was looking at the rear exhaust pipe just behind his seat, pouring out blue smoke with every rev of the throttle pedal. That exhaust pipe had a bend that went to a small flex pipe that connected directly to the blue printed Yamaha engine. For whatever reason, I just started staring at the piece flex pipe. It was like I had never seen it before. It had some interesting grooves in it. I felt like I needed to touch it. So, like an idiot, I reached down and placed my thumb on the white hot pipe.

It didn't take too long for the nerve endings in my thumb to communicate to my eight-year-old brain that I should start screaming bloody murder. My mom grabbed me to see what was wrong. I held up my thumb, crying. My dad looked back through his helmet to see what the commotion was (I was screaming louder than twenty race engines). That was the exact moment when the chief of grid gave the signal to rollout on track. Like any true racer, my dad slapped down his helmet visor, looked forward and gassed the kart out of the pits. It was time to race. Whatever was going on with his son would have to be figured out by someone else.

Things were a bit of a blur for me at this point. I just remember screaming. They took me to the ambulance at the track, which was parked directly under the tower at Sears Point near the drag strip. The ambulance crew jumped into action and treated me like I was a real race car driver who needed medical attention. They wrapped my thumb in a huge piece of gauze with some tape and patted me on the back. I immediately dropped the tears at the ambulance. A racer wouldn't cry. Then somebody did something really nice for me. They escorted me upstairs to race control on the top floor of the old tower at Sears Point and said, "You can watch your dad's race up here."

I felt like a celebrity. Who actually gets to go inside the tower and be in race control? I figured that sort of honor was reserved only for people like Roger Penske. I was just an eight-year-old kid. I sat in the tower with my massive bandaged thumb and watched the race from a perspective I had never seen before. They even had real food in the tower, not just donuts. Wide-eyed, I watched intently, looking for the number 38 kart on track. I saw my dad come flying through Turn 10 and head into 11 before crossing start/finish. I was so enamored with being in the tower, eventually I forgot how much my thumb hurt. After about an hour, the checkered flag flew and another race was in the history books. Dad didn't win that one, but he didn't come in last. Maybe he was distracted with what was happening with his son, or maybe he just got beat that day.

Over time, my thumb healed just fine. I certainly learned to never again touch any part of an exhaust system of any car for the rest of my life. Those long weekends in the paddock with my dad are memories I will never forget. Ten years later, I had the honor of walking up the outdoor stairs to the top floor of the iconic Sears Point tower again. This time it wasn't because I burned my thumb on an exhaust pipe, but instead to pick up a first place trophy after winning a Wednesday Night E.T. Bracket Drag race in the High School class. As I opened the door and walked into interior of the tower for the second time in my life, ecstatic that I was picking up a beautiful Top Eliminator trophy, the memories of being inside there as an eight-year-old with a burned thumb came flooding back to me. The top floor of that tower holds a lot of emotion for me.

Sears Point is now known as Sonoma Raceway (although it will always be "Sears" to a lot of us.) The tower was eventually torn down and replaced with a larger modern, less iconic rectangle building. These days, it's me making the long tows to tracks while my kids sleep in the motorhome (full disclosure, there are seatbelts for them -and I bought them Mechanix gloves to wear so they don't get burned). Led Zepplin on the eight track has been replaced with an MP3 of Nirvana Bluetoothed into the stereo. I rock the number 38 on my racecar just like my dad did. And, without fail, we always have Krider Racing donuts to eat in the paddock.

*Rob Krider is a national champion racer and author of the novel Cadet Blues.*



# SFR'S First Responder Training

Bill Booth

## First Responder Training

When I was a wee lad, my dad was competing in karts at tracks like Sears Point, LThe San Francisco Region has always prided itself on our safety record. Our team is top-notch, and always looking to improve. To keep our team on-point, we recently conducted some specialized training for our E-Crew, organized by E Crew Co-Chief, Seth Reid and BOD/Driver, Bill Booth.

Held at Sonoma Raceway the day before the Season Opener, the training included some specialized instruction on patient assessment, bleeding control, and spinal protection, in addition to a CPR update & certification.

Response from the attendees was very positive. "This class gave each of us the tools to potentially make a difference at home, on the road or at the track."

In addition, the track-specific training was quite popular. "The portion of the presentation dealing with stabilizing the spine was geared toward race-related injury, but this was also very interesting and well presented."

The training was conducted by trainers from LifeSafety Associates, a San Jose firm with a strong record providing emergency response training to Silicon Valley's largest companies.

With this training, our drivers and volunteers, as well as guests, can feel that extra level of comfort knowing that those first on scene are well trained in how to provide care as first responders.

Interest in the class was high, and the class was over-subscribed. As such, SFR is considering offering this training again later in the year. Stay tuned for announcements in this area.



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# First SF Region autotox of the year held

Photos by John Rowe

Ryan Panlilio



The first SF Region SCCA autotox was held on February 20, 2021, at Crows Landing. With county approval just days before the event and competitors capped at 75 drivers per day, the organizers decided that the event would not count toward the season's points.

Bill Charon took the top podium spot in Solo Spec Coupe in a 2015 Subaru BRZ. He was followed by Glenn Austin in a '14 BRZ. Ed Runnion took the last podium spot in a '16 Scion FRS, with Dennis Quilantang rounding out the rest of SSC.

Eric Acks led the STX class in a '13 BRZ. Nipping at his heels was Richard Lee in a '14 BRZ, while Glenn Anderson rounded out third in a '14 BRZ. The rest of STX included Kurt Wong, Blaine Sparling, Todd



Tom Exley Xp25

Winstanley, Brenna Comacchio and Megan Anderson. Katherine Flater ran uncontested in STX-L in a '16 FRS.

Classic American Muscle was led by Michael Maier in a '17 Ford Mustang (-C). He was followed by Mark Owen in a '73 Chevrolet Camaro (-T), while Michael Gardner took third in a '16 Mustang GT350 (-C). Akash Mohanan, Greg Back, Leon Weinroth, Jesus Villarreal and Mick Maier rounded out the rest of CAM.



Brenna Comacchio STX72

Ben Martinez took first place in Modifieds in a '84 Van Diemen. Jake Obniski came in second in a '17 Exocet, with Douglas Hargrove, in a '83 R&D Special, took third. Kelly Prior and Greg McNair rounded out the rest of Modifieds.

The Prepared class was led by Howard Wolf in a '82 Toyota Starlet. Wolf's co-driver Dwayne Komush took second, while Steve Lau finished third in a '10 Porsche Cayman. The rest of Prepared included James Laeno, Tom Exley and Chris Suk. Tara Shapowal ran uncontested in Prepared-L in a '10 Cayman.

Shelly Monfort led S1 in a '07 Corvette Z06 (AS). Eric Lam, in a '15 Porsche GT3 (SS) finished in second, while Monty Pack, in a '18 Porsche GT3 (SS), rounded out the top three. Juven Lat, Dan Danwoodie, Justin Bowen, Dan Pellow, Ken Mollenauer, John Lawrence, Ovidiu Predescu, Steven Smith and Ronald Ongjoco rounded out the rest of S1.

Andrew Kessel, in a '19 BMW M2 Competition (BS), took first place in S2. He was followed by John Rowe in a '19 Honda Civic Type R and Gary Fazekas in third in a '19 Mustang.

Vernon Head ran uncontested in S3 in a '03 Toyota MR2 Spyder.

James Yom finished in first place in S4 in a '82 DMC DeLorean. Atem Rakhov, in a '13 Ford Focus ST, took second, while John Subosits took third in a '08 Civic.



Chris Suk XP17

Jonathan Lugod took first place in SMP in a '95 Mazda RX7 (A-). Adrian Cardenas, also in a '95 RX7 (A-), came in second, and Isaac Acks finished third in a '06 Lancer Evolution (SM). Catherine Tran, Jessica Yeung and Daniel Medeiros rounded out the rest of SMP.

Street Touring 1 was led by David Peterson in a '19 Mazda MX-5. He was followed by Arvind Govindaraj in a '20 MX-5, with Praneil Prasad rounding out the top three in a '16 Miata. The rest of ST1 included Justin Tsang, Mack Tsang, Vincent Pizzo, Hal Dorton, Paul Tibbals and April Thompson. Connie Lu took first place in ST1-L in a '16 Miata while Monica Huang took second in a '10 BMW M3.

Tyler Crain ran uncontested in ST2 in a '90 Miata.

Alden Rush took first place in STM in a '97 Civic. Scott Sandowski was a close second, also in a '97 Honda, while Rob Jeon took third in a '01 Miata.



Daniel Medeiros SSM14



# SFR Solo II Round 2 more like practice, test and tune

Photos by John Rowe

Ryan Panlilio



Deanne Caraballo DP152

With participants capped at 75, drivers were able to treat the second round of the SF Region Solo II series as a practice and test and tune, which was held on February 21, 2021, at Crows Landing.

Eric Lam, in a 2015 Porsche GT3, finished in first place in S1. He was followed by Monty Pack in a '18 Porsche GT3. Justin Bowen rounded out third in a '14 Porsche Cayman S. The rest of S1 included Juven Lat, Dan Danwoodie, John Lawrence, Ronald Ongjoco, Ovidiu Predescu, Boris Elpiner, Steven Smith, Dan Pellow and Pushkar Shirali.

S2 was led by John Rowe in a 2019 Honda Civic Type R. Eric Martin, in a 2020 Ford Mustang Ecoboost, took second, while Lloy Feaver finished third in a '20 Mustang. Kevin Bui rounded out the rest of S2.



John Subosits HS117

Vernon Head took first place in S3 in a '03 Toyota MR2 Spyder, followed by Craig Boyle in a '94 Mazda Miata.

Artem Rakhov led the S4 class in a '13 Ford Focus ST. John Subosits, in a '08 Honda Civic, finished second. Tresha Uy ran uncontested in S4-L in a '04 Civic Si.

Solo Spec Coupe was led by Glenn Austin in a '14 Subaru BRZ. Nipping at his heels was Dhiraj Jadhav, also in a BRZ. Bill Charron took the last podium spot in a '15 BRZ. Ed Rynnion and Dennis Quilantang rounded out the rest of SSC.

Richard Lee took the top spot in STX in a '14 BRZ. Kurt Wong took second in a '13 Scion FRS, while Erik Acks finished third in a '13 BRZ. The rest of STX included Glen Anderson, Todd Winstanley, Brenna Comacchio, Matt Francavilla and Megan Anderson. Katherine Flater ran uncontested in STX-L.

Michael Maier, in a '17 Ford Mustang, took first place in Classic American Muscle.



Alden Rush SMF150

He was followed by Mark Owen in a '73 Chevrolet Camaro, with Jesus Villareal rounding out third in a '98 Camaro Z/28. Akash Mohanan rounded out the rest of CAM.

Ben Martinez had a solid lead over co-driver Jaime Mendoza in Modifieds. They split seat time in a '84 Van Diemen RF84. Jake Obniski finished in third in a '17 Exocet. The rest of Modifieds included Tom Exley, Douglas Hargrove and Kelly Prior.

The Prepared class was led by Steve Lau in a '10 Cayman. He was followed by James Laeno in a '90 Miata, while Chris Suk took third in a '89 Mazda RX-7. Dwayne Komush rounded out the rest of the Prepared category. Tara Shapowal led in Prepared-L in a '10 Cayman over Deanne Caraballo in a '82 Toyota Starlet.

Jonathan Lugod, in a '95 RX-7, took first place in SMP. He was followed by Adrian Cardenas, also in a '95 RX-7, with Isaac Acks in third in a '06 Mitsubishi Lancer Evolution. Jimmy Au-Yeung, Jessica Yeung, Catherine Tran and Daniel Medeiros rounded out the rest of SMP.

ST1 was led by David Peterson in a '19 Mazda MX-5. Mack Tsang and Justin Tsang finished second and third, respectively, in a '10 BMW M3. The rest of ST1 included Paul Tibbals, Praneil Prasad, Hal Dorton, April Thompson and Khoa Cao. Connie Lu, in a '16 Miata, took first place in ST1-L over Monica Huang, who was driving a '10 M3.

Philip Ma finished in first place in ST2 in a '20 Hyundai Veloster N. He was followed by Skyler Burton in a '97 Acura Integra, while Efrain Alers took third in a '00 Subaru Impreza Outback sport.

Alden Rush took first place over co-driver Scott Sandowski in STM. They split seat time in a '97 Civic. Daniel Labao rounded out third place in a '95 M3.

Ryan Cirillo ran uncontested in XS in a '01 MR2 Spyder.

Round 3 and 4 of the SF Region Solo II series is set for the weekend of March 20-21, 2021.



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# NOTES from the ARCHIVE -

## PORSCHE 914-4/-6

In the late 1960s, Volkswagen and Porsche were facing a bit of a dilemma - while the VW was selling very well it lacked a sporty, higher priced car than the Beetle. Porsche had a slightly different problem, their 911 model was selling well but needed a lower cost entry level car to attract new customers to the brand. Both companies decided to work together on a new car combining VW and Porsche design and components to fill their common need - the result was the 914 four-cylinder and later the six-cylinder 914-6.

### Come in and see a brand new Porsche. With its engine in the middle.

A sports car built just for racing doesn't need a back seat. So its engine can be mounted in front of the rear axle, near the middle of the car.

That distributes its weight more equally, and gives it a whole bundle of advantages over ordinary cars.

We think it's time you shared those advantages. So we're selling a couple of mid-engine cars you can drive on the street.

They hold the road better, because the center of gravity is lower.

They corner better, because there's no heavy front end to steer and no heavy back end to slide out.

They brake faster and save tire life, because all the wheels carry a more equal

load. And they're safer. Because both front and back ends are designed to absorb impact.

The 4-cylinder 914 model costs \$3695.\* It has an electronically fuel-injected engine, goes 110 mph and does 0-60 in 13 seconds.

The 6-cylinder 914/6 model costs \$6099\*, goes 125 mph and does 0-60 in 9.9 seconds.

Both come with a built-in roll bar, removable fiberglass roof, 5-speed stick or optional 4-speed Sportomatic, two trunks, and the kind of craftsmanship expected from Porsche.

So if you're thinking about a true, two-seat sports car, think about this:

When you don't get a back seat, you should at least get an engine in its place.



Porsche Audi: a division of Volkswagen of America, Inc.

For the Porsche/Audi dealer nearest you call toll free 800-553-9550.

\*Suggested retail price West Coast P.O.E., local taxes and other dealer delivery charges, if any, additional.

Porsche ad 1970

Introduced at the Frankfurt Auto Show in 1969 to mixed reviews - reaction to the car was lukewarm due to its oddball styling, confusing branding (VW or Porsche?) and test drive results revealing a balky shift linkage and slow acceleration of the four-cylinder car. With only 80 horsepower and weighting in at 1984 pounds, it was lacking in performance but did exhibit good road handling with the mid-engine placement. The car was sold in Europe through VW dealers and in the U.S. through Porsche-Audi dealers.

The 914-6 came to the market with a 125 hp flat-six engine providing 50% more horsepower and weighing in at a slightly heavier 2072 pounds. Porsche USA decided to leave the 914-4 to privateer racers while pointing the 914-6 to Ritchie Ginther Racing to prepare a factory effort to compete in SCCA C Production Class.



1977 - Sears - IMSA

Ginther prepared two 914-6s for Alan Johnson and Elliot Forbes Robinson with funding by John von Neumann's Competition Motors. Johnson took his car to a first place finish at Laguna Seca in July of 1970 but had mixed results for the season overall.

There were a number of 914-4s campaigned in E Production during the early 1970s in the SFR including those driven by Dwight Mitchell, John Williamson, Sam Linville and Dave Mertz. The 914-4 would continue to part of race grids during the ensuing years with some success and

would eventually achieve its first E Production National Championship in 1981 with Robert Kirby behind the wheel. Twenty-three years later, Mark Hotchkis won the title in 2005.



Forge in 914 at Laguna

Throughout the the 1970s and into the 1980s, the 914-6 was consistently raced in C Production by a number of SFR drivers including Walt Maas, Fred Maeder, Darrel Overstreet, Bob Zulkowski, Sam Northern and Chuck Forge. The number of cars was augmented by a sizable contingent of entrants from Southern California who regularly raced on Northern California tracks.

Perhaps the 914-6s most note worthy success in SCCA racing came in 1972 when Ginther Racing collaborated with Porsche USA to compete



Mitchell leads EFR - 1972



Overstreet - RDC Enduro - Sears 77

in the American Road Race of Champions. Ginther prepared a car for Elliot Forbes-Robinson who ran the whole series of national events

winning six of eight with one DNF while. At the ARRC final event at Road Atlanta, Forbes-Robinson won again but was disqualified due to the car having a rear track measurement .25" too wide due the rain tires used during part of the race.

Of note, Al Holbert raced a 914-6 in C Production in the ARRC at Atlanta in 1971 but suffered a DNF. The class was won by John Morton in a 240Z. Holbert came back in 1972 to finish fourth. In 1974 John Yule from Southern California won the E Production championship in a 914-4.

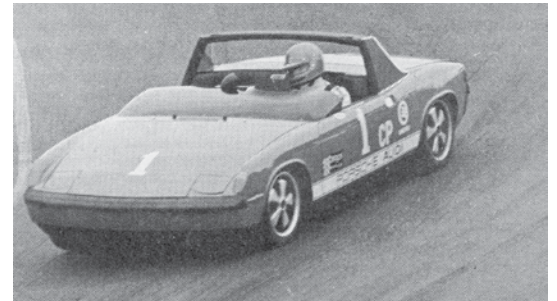


Haas leads Forge - Laguna 6-25-78

For the IMSA GT Challenge, a 914-6 won the 1971 championship in the under 2.5 liter class with Hurley Haywood and Peter Gregg. They won two of the six races that year outright on their way to the championship. With all the success of the 914-6 that year, the SCCA stepped in moving the car to B Production Class which had a negative impact on their results in subsequent years.

While the 914-4 might not have set the racing world on fire, in terms of sales to consumers, it would be considered a success. Manufactured from 1969 until 1976, 115,648 cars were produced. Oddly enough, the 914-4 originally replaced the 912 which was discontinued. However due to the new 944 being delayed, the 912 was put back in the line for a short period after the 914-4 was dropped.

The 914-6 was produced in significantly lower numbers with only 3,362 produced over the same eight year period. Along with their better performance, rarity and racing success, this accounts for the models greater desirability in today's market and among vintage and amateur racers.



Alan Johnson - LS 1970 ginther Porsche

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**STANDING**

# SFR'S 2021 Competition Licensing School



Group One Class

I know I'm biased, but I think San Francisco Region has the best licensing school for drivers. How we think of ourselves and the students with whom we're working is reflected in its name - Competition Licensing School. We've evolved from Drivers' School. We're not teaching them to drive - we're teaching them how to compete. The philosophy is to turn out drivers with whom we would want to race.

Hopefully the novices will continue with SCCA. Many of our graduates have gone on to great achievements in all levels of club racing including our own SCCA Regional Championships as well as countless SCCA National Championships. And more than a few have gone into pro racing, including IndyCar, IMSA, Trans-Am and the many marque series. If you follow pro racing these days you'll recognize the names of Jimmy Vasser, Scott Pruett, Dane Cameron, Joey Hand, and Greg Pickett, not to mention names not usually associated with racing such as filmdom's George Lucas, 49er kicker Mike Kofer, est guru Werner Earhardt, and so on.

Workers often go through the school, and for those not planning on a competition future, they cite how helpful it is in their volunteer work role, having a driver's perspective. There has always been a Worker Scholarship for School, sponsored by Racing Drivers Club. The past two years SFR has also sponsored a driver, selected from among candidates who write an essay why they think it would be helpful and how they would benefit. This year's two Scholarship students were Erik Schmid of Grid and Starter Joe Gaffney. Another SFR Worker, Scrutineer Dennis

Dean, went through years ago. He's now a full-time Steward, in his home region of DC Region as well as with FIA where he works in F1, F2 and F3. And this year he'll complete his trifecta - Steward at SCCA Runoffs.

The school is organized by Kevin Rogers, with three sets of Group Leaders and a corp of Instructors. This year's Leaders were Jon Becker for Group One; Ben French & Scott Meyer for Group Two;

and Mike Smith & Jeff Lederman for Group Three. In the latter two classes, this year a Group Leader stepped back for younger Instructors to take over, passing the baton as it were. Long time organizer and Group Two Leader, Dave Arken planned to be an instructor but knee surgery scuppered that plan. He does plan to remain as a guide and coach to the group, and was very (remotely) involved with this year's



Group Two Class

school. After many years as open-wheel Leader, Bruce Sevier was a Group Three Instructor this year, while his successors continued to use Sevier's well-honed curriculum guide developed over the years. It's a changing of the guard, so to speak. Arken explained "The school needs some young faces. While gray hair is necessary for guidance and some control, youth and exuberance is also necessary."

Sevier voiced similar comments in providing guidance, but stepping back after years of leading and letting younger instructors take over. He remains hands-on, instructing, and came up to watch one of his students at Sonoma win his first ever race.

The SFR School teaches racing, not just driving. Among the things covered in class: Ensuring drivers know how to be safe (flags, safety procedures); how SFR works procedurally on a race weekend (gridding, race starts, pace cars, safety cars, timing & scoring, etc - with practical application in three races,) teaching the



Group Three Class



racing line, and how the dynamics of a race car works when being driven on and off the line; making passes and being passed safely and effectively. School focuses on basics and allows the instructors, who have real world racing experience, to tailor-teach to the students background and learning progression.

This also led to more distances from audio visual aids than usual.

Group One leader, Jon Becker, who has been an Instructor since 1976 and Group Leader since 1986, had the Club House with its large track map and socially distanced tables and chairs - complete with student's names so they could sit in the same seats each session. Ben French and Scott Meyer, new to the Group Leader role, used their garage as a storage/teaching area for educational supplies and teaching platform complete with electronics, screens, microphones, and multi-media, while the students sat outside under EZ-ups. Group Three's Mike Smith and Jeff Lederman are 13-year instructors and in their third year as Group Leaders. They had a large



The Covid Pandemic was the elephant in the room this year. It didn't limit the student enrollment as much as feared, actually surpassing previous recent numbers. However, Covid did interfere with the sedan groups, leaving fewer Instructors to volunteer than usual, up to 50

brand new garage, using monitors and visual aids which they jerry-rigged on chairs and tables. All classes had Covid compliant room to spread out as required by SCCA and track protocols. Everyone was masked, which was a challenge for good public speaking. The Leaders



Instructor and two teen students

percent in Group One. A call went out, and among others answering the call was Aaron Rogers - who has relocated to Nebraska for work - he flew back just to be an Instructor. Even with more students, Group Three, was fortunate to have a "go to" list of instructors from which to draw.

The Pandemic did affect other aspects of the School as well. Group One continued to meet in the Club House. The other two groups relocated from the Club house to nice TRP garages. Group Two was in the garage by the Drift Pad - which made for some interesting acoustics; and Group Three was in one of the brand new garages.

Each Group Leader and associates set up his group with an individualized format. Distance between students and Instructors was a challenge for all, despite microphones and strong speaking voices.





and Instructors improvised and acclimated to their new surroundings and gathered the necessary tools. There was more electronics and technical equipment this year. Lots of Visual Aids.

While this year's Leaders and many Instructors are considered mature, there were also two veteran Instructors who are barely out of their teens. They had victories and championships to their credit, and this wasn't their first time teaching. They related well to the younger students.

This year there were 53 students originally entered, although one car had problems and the student withdrew. All 52 students passed, with one already having his competition license, two going straight to full competition licenses, and the rest all receiving their Novice Permits. They were, as usual, broken into three groups - two sedan groups and one open wheel with 15 students. The Group Three class was the largest it has been in a long time, mostly SRFs. This year the sedan groups were split in two, not necessarily based on past experience, as in the past. One issue for the sedan group was that with smaller numbers, there were fewer passing opportunities during the on-track sessions.

The students had a fair share of homework prior to the track weekend to review including their copy of the GCR. They had a two-hour online test to pass, the GCR test and a flag test. This was in addition to the handouts before and at the track, including Appendix P to the GCR, relating to the new/clarified passing rules which went into effect June 1, 2020. The students spent a significant amount of time going through those rules, including video demonstrations of their real-life application. The classes used many such videos this year to illustrate their points, helping students visualize what they will encounter. One of the other Group leaders sent around a link to a video/intro Zoom meeting to which all students were invited to attend.

Group Three did something unique to its group, which it has done for



the past several years. Racer Randy Cook did a cameo appearance Saturday afternoon, to conduct a braking exercise. It's a complicated instructor-intensive exercise requiring rapid-fire communication between Instructors positioned around the course to provide immediate feedback to the students.

Overall the Group Leaders and Instructors felt this year's class, which was exciting and fun, achieved a level of performance equal to any group in the past. They were fast on the first day and improved every



day. They were able to grasp the presented advanced concepts, try them out, then provide feedback on how it affected their performance, and understand how it would benefit them in racing conditions. Several instructors commented that this group seemed to be the best group of students they could recall teaching.

There were no definitive demographic breakdowns, but overall everyone seemed to think the 2021 class was younger in all three groups than in years past. The school has previously attracted talented youngsters, and this year was no exception. The 14 and 15-year old were passed straight to full competition licenses by the Divisional Licensing Steward. There never was a question this year about any of the students passing the course. There were fewer problems with students achieving graduation.

It's not just how much I value our school - what did the students think of their school experience. From the feedback Instructors received, more students now think they might actually go racing with us than originally planned. Several were surprised at the level of professionalism, the attention, and many especially commented on the helpful and friendly atmosphere they encountered in the school. It was more than a school, it was an experience. One aspect encouraged by SFR is for students to bring their family, friends and crew to the debriefs to share that experience and learning.

Thanks to all the Group Leaders and Instructors for their gift of time to the students and region. They have real world experience, teaching skills, As Arken said, "They are an amazingly talented group, and their depth of experience and willingness to share the skills, tricks and ideas on race craft is much appreciated by all." Smith said "We now have a new class of students we can watch become drivers with whom we'd be happy to race."

Spoiler Alert: Seventeen novices entered the Sonoma Regional Races, and ten trophies were awarded to five of them over the two days, including three first places!



Graduation

## INSTRUCTORS

Dave Arken	Gary Guethlein	Tommy McCarthy	Bruce Sevier
Jon Becker-Group Leader	Dave Harriman	Sam McCord	Mike Smith-Group Leader
Eric Boucher	John Howarth	Aaron Meyer	Mark Sullivan
Joe Briggs	James Hull	Scott Meyer-Group Leader	Scott Vreeland
Randy Cook	Tupper Hull	John Myers	Dan Wise
Justin Cone	Bill Jordan	Joe Montana	
Mike Cummings	Andy Juner	Jeff Pietz	<b>Logistics Assistant-</b> Luke French.
Ben French-Group Leader	Charlie Laster	Chris Plescia	<b>Classroom Assistant-</b> Marguerite Williams
Alan Gjedsted	Jeff Lederman	Kevin Rogers-Organizer	
Alberto Goncalves	Jim Lepetich	Darryl Seefeldt	

## GRADUATES

Gregory Angus	Aaron Garfinkel	Casey McLeod	Erik Schmid
Steven Angus	Mark Gottscho	Brian McNerney	Paul Schmucker
Richard Bailey	Terrance Grimmer	Justin Meretab	Rick Sheldon
Matthew Balogh	Noah Hambayi	Charles Meyer	Dan Sheredy
Matthew Belter	Richard Andrew 'Drew' Humphrey	Mustafa Mohammad	John Sollner
Wyatt Brown	David Humphreys	Corey Newlon	Chris Strand
Declan Cassini	Garrett Humphreys	Taz Oka	Alexander Taz
David Covid	Jorge Jaramillo	Veronica O'Shea	Allegra Turcott
Todd Decken	Sherilyn Jamme	Chris Poncin	Kiran Vajapey
Francesco DeParis	George Jewett	Sonny Rao	Chris Vian
Eddie Dupee	John Paul Jose	Hanan Raza	David Vrane
Amy Edelen	Alice Kutsy	Jim Rappaport	Angela Warren
Ian Epstein	Ethan Lampe	Jim Ricketts	Matthew Wyatt
Robert Epstein	Jeffrey Lehr	David Samuel	Lou Zeidberg
Lena Fancher	Gary Ludlum	Jonathan Scher	
Joe Gaffney	Gavin Mazzia	Aaron Schuster	

# THUNDERHILL REPORT

BY DAVID VODDEN

Spring is here and Thunderhill is enjoying its green period where the word Park in our name is truly credible. "Looking good!" You should know that Thunderhill Park is purposefully clean because our team wants it to be so. Bob Maybell, Lee Noll, Sean Crandall, Brian Tharp and Event Managers Schuyler VanBuskirk and Anthony McHugh lead the charge to achieve a look that we hope you find enjoyable when you are here. It takes a lot to keep Thunderhill



*Aerial view of east paddock*

clean and working in all the ways that are necessary. We spent close to \$300,000 on maintenance and repairs in 2020. Hopefully, you can see this when you crest the hill and see the entry sign and the fruitless Mulberry trees that line Tom McCarthy Lane.

As part of our efforts to make Thunderhill the best it can be, we continue to make improvements in the facility and the way we do things. At the present time, we have a plan to improve the entry gate and road to make it more efficient and better for you. We will have a new bathroom in the north paddock on the 3-mile track when you return in October. It will have a shower too! I hope to complete a proposal to replace the long-time retail store that is made up of three segments of an old classroom that was given to us for free back in the late 90's. No matter what we do, the plan is always to make Thunderhill better today than it was yesterday, and better tomorrow than it is today. This is a work in progress.



*Aerial view of Hagerty bridge*

Hagerty Insurance folks with Brian Ghidinelli steering portions of the Company's motorsports outreach, allowed me to do a

Podcast titled, "What you should know about renting a racetrack for your club or organization." It was a fair amount of work; but the end product was well received, and the viewers said that they learned valuable information from the session. You can Google Motorsports Reg "Tech Sessions" and check this one out along with many others that I believe you will find to be most enjoyable and educational.

Thunderhill has an ongoing relationship with Hagerty Insurance and their motorsports outreach, including the Hagerty Bridge that spans the west side straight on our three-mile track. I strongly recommend that those who take their streetcar on a track, reach out to Hagerty and purchase their on-track insurance for the day or days that you are at Thunderhill. Better to be safe. Clearly, the opportunity for folks to drive their street cars around a raceway has both added to the population of new racers, as well as diverted new drivers away from racing as open track events satisfy their need for speed. Open track is surely not racing, but better than no track fun. I suspect that many potential new racers stop at open track rather than going to SCCA or NASA.

If you would like to be in-the-know about Thunderhill Park beyond reading this column, add your name to the list of subscribers to our monthly e-mail, newsletter called Enlightening. You can do this by sending your e-mail address to me at [dvodden@thunderhill.com](mailto:dvodden@thunderhill.com) or direct to our editor, [Stuart@thunderhill.com](mailto:Stuart@thunderhill.com). You will enjoy Enlightening very much and it is FREE.

Please mark your calendar for Rally Cross events at Thunderhill Park starting in March on the same weekend as the Majors, which is the same week that Track Night in America starts their monthly Thursday PM program for newbies. This is March 19-20. It should be an awesome week! Rally Cross continues

on April 17-18, May 29-30, June 26-27, and August 21-22 for the big SCCA National Rally Cross. Imagine the San Francisco Region spread across Sports Car because we had a Rally Cross. Rally Cross is easy and fun and is just like autocross, but on dirt (see February issue of The Wheel for all the info.) You should consider renting a car and joining the fray. It takes place out front of the park, in the dirt area east of Tom McCarthy Lane. Call for more information - 559-478-3349. You can sign up on Motorsports Registration. Please do not call the SCCA Club office. This is an SCCA event but it is not run out of the Club office!

One of the turns that is particularly unique and fun at Thunderhill is Turn 3 on the three-mile track. The approach to this turn involves a crest that most driving instructors will tell you affects the weight of the car on the track surface just past the crest. For this reason, you should do your braking before the crest or, as I do, use trail braking after the crest when the car settles into the track. The entry for this turn can be anywhere, which is great when racing in traffic. My best Turn 3 experience can be seen on You Tube, where I enter the corner on the extreme left and cruise around two or three cars, ending up on the inside of another racer as we approach the left turn into Four. This works using an extreme left-side approach, and knowing that the "off-camber" nature of Turn 3 intimidates some drivers. The other advantage here occurs when drivers stack-up behind each other on the inside line. This makes the outside line much faster and open.

Turn 3 also has a mid-track entrance that facilitates the late-apex point, on drivers right, well past the turn. Finally, there is



*Aerial view over Turn*

another line that works by hugging the inside all the way around the turn. In traffic, this can be a passing zone, as you slip inside of a driver who just automatically entered the turn mid-track expecting to finish the turn at the exit spot mentioned above. If you get in and show yourself by being next to that driver's passenger door, you can complete the pass as the driver you are inside of makes the necessary adjustments to avoid contact. The element of surprise can also cause the driver being passed to do a poor job of adjusting causing him/her a loss of speed and the need for additional adjustments that further slow the car down.

Even with due notice by your presence alongside, some drivers will still turn down on you, so have a plan if that happens. In the case of Turn 3, you can run on the curb and use some of the land inside to show that you are there. By this action, you call the bluff of the turn-down - if it was a bluff. If it was not a bluff and the driver really does not know you are there, be prepared to lift off the throttle in a way that does not transfer your weight to the front and cause you to spin. Avoid dramatic inputs and, if necessary, lean on the errant driver a little and cause him/her to feel your presence, and the changes this makes in the feel of his/her car. After sending that message, get off the side of the car you are passing and watch as that driver overcorrects and gets out of your way. You will find yourself in front with relatively few cars behind you, as they all had to make evasive maneuvers to avoid the driver who over corrected in your rear-view mirror. Racing is fun. Passing is the best part of racing. Learn to pass well and often and you will have the most fun possible in a real race car.



*Aerial view of Thunderhill*



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17" Mazda MX-5 Club Wheels + Tires OEM wheels and tires from 2019 Mazda MX-5 Club (non-Brembo) have less than 500 street miles. One wheel has light curb rash, others are in factory condition. 17" x 7", 4x100 hole pattern, +45 offset, Bridgestone Potenza S001 tires 205/45R17, Price: \$900 OBO Location: Sunnyvale, Contact: ejshin46@gmail.com



2 Vertex Standard radios. 15 channel. Can be used right away or programmed to frequencies of your liking. \$300 for both, including the 2 radios, 2 antennas, 2

charging docks & bricks. Contact Bill at whbooth@gmail.com

Panasport Wheels - full set of 4 13"x7" - 4" bolt pattern. Used on Chevy Monza \$300.00 Don @ 415-297-5194

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



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@tk.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**

Car storage in Garage #3 at Thunderhill: Adjacent to main paddock with possible tool/equipment share. Room for two cars – must be running. \$200 to 300 per month depending on the size of the car. Contact: David Ray at 925-683-1991

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 small 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.

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](http://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](mailto:recmotorsports@gmail.com) or Donna 775-781-3385 [racecarbetsy5@gmail.com](mailto:racecarbetsy5@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](http://www.accelracetek.com). Bruce Richardson @ (408) 499-7266 or [brichardson@accelracetek.com](mailto: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](http://dave@specracer.com)

## JOBS

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

Has life become Boring? Are you tired of seeing the same old thing on the television? Volunteer with SCCA we have 15 weekends of fun scheduled for 2021. Contact Lynne Huntting [pressnoop@aol.com](mailto:pressnoop@aol.com)

## 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](mailto: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 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](http://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](mailto:stephanie@wavesofspirit.com)

Tired of staying at home, worried about social distancing? Volunteer with the SCCA. Plenty of fun things to do while maintaining your social distance! Contact Lynne Huntting for details [pressnoop@aol.com](mailto:pressnoop@aol.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.

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

Earn entry fees while volunteering at SFR events. Talk about having your cake and eating it too! Volunteer at any San Francisco Event and earn a DRAFT card. DRAFT cards can be redeemed for entry fees or testing time at Thunderhill. Contact Lynne [Hunttingfor details pressnoop@aol.com](mailto:Hunttingfor details pressnoop@aol.com)

## WANTED

The Delta Veterans Group ([www.deltaveteransgroup.org](http://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](mailto:stephanie@wavesofspirit.com)

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See sheet # 2



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