



The wheel[®]



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



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Above-#19 Cooper Becklin and #31 Spencer Buckmum side by side in F4. Photo by Mike Rosenzweig

On the cover: #45 David Mcananey leads a large group over the crest into turn two. Photo by Mike Rosenzweig

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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.

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"SOUNDS OF THUNDER" te/TT *

Hosted by Reno Region SCCA

All events are at Thunderhill Raceway Park

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(formally PDX) is designed to concentrate on driver enjoyment, philosophy, and the application of performance driving techniques. TE provides a constructive learning environment that stresses proper driving techniques in a noncompetitive environment.

Time Trials (TT):

(formally Club Trials & Track Trials) are timed competitive events where the drivers vie for the fastest individual lap time in their class. TT is not wheel to wheel racing.

TRACK EVENT & TIME TRIALS

2020 SCHEDULE

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- 1 car/\$10.00 + mileage
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CALENDAR 2020

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

2020 FRESNO CHAPTER SOLO SCHEDULE

Event 11 - **Aug 29***

Event 12 - **TBD Oct*****

Event 13 - **Nov 14***

Event 14 - **Nov 15***

*Held at Fresno Fairgrounds

**Crows Landing

***Buttonwillow Kart Track

www.FresnoSCCA.com

SAN FRANCISCO REGION'S 2020 SOLO II CHAMPIONSHIP SCHEDULE

October 3 - SFR Event OR test and tune

October 4 - SFR Event

November 7-8 - SFR Event

Note: All of our currently planned events are at Crows Landing. The rumors are true, Marina is effectively closed for autocross effective immediately as a drone company has obtained a use permit that involves putting a building up on the tarmac.

SACRAMENTO SOLO SCHEDULE

Endro Practice - **Sept 21***

Endro Practice - **Sept 22***

*Held at Thunderhill Raceway Park

**Crows Landing

2020 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

AUGUST 29-30

(2) DOUBLE REGIONAL 13 & 14 WEATHERTECH
RACEWAY LAGUNA SECA

SEPTEMBER 10-13*

CANCELLED

IMSA WEATHERTECH RACEWAY LAGUNA SECA

SEPTEMBER 17-20

CANCELLED

INDY CAR WEATHERTECH RACEWAY LAGUNA SECA
(PRO SUPPORT)

SEPTEMBER 24-27

FERRARI CHALLENGE WEATHERTECH RACEWAY
LAGUNA SECA - UPDATED (PRO SUPPORT)

OCTOBER 23-25

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

OCTOBER 30 - NOVEMBER 1

IMSA, WEATHERTECH RACEWAY LAGUNA SECA -
UPDATED (PRO SUPPORT)

***Pro Race Support for Volunteers**

Double points for the Triple race weekend Oct. 23-25

Confessions of a Cone Slayer

By Rob Krider



Karma, or was it Carma?

When I was a senior in high school, my parents had a very inviting little automobile sitting in our driveway that I wasn't allowed to play with. It was a vintage British convertible sports car, an MGB, and nope, I was not supposed to drive it. I was told back then by my parents that the car had too much sentimental

value to let a dumb teenage boy drive the delicate little machine into the ground. History will show that my parents were absolutely right about this.

The sentimental part comes from the fact that the car was a gift from my father to my mother on their sixteenth wedding anniversary. He bought her the car that year because on my mom's sixteenth birthday her parents generously gave her a brand new MGB. For obvious reasons, it was her favorite car ever. What sixteen year old girl wouldn't love a brand new convertible? Regardless of my mom's glowing memories of her first new MGB, the MGB my dad bought her a couple of decades later wasn't new; in fact it was far from it. Unfortunately for ole pop's scoreboard, the MGB he picked up was a bit of a lemon. He promised to restore the car for my mom so it would be like new, but he never really got around to wrenching on it.

Therefore, the new-to-our-family but far from new, restoration-required-MGB wasn't a good fit with my mom. Every time she went to drive it, the car broke down. There were more miles on the odometer from being towed by AAA than were on it from actually being driven. The car didn't make my mom feel sixteen again. Instead, the car just frustrated her and made her feel her age. She, of course, blamed my dad for this, because he just couldn't get around to finding the time to fix the finicky little car. British sports cars are widely known for their mechanical problems. It wouldn't have really mattered how many hours my dad worked on the car, you simply can't fix British automotive engineering (if they even use the term "engineering" across the pond).

Regardless of my mom's issues with the car and her age, I still thought the MGB was insanely cool. I didn't care if the tires were old or if the paint was faded. I was in high school; I just wanted to cruise around in a convertible. Any convertible would do. Any beat up convertible was still cooler than my daily transportation at the time, which was an El Camino. Yes, an El Camino, go ahead and insert the usual comments here, "Business in the front party in the back," or "the vehicular equivalent of a mullet haircut" I've heard them all. But the little British sports car, in comparison to the car/pickup hybrid (or redneck Cadillac) that was my El Camino, riding in the MGB even while it was being pulled behind a tow truck would still have been an improvement.

But, it didn't matter what I wanted. The MGB was my mom's, not mine, and even though the car just sat rotting in our driveway, my folks didn't want me zipping around town in it (which was intelligent on their part). That left me saddled with the El Camino, which had no backseat to get in trouble in with the ladies. Coincidentally, no back seat is really required for any "action" in an El Camino because ladies don't get near El Caminos.

After watching the movie Ferris Bueller's Day Off way too many times as a teenager, I finally got up the courage to play hooky from school and get the little MGB out on the road. I met a girl (obviously I wasn't in the El Camino at

the time) and wanted to take her out on a first date. I ditched school one sunny day, stole the MGB and headed out to pick up this new girl. My parents were at work. They would never know I had the car. My glorious Ferris Bueller day was just as advertised; the girl loved the little convertible and we put miles upon miles on the car. We were young and we enjoyed the freedom of no school with the wind in our hair along with a touch of rebelliousness. It would take two novels to describe the feelings from that day.

As five o'clock approached, the sun began to lean toward one side of the sky, meaning the deadline for getting the car back into the driveway (before mom and dad got home) approached. I said goodbye to the girl (complete with a kiss -thank you MGB!) and headed back to my house. I was feeling like a million bucks as I raced the sports car back home. That was when the motor blew up.

I was only about three houses away from making it home when the motor committed suicide. Smoke came out, terrible noises erupted, and the car was done for. I pushed in the clutch and coasted the MGB right back to its original parking spot in my parents' driveway. Safe!

Since the car and my mom had so many previous problems, I figured, eh, I wouldn't say a word. I couldn't really, since admitting the engine was blown would be admitting that I was driving the car, which meant I would be admitting I cut school. All of that would mean certain restriction doom for me and I had a new girlfriend to entertain. Ferris Bueller didn't get caught so why should I? So, like any good red blooded American high school boy, I lied. I never said a word about the car's engine. Who knows what happened to it? I blame those British blokes who built the thing. Maybe they had too many pints of Guinness that day in the engine barn.

Life has a way of working things out (and punishing those who deserve it). A few weeks after my grand adventure with the MGB, I graduated from high school (barely, due to some unexcused absences). My loving parents threw a graduation party for me. At the party there were some large boxes sealed in colorful wrapping paper. I opened the first present, and it was a brand new steering wheel for an MGB. The look on my face was of shock. My dad said, "We know how badly you've wanted the MGB, so your mom and I decided to give you the car and in those boxes are a few parts to fix up the interior." No, there weren't any boxes with parts to fix the failed engine.

So, justice prevailed, I was given the graduation gift of a car that didn't run because I had just recently lunched the motor while cutting school. And that's how I learned about Karma (which I honestly thought back then was spelled Carma).



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



Hello Everyone!

I hope everyone is having a great summer. It is a bit different summer. We have been lucky to have been able to get our Majors/Regional 11 & 12 completed, as well as our most recent Regional, 13 & 14, just a couple weeks back. I want to thank everyone that came out. We had full fields in all of our groups and amazingly, we were able to staff our SFR events

without having to hire outside F&C folks. Kudos to all the crews for participating and volunteering in these strange times. We couldn't have done it without you!

At our next Regional, we will have quite a number of the Spec Corvettes attending, as well as new cars with the MX5 Cup series attending. It should be quite a weekend. This will be our second to last Regional race weekend, so be sure to come out. It is August 29/30. The season finale will be at Thunderhill in October. We still will have staffing duties at Ferrari Challenge as well as the IMSA race on the Halloween weekend.

This past race weekend, the track really worked well with us in regards to the COVID protocols, and it really made life easy. If we follow the same protocols at the end of August, all is good. I pray that next year we will see more of a return to normal, though nobody can predict that.

As a result of COVID, we have elected to cancel our end of year banquet. We are planning on doing the annual Club meeting at the end of the Season Finale in October. We will post more about this change soon. Right now we have cancelled our reservation at the Sheraton. We have also cancelled the kart races. We do plan on continuing them in 2021.

We will have a lot of Club racing going on at the October races. The Sacramento Chapter will also be doing a Solo event on the skid pad that weekend. This will be one of the first times we have had multiple events at the same track. I hope they also stay for the annual meeting. We will try and plan on some sort of dinner as well (outside, of course, with normal social distancing). This will not be the normal end of years awards dinner, but a Thank You to all the Workers and Drivers who weathered the season.

I have had several inquiries about our costs at Laguna and Sonoma for the Driver entries. These tracks, along with Fontana, have been cited as the most expensive. They are expensive. It is very expensive to run races at these two venues. Both tracks run about \$24,000 just to rent the asphalt for one day. On a three day event, that is \$72,000. That is just for the asphalt. Then there is Comm/PA. This runs about \$11-\$12k at Laguna, and a bit less at Sonoma. Ambulances run about \$7,000 as well. Food, water, supplies, catering for lunch and dinners, subsidized worker housing, trophies, flags, etc all add up as well. Sanctions and Insurance also run \$10,000 or more. I know our costs for a three day at Laguna or Sonoma cost about \$150,000. I cannot speak to Fontana, but I would think it is about the same. These are costs that are fixed. We have gone over the numbers and have break-even numbers per group and class. Out final costs for a weekend double

entry are based on the actual cost number. For a test day, we actually try and keep the cost down. We had 94 entries at the last Laguna test day. If we break down the entire cost per day, we actually lost a bit on the test day. That is ok, as we felt it was important to have them. When combined with the race weekend, we were in the black, which is the goal. We would not be able to continue if we were in the red all the time. I hope this helps everyone understand the economics of a race. This is not a detailed breakdown, but a 50-foot overview.

At Thunderhill, we have fewer costs. We own the track. It is a subsidiary, but it is ours and as RE I am the voice of the Club in regard to our relationship with the subsidiary. While our costs are much less at Thunderhill, I am working with the new Properties Board on what we receive in return for our investment in the track. Yes, it is a lot of politics, but as the owner of the track, we will be looking at getting some sort of increase on our dividends. So everyone knows, we own a debt free track. There is no debt. It is owned outright and is profitable. Even in these strange times, the management at Thunderhill, led by David Vodden, have all pulled through to promote smaller events. Forecast for the end of the year is that we will be in the black again. Not bad for a little SCCA Region, eh. Thank, Dave Vodden, for working so hard for us.

I do hope this addresses some of the emails I have received lately. We want to give everyone the best deal we can, while not losing money. As a Driver, yes, I know the costs of maintaining a race car. Tires: \$1400. Maintenance, ~ \$1000 per race. Fuel, about \$500 per weekend (w. 91 octane) Transport cost, crew cost, etc... Yes, I know. We all love this sport and we know it's not cheap. I recently saw NCRC is offering a 2-day unlimited sound day at Laguna. Cost is close to \$600 for the weekend... Not far off our costs.

On another note: We will have three (3) open Board positions open. If you would like to petition to be on the Region Board, contact the office for a petition. You will need 50 member signatures by September 1. The next regional would be a great time to get them. I would also encourage everyone to vote this year. We have over 2600 members, yet last year, less than 10% voted. We really need to get more involved in this.

Thanks again everyone! It is about 109 degrees here today and I am glad we will be at Laguna at the end of the month. Hopefully it is a bit cooler!

Until next time....

Tim Sullivan



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Full Body Contact

CSR Update

BY BRUCE RICHARDSON

SCCA Drivers School on Motor Trend TV

Both Paul and Todd from "Everyday Driver" attended the SFR licensing school back in February and their crew documented the experience for Motor Trend TV. The episode "Learn to Race" aired for the first time on August 1st Saturday morning at 4:30AM Pacific time, Season 7 Episode 2. For those of you who missed it, there will be other showings on the Motor Trend channel and it should be available on Amazon Prime at the time of this publication.

Paul and Todd help everyone find cars they will really love. A car that makes you want go for a drive... just to drive. Their films use cinematic photography and a unique dual-host commentary to showcase enthusiast driving on great roads and racetracks like ThunderHill Raceway. Their podcast "The Car Debate" focuses on answering viewer dilemmas in finding fun cars that also meet their budget and needs. The hosts of "Everyday Driver", get behind the microphone to answer questions and help viewers find the right car for their needs. Disagreement and debate are bound to happen. Along the way they discuss what goes on behind the scenes of their review films and other topics throughout the car industry.

YouTube video: <https://www.youtube.com/watch?v=agYAga00q00&t=4s>



Youtube Video of Paul and Todd's Track Day Experience

SpecRacer Ford GEN 2 Parts Blowout Sale

SCCA-E has a great deal on GEN2 parts. If you are interested on buying some new parts for your GEN2 contact AccelRaceTek and we can send the parts list with pricing.



Everyday Driver's Learn to Race Show

Their show can be found in various forms in multiple places. From TV show, to Podcast, to YouTube content, and even meet-ups. Hopefully they will be able to make it out again for a race or two. For more information go to their website: <https://www.everydaydriver.com/>

Also, they had attended and documented a track day last summer and produced a YouTube video that has received over 40k views. To view this video go to Youtube and type in "everyday driver spec racer ford" or use the following link.

Local SpecRacer Ford News

The Briggs Racing Family

Joe and his two sons made it out to Laguna Seca at the end of July for Race 11 & 12. Tanner sported the orange #18, Parker was running the red #5, and Joe was flying in his "Killer Bee" yellow and black GEN3. Joe pulled out a podium win, 3rd place, in the race on Sunday. Joe was also supported by his lovely wife Sally and other family and friends.



The Brigg's Boys on Grid at Laguna Race 11-12

DETERMINE THE FUTURE OF THE REGION BECOME AN SFR BOARD MEMBER!

The 2020 Board of Directors election will be in October. If you would like to be a candidate for the Board of Directors, you will need to submit a candidate petition no later than September 1.

Petitions must be signed by 50 current San Francisco Region members. Candidates should make sure those signing the petitions also print their names legibly so the signatures may be validated. Including the member number will also assist in this process.

Petitions must be delivered to the Region Office no later than September 4 either by mail to PO Box 308, Willows, CA 95988; or fax to 530-934-7275; or email to trish@sfrscca.org.

Candidates can submit a statement for the September and October issues of The Wheel and the SFR web page. Statements must be

received by September 8 for the September Wheel or October 8 for the October Wheel. They also can be submitted by mail, fax or email (see above).

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

The election process will be through online voting on MotorsportReg.com. Election dates will be posted soon.

THUNDERHILL TO CONDUCT TEEN CAR CONTROL CLINIC

Thunderhill Park with Ed Kornegay at the helm, conducted another life-saving Teen Car Control, driving Clinic on Saturday, August 22nd. The mission of these training sessions is in keeping with the overwhelming energy that exists in our community to save lives. Over 5,000 teen drivers die and countless more are injured in automobile accidents each year in America as a result of driving errors by neophyte drivers. "The statistic do not lie," noted track CEO David Vodden. "Over the years the deaths and injuries just keep growing and yet we send kids out on our highways with only minimal knowledge of what is involved in driving a large mass in motion resting on four, small rubber patches gripping the road." "The worst part is that most of what a young, inexperienced, driver instinctively does when encountering a loss of car control is the worst possible thing to do," he added. Clearly the Teen Driver car control, one-day class held on August 22nd addresses the most important skills needed to turn a bad situation into a survivable one. The next Teen Clinic days are set for November 27th and December 19th.

The Clinic is supported by the local California Highway Patrol office in Willows through the efforts of office Tracy Hoover. "We are so happy to be a part of the Thunderhill Park efforts to help save young lives from injury and death behind the wheel," Officer Hoover said. "We see what happens when young drivers over-correct for a loss of traction and we are well aware that mistakes that could have been avoided impact other drivers and passengers who become victims too," she said.

The all-day course begins at 8am and is usually completed by 3:30 pm. Parents can sign up their young driver by going to the Thunderhill Park web page and click on "Teen Car Control Clinic" and download the application. Once complete, the application can be mailed to Thunderhill at P O Box 966, Willows Ca. 95988 or scanned and e-mailed back to geoff@thunderhill.com. Course director, Ed Kornegay is quick to remind all that this program is open to men and women of all ages and is especially valuable to those who may have had a bad experience or just need more confidence when driving on the highway. All students drive their own vehicles so as to learn the unique response characteristics that they will encounter on the road.

Sign up now for the November 27th and December 19th events.

Thunderhill Park is located at 5250 Hwy 162 in willows California just west of I-5 and the local Wal Mart. For more information call 530-934-5588 Ext 101 or 103.



SAVE LIVES!
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SFR'S REGIONALS 11 & 12

Saturday Race

SFR's Regionals 11 & 12 Driver Re-Education Event at WeatherTech Raceway was again conducted under the strict guidelines and protocols of Monterey County and the racetrack. We couldn't call it a race and we were under a no-social media mandate. Such is life under Covid 19 and State Watch Lists. But we were able to have our weekend with more than 160 cars. It was nice to have a fuller F&C crew than seen of late, but we could have used more workers on other crews. However, everyone pitched in, crews cross-pollinated and we got the job done.

Two of our newer workers got Checkered Flags from race car drivers. Fred Lind/No.07 Ford Lightning truck gave his to Bud Tanner, who worked two days on Grid and filled in Sunday on Turn 7, when someone was ill. It was the first weekend for Jonathan Scher, who worked Emergency and he also received a Checkered Flag.

During the weekend, five new track records were set in Race One and three in Race Two. The drivers mentioned they missed having their families and friends there to watch, work and celebrate with them.

Friday was a Test Day with 90 cars. The weather was typical Monterey summer, with a palpable mist and half-hour fog delay. The early groups were thinner than usual, but the sun was out by mid-morning and lasted all

day, bringing out a full complement of testers in three groups. There were some incidents, some loud cars offending the sound meter, and some tows; but overall it was a mostly productive and safe day.

No one is quite sure just what is the big attraction for wildlife on SFR weekends, but the corner workers were treated with sightings of and/or visits from a bobcat, deer, quail, lizards, bees, buzzards, and squirrels who stole food.

With fewer races than usual by this time of year, there were ten Novice entries, spread out in six of the seven groups competing this weekend, and four were signed off for their Competition Licenses. Congratulations!

Saturday's schedule was 15-minute Practices, followed by 20-minute Qualifying. For Race One, the grids were set by Qualifying. For Race Two, the grids were set by the fastest lap either from Race One or Qualifying. Not an easy process for Timing & Scoring, or Grid. The race group running order was same all weekend, and with the db limit being the same all day, different groups got a chance to be first or last in the day. Saturday's start was only slightly delayed for fog and the sun was out by 9:30am.

Group 1 FA FM FX F4 FS

Saturday Race



#19 Cooper Becklin, #41 Robert Merritt, #23 Daryl Wizelman, #59 John Ostlund, #89 Bruce Semler work their way around turn two.
Photo by Chris Poncin

This is the fast open-wheel group, with five classes including the F4 class which runs its own series with mostly young drivers. This group had a full grid of 19 drivers, with five in the F4 pack, which had its own 'self-split start, in the second wave, with no Pace Car. It was part of the Formula Pro USA Championship Presented by Exclusive Racing.

Leader Jay Henry Horak stretched his lead ahead Graham Rankin/No.21 FA Swift and John Ostlund/No.59 FA Mazda Formula, while fourth through eighth ran close together. Robert Merritt of San Diego/No.41 FA Elan Formula Mazda was running sixth when he spun in Turn 11 and got stuck in the gravel, bringing out the Safety Car for his hot tow. Once he was retrieved, he continued and pitted. Steve Martin/No.74 FM Formula Mazda damaged his wing in Turn 8 on Lap 12 and pulled off to retire. Horak went off in Turn 6 and Rankin took the lead and went on to win. Rankin turned the fastest race lap of 92.832 mph, and his Margin of Victory ahead of Ostlund was 10.659 seconds. Horak came in third.

Tao Takaoka/No.27 FS 2.0 finished fifth and won FX. Bill Weaver/No.67 Star Mazda set a new FM Track Record of 1:32.202 and won that class, finishing sixth overall.

Meanwhile, the F4 field was having its own race within a race - Round Seven of its Formula Championship. The five, all running Ligier F4's,

had a lively session. Spencer Bucknum/No.31 had the class pole, followed by Courtney Crone/No.25, Cooper Becklin/No.19, William Ferguson/No.36, and Lane Vacala/No.13. Becklin spun in Turn 2 on the first lap, but recovered and worked his way back up to second place. Crone started second but had

contact with Bucknum in Turn 5 and both spun. Ferguson meanwhile parlayed other's misfortunes into his benefit and took the lead and never looked back. His MOV ahead of runner-up Becklin was 5.517 seconds. Ferguson also earned his series Hard Charger Award for most positions gained. Bucknum finished third in class and turned the fastest F4 lap of 1:32.343, a new F4 Track Record, which gained him the F4 pole for Sunday's Race Two. Crone finished fourth in class and was assessed a penalty for an unsafe pass. Vacala came in fifth. Sunday's race was Round Eight of the Formula Championship.

This was the last of the Race One groups, ending mid-morning Sunday.

CLASS WINNERS

FA - Graham Rankin/
No.21 Swift; John
Ostlund/No.59
Mazda Formula;; Jay
Henry Horak/No.37
Ligier F3

FX - Tao Takaoka/
No.27 FS 2.0

FM - Derry
O'Donovan/No.77
Formula Mazda;
Stew Tabak/No.28
Mazda Formula;
Bruce Semler/No.89
Mazda Formula

F4 - William
Ferguson/
No.36Ligier JS;
Cooper Becklin/
No.19 Ligier JS;
Spencer Bucknum/
No.31 Ligier JS

Sunday Race



Early in the race #21 Graham Rankin in front of Edd Ozard. Photo by Blake Tatum

For the second event in a row the big boy formula car group was the last race of the day. Our competition director must have known something the rest of us did not know. He must have known this race was going to be the best race of the weekend. Pole sitter Graham Rankin driving his 240 horsepower 1998 Swift 014 Toyota Atlantic car



F4 race saw #19 Cooper Becklin, #25 Courtney Crone, and #36 William Ferguson in an intense battle. Photo by Blake Tatum

versus the 380 horse powered Liger JS F3 of Jay Henry Horak.

The Swift is a full ground effects car, and the Liger is a flat bottom car with a diffuser. Graham Rankin has been around a while and Jay Henry Horak is a young man. This was a Classic scenario for a dual in the fading afternoon of Monterey sunlight at Laguna Seca.

Even though Rankin had the pole by two seconds over Horak, he did not let that phase him as the race got underway. At the start Horak got the jump and led the opening two laps. Rankin realized Horak's weakness in Turn 11 and passed him on the third lap. From there everyone expected Rankin to drive away with the superior grip of the Swift. But Horak used his horsepower wisely and retook the lead on Lap 4. Horak then held off Rankin for the next several laps. Rankin used his advantage in Turn 11 several times only to be countered by Horak's horsepower edge into the Andretti Hairpin. The two raced side by side and nose to tail for the entire race. On Lap 19 Rankin made the pass stick out of Turn 11 and held Horak off into Andretti. Once Rankin got in front through the tight parts of the track, he was able to put enough distance between him and Horak that the horsepower advantage was negated. At the end of the race I caught up with an excited Graham Rankin. He exclaimed that was the best SCCA race he has ever been involved with. Rankin enjoyed racing with Horak and admired the level of professionalism and racing room he afforded Rankin.

Edd Ozard came in third, but as far as the Formula Car Challenge presented by Goodyear was concerned, he earned a first place as he was the first Pro-Mazda to cross the finish line. Formula X was won by Tao Takaoka, who is really driving his Formula Speed 2.0 car to the limits.

Bill Weaver took Formula Mazda honors. Weaver had Derry O'Donovan to contend with. It was good to see Stew Tabak back at the track. The last time out his car was bent up and fortunately he was able to get it back in shape for this weekend. Daryl Wizelman fell back at the beginning of the race, but rallied by passing three competitors along the way.

The F4 race featured a return match between Spencer Bucknum and Courtney Crone who tangled earlier in the day. This time around Spencer wanted nothing to do with her and left her and the other F4 competitors in his rearview mirrors. William Ferguson found himself at the caboose of a short train of F4 cars, which included Cooper Becklin, Courtney Crone, and himself. He steadily worked his way to the business end of the train and ended up second amongst the F4 competitors.



Graham Rankin poses with his crew chief after a well earned victory. Photo by Blake Tatum

CLASS WINNERS

FA

#21 Graham Rankin
#37 Henry Jay Horak
#16 Edd Ozard

FX

#27 Tao Takaoka

F4

#31 Spencer Bucknum
#36 William Ferguson
#19 Cooper Becklin

FM

#67 Bill Weaver
#77 Derry O'Donovan
#74 Steve Martin



#44 Eric O' Brien being followed by #116 Maurizio Brandhoff, and #2 TJ Acker.
Photo by Mike Rosenzweig

This is the smallest group, with nine classes spread among fourteen entries, 11 qualifiers, and ten starters. Five classes were actually represented, with half the field being the faster P1 cars.

Jim Devenport/No.23 P1 Norma had the pole, three + seconds faster than John Manfroy/No.8 Dauntless, the next fastest qualifier. Devenport ran away and hid from the rest of the field, including the other P1 cars. He led flag to flag and his Margin of Victory was 40.769 seconds, the widest gap of the Race One groups, and a harbinger for his one lap lead in Sunday's race. Devenport was lapping slower cars by Lap 3, and for most of the 18-lap race, he was running two seconds faster than the next fastest car. Devenport turned the fastest race

lap of 96.989 mph, which was the fastest lap of any of the Race One groups. The race was rather processional, with no drama. Manfroy finished second, with Joe Viso/No.5 P1 Elan DP-02 third despite a spin in Turn 11 while going for the Checkered Flag. Bruce Brown/No.62 P1 Stohr qualified fourth but started last, from the pit lane. He methodically worked his way up from last to finish fourth.

All the non-P1 drivers finished first in their respective classes.



#5 Joe Viso gets the car turned around on the exit of turn 11.
Photo by Chris Poncin

CLASS WINNERS

P1 - Jim Devenport/
No.23 Norma;
John Manfroy/No.8
Dauntless; Joe Viso/
No.5 Elan DP-01

FE2 - TJ Acker/No.2
SCCA Enterprises

P2 - Eric O'Brien/
No.44 A-MAC

DSR - Robert
Christensen/No.66
Phantom D

S2 - Maurizio
Brandhoff/No.116
Lola T-49

Sunday Race



#23 Jim Devenport leads the field around on the pace lap.
Photo by Mike Rosenzweig

Jim Devenport from Alamo, California once again showed the world why the prototype group is his personal playground. Jim used this opportunity to set another track record in the P1 class bettering his old record by .2 of a second. In setting the new track record Jim lapped the entire field. Joe Viso finished second in his Elan DP-02. Joe also runs a Spec Racer Ford, but he did not bring it this weekend most likely because the car is still being repaired from the last regional.



#5 Joe Viso finished second on Sunday. Photo by Mike Rosenzweig

John Manfroy occupied the second spot most of the race, but retired with a mechanical issue on Lap 12. One of the highlights was watching Eric O' Brien driving the ex- Dave Arken A-Mac. Eric and Dave have been working really hard to get this car going with a best time of 1:29.320, which is just a few seconds off the track record in P1.

With only one Formula car in the group TJ Acker dropped out after 12 laps

Maurizio Brandhoff was the sole S2 competitor in his very nice looking 1978 Lola T-492.



#49 Chris Vian has #23 Jim Devenport approaching at turn 5.
Photo by Mike Rosenzweig

CLASS WINNERS

P1
#23 Jim Devenport
#5 Joe Viso
#62 Bruce Brown

FE2
#2 TJ Acker

P2
#44 Eric O' Brien

S2
#116 Maurizio
Brandhoff



#11 Seth Huntley leads a group of cars down into turn 9.
Photo by Mike Rosenzweig

This race was first thing Sunday morning, for the so-called 'thumper' class aka big bore vehicles, or in this case cars and a lightning-fast truck - pun intended. Fred Lind's No.07 SP NASCAR Craftsman Ford Lightning truck had the pole and

he led every lap, winning by a margin of 39.245 seconds ahead of Rob Davis/No.95 GT1 Camaro. Davis had not qualified so he started at the back with two other non-qualifiers - Michael Lowe/No.10 AS Mustang and Richard Pryor/No.27 Chevy. Davis exacerbated his situation by spinning out in Turn 2 on the first lap, becoming last of the last. But that didn't stop him. He charged ahead, gaining eight positions by Lap 4. Pryor ran sixth for nine of the 15 laps. He took fourth on Lap 13 and charged to second on the last lap. Somewhere in his march, Davis ran the fastest race lap of 81.147 mph.

Teenager Seth Huntley/No.11 ITE Honda S2000 put more miles on the little red Honda, also being driven by Rylan Hazleton in Group 5. The lad who turned 15 the Wednesday after the race, went through SFR's Driver's Licensing School this year and has already traded his Novice sticker for a Competition License. He started and ran

second for all but the last lap, when he was passed by Davis' big red multicolored Camaro.

The race was uneventful with almost no deviations.

This group has 14 classes with seven classes represented in the starters, and another two classes in the unclassified drivers. As with the other tin top class, the first seven finishers were all winners in their respective classes.

Bryan MacMillan/No.44 GT2 Mustang qualified second but did not run. Eric Fulkerson/No.6 T3 Porsche started fifth and finished sixth overall, second in class behind Donald Ahn/No.4 T3 Porsche Boxter. Fulkerson also entered a Miata in Group 5, but did not run. Another double-duty driver, Mikhail Butenko/No.93 AS Mustang finished third in AS, and ran the same car in Group 5 and won the SMG class.

The field of 17 cars and 14 starters was all local drivers. No out-of-region visitors for this group.

CLASS WINNERS

SP - Fred Lind/No.07 Ford Lightning

GT1 - Rob Davis/No.95 Camaro

ITE - Seth Huntley/No.11 Honda S2000

T3 - Donald Ahn/No.98 Porsche Boxter; Eric Fulkerson/No.6 Porsche; Jonathan Perichon/No.90 BMW 330ci

GT3 - Dan Payne/No.32 Mazda RX7; David Witkowski/No.77 Porsche 911

AS - Lynne Griffiths/No.31 Mustang; Michael Lowe/No.10 Mustang; Mikhail Butenko/No.93 Mustang

T1 - Tim Sullivan/No.58 Corvette

Sunday Race



#95 Rob Davis minus some body work. Photo by Blake Tatum

Certain race cars can give you goose bumps when you hear their engine at full song, while others give you the opposite if

there is such a thing. Rotary powered GT cars, second Generation SRFs, and F500 cars are examples of non goose bump race cars. V10 Formula One cars, Can-AM cars, and Fred Lind's 800 HP Ford Lightning SP 'car', are example of the cars that give you goose bumps.

Fred had clearly the fastest and best sounding car in field. He was so far out in front he was about to earn his own zip code; but on Lap 9 of 19 he failed to come around, bringing out the Safety Car and handing the lead to Seth Huntley. I found out from Fred that a distributor cap spring failed and allowed the distributor cap to pop up, killing the ignition. At that point Seth Huntley took over in his 2008 Honda S2000 CR. Seth had his hands full of the Mazda RX7 being driven by Dan Payne. It was a classic case of the young kid driving the car with the new technology versus the veteran in the old school GT car. According to Payne, he had the grunt to fight with the kid, but the lack of anti-lock brakes and an electrical gremlin saw to his demise. Seth would go on to win the race overall and in his class. Dan had to retire on Lap 11, but he ended the weekend with a smile on his face and a glimmer

of thought of what might have been.

In the meantime Mikhail Butenko finished second and took the Muscle Car class honors. This was the third race of the day for Mikhail who also finished second in the Group Five race.

The lone GT1 car in the field was Rob Davis. Davis found some sort of stationary object on his first lap because when he came around the left rear quarter panel looked like he got hit with several rounds of buckshot (lots of pieces missing and massive holes). Davis motored around for a couple of laps before retiring the Lighting McQueen inspired car.

Eric Fulkerson traded in his Miata for a 1998 Porsche Boxster finishing 5th overall and second in T3. The first place finisher in T3 was also an overall podium finisher- Donald Ahn, who was also driving a Porsche Boxster.

David Witkowski piloted his Porsche 911 to first in GT3 which was greatly aided by the DNF of Dan Payne, but as they say, you can't win if you don't finish.

CLASS WINNERS

AS
#93 Mikhail Butenko
#10 Michael Lowe

GT1
#95 Rob Davis (2 laps)

GT3
#77 David Witkowski
#32 Dan Payne

ITE
#11 Seth Huntley

SP
#07 Fred Lind

T3
#98 Donald Ahn
#6 Eric Fulkerson
#28 Daniel Yanisse



#1 Nevin Spiker, #99 Peter West, #88 Lyn Greenhill accelerate out of turn 11. Photo by Chris Poncin

All but one of the 17 starters finished the race. The biggest drama in this race was pole sitter Tom Hope/No.18 FC RFR from Cal Club, who led the first five laps and set the fastest race lap of 89.702 mph. On Lap Six he pitted and retired. No one knew why. That's when the only major FC position changing occurred. Scott Vreeland/No.51 FC Van Diemen started second, ran third and took the lead when Hope pitted. He called it a solid win. Paul Marino/No.14 FC Van Diemen ran second until he was passed by Vreeland. Jeffrey Pietz/No.80 Van Diemen started fifth and finished second, 15.271 seconds behind. Lynn Greenhill/No.88 FC Van Diemen started sixth and finished fourth. Peter West admitted he threw away third place by spinning on the last lap, and finished fifth.



#44 Jon Brandstad, #50 Dave Jalen ran this close the entire race. Brandstad would go on to win and Jalen finished second. Photo by Chris Poncin

Chuck Horn/No.54 Swift had the FF pole, followed by Jon Brandstad/No.44 Swift and Dave Jalen/No.50 Mygale. Horn led the class until Lap 11 of the 13-lap race when he had mechanical issues which slowed him enough for Brandstad take the lead. Jalen followed suit and they finished 1-2-3.

In the FV race, veteran Ron Wake/No.41 Mysterian had a running mate this time. Blake Tatum/No.3 Crusader qualified two seconds faster than Wake and led every lap, so they finished 1-2 in that order. They were so underpowered compared to the FC field that Blake was lapped twice. Wake slowed when being passed on last lap by Greenhill, and they hooked wheels. Both continued and finished the race.

This was the last race of the day Saturday.

CLASS WINNERS

FC - G Scott Vreeland/No.51 Van Diemen; Jeffrey Pietz/No.80 Van Diemen; Paul Marino/No.14 Van Diemen

FF - Jon Brandstad/No.44 Swift; David Jalen/No.50 Mygale; Chuck Horn/No.54 Swift/Honda

FFT - Richard Hybels/No.33 Crossle

FV - Blake Tatum/No.3 Crusader; Ron Wake/No.41 Mysterian



#3 Blake Tatum and #41 Ron Wake negotiate turn 4. Photo by Chris Poncin



#18 Tom Hope leads #51 Scott Vreeland into turn 6. Photo by Blake Tatum

The Sunday version of the Group Four cars saw a much smaller field. Three FC cars did not start, and I only entered the Saturday race in order to concentrate my efforts on The WHEEL for Sunday.

Pole sitter Tom Hope looked to put the visions of Saturday's DNF behind him and parlay his pole position into an easy win. It looked like at least the win part was going to play out until the fifth lap. On that lap second place starter Scott Vreeland got by Hope and relegated him to second. Vreeland's moment in the sun lasted only three laps, when Chatsworth CA native Paul Marion made it by Vreeland. Once Marino got into the lead, he never gave it up, winning by 26 seconds. Vreeland held station in the second spot until he experienced fuel pump issues and retired the car on Lap 18. He said it could be Covid related, and he's awaiting test results. This put Hope back in second, but unfortunately Peter West was lurking in Hope's mirrors. West then pounced with one lap to go and took the second spot away from Hope. The finishing order was Marino, West, and Hope.

The FF race would see Chuck Horn lead the field to the green and this time, never look back. His gremlins from Saturday resolved, Chuck would lead flag to flag to take a comfortable victory. The battles behind were anything but comfortable with Jon Brandstad/Dave Jalen and Michael Bernstein/ Nevin Spieker picking up where they left off. This time, Jalen would make the move early to pass Brandstad, but Jon would hang on to Dave's gearbox. The pressure on Dave was intense as the gap of less than a second was held all race long. Late in the going, Jon would dive inside of Dave at the Andretti hairpin to take over the spot. Dave now applied pressure to force the error that would never come. He

had to watch Jon take a second place to go with his win, while Dave would take a third place to go along with his second. Like Saturday, Nevin and Mike would continue to put on a great show. This time, Nevin would consolidate his better qualifying position in the early going with Mike applying pressure. With a blanket covering the two, a fast lap by Nevin would be countered the next circuit by a fast lap for Mike. So it was the entire 21 laps for the two, with Nevin holding on, but with Mike never far behind. Richard Hybels pushed hard lowering his lap times by multiple seconds over the weekend. Ron Wake was the sole FV competitor, unlike the Saturday race.



#54 Chuck Horn cruising to victory. Photo by Blake Tatum

CLASS WINNERS

FC

#14 Paul Marino
#99 Peter west
#18 Tom Hope

FF

#54 Chuck Horn
#44 Jon Brandstad
#50 Dave Jalen

FV

#41 Ron Wake



#81 Henry Kenneth Rozeboom at speed turn 6. Photo by Blake Tatum

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Group 5

Saturday Race

ITS ITA ITB ITC ITR ITX FP HP GTL STL STU E30 SMG BS T4 SSC5 SM5



#59 Tim Weaver came in second overall and first in ITR on Saturday.
Photo by Chris Poncin

This group has the most classes of any group - 17. It's alphabet soup for not-so big sedans, with 17 of the 26 starters running Mazdas, 16 of which were Miatas-all IT classes. Eleven classes were represented, and the top seven finishers were each in a separate class. Except for two Cal Club drivers, the field was all SFR.

Practice was problematic with a black flag to rescue a car and an early checkered flag for too much oil left behind in Turn 7. Qualifying had an alert for Brian Duddy/No.1 BS Ford Fiesta, who drove off in Turn 4 on three wheels into the tire wall. He was OK but his car was not, and he didn't race this weekend.

Rylan Hazelton/No.11 Honda S2000 STU had the pole, in what would be the first of four races and four wins for that little red rocket. Hazelton, car owner and experienced driver in SFR and IMSA, shared the car with Rookie Seth Huntley, who ran the car in ITE/Group 3.

Cal Club Novice Adam Enticknap/No.87 SMG Mustang was scrubbing on the Pace Lap, as was Tim Auger/No.07 STL Acura Integra, causing grief for the two, who retired on the spot.

The front runners ran in starting position, with little passing. Hazelton turned the fastest race lap of 79.620 mph and finished 20.304 seconds ahead of runner-up, Tim Weaver/No.59 Miata - who won ITR, starting and finishing second overall, and setting a new track record of 1:42.085. Taz Harvey/No.8 Acura Integra started and finished third and won STU.

The field was fairly well behaved and processional. Richard Pryor/No.27 Mustang ran with a gaggle of Miatas and set a new MC track record of 1:49.473.

CLASS WINNERS

STU - Rylan Hazelton/
No.11 Honda S2000;

ITR - Tim Weaver/
No.59 Miata

STL - Taz Harvey/No.8
Acura Integra

SMG - Mikhail
Butenko/No.93
Mustang

SSC5 - Tim Sullivan/
No.58 Corvette

HP - Lee Fleming/
No.00 Midget

ITA - Scott Smith/
No.17 Mazda; Wa
Huong/No.3 Miata;
Joseph Kou/No.6
Miata

ITX - Rob Fuller/
No.49 Miata; Ross
Lindell/No.16 Miata;
Behram Soonawala/
No.76 Miata

Sunday Race



#07 Tim Auger and #87 Adam Enticknap survive a side by side adventure. Photo by Blake Tatum

The good news with the Group Five race was that no cars ran into each other on the pace lap. The bad news is that Rylan Hazelton showed up and ran away with another race win. Rylan also won the Saturday race. Rylan is undefeated for Laguna this year when he is running in STU. It must be something about being able to sleep in his own bed, since he hails from nearby Soquel, CA. Last time out Rylan had to bolt a fender on his 2008 Honda S2000 which did not match the paint scheme. At this event all the fenders were sporting the same Honda bright red paint.

Mikhail Bosanko moved up four positions from where he qualified to finish second overall and first in SMG. Mikhail made steady progress during the race and he should be proud of his second place finish.

Tim Auger salvaged the weekend with a third overall and first in STL. Tim fell back a few spots early in the race and did well to recover to third. Tim had a hair-raising moment at the start when he and Adam Enticknap went side by side through Turn Six. Both drivers allowed for racing room and they came out in one piece.

The ITA affair was a knock-down, drag-out battle. Joseph Kou and Wa Huong went at it again, with Kou coming out the victor in the class. These two racers have entertained the corner workers all year long.



#6 Joseph Kou and #3 Wa HOUNG locked in a bumper to bumper tussle. Photo by Mike Rosenzweig

ITR was won by Tim Weaver - the same Tim Weaver who came in third in SM; but in Group Five, Tim drives a Mazda Miata prepared to ITR specs. He was in second place overall for most of the race, but ran into an issue on lap 14 where he retired the car.

ITX was taken by Ross Lindell. Ross turned the tables on Rob Fuller, who beat Lindell in the Spec Miata race earlier in the day. Lindell, who is a past regional champion in ITX, was not going to let the day go by without at least one victory.

B- Spec had only one entrant - Thomas Pendergrass, as did HP with Lee Fleming driving the 1996 MG Midget. Also winning their respective classes but with only one competitor was Richard Pryor in his orange 1999 Chevrolet Camaro in MC, and Tony Kiratous finishing 17th overall but first in T4 driving a 2013 Scion FR-5.



#00 Lee Fleming HP winner. Photo by Mike Rosenzweig

CLASS WINNERS

B-Spec

#36 Thomas
Pendergrass

ITX

#16 Ross Lindell
#49 Rob Fuller

STL

#07 Tim Auger
#8 Taz Harvey

HP

#00 Lee Fleming

MC

#27 Richard Pryor

STU

#11 Rylan Hazelton

ITA

#6 Joseph Kou
#3 Wa HOUNG
#189 Kevin Carter

SMG

#93 Mikhail Butenko
#10 Michael Lowe
#87 Adam Enticknap

T4

#78 Tony Kiratous

ITR

#59 Tim Weaver



#36 B Spec of Thomas Pendergrass. Photo by Mike Rosenzweig



#78 Tony Kiratous T4 winner. Photo by Mike Rosenzweig



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#14 Gregory Huff uses a little extra track on the exit of turn two. Photo by Chris Poncin

Mike Miserendino of Cal Club continued the winning streak he started at the June Majors by winning yet again the SRF race, winning the SRF3 class. He also set a new SRF3 track record of 1:38.229, which also qualified as the races' fastest lap of 82.021 mph. The front pack had the usual contenders, and once they found their niche, they held on and stayed the course. It was orderly and somewhat processional.

First John Black/No.17 SRF3 and then Umberto Milletti/No.34 SRF3 ran second, the two swapping half way through the 15-lap race. Scott Monroe/No.80 SRF3 ran fourth, Lee Douglas/No.2 was in sixth, and the Worker's Friend-Joe Briggs/No.9 SRF3 ran seventh. By the half-way mark, the leader was lapping the SRF pack.

Steve Fogg/No.21 SRF of Oregon pitted on Lap 2. Mark Hutchins/No.95 SRF3 gridded twelfth. He spun off in Turn 2, and then hit

Gregory Hoff. Hutchins spun again, in T6, falling back to 21st. He finished 20th, on the lead lap.

The racing got frisky, with drivers spinning in almost every corner. It was mostly just testing track limits, with no contacts or hiccups.

In the six-car SRF field, the drivers started and finished in the same order, with Bruce Richardson/No.5 again winning, after taking his maiden victories recently at the Laguna Majors. If we were allowed to use the jargon, we'd say he was on a roll. But ... can't use that word in SFR unless it's literally applied. Richardson had the SRF pole and won the class, followed by Ken Woolley and Kevin O'Connor.

Nine of the 30 entries were from out of region, including one from Texas, plus one SFR driver who hails from Nebraska. Five of the drivers were also competing in other cars in other groups.

CLASS WINNERS

SRF3 - Mike Miserendino/
No.111; Umberto
Milletti/No.34; John
Black/No.17

SRF - Bruce
Richardson/No.5;
Ken Woolley/No.41;
Kevin O'Connor/
No.91

Sunday Race



#5 Bruce Richardson has #97 Paul Marino dive on the inside going into turn 2 two. Photo by Blake Tatum

The big news in the Spec Racer Ford race was the lack of a certain driver. Mike Miserindino raced in the morning race and won. His car was sitting in the paddock sporting the checkered flag but come race time he was not on the grid. Maybe Mike did not like running as car #111 and felt as a silent protest of being assigned this number he decided not to race. I can tell you one person that was not sending out a search party for Miserindino and that was Umberto Milletti. Milletti came in second place during the fog shrouded morning race and was looking for a clear view out of his visor for the afternoon. Without Miserindino there, Milletti walked away from the field. Not only did Milletti have a clear view in front of him after about the half way point, he could not see anyone behind him. Second place finisher Steve Fogg was also able to develop a gap between him and Joe Briggs. As the race wore on Fogg did not have as much stress as is normal for a SRF race; but Briggs, Bill Booth, and Lee Douglas drove each other really hard. Unfortunately for Douglas, he had a mishap on Lap 15 and retired.

The cool thing about a SRF race is there is always tight racing throughout the large fields. In addition the Generation 2 SRF is still eligible to run as a regional class and at this event we had six of them

running. There is a guy named Bruce Richardson (he writes a column in the WHEEL) that won his first race at the last Laguna event. Ever since he got the taste of victory he has decided he likes it and decided to win both SRF races this weekend. Bruce share the love, your customers will thank you! Ken Woolley of the racing Woolleys finished second in a little over a second off of Bruce's tail. This was a good weekend for the Spec Racer Ford group. They had two clean races and lots of cars got loaded up in one piece.



#15 Tom Miserendino watches as #33 Erich Woolley uses all of the pavement on the exit of turn 6. Photo by Mike Rosenzweig

CLASS WINNERS

SRF
#5 Bruce Richardson
#41 Ken Woolley
#91 Kevin O'Connor

SRF3
#34 Umberto Milletti
#21 Steve Fogg
#9 Joe Biggs



#94 Ken Sutherland, #20 Jason Rawlins, #123 Eric Jones, #75 Tim Weaver, #87 Will Schrader nose to tail at turn 5. Photo by Chris Poncin

This was the first race of the weekend, mid-afternoon Saturday. This group had the largest field and started the race with a full grid. All but one of the 36 starters finished the race. Pole sitter Ken Sutherland/No.94 SM led every lap. The field got all the way to Turn 2 on the first lap before the first incident-a spin and unavoidable body contact. On the second lap, Jon Parker/No.19 SMT spun out in Turn 10 and got stuck, bringing out the necessary hot tow and the Safety Car. Parker got restarted and did finish the race, one lap down.

A second Safety Car was deployed when Novice Dana Smith/No.71 SMT spun in Turn 7 and needed a tow now.

Sutherland was chased at first by Eric Jones/No.123 SM and then Jason Rawlins/No.20 SM, who hounded him until the last lap. Sutherland won by the narrowest of margins all weekend - 0.186 seconds. Where is the Photo Finish camera when you need it? Will Schrader/No.87 SM started fourth, fell back to fifth, and then turned up the wick. He moved back up to fourth, then into third place by Lap 10 of the 12-lap race. Schrader turned the fastest race lap of 76.056 mph and took second place on the last lap. Rawlins was aced out of his runner-up position and finished third, with Tim Weaver/No.75 SM

fourth-the only SFR driver among four Oregonians. Jones came in fifth - overall and in SM.

Meanwhile, way back of the pack was Tommy McCarthy/No.23 SM, the only driver who qualified without a transponder. He said that's part of it and he had a great time coming through the pack. Tommy cut a swath through the field, passing cars every lap, with nice passing in Turn 3, to finish tenth.

In the SMT class, Joseph Kou/No.6, Eric Fulkerson/No.51, Wa Huong/No.3, Scott Smith/No.17, and Jon Parker/No.19 qualified in that order. Huong tangled with Dale Pestes/No.82 SM, which put Huong ten places back. Pestes was penalized two positions for multiple passes under caution. Fulkerson spun, which put him back also, allowing Smith to move up and pass Kou for the lead. Huong fought his way back through the cars and finished third in class behind Smith and Kou. Fulkerson settled for eighth. Parker had already spun out of contention.

Rob Fuller/No.49; Gregory Hoff/No.97; and Ross Lindell/No.16 gridded 1-2-3 in SSM. Fuller spun early on in Turn 5, falling back. Hoff took advantage and the class lead. Lindell held onto third. Of the three Miata classes in the Group, SMT has the most entries - with 19. That's larger than either of the open-wheel groups.

CLASS WINNERS

SM - Ken Sutherland/No.94; Will Schrader/No.87; Jason Rawlins/No.23	SMT - Scott Smith/No.17; Joseph Kou/No.6; Wa Huong/No.3	SSM - Douglas Alvis/No.66; Christian Lyons/No.98; Nathan Ballard/No.73
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Sunday Race



#87 Will Schrader, leads #20 Jason Rawlins, and #75 Tim Weaver over the crest into turn 1. Photo by Mike Rosenzweig

The Oregon Trail officially goes through Monterey California. Five of the top six finishers hail from Oregon; and so far this year, these racers are making a habit out of dropping down to central California and loading up with a large supply of trophies. The

Sunday version of the Group 7 race was basically a sequel of the Saturday race. Ken Sutherland led from start to finish. Until the caution came out on Lap 10. Sutherland was in for a Sunday cruise. Once the field was bunched back up, Will Schrader did everything he could to unseat Sutherland - even trying a pass on the outside of Turn Two. Tim Weaver, the only Californian in the top six, finished third and had a lonely race once Jason Rawlins ran into trouble. Eric Jones ended the race with no one contesting his spot, but early on he ran as high as second place. Going off track on the exit of Turn Six cost Jones a spot on the podium. Finishing fifth was Rawlins. He was a podium finisher on Saturday and ran as high as second place when he put a wheel off

in Turn Ten and he spun, falling back to 16th position. Rawlins made up a lot of ground in a short amount of time, even passing five cars on one lap. Rawlins had a very entertaining race with another off on the last lap at Turn Six. Jason Starr was able to pass him at the corkscrew, but Rawlins returned the favor on the outside of Turn Nine, making the position stick to the checkered flag.

The SMT bunch was not the usual dogfight. Joseph Kou was able to get some cars between him and Eric Fulkerson to the point where maneuvering through lapped traffic became Kou's biggest concern. Two of the main players in SMT, Wa Huong and Gregory Huff had body contact, with Huff retiring, which could be the reason for the easy victory for Kou.

Rob Fuller finished 17th overall, but was the victor in SSM. Fuller had the measure of everyone in SSM finishing several car lengths ahead of the second place SSM of Ross Lindell.

The Group Seven race is always very entertaining, and apparently the Stewards were not very entertained. Because of the numerous track transgressions, the entire field was pulled into impound and the Stewards had a talk with a large number of the drivers.

CLASS WINNERS

SM	SMT	SSM
#94 Ken Sutherland	#6 Joseph Kou	#49 Rob Fuller
#87 Will Schrader	#51 Eric Fulkerson	#16 Ross Lindell
#75 Tim Weaver	#54 Brian Cross	#73 Nathan Ballard

This was the second Corona Virus restricted event. Even though social distancing is now the socially acceptable thing to do, and walking around without a mask across your face is frowned on, everyone took the restrictions in stride and made the best of the situation. San Francisco Region of the SCCA has always been known as the region

that knows how and they showed that by following the protocols put in place by the county and the track. Its amazing how people can work together when there is a lot at stake! See ya at the next event; don't forget the mask!!

SAN FRANCISCO REGION

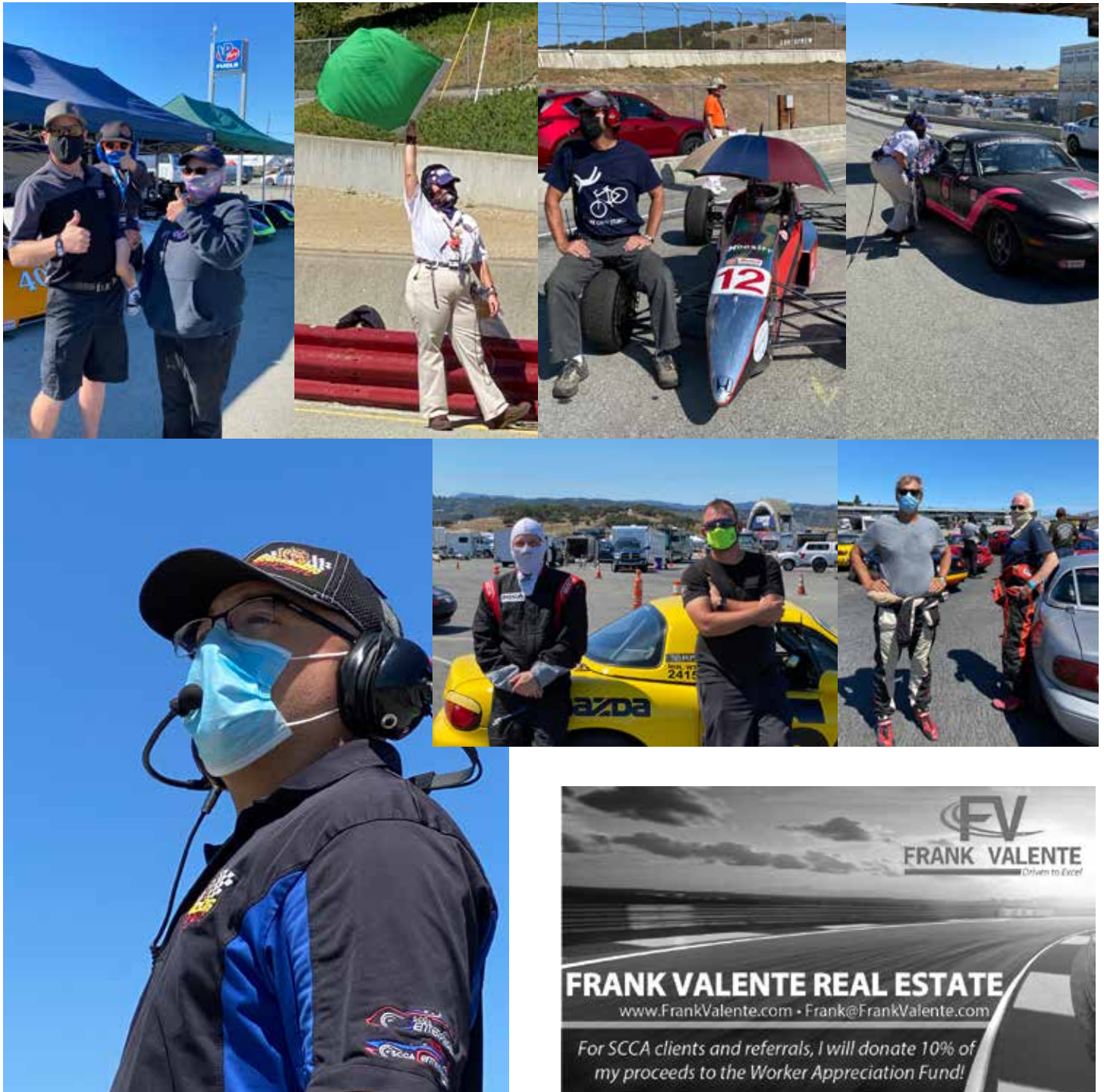
FINDS A WAY TO STILL HAVE FUN WITH COVID 19 RESTRICTIONS

Photos By Laura Stich

Regionals 11 and 12 marked the second weekend the San Francisco Region of the SCCA held an event under the Monterey County Guidelines for social distancing and wearing the mask covering the mouth and nose while in public. Although not ideal, the participants understood the ramifications and the reasoning behind the guidelines. Bottom line - if that is what it takes to be at the racetrack, they are willing to do it.

Although we miss the end of the day social and the interaction with our friends, we are more than willing to comply if it means we get to hold an event.

So from the Board of Directors, from the Volunteers, and from the entrants, we would like to thank Monterey County and the Management at WeatherTech Raceway at Laguna Seca for figuring out a safe way for us to play with our race cars at your facility.



Fresno Chapter Event #6

By Yang Moua

Photos by Amy Armes, Daniel Perez, Brad Dawson



Paul Newton in his 2005 Lotus Elise. Photo by Daniel Perez

On Saturday July 25, the Fresno Chapter held event #6 at the Big Fresno Fairgrounds. Known for being hot that time of the year, the central valley heat did not stop 67 drivers from dodging cones. With temperatures nearing triple digits, drivers had to battle the heat and make the correct adjustments to their vehicles. Too much heat could cause greasy tires and you could find yourself slipping and sliding around each corner. In a sport where every tenth of a second can be the difference between first and second, the proper adjustments were crucial.



Mark Owen in his 1973 Camaro. Photo by Brad Dawson

Ric Quinonez (Event Chair, Course Designer, Safety Steward, Photographer), the jack of all trades had the fastest time of the day in his AM 2009 Shark Stealth with a 27.882, second went to Douglas Hargrove in his FM 1983 R&D Special with a 29.611 followed by Gregory McNair in his BM 1972 Crossle Super V with a 31.048. Paul Newton in his AS 2005 Lotus Elise came in fourth, followed by Gary Ratliff in his EM 1969 Volkswagen Beetle, the rest of the top ten field were Michael Gardner in his CAMC 2016 Ford Mustang GT350, Jayman Topalian in his AS 2006 Lotus Elise, Darrell Moskowitz in his DSP 1994 Honda Prelude, Dave Rocha in his DM Volkswagen Dune Buggy and Mark Owen in his CAMT 1973 Chevy Camaro.

Top honors in PAX went to Paul Newton followed by Michael Gardner and Jayman Topalian. Fourth was Dave Warner fifth was Mark Owen, William Marlow, Darrell Moskowitz, Gary Fazekas, Jake Harris and Dan Bratten rounded out the top ten.

Street Class saw the most action in FS, four drivers battled for the top spot. Gary Fazekas would take that top spot followed by Chris Rodriguez, Corky Schroeder and Jake Fagundes. Pamela Schroeder was the only lady driver in FSL. HS saw a Toyota Prius driven by Xiong Yang taking the top podium position followed by Co-drivers Banmit Verstappen and Sanjeev Bath in a Honda Civic. Dave Warner led BS



Michael Gardner in his 2016 Ford Mustang GT350. Photo by Amy Armes

over Jason Hansen. Brett Sliakis took the win over Malcolm Gibson in CS. In DS, Brad Dawson took the top spot over Jacqueline Vazquez and Rebecca West ran DSL unopposed. ES saw three drivers, with Dennis Feasel taking the win followed by Gary Lieb and Frachiseur Shelton. Kevin Jones ran unopposed in SS.

Street Touring Class saw a CRX driven by William Marlow taking the win over Daniel Perez and Brandon Hiebert in STS. Gorje Osuna led



Dan Bratten in his 2006 Corvette. Photo by Amy Armes

Victor Lara in STH. Brandon Griggs(STR), Kyle Matsumura(STU) and German Pulido(STX) all ran unopposed.

Street Prepared Class had 3 drivers in CSP with Arthur Cha taking the win over Ming Tang and Eric Gillis. Darrell Moskowitz(DSP), Justin Tang(ESP) and Mas Vang(FSP) all ran unopposed.

In Street Modified competition, Yang Moua took the win over Richard Jensen and Leng Vang. Christian Mesina took the top spot over Rufus Connell and Jerry Kell in SM. Nikbir Bath led Rishi Kundu in SSM.

Prepared and Mod Class had all drivers run unopposed, Louis Lira in CP, Chris Donnelly in FP, Michael Bringetto in XP, Ricardo Quinonez in AM, Gregory McNair in BM, David Rocha in DM, Gary Ratliff in EM and Douglas Hargrove in FM.

CAM Class saw Michael Gardner take the win in CAMC over Leon Weinroth. Dan Bratten led Gary McDaniel in CAMS and Mark Owen ran CAMT unopposed.

Four drivers came out to play in Index competition, the class came down to the battle of the two Lotus Elise with Paul Newton being a little quicker than Jayman Topalian for the top podium position. Jake Harris and Audrey Tan filled out the rest of the field.

Novice Class competition had the most action of the day with eight drivers. Kelsey Stoltenberg edged out Brett Schoener for the top spot followed by Javier Sanchez, Dylan Myers, Jordan Aguilar, Amy Armes, Andres Garcia and Matthew Dowdy rounded out the rest of the field.

With only four events left for the 2020 season, every point will become more important moving forward. Who will be on top at seasons end? Come join the fun and hope to see everyone out at the next event.



Kelsey Stoltenberg in her 2015 BMW 228i. Photo by Daniel Perez

Round 9 Sacramento SCCA

Third Time's the Charm

Photos by Jonathan Johnson

By Davey Drouin



Well like most major movie trilogy franchises the third is always better than the second. Except of course the GodFather movies, but we don't need to get into that one right now. The Sac Chapter hosted their third autocross weekend and not only was the turnout great there were many national champion drivers that showed up vying for seat time. The Sacramento Chapter also had the great pleasure of having Miami Vice himself come and show us all how it is done. John DeAngelis flew all the way from Florida to co drive Carl Garf's green monster. Thunderhill hosted the event and was nothing short of a great relief to so many that just needed a weekend of racing and fun. All safety covid protocols were in place to make sure future racing will continue to happen.

Well, starting with the highest attended class and descending down was H Street. There were ten different drivers looking to take the win. Third place went to James Walts in a Fiat Abart with a 55.680. Second place went to Zoe Zurlé with a 53.810 in a Miata. I myself have autocrossed a Miata for many years and I am pretty sure it should be running in ES or CS. First place went to Bill Tubbs in a Fiat Abart with a 53.643.



A Street was one driver shy of H Street had nine drivers all in high end sports cars. John Lawrence in a Chevy Z06 Corvette took third place with a 47.904. Roy Marin in a silver Corvette got second place with his 47.732 run. A Porsc Cayman S took top honors with Juven Lat behind the wheel. He was able to scoot to the finish line with a 47.550.

The third most popular class was CAM-S with eight Corvettes I mean eight drivers. Yeah if you want to run this class you better have a Corvette in the stable at home somewhere. Third place went to Brian Hobaugh in a red Corvette with a 47.605. Second place went to Derek Hui in a white Corvette with a 47.356 First place went to Kenny Yeo in a yellow Corvette with a 47.198. For some reason the class had

four drivers receive DNS. I wonder what the hold up was; car trouble, illness, didn't want to drive up to Thunderhill? These are all good excuses, but deep down I know the real reason. Having to race against Kenny "take no prisoners" Yeo would make me think twice about showing up too. He basically co-authored the book on cone killing.

Super Street is always one of my favorite classes to watch because it usually consists of the latest and greatest high end sports cars. This weekend was no different. Lanny Bowden snatched third place with a run of 47.232. Now first and second place were taken by two autocross regulars Jeff Gloriosso sponsored by Gloriosso Design and



Al Patterson sponsored by Auburn Tire. First place was had by Jeff Gloriosso in his Corvette Grand Sport with a run of 46.890. Second place was AL Patterson in his Viper ACR with a run of 46.899. The differences between first and second was .009 of a second. I mean AL must have coughed or sneezed on course during his run those times are just so close together there is no other explanation.

With five drivers G Street was a toss up of import and domestic front wheel drive sedans and coupes. Third place went to Chris Estrada Sr. with a 50.432. Second place went to Chris Kannan sponsored by Auburn Tire with a 50.406. The champion for the day was Karl Hannah sponsored by Falken Tire in a VW GTI with a 49.390.

The top time of the day was set by Ben Martinez in his C Mod Van Diemen with a 43.797. The PAX was won by Mike Maier sponsored by Mike Maier Inc, Wilwood, Lucas Oil, JRI and Quartermaster in the Stagnaro family CP Mustang with a 44.676.

Last the car that was flogged the hardest would be the little blue Honda Fit owned by the West family. The little Honda had three different drivers banging and slamming it's gears all weekend because let's face it autocrossing is a family sport for all.

The next event will be August 29th and 30th at Thunderhill's big pad.



NOTES from the ARCHIVE -

BUZZ BOMBS FROM BRISTOL

By Gary Horstkorta



Club logo from 1951 est. by Southern California group

Since man the beginning of motorsports competition, a common thread has run through the sport: it takes money to go fast. An old joke goes something like "You know how to make a million dollars at racing? Start with five million!" In this day of Formula One teams spending half a billion dollars during a season, it's hard to imagine a time when an individual racer could be competitive in a race series with a home-made car, running on a shoe-string budget.

Long before there were such things as factory teams, large transporters and professional drivers, enthusiasts with limited resources looked for ways to enter the sport. Many decided the only avenue available was to build their own car. A number of years ago, one such enthusiast did just that by building a tubular frame chassis and dropping in the best engine (a 500cc) he could find at the time. When finished, the car weighted in at just under 600 pounds. The builder then entered the car in two long distance races of 80 and 100 miles in length. Against many larger cars, he won both events. The builders name was Louis Renault and the year was 1899.

Since that momentous occasion at the turn of the century, automobiles began to appear in ever increasing

numbers and as demand grew, more manufacturers appeared on the scene offering the consumer a broader range of choices. In Europe and England, motorsports became an organized activity, offering enthusiast an opportunity to compete in speed trials, rallies, tours, town-to-town races, hill climbs and the occasional road race.

In England, one of the more popular car classes was what the British called "light cars". These small, lightweight and relatively inexpensive cars were the "sub-compacts" of the day. The most popular were the Austin 7s and a group of vehicles called Cyclecars, manufactured by Morgan, BSA and GN. Cyclecars were popular immediately before and after World War I and bridged the gap between the motor-cycle with sidecar and the small car. The GN was built by a firm founded

An early advertisement from Road & Track magazine in 1952



An early British Light Car made by GN

in 1910 by H.R. Godfrey and "Archie" Frazer-Nash. The cars featured V-twin engines with two speed belt drive on early models and three speeds and chain drive on later ones. Sports and racing models were very successful in competitions and Frazer-Nash was almost unbeatable in sprints and hillclimbs in his 1100cc GN named "Kim". Other enterprising enthusiasts went one step further and built their own light car specials, usually with a specific form of competition in mind.

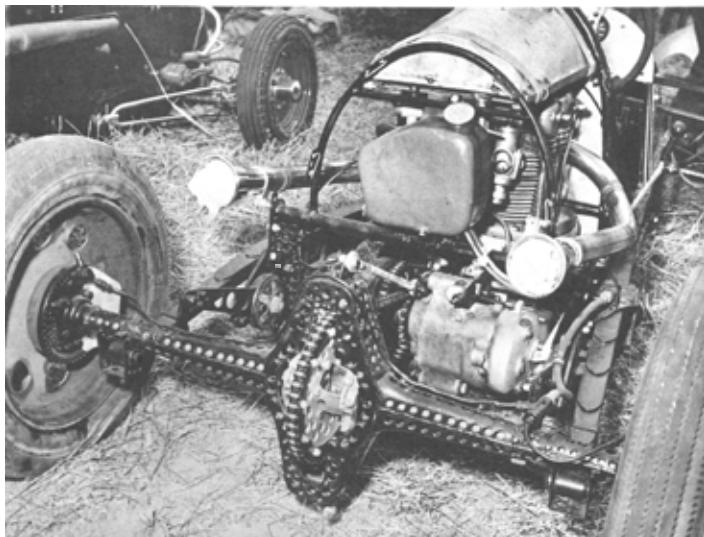
CAPA

The advent of small-capacity, multi-cylinder cars killed the Cyclecar and with the entry of supercharged machines, the type soon disappeared almost entirely from events. The sport became more expensive and only those enthusiasts with factory backing or healthy bank accounts could regularly afford to take part in organized racing. Clearly, a path was needed which would allow the average working man to go racing. Enter a small group of enthusiast from the town of Bristol which amused themselves by racing home-built cars (mostly Austin 7s, Morris Minors, M type MGs and Riley Nines) on roughly laid out courses. In the late 1930's, they formed an organization called CAPA, taken from the first letters of their names, Caesar, Aldrich, Price and Adrian. Even with the threat of war on the horizon, the group began to give serious thought about spreading the idea of inexpensive racing. Many credit Caesar as the first to suggest that the basis for an inexpensive race car should be a motorcycle engine. He



Bob Went built his 500cc car in 3 months here racing at Santa Barbara in 1952

NOTES from the ARCHIVE



Bob Went home built Aerial powered 500cc car circa 1952

argued they would be plentiful after the war (contrary to cars), were cheap, offered high horsepower per displacement and a motorcycle transmission could also be used. The group felt if a small-car formula centered on the motorcycle engine could be realized, then they had a solution for an inexpensive, regulated, racing class.

Unfortunately, World War II came along which interrupted their plans. However, several of the group worked at the Bristol Aeroplane Company and formed the Bristol Aeroplane Company Motor Sports Club. They continued to meet and discuss their interest in motorsport. When the war ended and lives began to return to normal, the members held a conference in December 1945 and decided to pursue the idea of a low-cost formula car concept. They discarded the previous club names and chose a new name, The 500 Club. Thirty members signified they would build cars using the Club's guidelines for car construction of low cost, ease of maintenance, simple design, small size, low weight and the use standard parts. Within a few months, several cars were built and ready for action. In October of 1946, several of the owners took their cars to a demobilized airfield not far from Bristol to have some fun. Unfortunately they were turned away but were directed to a large estate in a nearby town. The estate owner (father of future F1 team owner, Lord Hesketh) permitted the group to use part of his land for a hill climb and the 500cc movement was on its way.

Interest in 500cc cars grew rapidly and by December 1946, there were 250 members and more cars were being built. A national formula was adopted for this new car class - 500cc engines, unsupercharged; four wheels with adequate brakes; minimum dry weight of 450 lbs; any type of gearbox no reverse required, two gallons of any fuel type, body was optional. The 500 Club regulations were specifically intended to encourage home built specials and people found that a combination of "off the shelf" major components such as engine and gearbox and a little ingenuity could result in a proper racing car. The first organized events for 500s were the 1947 sprints at Prescott and Shelsley Walsh Hillclimb. The Vintage Sports Car Club organized the first circuit race for the 500s at Garndson Airfield in July of that year.

The Coopers

Charlie Cooper and his son John, did not start with a plan to become a world-class car constructor. Charlie ran a local garage in Surbiton,

South London, but had been closely involved with motorcycle racing prior to the Second World War. John and boyhood friend, Eric Brandon returned from war duties with a desire to start competing and became involved in The 500 Club. The 500 rules were ideal due to the low cost and Charlie's motorbike experience. In 1946 they chose to build two cars for themselves which they completed in just five weeks.



Business end of a Cooper Mk X with Norton single cylinder engine

The design principles were simple, a JAP engine (J.A. Prestwick, builder of the most popular speedway motorcycle engine) mounted behind the driver, chain drive to a Norton motorcycle gearbox and another chain, to drive the rear wheels. Front and rear suspension was adapted from two, Fiat Mouse cars. The front suspensions were salvaged and welded to each end of a simple, box frame. This provided independent suspension with lower wishbones all round and transverse leaf springs which acted as upper wishbones.

Despite some early teething problems encountered at the Prescott Hillclimb in July, 1946, the two Coopers enjoyed success at subsequent hillclimbs and speed trials, validating this class of car. With this success, the Coopers received numerous inquiries then a flood of orders for the cars. Initially a group of twelve cars was built with Stirling Moss being one of the first to receive a car and he put it to good use. Only eighteen years old, Moss shook the experienced



Shown here is Bill Breeze was an early distributor for the Cooper 500cc cars.



Tip Blume racing his Swedish built Effyh at Pebble Beach in 1952

500cc crowd in his first event with a best time at Stamner Park Hillclimb then went on to a string of victories which helped launch him on a fast track to Grand Prix cars. Moss was not the only young driver to get his start in 500s. Others include Stuart Lewis Evans, Harry Schell, Ivor Bueb, Jim Russell and Peter Collins and an aspiring racer by the name of Bernie Ecclestone..

The popularity of the 500cc class grew rapidly and expanded beyond England to several countries in Europe, South Africa, Australia, New Zealand and eventually, the United States. In recognition of this growth, the class received full FIA recognition in 1949, designated as Formula III. In New Zealand, FIII cars competed alongside bigger cars in the New Zealand Grand Prix and Ian Gordon, of Ian Gordon Racing (Infineon Raceway in California), watched 500cc cars race in his native Australia in 1956. He recalled, "the cars were very popular, mostly Coopers with some home-builts as well. They remained a popular class in Australia even after FIII faded away elsewhere and are still popular to this day." At the time, Ian was restoring a 500 cc Cooper Mk V and a 750cc Austin 7 special for vintage racing.

FIII in the U.S.

The situation in the United States was quite a bit different as the Sports Car Club of America (SCCA) was the chief sanctioning body for road racing after WWII. Racing classes were based almost exclusively on production sports cars and a variety of home-built specials. As the decade of the 1940's came to an end, open-wheel racecars had not yet been introduced. This would begin to change rather quickly as two men, one on the West Coast and one on the East Coast, would take it



1957 Minter Field shows several 500cc cars in tow.

upon themselves to introduce open-wheel racecars, and in particular, 500cc cars, to the public.

Alexis (Lex) Dupont was a man of means with an active interest in racing. In the late 1940's, Dupont raced 500cc cars in England and spent time around the Cooper factory where he learned everything he could about the little cars. Upon returning to the U.S. in 1951, Dupont acquired a Cooper from Long Island dealer, Pup Populidix, and began an FIII racing career that would last until 1966. Dupont was

instrumental in popularizing this class and through his efforts, grids of 500cc cars began to appear in 1952 and would eventually they would be part of races at Palm Beach, Thompson, Marlboro, Bridgehampton, Lime Rock and the Mt. Equinox and Giants Despair Hillclimbs. One popular venue, Brynfan Tyddan, had a class for 500cc cars each year they held races (1952-1956). However, the eastern racing establishment did not look too favorable on these "fenderless cars" but they reluctantly gave local clubs the option of including 500cc cars in their race programs.



A group of 500cc cars racing at Laguna Seca circa 1958

Out West, the racing climate was also different. Even though the SCCA was generally in control, they shared race sanctioning with the Cal Club in Southern California. In addition, the car culture in the West and in particular Southern California, spawned a good number of home-built specials and hybrids that competed on equal terms with the more expensive production sports cars. Home-builts were much more popular in the West than East due to this "hot-rod" car culture influence of late 1930's and early 1940's. Within this "racer friendly" environment, news of the 500cc class of cars from overseas was well received by enthusiasts as it offered a relatively low-cost way to go road racing.

Mr. 500cc

One individual who grasped this concept was Harry Morrow, an aeronautical engineer and stock car racer in Southern California. Morrow was part owner of Road & Track magazine and had opened a



Dr. Leon Becker climbs into his car at Laguna Seca circa 1957

NOTES from the ARCHIVE

book store, called Autobooks. The store was a service to readers of



Bob Korst in his Effy at Santa Barbara 1954

the magazine and became a hangout for all sorts of car enthusiasts. Morrow felt the 500cc car was perfect for entry level racers and to promote the class, he helped form the 500cc Club of America (500 COA) with a small group of other enthusiasts who wanted to build their own cars. Morrow also wrote a regular column in Road & Track about 500cc cars which included car construction tips along with results and



Dr. Becker working on his J.A.P. engine at Santa Barbara 1955

photos of FIII races from around the world. Through all of these efforts, he would become known as "Mr. 500cc."

One of the club's co-founders, Bob Wenz, began construction in 1951 of what was to become the first home-made 500cc car in the U.S. Wenz recalls, "I used a chassis from a Fiat Mouse car which included the complete front and rear suspension. I installed the Ariel 500cc single-cylinder engine and gearbox from my motorcycle, added the other necessary running gear and completed the car in three months at a cost of about \$400." Wenz entered the Ariel Special in the Torrey Pines road race in 1952 and raced in a group which included two other 500s (both Coopers from Northern California) and sports cars. Unfortunately, the debut was not successful as he was unable to finish the race. Wenz ran the car in a number of races including Pebble Beach, but demands from his business interfered, forcing his retirement from racing. However, his enthusiasm for 500cc cars would remain and a few years later he would race again, this time with a production model Cooper FIII, with much greater success.

Besides Harry Morrow, several other enthusiasts were also thinking of building cars or buying a production version. Lockheed aeronautical engineer and test pilot, Warren Myllenberg was one of them. Myllenberg recalls, "I was visiting Autobooks one day, and I overheard Morrow talking about his home-built car and it sounded like fun. I ended up buying a Cooper Mk V with a J.A.P. engine. I entered my first race in 1953 and raced until mid-1954 when I got married. I used to race in a white shirt, black bow tie, slacks and my pilots crash helmet. The camaraderie was great and we had a lot of fun back then." In his short racing career, Myllenberg was quite successful in this class including several top finishes at Santa Barbara and Willow Springs.

In Northern California, former racer and sports car preparation business owner, Bill Breeze, imported a Cooper FIII in 1951. He entered the car in the Reno and Palm Springs events but only to run exhibition laps since there was no class for the car. One year later, Breeze brought the Formula IIIs to the Pebble Beach Road Races. Even though the cars were about as fast around this short, twisty course as the big cars, there were problems. The class suffered from too few entries, inexperienced drivers and high attrition. They were invited back again in 1953 but for the 1954 race, they were dropped from the program due to limited spectator interest as well as past driver complaints about the small cars being too slow and "in the way".

Bill Pollack, who won the Pebble Beach race twice in V-8 powered cars, had a more favorable view. Pollack was offered a chance to test drive Breeze's new Cooper Mk IV in 1953. As reported in the February, 1953 issue of Auto magazine, Pollack described the size of the car by saying "you don't get in the car, you put in on." However, he was impressed by its performance stating "the Cooper is one car that will give its driver a sensation of speed and handling that is beyond compare. For only then will you know how it feels to have an engine strapped to your back with your arms and legs terminating in magnesium wheels!"

Another early advocate of the 500cc movement was former motorcycle and midget racer Bob Korst, also from Northern California. In 1954, Korst decided to sell his Jaguar XK-120 through his local car dealer, Tip Blume. Blume was also a racer and had imported two, Swedish built, Effyh 500cc cars, one of which he raced. Korst recalls, "After I made the deal for the Jaguar, I saw the Effyh in Blume's shop. It kind of intrigued me, it was a nice looking car. Blume told me he had a second Effyh (pronounced F - EE) at his ranch so I went with him to have a look at it. One thing led to another and I purchased the car and went racing." At the time, there were only four Effyh's in the U.S.,



The Cooper 500 driven by Elliot Forbes Robinson at Golden Gate Park in 1952

Korst's, Blume's and two others on the East Coast. Korst raced the Effyh, then a Cooper FIII for several years and was quite successful. When Bob Wenz relocated to Northern California in 1957 and bought a Cooper FIII, he and Korst became good friends and would usually battle each other for first in-class at the events both entered.

Harry Morrow would continue his evangelical work on behalf of 500cc racers on the track and through the 500cc COA. The club was incorporated in 1956 and established a set of licensing procedures, rules, safety and construction requirements, published in a small booklet. Morrow also established a list of permanent numbers for the FIII cars and worked with the race sanctioning bodies to ensure the 500cc cars were allowed entry. Morrow had an ally in the Cal Club whose president was Ken Miles. Miles had built a 500cc car in his native England prior to coming to the U.S. With Morrow's organization and his friendship with Miles, FIII was represented at most Southern California events.

Demise of FIII and the FRA

500cc historian Harry Reynolds estimates there were about 100 cars in the U.S. during the peak of FIII popularity in 1960 but the class never reached the level of popularity it did in England. The vast majority of the cars were located on either coast and it was not uncommon to see grids of twenty or more FIII cars entered in races. However, FIII characteristics and a new car design being discussed in Europe were two of the factors that contributed to the class losing its luster. Reliability was not one of the FIII cars best attributes with attrition rates of 50% common during events. High compression engines (14 to 1 was not uncommon) running on Methanol made them hard to start; heat buildup due to rear mounted, air-cooled engines and vibration from the single cylinder engine were the main culprits. Vibration would cause parts, like carburetors, to actually fall off the car. Skyrocketing development costs for the 500cc Norton and JAP engines began to defeat the purpose of this formerly affordable car.

However, the main factor that would spell the end of FIII was a new type of small, more sophisticated, formula car introduced in Europe: the Formula Junior. When the CSI (Controller of International Motorsport; now the FIA) approved Formula Juniors in October of 1958, it signaled the eventual demise of FIII. Recognizing the potential of this new class of car, Harry Morrow changed the name of the 500 COA to the Formula Racing Association (FRA) and added the Formula Junior to a new, expanded rule book in 1960. Just as the 500 COA was the nationwide governing body for FIII, the FRA now continued in that capacity for both FIII and Formula Junior.

Formula Juniors became an instant hit and FIII cars were mixed in with increasing numbers of these new cars with predictable results. More sophisticated and faster, Formula Juniors were dominant in this class and by 1964, the 500cc cars had all but disappeared from grids around the world. The SCCA also recognized the growing popularity of formula cars and absorbed the FRA. The sixteen year run of FIII was over and newer formula cars now took a place alongside the other classes in SCCA events nationwide.

To say the FIII class was successful would be an understatement for at its peak, this class was represented by no less than 168 different models worldwide. Cooper alone built approximately 320 cars from 1947 to 1959. FIII had met the goal of the founding group of enthusiasts in England almost twenty years earlier, by allowing an individual to build or buy, for a relatively small amount of money, a true race car. It also established the Cooper Car Company as a key manufacturer of championship cars and the mid-engine configuration as the dominant design for formula cars which is still in use today.

FIII Today

500cc cars have been steadily growing in popularity among vintage racers around the world. It's no surprise that England has the largest and most active organization, The 500 Owners Association (www.500race.org). The membership participates in sprints, hill climbs plus they stage their own racing series which includes a full grid of cars at the annual Goodwood Revival Meeting. There are also clubs around the world with similar activities.

In the United States, 500cc cars began to appear in a few vintage events in the 1970's but there was no organization to further the effort until recently. The 500cc Club of America has re-immersed through the efforts of Tom Cecil, Peter Becker and Harry Reynolds. The club has about 80 members and Cecil edits the clubs quarterly newsletter, aptly named "The Tingler". Becker has compiled a list of cars known to exist in the U.S. and soon will have a website for interested individuals to access for further information.



John Streets in his Starred (L) versus Formula Jrs. at Sears Point 1975

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STANDING

THUNDERHILL REPORT

BY DAVID VODDEN

History was made at Thunderhill recently when Trans Am driver Gregg Pickett won the feature event on Sunday afternoon making his record show a major series win in each of the last six decades. [1970 to 2020] Pickett had to overcome a faster Simon Gregg whose Mercedes set a new track record on the three-mile course in qualifying and led the first five laps of the 99-mile race. Gregg suffered the effects of lapped traffic in the early going which allowed Pickett to speed by in his powerful Mustang and lead the rest of the way. Pickett was humble in the winner's circle saying what all drivers say who achieve greatness and who are able to do so over time. It comes down to family and the many people along the way who had a part in the latest accomplishment. It was a hot Sunday but a fast track that provided the course for the first Trans Am West race of 2020. The series will continue at Sonoma followed by Portland and then Texas ending with the series final at Laguna Seca the same weekend that LeMons run at Sonoma and the 25 Hours race turns the clock at Thunderhill. The weekend also featured the first race of the year for the Nor Cal NASA group. A good turnout and time were had by all.

If you are a fan of Top Gear America and the stars, Dax Shepard, Rob Corrdry and Jethro Bovingdon, you will be pleased to see Thunderhill Park as the backdrop for at least three upcoming episodes. The Los Angeles based television show, an off shoot of the very-popular British version, featured a number of cars, a great many unique scenes, and the usual theatrics. The production team was so pleased with the tracks here and the support they got from the staff that they are considering making Thunderhill the Stig track at some future time. Let us hope so because that would be a boom to the track in many ways.

Among the many exotic cars on site for the Top Gear program were two Pagani's. Built by Horatio Pagani in Italy, these incredible machines sell for a paltry \$3.5 million dollars and are in high demand. The senior Pagani started his career in automobile manufacturing at Lamborghini where he learned the market for grocery-getters from his home country. Want one? \$3.5m.

Another unusual activity that just shows how fun it can be up here at good old Thunderhill occurred when a hydrogen powered vehicle needed to be filmed for an industry piece pending the public release of the car. They booked the track from 6pm to after midnight and were going to shoot all that time. Thunderhill West has some of the best sunsets I have ever seen. I am not sure if you will ever see this video? Maybe?

A Non-Disclosure Agreement [NDA] is a contract saying that those who sign will never reveal anything about the activities they are privy to, witness or hear about. Because of this I cannot tell you some other neat stories about what is going on at Thunderhill sorry. NDA!

Autocross is increasing in size all the time at Thunderhill resulting in problems with parking spaces. Not sure how to resolve these issues but we are working on it. The Sacramento Chapter will be on site August 29/30; September 26/27 and finally October 24/25. The Porsche Club has an autocross event here on September 12th. Drifters fill up most of the rest of the skid pad activity here and occasionally do drifting on the tracks. A full-track drift is a hoot and reminds me of Ken Block videos. Try it, you will like it.

We have dates for our first SCCA sanctioned Rally Cross events in 2020. The dates, which clearly can change, are September 12-13 and

again October 3-4. If you are an SCCA member and read Sports Car you have to have seen Rally Cross coverage and, as a result, know that it is essentially, an autocross on a dirt or grass pathway. We have a perfect place for this and look forward to Sanjay Singh, who is the Southern Division Steward for Rally Cross, making these events happen. After we get this started the hope is that the SFR-Club will create the mechanism and volunteer staffing to add Rally Cross to the Club roster of "fun with cars".

Lucas Oil has joined Hagerty Insurance as team partners with Thunderhill Park. Lucas oil is replete in its support of auto racing at all levels with more penetration into the market than anyone else I can think of. Hagerty is also interested in being synonymous with what we do on road tracks and has joined with Thunderhill as part of the expansion of that mission. We encourage all who take their street cars on road tracks to seek out information and sign up for on-track insurance through Hagerty. Call us for a referral if Google does not get you there. Also put Lucas oil in your cars digestive system.

Call now for that Thunderhill Park merchandise to give as a gift to that someone special or just to improve your wardrobe. Wearing Thunderhill Park garb is a great way to meet and get to know new friends. Also note, we have two new garages coming online at the track in the next few months. They will be located on the north end of the original ten garages in the 3-mile paddock. Send bids and your name If you would like to secure one of these garages when they are finished. Bidding starts at \$700 per month and requires a twelve-month lease. These garages will have compressed air, insulation, and some other premier benefits not the least of which is access to the big-track paddock. If you saw the cement pad here just north of the existing first set of garages, just imagine your garage sitting on top. Call now - 530-934-5588 E 101.

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

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

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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

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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.

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ATTENTION

Attention FV Owners
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I would like to start with getting the name rank and serial number of any Fv owners on the west coast. I would also like to know the type of car and the current condition. I am interested in all FVs.
Send any responses to westcoastfv@gmail.com

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

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

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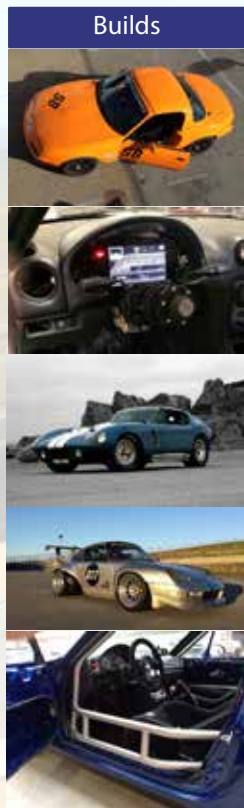
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