



# The wheel<sup>®</sup>



VOL. 61 | DECEMBER 2020

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



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Ben Martinez taking both TTOD and Top Pax honors in his 1984 Van Diemen FR84

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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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The Wheel is the Official publication of the San Francisco region of the Sports Car Club of America located at 5250 Hwy 162, Willows, California 95988. It is published monthly by Wheel Publications, 6185 Riverbank Circle, Stockton, California 95219. Opinions expressed herein are those of the author and not necessarily those of the San Francisco Region, Wheel Publications, The Wheel, it's staff or advertisers. Material submitted to The Wheel that is slanderous, libelous, profane, pure inflammatory criticism offering no constructive alternatives, sexually explicit or material as directed by The Board, such as competitive series schedules, ads, etc. shall not be published.

Permission to reprint materials from The Wheel is hereby granted to all SCCA regional publications with the agreement that full credit be given to the author and The Wheel.

The Wheel • ISSN 0888-1103 • USPS 0625-160 • is published monthly for \$15 per year for the San Francisco Region of the Sports Car Club of America, 5250 Hwy 162, Willows, California 95988. Periodicals Postage paid at Willows, CA and at additional mailing offices.

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# CALENDAR

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

## 2021 FRESNO CHAPTER SOLO SCHEDULE

Autocross Schoolt - **Jan 23**

Event 1 - **Jan 24**

Event 2 - **Feb 20**

Event 3 - **Feb 21**

Event 4 - **March 27**

Event 5 - **March 28**

Event 6 - **May 1**

Event 7 - **May 2**

Event 8 - **June 19**

Event 9 - **Aug 21**

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

Event 11 - **Nov 13**

Event 12 - **Nov 14**

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

All events held at Fresno Fairgrounds except October

\*\*Buttonwillow Kart Track  
[www.FresnoSCCA.com](http://www.FresnoSCCA.com)

## SAN FRANCISCO REGION'S 2020 SOLO II CHAMPIONSHIP SCHEDULE

New schedule coming

### Donate to the Friends of Thunderhill!

A 501 C-3 Charitable/Tax Deductible Foundation whose mission is to invest in improved safety, industry education and community outreach all designed to improve the experience of all who engage in recreational motorsports.

Support the Teen Driver Car Clinics.

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and its long-term future in the County of Glenn and Northern California.

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Take advantage of your 2020 Tax Write Offs by donating before the end of the year.

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Travel Tech is a volunteer, in shop/ at home tech inspection service for pre-race and purchase inspection of race cars, including newly built cars.

Travel Tech Scrutineers are:

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Jason Hohmann  
Patterson - Central Valley  
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- 1 car/\$10.00 + mileage
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- 3 cars/\$8.00 each + 1/3 mileage
- Logbook for new car or re-issuing a Logbook is \$30 plus mileage.

# 2021

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

FEBRUARY 12-14

DRIVERS SCHOOL – THUNDERHILL RACEWAY PARK

FEBRUARY 27-28

REGIONAL 1&2 7 -SONOMA RACEWAY

MARCH 19-21

MAJOR / RESTRICTED REGIONAL 3&4 – THUNDERHILL

APRIL 22-25

IMSA - (4 DAYS) WEATHERTECH LAGUNA

MAY 28-30

REGIONAL 5&6 (FRIDAY TEST) - WEATHERTECH LAGUNA

JUNE 18-20 \*\*\*

REGIONAL 7&8 (FRIDAY TEST) -SONOMA

JULY 23-25

REGIONAL 9&10 (FRIDAY TEST) - WEATHERTECH LAGUNA

AUGUST 7-8\*

PRE REUNION - WEATHERTECH LAGUNA

AUGUST 12-15\*

REUNION - WEATHERTECH LAGUNA

AUGUST 28-29

REGIONAL 11&12 - WEATHERTECH LAGUNA

SEPTEMBER 16-19\*

INDY CAR - (4 DAYS) WEATHERTECH LAGUNA

OCTOBER 9-10\*\*\*

REGIONAL 13&14 - WEATHERTECH LAGUNA

OCTOBER 29-31

REGIONAL 15,16 & 17 - THUNDERHILL

*\*Pro Race Support for Volunteers*

*\*\*\* Dates tentative. June Sonoma may be a week earlier. October Laguna may be at Thunderhill*



**Free SCCA Test Day**  
**THUNDERHILL RACEWAY PARK**

Two open-wheel race cars are shown on a track. The car on the left is blue and white with the number 57. The car on the right is white with the number 66 and 'August Briggs Winery' written on the front. The SCCA logo is in the bottom left corner.

**27 December 2020**



**Annual Competition Licensing School**  
**12-14 February 2021**  
[www.sfrscca.org](http://www.sfrscca.org)

A group of colorful sports cars (red, blue, white, green) are lined up on a track. The SCCA logo is in the bottom right corner.

**THUNDERHILL RACEWAY PARK**

The San Francisco Region just completed the 2020 race season with the triple-header season finale. In an unabashed effort to get good car counts the region offers double points for all three races. If you are a driver that is close to getting a regional championship you have to race this weekend. In addition the cost of the three race weekend is less than we pay at a double weekend at Laguna. Then the last twist to the racing weekend equation -- the Sunday race is on the five-mile track at Thunderhill.

Having just competed in the event, I have to say it is my favorite event of the year. I really like the fall at Thunderhill Raceway. The weather was a little windy, but overall it was very comfortable. The timing of the event this year was really good, with it being the weekend before Halloween we still had daylight savings time therefore it is light well into the evening.

I really enjoy going to Thunderhill Raceway. The 3-mile track has always been one of my favorites and the facility at Thunderhill is very well maintained. It was cool going around the facility and seeing three totally separate events going on at one time. We had our regional, Sac Solo had an Autocross, and there was a motorcycle event on the West Course. There had to be 500 racing machines on the facility at one time. Each event was being held totally independent of each other, exactly as envisioned by the founding fathers of the racetrack.

The season Finale is also a tribute to Tom McCarthy. Tom was the visionary behind Thunderhill Raceway. A lot of our club members were not around when the possibility of not having a place to race was real. Laguna and Sonoma Raceway dates were getting hard to acquire. Tom thought the only way to control our own destiny was to build our own racetrack. Easier said than done. Finding a suitable location turned out to be a major undertaking. The property had to check a lot of boxes. It had to be a reasonable distance from the majority of our members. It had to feature elevation changes. It needed to be reasonably priced, and it had to be in a place that wanted to have a racetrack.

Our first endeavor was in Grange, California. Grange is on the way to Yosemite and would have been an ideal location. But the problem was the citizens of Grange viewed a race track as a nuisance and we never made it out of the planning committee.

With a lesson learned Tom and the track committee decided they would find someone who wanted the stimulus of a racetrack instead of trying to convince people that a racetrack is a good thing for them. Lucky for us Glen County was looking for ways to boost their local economy without placing a burden on the limited local resources. It was a marriage made in heaven. Once we knew where we were welcomed, finding the land was not nearly as much work. With the site secured Tom figured out a way to pay for the track. We borrowed money from the national office, we had major car clubs donate, we had people invest their own dime, and Tom added a \$50 surcharge onto every entry fee. The surcharge and the profitability of the track meant the debt was paid off in very short order. Tom was not only one hell of a racer he was the driving force behind Thunderhill Raceway. We are lucky to have had Tom as a member!

The final part of the weekend that left me glowing was the five mile track. I have heard so many complain about the track and after driving on it I do not understand why the complaining. The track is a lot of

fun! Having a lap of over three minutes conjures up thoughts of iconic tracks like Nurburgring. I don't get the complaining. The track has great curbing, it was a variety of turns, and it has elevation changes. What's not to like? CalClub has 28 configurations for Buttonwillow and no one complains. As racers we should embrace the variety, that's why we have three different tracks to run at.

So we made it through the year. We had to cancel two events for the very first time because of covid, we are not having a banquet, we have to do a zoom meeting for the annual meeting, and we have to stand six feet apart. At least we had the season Finale. Which just happened to be at my favorite racetrack, and I finally got to experience the five mile track, which just made the weekend complete! Tell your friends this is the best event of the San Francisco Region Calendar. Cant wait for next year!

## FANTASY JUNCTION



AC '55 Aceca	Ferrari '58 250 GT Ellena
Alfa Romeo '65 TZ	Ferrari '62 250GTE 2+2 Series II
Aston Martin '67 DB6 Mk.I Volante	Ferrari '76 308 GTB
Aston Martin '87 V8 Vantage Zagato	Jaguar '65 E-Type Series 1 4.2 Roadster
Ferrari '59 250 GT	Lola '69 T70 MK3B Continuation
Ferrari '69 365 GTC	Lola '67 T70 Mk. III Spyder
Lagonda '30 V12 Rapide Drophead	Lotus '60 "Monte Carlo" 2.5L Climax
Lamborghini '76 Countach LP400 Periscopica	Lotus '63 23B
Lamborghini '82 Countach LP400S Low Body	Maserati '49 A6 1500 Coupe
Lamborghini '67 400GT	Maserati '58 450S Recreation
Lamborghini '69 Miura P400 S	Maserati '59 3500 GT Coupe
Lancia '52 Aurelia B52 Vignale Coupe	Maserati '74 Bora
Lotus '66 Cortina Race/Rally/Street	Maserati '71 Ghibli
Mercedes-Benz '69 300SEL 6.3	Porsche '56 356A Speedster
Mercedes-Benz '71 280 SE 3.5 Cabriolet	Porsche '60 356B Cabriolet
Mercedes-Benz '57 300SL Roadster	Porsche '94 964 Speedster
Bugatti '39 Type 57 Stelvio	Porsche '62 356B Coupe
Bugatti '28 Type 35B Recreation	Porsche '69 911S Targa
	Sadler-Meyer '59 Special
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Hello Everyone,

Merry Christmas and here is to a great New Year!! I am hopeful it will be a saner year than last year.

Our schedule is listed for 2021 in this issue. There are two dates with asterisks. The June Sonoma date may move a week earlier. The October Laguna date is also up in the air. You can imagine the demand for track time with

everyone wanting a break from the covid restrictions. We will update the schedule and remove the asterisks as we get final confirmations.

Our next event is the 2021 Drivers School. Kevin Rogers is assisting us again. Ben French is working closely with him and we are planning on a good turnout. If you know people who want to attend, encourage them to sign up early. We really have one of the best Driving Schools around, so let's make a push to get some young drivers! Entry prices are not rising for the third year in a row! We are not raising prices for any of our races this year.

We are also going to experiment with "reserved" paddock spaces this year. We will be having premium parking and free parking. This should eliminate some of the "land rush". You will be able to reserve your spot at a small premium. Other tracks are doing this, and it works. We will test it out at the season opener the last weekend in February at Sonoma (Regional 1 & 2).

2021 Supplemental Regulations should be out in January. We are finalizing them now and will send an MSR blast, as well as post on the website when they are finished. We do not expect major changes, but we will be adding a clause about having correct information from the Drivers in terms of transponder numbers and car numbers. This has caused issues with Timing and Scoring. Keep in mind, without correct

info in T&S, we can't conduct correct scoring information and it can cause confusion. I hope all can appreciate it, and be accurate in putting your info in. Thanks in advance.

We are also scrambling for some more volunteers. We are looking for people to work Timing and Scoring. Marcy will not return as Chief this year. She will be here to assist and help, so she is not going away. If you, or anyone you know, would like to come and learn T&S, let us know. We are working on getting standardized procedures so you too can work learn this vital part of our race world. We also, as always, need Flagging and Communication folks. If you, or anyone else would like to learn, or volunteer for this, please let us know. Other critical areas are E-Crew, Course Marshalls and Grid. I appeal to all as these are all critical positions. We will continue the subsidized Hotel rooms at Laguna Seca. It was nice to see that more folks took advantage of them this year. We are also looking for a Social Organizer as well. This would not involve preparing meals, but organizing the events and insuring we have enough drinks, snacks, etc. (Hopefully, we will have socials!) If you are interested, or have recommendations, please email me or Trish at the main office. If we don't have volunteer officials, we can't have races!! Remember, this is Club Racing. The key word is "Club". We are ALL members of the Club!

It may be December, but know we have people working to make 2021 be a great year! It will be. We have dedicated BoD members and a great group of Volunteers and Office staff.

Thanks to all who have submitted great ideas and feedback this year. We listen. Keep up with the ideas and feedback!

Thanks again and we will all see each other next year. Enjoy the holiday season!

Tim

## THUNDERHILL RACEWAY HAS THE PERFECT CHRISTMAS GIFT FOR THE PERSON WHO HAS EVERYTHING AND LIKES BEING ON THE TRACK!

By David Vodden



This Christmas give that gift that matters to the person in your life who has everything and likes to be at the racetrack! Thunderhill Park has a large inventory of brand new 2021 winter coats as well as new dress shirts, sweat shirts and more that bear some reference to the raceway - Thunderhill Park.

Shopping is easy, just drive up to the track and shop until you drop OR call us on 530-934-5588 E 103 or 101 and we will do the rest. We take most credit cards and would love to make your gift giving for this holiday season special and unique. After all, you

can only get the stuff we sell with that fabulous Thunderhill Park name or logo on it from us.

Do not miss this opportunity, call now or drive to the track and let us help you be the hit at the company Christmas party or on Christmas morning when all who receive your thoughtful gift ask, how did you do this? It is so

special! Thank you so much! I will cherish your gift from Thunderhill for the rest of my life." Or words to this effect.

Call now and we will help you find and purchase that very special gift for the track person in your life who has everything. And for mom, buy a gift certificate to the Thunderhill Park Teen Car Life Saving Car Control Driving Clinic! Want to make points with "mom". Show you care for the kids in a big and unique way that she will love you for ever for thinking about. Finally, since you are selfish anyway, buy yourself several test coupons for those test days before your SCCA events and enjoy!

Merry Christmas and Happy shopping at Thunderhill Raceway Park, a track that was built so you would have an unlimited supply of tee shirts, hats and jackets to wear and give to everyone you know!!



# SCCA Sacramento Annual Enduro



Al Patterson

I have said it more times than I can remember the best way to make autocrossing more fun is by making it longer. Every year SCCA Sacramento hosts its annual Enduro autocross. The format for the weekend consists of Saturday being a practice day. Each driver gets three tries at a two lap course. Clocks are running, but scores are not tallied. Sunday every driver gets to run the same course, but it's one shot, five lap winner take all run. If you DNF, hit a cone, get lost, etc well enjoy the rest of your laps because you're done. Trophies are awarded to the first place winners only. Every year Doug Hubbard has his normal autocross speech about cones and safety, but at the enduro he always reminds drivers that you have to remember to breathe. You won't be able to hold your breath for the five laps. It has to be one of the funnest autocrosses all year. Car count was healthy at 93 drivers for the event.

The street classes had a very good turn out with lots of people wanting to take home the first place honors. Super Street was won by a Model 3 piloted by Scott Lezchuk. He was able to beat out Alan Patterson's Viper by half a second with a 198.503. A Street consisting of all sports cars foreign and domestic had seven drivers show up. Robert Foster went home a

champion, with a run of 193.753. B Street had four German cars and one Chevy. The lone Chevy was able to grab a third place, but at the enduro only first counts. Ross Thompson was able to hustle his Chevy SS 1LE to a 200.667. Second place went to Maurice Velandia in a Cayman S. He was able to run a 200.518, and first place went to Jesse Linder in a BMW. Jesse nailed a 199.405 for the win. C Street had Sergei Avedisov driving his S2000 unchallenged. He was able to run a 214.673. D Street, better known nowadays as the four cylinder pony car class, had Rob Luis running a Camaro. He was able to beat out his competition with a run of 197.348. E Street or Miatas gone wild had five drivers. Winner for the day was Chris Kannon Jr. with a 218.664. More importantly he was able to beat his father as well. F Street had Mike Agraan on top. He got his BMW M3 around the course with a 210.428 for the win. G Street had an interesting turn out of two Focuses, a GTI and one Civic. Winner was Karl Hannah in his GTI with a 202.505. Last H Street was won by a real regular Bill Tubbs. Bill drives a Fiat Abarth and ran a 225.126.

Street Touring and Street Prepared classes were present minimally. Samuel Krauss STH, Michael Huber SSR, and Michael Gleaton STS all



Bob Weisickle





Doug Hargrove

ran uncontested and won their classes. In STX Nicholas LaPinta took a commanding lead with a 206.611. With a 2.783 lead Paul Tibbals and his STI took the win in STU.

The Cam classes had a very good show as they have all year. CAMC had a Mustang GT 350 on top. It was driven by Michael Gardner to a finish of 204.044, sponsored by Mike's T.P. Plumbing Inc. CAMT had a pickup truck win. Dustin Reed and his Chevy C-10 ran a 207.522. The funny thing is the second place drive was Robert Tyler in a different Chevy C-10. It's kind of cool having a pair of C-10 racing. Robert ran a 209.573 which didn't get him the trophy for the day. Last CAMS or as we all know it the new Corvette class had Mark Heinrichs on top. Mark ran a 194.411 in his Z06 Vette.

Prepared and Modified Classes had a few familiar faces. Carl Graft XP, Troy Dewell DP, David Winterburn BM, Ben Martinez CM, and Doug Hargrove FM all ran against the clock as nobody was brave enough to run against them. Ben Martinez was able to snatch top time of the day, and PAX in 3rd place. In Street Mod Rob Custodio and his WRX took quite a lead over Jeremy Quach Lexus. Rob and his awd were able to run a 205.021. A mod was a two driver race. Kenny Goldie in a Model A against Mike Benzon's

Mustang. The win went to Kenny with a 191.412. In E Mod Bob Weisickle and his Austin Healey were able to beat a pair of VW's with a 187.265.

The ladies classes had eight drivers for the day. In the spirit of competition they all chose their own class to run. Mary Borden won XSAL with a 203.322. Candee Gould won CSL in a Solstice. GSL was won by Pam Kannan with a 217.557 +3. Rachele Tyler in the Chevy C-10 won CAMTL. Penny Hubbard in the family Corvette won CAMSL. Patricia Berlant in a Z06 won XPL. Unfortunately Korynne Smith didn't post a time for XPL.

This event concludes the SCCA Sacramento season. The top five PAX winners

for the season are as follows; Bob Weisickle 5th, Ken Yeo 4th, Derek Hui 3rd, Jeff Gloriosio 2nd, and the PAX winner for 2020 is Al Patteson. The ladies PAX winners are as follows; Patricia Berlant 4th, Susan Fontaine 3rd, Korynne Smith 2nd, and the PAX Ladies Champion is Penny Hubbard.

The season was an interesting one to say the least, hope to see you next year. The Banquet at this point is yet to be determined.



Ken Yeo

# Fresno SCCA Goes To Buttonwillow



Ben Martinez taking both TTOD and Top Pax honors in his 1984 Van Diemen FR84

High speeds and curb-hopping make for a unique experience when the Fresno SCCA takes its annual field trip south to the Buttonwillow Kart Track. October 10 marked the seventh incarnation of the special autocross event, and featured the club's largest car count yet at the site's smallest racing circuit, as racers from all over northern and southern California made the trek to compete. As the Fresno crew pushed their cars to the limit, the buzz of competition filled the air while NASA competition circled the big track. Some even chose to pull SCCA-NASA double-duty on the weekend, driving or working both events.

Perfect weather and a challenging course greeted competitors as they arrived on site prepared to run. Event chair William Marlow chose to follow the counter-clockwise layout of the diminutive kart circuit, utilizing the backstretch chicane and just a few slalom



Event Chair William Marlow in his STS 1990 Honda CRX

his HS Fiesta ST placing 4th pax ahead of Sam Johns, Paul Newton in a CS MX-5, and brother Randy Krider in an STS Honda Civic. Michael Lella took 8th place in his AS Corvette z06, ahead of William Marlow



James Yom looking ahead in a STR 2008 Honda S2000

cones to keep speeds in the relatively tame range.

No one was up for that challenge more than Ben Martinez in his CM 1984 Van Diemen RF84, as he clocked in top time honors by nearly a full second despite making his first appearance in a Fresno event at the circuit. His time of 50.589 seconds might have had some stiffer competition had second place finisher Ric Quinonez in the AM Shark not found mechanical trouble after just two runs. Karl Johns rounded out the overall podium in his SSP Corvette z06, edging out a pair of EM cars, Neil Hodgson

in the VW dune buggy and Gary Ratliff in the full-bodied 1969 Beetle, as well as son Sam Johns, codriving the z06. Douglas Hargrove claimed seventh fastest in his FM car ahead of Dwayne Komush in his familiar DP Escort Mexico. Cal Club regular James Yom claimed ninth fastest in a borrowed STR S2000 and Gregory McNair rounded out the top ten with his Super Vee running in BM.

Martinez dominated the day, also taking top PAX honors too. Karl Johns placed second PAX, as Yom rounded out the podium. Rob Krider got every ounce out of

(STS CRX) and Dave Warner (BS M2).

In Street Class competition, Sacramento driver Eric Martin wheeled his EcoBoost Mustang to the DS win over Brad Dawson (WRX). FS saw a two-horse race as Gary Fazekas in a Mustang took the win over Chris Rodriguez, whose Mustang developed mechanical issues after three runs. Arthur Cha in a 320i took the GS win over his co-driver Jordan Aguilar and newcomer Hayden Degryse, piloting a GTI. Rob Krider came out on top of HS, over Xiong Yang (Prius) and Franchiseur Shelton (Hyundai Elantra). Kevin Jones (Porsche 911, SS), Michael Lella (AS), Dave Warner (BS), Malcolm Gibson (NC Miata, CS) and Gary Lieb (NA Miata, ES) all ran unopposed.

In Street Touring competition, Randy Krider narrowly won the



Kenneth Lim in his 1974 Toyota Celica





Paul Tibbals taking the STU class win in his 2006 Subaru STI

battle of the Hondas over William Marlow in STS by just seven hundredths. Paul Tibbals (WRX STI) had an easier go of it, taking the STU win by nearly two seconds over Brian Christie (M3) and Kyle Matsumura (G35). Abel Ojeda's RX-8 took the top spot over the Civic SI of Joshua Stephens in STX. Brandon Griggs ran unopposed in STR, breaking in his brand new 2020 MX-5.

CAM saw just two competitors, with Jeffery Jantz running his Mustang alone in CAM-C and Phillip Roberson's Corvette unopposed in CAMS. Street Prepared also saw just two competitors, with Karl Johns taking the win over son Sam in SSP.

In Street Modified, Christian Mesina topped the



Rob Krider lifting a wheel in his HS 2019 Ford Fiesta ST



Sam Johns in his SSP 2001 Chevrolet Corvette Z06

competition in his Evo as Jerry Kell and Rufus Connell claimed second and third respectively, though both suffered issues that ended their day early. Newcomers Tyler Wilkerson in an STI and Enrique Castellanos in an RX-8 placed fourth and fifth. Bill Martin in a Miata ran unopposed in SSM.

Dwayne Komush edged out Robert Marcy (Datsun 1200) for the DP crown. Kenny Lim in his 1974 Toyota Celica took the top spot in XP over Richard Rossmassler in his Ford Capri II. Louis Lira in his Corvair Spyder ran unopposed in CP. Neil Hodgson just edged out EM

honors as Gary Ratliff clipped one of the few cones on course, throwing away a winning final run. Perhaps the full VW body on Ratliff's car made the difference as Hodgson's smaller dune buggy squeezed through the slalom safely. Further Mod drivers Ric Quinonez (AM), Gregory McNair (BM), Ben Martinez (CM) and Doug Hargrove (FM) all ran unopposed, as did Bob Bullock in the HCR-class Fiat X1/9.

In Novice Class, ten drivers put their growing skills to the test with Troy McKenney taking the win in his AS Viper, followed by Nicholas Rivera in his CAM-C Mustang, Steve Berry in his SS Audi R8, and Fern Segura in his STU WRX STi. Gary Emehiser smiled his

way to fifth in his HS Yaris ahead of Lance Kampfhenkel's SM Evo, with Robert Taguibao (STR MX-5), Jake Fagundes (FS Camaro), Shia Moua (SM Eclipse), and Amy Armes (SM Impreza) finishing out the class.

Ladies class saw three competitors, with Fresno SCCA first-timer Yuting Guan taking first place in a STR Honda S2000, ahead of Pam Schroeder in a FS Mustang and Rebecca West in a DS Mini Clubman. James Yom edged out Paul Newton for top honors in Index class, followed by Jake Harris (BS WRX STi) and Audrey Tan (CS ND Miata).

We have one more autocross weekend back at the Fresno Fairgrounds to finish off our 2020 season - and what a season it has been! Thanks everyone!



Troy McKenney taking the Novice class win in his 2000 Dodge Viper



# Fresno Chapter Season Finale Weekend



Tyler Bandy in his 2020 Tesla Model 3 Performance

In a season full of restricted challenges due to covid-19, the Fresno Chapter still was able to continue racing with strict guidelines in place. Many SCCA events were cancelled throughout the year in other regions but the Fresno Chapter was fortunate to have had 12 events for the year. November 14-15 was the season finale weekend for the Fresno Chapter.

Many class champions were already decided heading into the finale so the race to watch over the weekend was in the PAX Championship between Paul Newton and William Marlow. Going into the weekend, only 7 points separated Newton and Marlow for first and second place with Newton leading. Marlow was able to close the distance to only 2 points after the Saturday event. The Pax Championship would be decided at Sundays Enduro in a winner-takes-all between Newton and Marlow. Newton was first to run on Sunday and was able to put down a blistering time of 209.198 on his 5 laps, good enough for 3rd in Pax for the day. With the pressure on, Marlow ran a 212.574 on his 5 laps and after a quick math calculation; Marlow fell just short in Pax time. Newton took the Pax Championship while Marlow came in second.

Event 11 on Saturday November 14th had 69 drivers but only one would take home TTOD. Ricardo Quinonez in his AM 2009 Shark Stealth had the quickest car and would take home that honor, Gary Ratliff in his EM 1969 Volkswagen Beetle was second, third went to Douglas Hargrove in his FM 1983 R&D Special, fourth was Randy Krider in his STS 1989 Honda Civic Si and fifth went to Neil Hodgson in his EM 1970 Volkswagen Dune Buggy, Dwayne Komush in his DP 1970 Ford Escort Mexico, Tyler Bandy in his SS 2020 Tesla Model 3 Performance, Richard Jensen in his SMF 2004 Mini Cooper S, Michael Sutton in his DP 1974 Mercury Capri and Gregory McNair in his BM Volkswagen SV rounded out the top ten.

The Krider family took 1st and 2nd in PAX, top honors went to Randy Krider followed by Rob Krider and Tyler Bandy. Fourth was William



Counter steering action by Michael Sutton in his 1974 Mercury Capri

Marlow, fifth was Paul Newton, John Lawrence, Michael Gardner, Michael Lella, Eric Gillis and Richard Jensen rounded out the top ten.

Street Class action saw four Corvettes and one Porsche 911 battling back and forth all day in AS. John Lawrence made his last run counted as he was able to run .102 seconds faster than Michael Lella for the top spot, coming in third was Eric Gillis with his Porsche 911 followed by Keith Bullock and Jay Srivatsan. Brad Dawson took top honors in DS followed by Eric Martin and William Hossner. Dennis Feasel bettered Gary Lieb in ES. Gary Fazekas topped Corky Schroeder in FS and Al Andersen over Kyle Matsumura in GS. In HS, Rob Krider walked away from the competition by over 3.5 seconds followed by Joe VanSickle, Xiong Yang, David Yang and Frachiseur Shelton. Tyler Bandy took the win over Kevin Jones in SS. Pamela Schroeder bested Rebecca West in Ladies class. Dave Warner (BS), Malcolm Gibson (CS), ran unopposed.

In Street Touring competition, Brandon Griggs took the win in his 2020 Miata over Roberto Taguibao and Gary Yang in STR. In STS, Randy Krider took the top spot over William Marlow, James Krider and Adam Haro.



Rufus Connell & Amy Armes in the Miata with matching outfits photo by Brad Dawson

Mas Vang (FSP) and Darrell Moskowitz (DSP) had no one to compete with and ran unopposed in Street Prepared action.

Richard Jensen took the win in SMF over Yang Moua while Rufus Connell (SM) ran unopposed in the Street Modified Class.

In Prepared action, Dwayne Komush was faster than Michael Sutton in DP by .294 seconds. Louis Lira (CP), Chris Donnelly (FP), and Kenneth Lim (XP) all ran unopposed.

In CAM Class competition, Michael Gardner led the pack of three Mustangs in CAMC over Leon Weinroth, and Greg Back. Gary McDaniel (CAMS) and James West (CAMT) both ran unopposed.

In Modified action, Gary Ratliff had the faster Volkswagen taking the top spot from Neil Hodgson in EM. Ricardo Quinonez (AM), Gregory McNair (BM), David Rocha (DM) and Douglas Hargrove (FM) all ran unopposed.



Kevin Jones in his Porsche 911

In Index competition, Paul Newton led the pack of four by over a second followed by Jake Harris, Audrey Tan and Rishi Kundu.

Novice had twelve drivers, Troy McKenney muscled his 2000 Dodge Viper over Brian Christie in his BMW M3 for the top spot while Lance Kampfhenkel in his 2003 Mitsubishi Lancer Evo took third. Frank Simmons and Kelsey Stoltenberg rounded out the top five.

On Sunday November 15th, the Fresno Chapter held its last event of the season called "The Enduro." The Fresno Enduro event is a single timed run of five laps. With only one chance to make it count, 58 drivers waited patiently for their turn. Saturday's course was modified and ran backwards for Sunday. TTOD from Saturday, Ricardo Quinonez switched to his street car for the Sunday event and left TTOD up for grabs. After a long day, Gary Ratliff in his EM 1969 Volkswagen Beetle took that top honor with a 205.284, second went to Brandon Griggs followed by Randy Krider in third, Paul Newton in fourth and Douglas Hargrove in fifth, Dwayne Komush, William Marlow, Jake Harris, Neil Hodgson and Michael Gardner rounded out the top ten.



Brandon Griggs in his 2020 Mazda Miata

Once again, PAX was dominated by the Krider family. This time around, Rob Krider would take that top honor follow by Randy Krider in second and Paul Newton in third, Ed Runnion was fourth and Brandon Griggs was fifth, William Marlow, Michael Gardner, Craig Boyle, Jake Harris and Eric Martin rounded out the top ten.

In Street Class competition, Brett Sliakis took the win from Malcolm Gibson in CS, Eric Martin led Brad Dawson and Jacqueline Vazquez in DS, Craig Boyle took the top spot in ES over Gary Lieb and Dennis Feasel. Rob Krider over Frachiseur Shelton in HS, Ricardo Quinonez took the win in SSC over Ed Runnion. Jay Srivatsan(AS), Al Andersen(GS)

and Kevin Jones(SS) all ran unopposed.

In Street Touring action, Randy Krider took the win over William Marlow and James Krider in STS while Brandon Griggs ran STR unopposed.

Darrell Moskowitz(DSP) and Mas Vang(FSP) ran unopposed in Street Prepared.

Richard Jensen in his Mini Cooper S led SMF followed by Yang Moua, Mark Gomez and Leng Vang in Street Modified action.

Prepared competition saw Dwayne Komush taking the win over Michael Sutton in DP while Louis Lira(CP), Chris Donnelly(FP) and Kenneth Lim(XP) all ran unopposed.

All the action was in CAMC, six drivers took their shot to see who was the most consistent and fastest on the five lap course. Michael Gardner took the win by 7 seconds over Andrew Barrious, Leon Weinroth,



Dwayne Komush in his 1970 Ford Escort Mexico

Nicolas Rivera, Greg Back and Ross Thompson. Gary McDaniel ran CAMS unopposed.

In Modified action, Gary Ratliff once again had the faster Volkswagen over Neil Hodgson in EM and Douglas Hargrove ran FM unopposed.

In Index competition, Paul Newton took the win over Jake Harris, Audrey Tan and Rishi Kundu.

In Novice Action, Gary Emehiser led the pack of nine drivers followed by Brian Christie, Lance Kampfhenkel, Troy McKenney, Kelsey Stoltenberg, Quinn Ringgold, Frank Simmons, Jose Lopez and Efrain Alers-Zambrana.

The 2020 season was full of uncertainty due to Covid-19 but in the end, the Fresno Chapter was able to offer a little joy and normalcy through a sport we all love and share. Best wishes to everyone, stay safe and healthy. Hope to see everyone next season!



William Marlow in his CRX crosses the finish line on his enduro run. photo by Craig Boyle



# Solo II returns to Crows Landing



Flames exit Andy McKee's RX-7 on his way to first place in XP

After a seven-month hiatus, the San Francisco Region Solo II Championship series held its fourth round on November 7, 2020. The event was restricted to 75 competitors, per county regulations, with no spectators allowed. The course was designed by Ben Martinez.

Terese Neidel-McKee led in the SSC class in a 2013 Scion FRS. Bill Charron was hot on her heels in second place in a '15 Subaru BRZ, while Ed Runnion took third in a '16 FRS. Erika McKee rounded out the rest of SSC.

Richard Lee took the top spot in STX in a '14 BRZ. Erik Acks took second in a '13 BRZ, with Glen Anderson taking the last podium spot in a '14 BRZ. Matt Fancavilla, Megan Anderson and Steven Case round out the rest of the class.

Classic American Muscle was led by Derek Hui in a '17 Corvette Grand Sport (-S). Chris Cox took second place in a '15 Ford GT350R (-C). Takeshi Yoshida finished third in a '17 Corvette (-S). The rest of CAM included Pilar Miranda, Rob Luis, Scott Fraser, Jesus Villarreal,

Shawn Boone, Leon Weinroth, Akash Mohanan and Greg Back.

Ben Martinez led the M class in a 1984 Van Diemen RF84. He was followed by Steven Goldine in a 2001 Caterham Superlight, while Douglas Hargrove took third in a '83 R&D Special. Dave Henry rounded out the rest of the class.

Andy McKee took the top spot in XP in a 1993 Mazda RX7. Steve Lau came in second in a 2010 Porsche Cayman. Tara Shapowal ran uncontested in XP-L in a '10 Cayman.

Eric Lam led the S1 class in a '15 Porsche GT3 (SS). Close behind in second was Monty Pack in a '18 GT3 (SS), with Ovidiu Predescu in third in a '16 Cayman GT4. Justin Bowen took fourth in a '14 Cayman S (AS). John Lawrence, Rory Marin and Steven Smith rounded out the rest of the class.

The S2 class was led by John Rowe in a '19 Honda Civic Type R (DS). Fangzhou Jiao came in second in a '18 BMW 230 (DS), while Eric Martin rounded out third in a '20 Mustang EcoBoost HPP (DS).



Ben Metzger took second in STM in a 1986 BMW 325





James Yom led S4 in a Honda Civic

Vernon Head took the top spot in S3 in a 2003 Toyota MR2 Spyder (ES). He was followed by Craig Boyle in a '94 Miata (ES) in second. Sergei Avedisov took the last podium spot in a '07 Honda S2000 (CS). The rest of S3 included Kevin Quach, Tyler Packard and Nick Pereira.

James Yom led in S4 in a Honda Civic (HS). Artem Rakhov came in second in a '13 Ford Focus ST (GS), while Brandon Van rounded out the top three in a '17 Mazda 3. Penny Juco ran uncontested in S4-L in a 1998 BMW 328i (GS).

Mazdas took the top three spots in SMP, with Steve O'Blenes taking first place in a '05 RX8 (DSP). Jonathan Lugod took second in a '19 ND2 (BSP), while Adrien Cardenas took third in a '95 RX7 (ASP). The rest of SMP included Isaac Acks (SM), Catherine Tran (BSP), Jessica Yeung, Manny Pretti (BSPV), Jim Barnes, Jourdan Risoen, Max Paolozzi and Jared McGee.

Praneil Prasad took first place in ST1 in a '16 Miata (STR). He was followed by Mack Tsang in a '10 BMW M3 (STU), with co-driver Justin

Tsang rounding out third. David Peterson, Todd Winstanley, Jimmy Au-Yeung, Brenna Comacchio, Hal Dorton, Mike Monegan, Paul Tibbals and Connie Lu rounded out the rest of the class. Monica Tsang was uncontested in STI-L in a '98 BMW M3.

STM was led by Rob Jeon in a '01 Miata. Ben Metzger took second in a '86 BMW 325, while Mitch Mcgee took third in a Mustang.

Guy Ankeny ran uncontested in XS in a '06 Miata.



Brandon Van took third in S4 in a Mazda 3

# Round 5 closes out SFR Solo II's 2020 season



*The grid at Crows Landing in November 2020*

Round 5 of the SFR Solo II series returned to Crows Landing on November 8, 2020. The event was again held to 75 competitors, with no spectators allowed. Ben Martinez designed the day's course.

Praneil Prasad took the top spot in ST1 in a 2016 Mazda Miata (STR). Todd Winstanley, in a 2008 Honda S2000 (STR), took second, while Arvind Govindaraj finished in third in a '16 Mazda MX-5 (STR). David Peterson, Hal Dorton, Brenna Comacchio, Connie Lu, William Stanaway and Paul Tibbals rounded out the rest of ST1.

Scott Sandowski ran uncontested in ST2 in a '90 Miata (STS).

Steve Forshay, in a '19 Porsche GT3 RS (SSP), ran uncontested in STM.

Chris Boynton ran uncontested in XS in a '18 Porsche GT3 Touring.

Classic American Muscle was led by Derek Hui in a '17 Corvette Grand Sport (-S). He was followed by Scott Fraser in a '66 Ford 427 Cobra (-S). Curt Hill, in a '72 Chevrolet Blazer (-T), took the last podium spot. Micheal Gardner, Jason Trantham, Darren Voges, Leon Weinroth, Jesus Villarreal, and Greg Black rounded out the rest of CAM.

Ben Martinez took the top spot in Modifieds in a '84 Van Diemen

(CM). Steven Goldine, in a '01 Caterham Superlight (DM), came in second, with Douglas Hargrove took third in a '83 R&D Special (FM). Barry Goldine and Dave Henry rounded out the rest of Modifieds.

Steve Lau finished in first place in Prepared in a '10 Porsche Cayman (XP). Dwayne Komush came in second in a '82 Toyota Starlet (FP). Tara Shapowal ran uncontested in P-L in a '10 Cayman.

Glenn Austin led the SSC class in a '14 Subaru BRZ. He was followed by Ed Runnion in a '16 Scion FRS, with Dennis Quilantang taking third in a '13 BRZ.

Adam Tarnoff, took the top spot in STX in a '04 Mazda RX8. Richard Lee took second in a '14 BRZ, while Erik Acks finished third in a '14 BRZ. The rest of STX included Matt Francavilla, Brian Stanaway and Megan Anderson.

Monty Pack led in S1 in a '18 Porsche GT3 (SS). Justin Tsang took second in a '04 RX-8 (AS), while Mark Allen took third in a '19 Tesla 3 Performance (SS). Ovidiu Predescu, Wayne Overbeck, Juven Lat, Jeff Eikenberry and Brian Jacobson rounded out the rest of S1.



*Banmit Verstappen took fourth in S4 in a 2000 Civic Si*



Curt Hill took third in CAM in a 1972 Blazer.

Alex Muresan, in a '19 Honda Civic Type R (DS), took the top spot in S2. John Rowe came in second in a '19 Civic Type R (DS), with Lloyd Feaver taking third in a '20 Mustang (DS). Eric Martin took fourth in a '20 Mustang EcoBoost (DS).

Vernon Head led the droptops in S3 in a '03 Toyota MR2 Spyder (ES). He was followed by Sergei Avedisov in a '07 Honda S2000 (CS), with Kevin Quach rounding out third in a '97 Miata.

James Yom took the top spot in S4 in a Honda Civic (HS). Artem Rakhov came in second in a '13 Ford Focus ST (GS) while Glenn Tozier took the last podium spot in a '18 Ford Fiesta ST (HS). The rest of S4

included Banmit Verstappen and Sanjeev Bath.

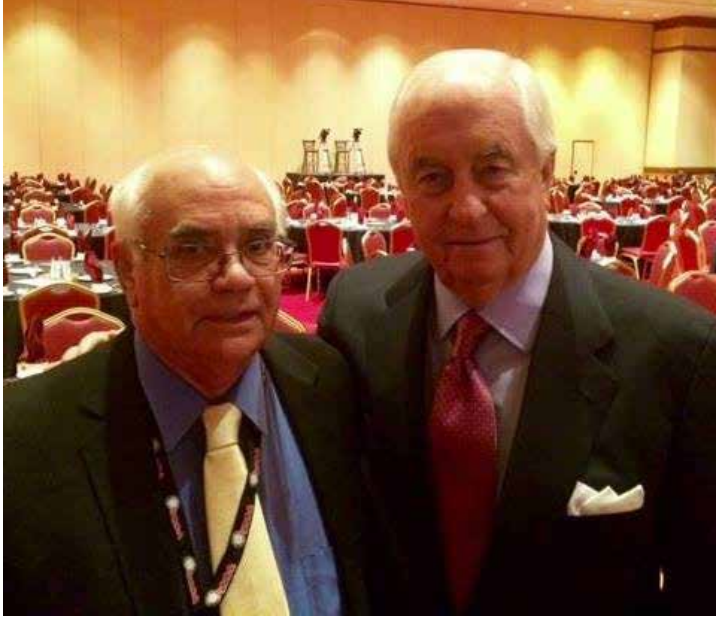
SMP was led by Jonathan Lugod in a '19 ND2 Miata (BSP). Steve O'Blenes took second in a '05 RX-8 (DSP), with Adrian Cardenas taking third in a '95 RX-7 (ASP). Jimmy Au Yeung, Jessica Yeung, Rob Boynton, Isaac Acks, Catherine Tran and Jared McGee rounded out the rest of SMP.



Dwayne Komush took second in a Ford Escort MK1



# MEET THE TEAM 2.0 - THE BRUNNERS



Bruce Brunner with Roger Penske at 2016 SCCA HOF induction

Helga and Bruce Brunner are another example of the family that plays together stays together. They met at the SFR races and here they are, still together and married ten years.

Bruce's first race was as a spectator at the Monterey GP in October 1964. This led Bruce to spectate at SFR races, including Camp Stoneman in Pittsburgh. There he leaned over the fence and asked the corner worker how did Bruce get to be on the flagger's side of the course. He was given contact information for Marty Illgen, the current SFR Flag Chief. Bruce started volunteering at SFR races in 1965. That first year he did it as a member of USARM, United States Auto Race Marshals, because the dues were cheaper. Bruce remained in USARM for many years, and served as President.

In 1966 the rules changed, and SCCA membership was required to work SFR races. So he joined SCCA and 2021 will mark 55 years membership! Over the years, Bruce has also been a track worker at Sonoma Raceway for 25 years. He started as a Flagger and became a Turn Marshal. In those days, SFR had three separate corner crews - Flagging, Communications, and Fire. Bruce flagged for ten years, until he was asked by then-Chief Starter, George Poehlman, to join that crew. Bruce does work F&C from time to time, getting back to his roots. Fellow Flagger, Bill Cartwright, recruited Bruce to work Concours for awhile, but with work and working corners, it took too much time away from family.

As Starter, Bruce has had the opportunity to meet people such as Mark Donahue, John Wyer, Juan Fangio, Piero Ferrari, Luca di Montezemolo, Nigel Mansell, Jim Hall, Pete Brock, Milt Minter & many others. As all race tracks are different, Bruce has no favorite.

Bruce is a founding member of the SFR Hall of Fame Committee. RJ Gordy, who was our SCCA Area Director in 2006, asked Bruce to head up the SFR Hall of Fame, which Gordy felt we should have - based on the newly-formed SCCA Hall of Fame. As Chairman, Bruce brought on Barbara McClellan, Mary Lou Robson, SFR Archivist, Gary Horstkorta and RJ, and they all still serve. Later, Bruce answered SCCA's call for volunteers on the National HOF and served on the Nominating Committee 2009-2015. When SCCA formed the HOF Legacy Committee

in 2015, Bruce was asked to join that and served as Chairman for the past two years. Bruce remembers Roger Penske coming up to him at the private pre-dinner gathering for Penske's 2016 induction, introduced himself and said he liked Bruce's tie.

Bruce is now retired, after many years working at the Lawrence Livermore National Lab. He finds plenty to keep him busy around the house, when he's not at the track.

Helga Brunner is a well-rounded SFR Volunteer, with a variety of crew experiences. She first started coming to SFR events in 2005 with her then-boyfriend who worked flagging and Pit Fire. She had attended NASCAR races before that. In 2006 Helga started volunteering in Timing & Scoring, after she got bored just watching the races. From T&S Helga moved to Pit Fire for a couple of years, which included some here-and-there stints on the Emergency Crew. Riding the back of Lucky Graham's truck was quite the ride! This experience and her SCCA License gave her entree to work Long Beach Grand Prix for a couple of years and all the San Jose Grands Prix. During this time, Helga was Co-Chief of Pit Fire for two years.

Helga's next crew was Course Marshals which she joined in 2009 and stayed until 2015, becoming Co-Chief with Paul Stickler. She's proud of the changes and time-saving improvements which came during this tenure, such as obtaining and utilizing light-weight, hand-held blowers which she'd seen demonstrated at a Sonoma Raceway emergency training session, and a more efficient sweeper for the back of the truck. The blowers impressed the E Crew, who purchased some for their trucks; and Laguna Seca so liked the sweep hooper, they purchased one for its truck.

The next crew change came in 2016 when Helga joined the Sound Crew, and subsequently became Co-Chief. She cited physical challenges on the Course Marshal crew, she likes working with her Co-Chief, and the idea of being indoors at all three race tracks, with amenities that most crews don't have (heat/AC/refrigerator/microwave/nice track view.)

Helga has also worked F&C for Rolex Reunion, IMSA and IndyCar the past two years. Away from SFR events, Helga and Bruce work corners at Sonoma Raceway, for NASCAR, as well as HMSA, NASA and Lemons - as well as non-SFR Races at Thunderhill and Buttonwillow.

Helga, now Sound Co-Chief with Cornelia Bell, has been Co-Chief on three of the five Crews she's worked. Is this a new record for the number of different crews someone has led?

The friendships from the races are what Helga likes best about volunteering for SFR. "It's also a great talking point at work and with neighbors and friends." She does worry, as do many of us, about the aging of our current group of volunteers, as well as the huge time commitment it requires. Most young people don't have and aren't as willing to put in that much time.

Away from the track, Helga works in Quality Control for a national Engineering Consulting firm. Her background is in drafting and Quality Management.

In her spare time, Helga likes to spend time with her three nearby granddaughters. She and Bruce enjoy musical theater, movies and dining out, although not so much these days.

Helga has had several memorable memories and experiences. Top of the list is her meeting husband Bruce in 2009, when she was working Pit Lane and he was a Starter. He came over and introduced himself, chatted her up and soon they were dating. Besides motorsports, Helga

and Bruce had a lot in common, including similar occupations with drafting and designing. They had a June wedding the next year.

Another highlight for Helga was attending the 2019 SFR Driver's School on the RDC Worker Scholarship. For her, it was "an experience of a lifetime!" It ticked off a box on her bucket list, and as she said in her Scholarship letter, she felt it would make her a better Worker. It made her better believe in herself, and she's now even more interested in the races as they go past her window in the Sound Shack.

Also ranking up there for Helga was attending the SCCA National Conventions for the SCCA Hall of Fame and meeting members from all over the country and sometimes the world, as well as Janet Guthrie and Roger Penske.

Meeting Bruce at Laguna Seca makes that her favorite race track. Throughout the years Helga has met many drivers through SCCA and at NASCAR, and she "has a ton of autographs." But her favorite drivers are the ones who wave back to the flaggers on the turns.





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# Looking For Volunteers

Are you tired of sitting in the paddock waiting for the next session for your driver? Are you bored?

Are you a car nut and don't know how to get up close and personal with some of the best amateur road racing drivers in the United States?

Boy do I have a solution for you! The San Francisco Region is looking for volunteers to build the capacity of our specialty crews. You can volunteer for half a day, all day, or all weekend, we have a plan that suits your needs. In exchange we will provide lunches and a social dinner after the race days.

Want to have a front row view of what's happening on the track?

**Flagging and Communications** is about as close as you can be to the action on the track. These are the folks that let the drivers know what's ahead of them on the track and lets the Operating Stewards know track conditions. Fun and exciting!

How about the opportunity for some on-track excursions? **Course Marshals** might be just for you. These folks help keep the track safe for the drivers by taking care of oil leaks, debris and other stuff left on the track that may cause damage or danger to the racers. They work closely with the E-Crew.

Want an inside job with a great view of the track? **Timing and Scoring** is always looking for tech savvy folks who can help the timing systems

talk to each other. This is a great job for anyone who is detailed oriented and likes working with computers.

Want to put drivers in their place? **Grid** is the answer, they get the cars sorted in the proper order prior to qualifying and race sessions.

How about standing at the hot pit wall to make sure all cars and crew are safe during pit stops? The **Pit Marshals** would love to have you join them. The Pit Marshals work closely with the Starters.

Do you like to play with engines and car parts? **Tech** is where you want to be. Not only do you get to meet the drivers but see the cars up close as you determine the safety and legality of the cars.

Are you a party planner and like to throw fun parties? The **Social Crew** is looking for you! These folks help get the lunches and dinners organized and served and make sure everyone is having a good time.

In addition, volunteers have the opportunity to work Pro events at Weathertech Laguna Seca like IMSA and Indy. In addition we staff the Reunion and Pre-Reunion - with some of the most beautiful and exotic vintage cars in the world.

The best part of joining a specialty crew is you become part of our great racing family. If you'd like more information please email me at [Irogaski@hotmail.com](mailto:Irogaski@hotmail.com).









# Confessions of a Cone Slayer By Rob Krider



## The Pinewood Derby - Your First Taste of Glory or Defeat

The Daytona 500 is the biggest race of the year for NASCAR.

Just like the Pinewood Derby is the biggest race of the year for a Cub Scout. Believe it or not, the competition in Pinewood Derby is just as fierce as the competition in NASCAR. Racing is racing,

the first one across the finish line wins. The only difference is NASCAR uses million dollar cars on a two and half mile tri-oval, where Pinewood Derby uses five dollar kits, consisting of a block of wood, four nails, and plastic wheels, that race down a wooden ramp. NASCAR cars have seven hundred horsepower while Pinewood cars have 32.2 feet per second squared of gravity power. Through the eyes of a Cub Scout, the two sports are identical.



As a proud Cub Scout dad during my son's rookie season in the Pinewood Derby, I'll admit we got beat pretty badly. We finished in last place to be exact. As a racecar driver, for my ego it was a pretty tough loss. The concept for the Pinewood Derby is that the kids build the cars. But that first year we realized somewhere along the line the Cub Scout motto of, "Do your best," turned into, "Do your best, unless it's the Pinewood Derby race and then let your Dad do his best, so you have a chance to win." We learned our lesson, and I swore we wouldn't get crushed like we did the prior year. The following year I took control of car design, construction, material choice and I even picked the color. I did let my son name the car, although I didn't let him actually touch the car until it was time to go to the track. Our car was going to be painted fire engine red, so my son named it "Ketchup." The whole idea was the car would "catch up" with the rest of the field.

My life is crazy and busy so as much as I wanted us to win, I ended up procrastinating the build of the car. A week before the race, I realized I was running out of time. We learned during our rookie year only the people who want to race in the back of the pack use the five dollar Pinewood kit. So, I got on the Internet and started ordering Pinewood Derby parts from all over the country. Apparently I am not the only overzealous father out there who wants his son to win. There are web sites and companies devoted to the insanity of Pinewood Derby

dads. I bought balanced plastic wheels, precision electronic scales, exotic lubricants, tungsten weights, and laser machined axles. Since I waited until the last minute I had everything shipped priority overnight. The shipping costs were more expensive than some of the parts I bought. In the end I spent over two hundred dollars on the five dollar kit. Just like real racing, going fast is expensive.

During the construction, my garage was filled with profanity, saw dust and frustration. But after a week of thrashing, calling in sick to work, six trips to Home Depot, and two cut fingers, I had the sleekest, trickiest piece of wood with four nails and four plastic wheels the world had ever seen. The car was beautiful, but it wasn't exactly legal. It was somewhere in the gray area of the Cub Scout Pinewood Derby Rules. I had a few racing tricks up my sleeve which I hid under five coats of paint and epoxy. Smokey Yunick would have been damn proud.

This extreme passion for rolling a piece of wood down a small ramp may seem overzealous. But you have to understand the history of my family, my father was a racecar driver, and his father before him. Racing is in our blood. In fact when I called my dad and told him the Pinewood Derby was the following evening he drove four hours just to see his grandson's race. I was already under an enormous amount of pressure to win, but with my dad coming to watch, I suddenly felt that winning wasn't just a priority, but a necessity. He taught me that in racing, winning isn't everything, it's the only thing.

Race day came so I finally let my son hold the car. We went to the track, grandfather, father and son, three generations of racing, and set our car on a table with all of the other Pinewood cars. Our car looked like it was going a hundred miles an hour just sitting on the table. I knew we were going to win. Some of the other kid's cars had some pretty weird designs, one car in particular was a piece of wood with a dog bone glued to the top of it. They called it, "The Bonester." Our car looked like a racecar, I had no idea why anyone would want to race a dog bone. To each his own, I guess.

The first race of the evening was "Ketchup" versus "The Bonester." Generations of racing ingenuity against a K-9 treat, I knew we had this one covered. The aerodynamics alone would give us the win. As the gate dropped our car took an early lead. My heart swelled, it was working! All of the pain and sweat (and some cheating) was paying off! Then at the bottom of the hill, as the track flattened out, "Ketchup" slowed down like someone threw a boat anchor off the back of it. "The Bonester" went by us like we were standing still. We lost our first race, and of all things, we lost it to the dog bone car. Instead of Home Depot for car supplies I guess I would have been better off going to Petco.

Watching the finish was awful. It was like someone ripped my heart out of my chest. Even after making poor ethical choices in front of my son and building an illegal car we still couldn't win the Pinewood Derby. My dad was there to give me "technical advice," which is racing lingo for all the different ways I built the car wrong. My son looked disappointed and I couldn't blame him. He had heard for an entire week that we were going to win the event and bring home that big championship Pinewood Derby trophy to add to the family collection. My son was convinced that his racecar driver dad could build a fast Pinewood car, but the results said otherwise. Per the Cub Scout Motto, "I did my best," but in the end we were simply eliminated by a Scooby snack.

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



# 2020 San Francisco Region Board of Directors Election Results

The Election for the San Francisco Region Boards of Directors was held in accordance to the region by-laws. The Regional Executive ran unopposed and was automatically re-elected. There were five people vying for three Board of Director positions. Based on the results

below Blake Tatum, Bill Booth, and Seth Reid were elected for a two year term as members San Francisco Region Board of Directors. They will join board members Linda Rogaski, R.J. Gordy, and Ben French. Congratulations to those the won and thank you to everyone who ran.

## Regional Executive

Timothy Sullivan

votes: 226 via MotorSportReg  
34 Paper Ballots

Total 241



**Tim Sullivan**



**Seth Reid**

## Board Of Directors

Seth Reid

votes: 149 via MotorSportReg  
23 paper ballots

Total 172

## Board Of Directors

Blake Tatum

votes: 195 via MotorSportReg  
23 paper ballots

Total 218



**Blake Tatum**



**Sherry Grantz**

## Board Of Directors

Sherry Grantz

votes: 151 via MotorSportReg  
1 paper ballot

Total 152

## Board Of Directors

Bill Booth

votes: 182 via MotorSportReg  
22 paper ballots

Total 204



**Bill Booth**



**Joe Kirby**

## Board Of Directors

Joe Kirby

votes: 55 via MotorSportReg  
3 paper ballots

Total 58

# BOOK ON BAYLANDS RACEWAY PARK JUST RELEASED

*By David Vodden*

Veteran publisher Dennis Mattish has produced yet another book recording the history of auto racing in the Bay area with his release of "Baylands and the Fremont Dragstrip". The well documented history traces the development of the Fremont race property from its early beginnings as the Fremont Dragstrip, through its brief period as a boat drags facility up to the days when it was called Baylands Raceway Park.

Hundreds of photos capture the evolution of the raceway and add depth to the words that describe what actually happened along the way. The book is available from Dennis Mattish in hardback for \$59.95. For contact information and ordering instructions contact Co-author - David Vodden @dvodden@thunderhill.com.

# OBITUARY

## Barbara Jean Brady Templeton

January 4, 1945 - October 9, 2020

Barbara was born January 4, 1945 in Bay City, Michigan (no, she did not know Madonna). She received a Bachelors Degree in Journalism from the University of Michigan and worked for several newspapers in the Ann Arbor and Saginaw, Michigan area.

She and her good friend Dolores loaded all of their worldly goods into Barb's green V.W. bug and set out to tour the United States planning to end up in San Francisco. I have been told that it was a good trip until they reached Tahoe where Dolores managed to break her leg skiing. This didn't deter them but made the interior of bug even more crowded.

They found an apartment in San Francisco on Van Ness Avenue near auto row and were soon reemployed. Barbara as an editor of a trade magazine for the R.J. Cardinal Company and Dolores as a nurse at UCSF

Barbara related an amusing story from their first weeks in San Francisco. They wanted to celebrate their arrival with a typical SF dinner, crab, French bread, white wine and artichokes. They found two crabs on the beach near Land's End and bought the remainder of the meal at a local store. Neither of them had any idea on how to cook the artichokes except to boil them and it wasn't for many years after that Barbara would ever look at one.

Barbara and I met at R.J. Cardinal where we both worked. When she left Cardinal to take a position as Assistant Editor and later editor for "San Francisco Business", a SF Chamber of Commerce publication, we began dating.

I was heavily involved in SFR racing at the time and Barbara decided to come with me. She began working on the Course Marshall's crew with Charlie and Judy Campbell and then switched to the Communications Crew. It was about this time that we were married.

Barbara left the Chamber of Commerce and began a long career with Safeway News in Oakland where she worked with Peter McGowen the CEO writing annual reports and Editing Safeway News.

Barbara became the Chief of Communications and worked in that capacity through the birth of our daughter, Erin. In addition to SFR events Barbara was asked to work the Long Beach and Las Vegas Grand Prix and the Curacao F3000 event in Race Control.

Barbara also originated and organized a crew unique to the SFR. She arranged for empty rooms at the race tracks we raced at and gathered volunteers from driver's and worker's wives and families and formed "Baby Central" providing day care facilities during race weekend days. As Erin grew older Barbara decided to retire from SCCA to make more time for her. Additionally, Erin was getting involved in youth sports and Barbara became a soccer mom.

When Safeway changed due to the KKR Leverage Buyout Barbara left that world and started her own business "Get It Write". She proof read, edited, did transcriptions and acted as a recording secretary for the San Leandro Planning Commission and the Portola Valley Planning Commission and Town Council.

Barbara suffered a major heart attack in 2008 and decided to slow down. She divested herself of her recording secretary jobs but continued odd jobs for old clients and slowly settled into

Grandmotherhood. In early 2015 Barbara was diagnosed with COPD and Congestive Heart Failure. In 2018 lung and ovarian cancer were added to the mix. She spent most of 2020 in hospitals and acute care facilities. She returned home in September 2020 and passed away October 9th.

One of Barbara's biggest regrets of 2020 was the onset of the COVID-19 protocols which ended our monthly lunches with Linda and Jim Rogaski and some of my local relatives. She did enjoy Aaron our Son-In-Law's barbeque skills and we had several very enjoyable barbeque lunches on our back deck with Erin and her family.

Barbara is survived by her two sisters, Louanne and Terri and a myriad of nieces and nephews in Michigan, Erin and Aaron, Anjelica, Abigail and Alexander - our grandchildren, her step daughter Cathy and her two daughters Kendyll and Lindsey, my brother Tim and his two sons Ian and Cody and my sister Meriel and lastly, me.





# NOTES from the ARCHIVE - MOFFETT FIELD 1953



Program cover

August 16, 1953 was the date for the inaugural road races at the former World War II Naval Base for Lighter-Than-Air blimps in Mountain View, CA. With the huge blimp hangers as a backdrop, a rectangular course with rounded corners utilized the fields runways and taxiways. It didn't take an experienced race spectator to know this layout would obviously benefit cars with high horsepower.

On the entry list was one such car, the new Mercury V-8 powered Kurtis Sports Car built by Frank Kurtis and driven by Bill Stroppe. Coming into the Moffett race, the Kurtis had won five consecutive events including the previous weeks race in Seattle, where Stroppe had reached 120 mph on one stretch of the 2.1 mile airport course. The Kurtis design closely followed the general chassis and suspension layout of the Indianapolis car that Bill Vukovich used to almost win the previous years 500 mile event.



LeMans start for the Moffett Field Handicap race

The Kurtis Sports Car used a combination of tubes and flat sheet metal sections to form a stiff and low profile chassis. Solid axles, front and rear, with each suspended by trailing arms and torsion bars...simple but very effective at putting the V-8 power to the ground. Frank Kurtis had built six cars already with ten more in production and a further twenty more planned. There was even talk of entering the Kurtis in the Le Mans 24 hour race in 1954.

With the demand for purpose built race cars growing, Kurtis wanted to tap this market by offering several "kit" versions of his sports car. Selling for a planned \$3,000.00, the kit would offer a complete frame, front & rear suspension, radiator, steering and complete body. Drop in your V-8 and transmission of choice, add brakes, axles, instruments, throw on some tires and presto, you had a race car to go challenge the "big boys".

The Moffett Field pre-race attention centered on the likely duel between Phil Hill in his new 3 liter Ferrari and Stroppe in the Mercury Kurtis. With the promise of a close and exciting race, 50,000 spectators lined the course to see what the results would be. Three races were on the program, the Captains Cup for 1500cc and Under cars; the Novice Race and the Moffett Handicap open for all senior entrants. The Novice Race was won by Robert Cardwell in a Chrysler/Allard with an average speed of 77 mph followed by John Barnum in a Cad/Allard and in third, driving a Frazer-Nash, a driver who would eventually race the vaunted Scarabs, Chuck Daigh.

The Captains Cup of 77 miles was to have been duel between Jack McAfee's Porsche, Ken Miles MG Special, Al Coppel's OSCA and Chick Leson's Simca Special. Unfortunately both Miles and Coppel dropped out with mechanical troubles which left McAfee to control the race with Leson coming in second. This was a rare defeat for Miles who had been dominating races in his MG Special, the R-1.

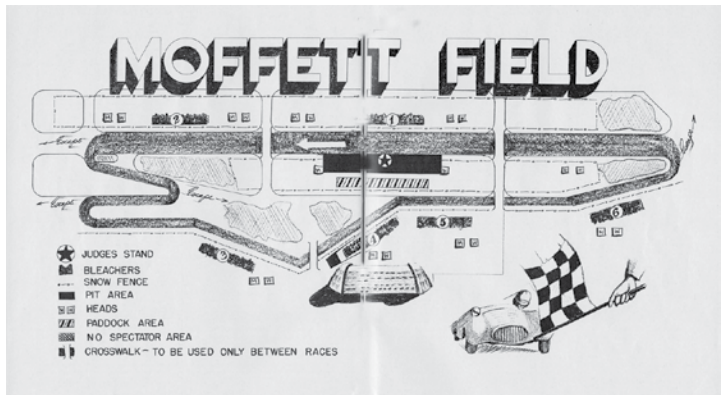
All eyes were now focused on the grid as the main event, the 2 1/h hour long, Moffett Field Handicap, was awaiting the green flag. An interesting mix of cars were in the field - a GMC powered Aston



Bill David (OSCA) leads Ken Miles (MG Spl)

Martin; a Morgan Plus Four; a Sunbeam Alpine; a Jaguar XK-120M; several Allards; a Siata Spyder; several MGs and a Simca Special. Miles had repaired his R-1 in which he hoped to give both Hill and Stroppe a run for their money despite having an engine half their size. The anticipated duel between Hill and Stroppe ended as the flag fell. After a LeMans start, Hill's race lasted exactly three feet as his rear axle snapped and could do nothing but sit and watch the other cars race away. With Hill now sidelined, Stroppe slipped into the lead and progressively moved away from the rest of the field and won easily. To those watching the race it was evident the Kurtis/Mercury was handling beautifully. After the race, Stroppe said "it never feels like its slipping and doesn't heel on the corners. The rear suspension tends to spot the chassis into the rear end and the car simply squats on acceleration". Following Stroppe home in second was the Aston Martin/GMC and amazingly, Ken Miles in his 1500cc MG/R-1.

Almost as impressive as the performance of the Kurtis was the efficiency of Stroppe's pit crew. The speed and organization of most pit crews had to this point in sports car racing been pretty amateurish. Stroppe's crew was not your usual assemblage of mechanics or friends, rather they were an experienced group that had handled the duties for Vukovich's 1953 Indy 500 winning car and for Chuck Daigh in the previous years Mexican road race. With fifteen minutes left in the main event, Stroppe came in for a pit stop. Six crewmen sprang into action and in less than 50 seconds, fuel was added and two new rear tires were changed before he accelerated back onto the course. The elapsed time compared favorably with an Indianapolis pit stop and had this race been closer, Stroppe's pit crew could very well have made a difference.



Moffett track map



Ignacio Lozano leads a group of cars



Chuck Tatum takes the checkered flag in the Tatum



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**STANDING**



# THUNDERHILL REPORT

BY DAVID VODDEN

Merry Christmas everyone! All of us at Thunderhill wish you the very-best holiday season and a much better 2021. I truly value my loyal readers and all of you who support Thunderhill Park. 2021 will be the twenty-eighth year of the track we say was built by racers for racers. The mission of Thunderhill Park, another reference I use a lot, is far from done. "It is a work in progress". It is a fact that we are against our borders on the 530-acre site we acquired back in 1992 from Thor and Melissa Oden.

Even so we can still add more revenue generating assets within our property lines as we ask Santa Claus to bring us more land to the east of the existing site. This vision dancing in my head is for the footprint of Thunderhill to be much bigger so that twenty-five years from now the presence of Thunderhill in the area and in the marketplace will be more powerful and second to none.

As we end the nightmarish year of 2020 the Thunderhill team has successfully executed 490 track track days using the two, three, and five-mile tracks. We also hosted 285 days of activity on the two skid pads with the big pad getting most of that action. I cannot express how proud I am of the team that made this happen for the track and for all the users that enjoy what we have here at Thunderhill.

I would be remiss not to mention the two Rally Cross events that were presented on the dirt near the entry road here at Thunderhill by Sanjay Singh. Because Sanjay came all the way from Fresno to plant and grow this seed and because he invested lots of his time and money in the mission, Sanjay was selected as one of two 2020 Outstanding Contributors to Thunderhill Park. Congratulations Sanjay and Thank You!!

Joining Sanjay as an outstanding contributor to Thunderhill Park in 2020 was Ed Kornegay. Ed has a group called Checkered Flag Racing that rents our track and others for High Performance Driving events. For 2020 I asked Ed if he would take over our beloved Teen Car Control Clinic program and he said yes. Like Sanjay, Ed devoted countless hours and offered many ideas designed to expand the teen car program.

The Thunderhill Park Teen Car clinic is truly outstanding and does save teen age lives. We have testimonials to this effect. We also see the looks on the faces of the parents of these young drivers when CHP Officer, Tracy Hoover delivers the statistics on teen age injuries and deaths as a result of highway driving. Clearly, teen drivers, most new drivers, are horribly unprepared for what happens on the road when things go wrong. This is what we teach, demonstrate, and reinforce using behind the wheel experiences. Our Thunderhill Foundation was created, in part, to help this program expand. Ed Kornegay is the new Chief Instructor! Thank you, Ed!

I also want to thank Tamara Hull for her work in getting the Thunderhill Foundation up and running as a 501 -3 charitable organization. We have received some funding for which I want to thank Gary Pitts, the Porsche Racing Club, Robert Coneybeer, Judy Giddings, and Barbara Whitaker, to name a few, for making donations to the Foundation. I did too but it seems weird to thank myself. The Foundation will be active in supporting driving safety -on track and off, education and community outreach around the property that bears the same name.

Shifting gears, 2020 will document the addition of two more garages on the three-mile track at the north end of the very first set of garages. This task took far too long but it is nearing completion. The bid for a new bathroom in the north paddock has just arrived and will go through the company approval process with the hope that the season finale for the Club in 2021 will have a brand new bathroom and shower to enjoy up by the track shop. As is always the case at Thunderhill, the mission is to make the property better each new day, week, month, and year. Thunderhill remains a work in progress.

Scheduling our track surfaces in 2021 is well underway with the parent company getting on track in February for the Driving School over three days starting on the 12th. Next the SFR/SCCA will host the first of two regional road races here on March 19-21. The 2021 Club racing schedule will end in October with the big season points championship finale on the 28th, 29th and 30th. Please know that this schedule is always subject to change. Sonoma and Laguna frequently shift their pro-dates

around in these early stages of scheduling. Club Regional Executive, Tim Sullivan, is trying to lock it all down but it is not easy. It never has been easy.

The year 2020 ended on a sad note for all of us here at Thunderhill Park when long-time friend and track business partner, Jeff Moore, lost his fight with cancer. I know that many of you have similar stories about cancer with the same unavoidable crappy ending. Jeff Moore played a very-important role in the development of Thunderhill Park.

In the first few years we were open, we obtained ambulance service at the track by contracting with one of two ambulance companies that served the area. One was an independent and the other was Enloe Medical Center. Not long into our existence and after many problems and failures in the rent-an-ambulance business model, the key people at Enloe came to me and said that they could not supply ambulance standby service on so many dates. They thought that Thunderhill would involve weekends only and not everyone. "We can't do it," they said emphatically! At this same time, the ambulance business in the market was about to lose its free-enterprise status! Enloe Hospital took over the independent company and became the only game in town. This was a BIG problem.

Enter Jeff Moore and his lovely Registered Nurse wife, Debi. To make a long and unique story short, we agreed to buy some ambulances, sell them to Jeff and Debi over time and they agreed to create a company to provide dedicated emergency medical response at the track, 24/7, every day, all the time. Problem solved. Really it was. The system worked flawlessly with Jeff, an emergency helicopter paramedic and Debi, a hospital emergency-ward registered nurse, running the show. Perfect. They knew everyone at the hospital and many others from numerous medical sources.

From the start the unique benefits were many. The Ambulances were always on site. The team of Jeff and Debi came to know the layout of the tracks better than most of the drivers who zoomed around them. They set up and used a triage system to network with offsite resources, ground and air transport as well as doctors who would be ready on the receiving end of our inbound patients. They named their company Side Trax Emergency Medical Response. They became a critical part of the Thunderhill family here that makes events happen, safely and well. They also became great friends. With one exception all of our track users realized that Jeff and Debi were experts in providing the medical needs for Thunderhill and all of its customers. Praise was ubiquitous and we were able to rent as many days as we wanted because we could provide top-notch medical standby. We had the best and still do but Jeff Moore got cancer. He fought it for many years and would win a battle and lose a battle, always with the hope that he would win in the end but few do.

We will miss Jeff Moore. Together with Debi Moore, her highly qualified medical team and all of us here at Thunderhill Park we will take care of his business. Side Trax Emergency Response remains in place. Debi will run the Side Trax services at Thunderhill in 2021 for all who come here, except for one. I hope and expect that this will be the case for many years to come. RIP Jeff Moore.



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1989 SWIFT DB -4 Winning Group 2/ FA car or Vintage SVRA • New Dyno time onHasselgren Toyota • Totally race ready • Professionally maintained by Auto Spa • Last raced at 2018 Sonoma Runoffs. Qualified 4th with old motor • Spare wheels/ new sticker Avons/ trailer wheels/ gears/ springs/ misc. • \$35,000, Edd Ozard (925) 200-7509 • eozard@pacwestsolutions.com



Super competitive SRF Gen 2. Top 10 in Runoffs past 2 years. Fresh national motor+ quality regional motor. 3 sets of wheels with tires including new rains. Brakes and rotors have one race session. Re-built transmission last year. \$15,500. Open trailer available for \$1000. Call/text Dan @ 443.742.7702



2010 formula enterprise race car in great condition. Several podium finishes SF regional races. Call Brad Shaffer for more information \$19,000 (415) 317-1860

## FENDERED RACE CARS



1999 Spec Miata. Fresh and strong Rosini pro engine with only 4 weekends of use. Penske Shocks. Non-subscription transponder. Recaro full containment seat. Custom Aim Solo mounting plate. 2 sets of wheels. Custom dash and gauges. Solid car meticulously maintained and dialed in by Competition Autowerks. Multiple wins and consistent podium finisher in SMT and ITA. Needs nothing to go race and win. Asking \$22,000 Call/text Joe Kou at 925-818-0043 or email joekou@gmail.com



ROAD COURSE VICTORY CIRCLE STOCK-CAR: ·GM 604 Crate Engine W/Dyno Sheets · "ALL NEW" Canton Accusump System W/ Steel Braided Lines, AN Fittings, Mounted Oil Cooler & Oil psi Gauge. · "NEW" CHAMP OIL PAN W/ PICKUP MADE SPECIAL FOR ROAD COURSE RACING!!! · Holley 650 Carburetor · Dynatech Headers · Jericho 4-Spd W/ LONG SHIFTER LINKAGE & Joes Racing Aluminum CNC Machined Shifter · Tilton 5.5" Clutch · Transmission and Rarend Coolers W/Tilton Pumps · Winters Q/C Rarend with Winters Sure Trac Differential · (2) MSD Ignition Boxes · 22 Gallon "Fuel Safe" Cell · WILWOOD 6 PISTON FRONT BRAKES W/Fans · WILWOOD 4 PISTON REAR BRAKES · Brake Bias Adjuster · Brake & Clutch Reservoirs Mounted up High for Road Racing · Tilton Brake & Clutch Pedals · Joes Racing Throttle Pedal · Radiator Fan · Carrera Shocks W/New Eibach Springs · Updated Front Shock Mount Hoops · New Custom Built Sway Bar by J.Bews Racing · Appleton Steering Rack W/Power Steering Reservoir & Servo · All Dash Guages- Tach, Water psi, Oil psi, Oil Temp, Fuel psi · 68" Wide Track Width!!! · "New" Joes Racing Upper & Lower A-Arms · Five Star Light Weight Hood · Five Star Light Weight "Cool Air Cleaner" · Wired for Radios W/Antenna · Wired for "Cool Shirt System" · Fire System W/Bottle · Full Containment ISP/ Kirkey Aluminum Seat · Longacre 15" Steering Wheel · Comes with (3 sets) 12 Wide Five Wheels & Good Used 15x10 Hoosier 3035 Slicks · Spare Wide 5 Hub · Used Circle Track Package to run Ovals CALL: Steve Nagai (916) 508-8720 Michelle Nagai (916) 709-9668 \$29,000



1971 Ford Mercury Capri Trans-Am B-Sedan Race Car FIA Group 2  
Full 2 year nut and bolt Rotisserie restoration just completed in 2019  
Finished in beautiful 74 Porsche Mexico Blue SCCA Racing History back to the 90's SCCA, VARA Logbook and Clean Oregon Title.  
Car has been raced with HMSA, SVRA, SCCA, SOVREN and VARA nationwide  
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Raced at the Rolex Reunion - very clean and modified for racing  
Has seating for 4 still in it currently \$40,000 obo Justin 530-368-0306



1995 Winston Cup Ford Thunderbird  
Steve Kinser's old Car Jerico 4speed Trasmision  
358 Engine-700hp@7900rpm - 525 ftlbtorque@6750rpm  
22 gallon Fuel tank Runs on 110 octane weighs 3414#  
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Fresh paint and a clean interior  
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1999 Mazda Miata Street/Track car  
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Nadri edition \$5000 Justin 530-368-0306



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



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240Z Built to SCCA E Prod. Specs. -\$45,000.  
Engine by Rebello Racing-Low Hours, twin disc clutch, two(2) sets Sander wheels, three(3) new sets of American Racer Tires, Kirkey 45 Series Seat, locked 4:11 diff.& spare, 240SX front disc brakes, Wildwood rear disc brakes, Porsche rear axles / CV joints, shortened coil-over strut, and more.  
For details, text or call Dale 928-302-9000



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

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

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



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

## TRAILER/TOW



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



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



## TOOLS/ EQUIPMENT /MISC FOR SALE

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

Richard Spencer 510-774-8834

### Hoist and Lift Beam

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

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



### CORNER WEIGHT SCALES

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

\$150. Pickup at Thunderhill. Ritchie

916.531.5968 or Rhollingsworth@ltk.com



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

## BUSINESS OPPORTUNITIES

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

## SHOP/STORAGE SPACE

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

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

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

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

## GET ON THE TRACK

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

## DRIVING CLASSES

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

## SERVICES

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

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

1808



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

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Race car Rentals that are competitive and reliable. Everything from preparation to transportation is handled by professionals. From Driver's School to your first pro race, we can help you achieve your goals. Learn to race and have fun then leave the race car responsibilities to us. Rentals in Improved Touring and Formula Ford cars and trackside support for Formula Atlantic, Formula Ford and Improved Touring Cars. Racing Services  
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A+ Racing Spec Miata Rental, Service and Support. We have over a dozen Spec Miatas to suit your needs. All of our cars are designed to be Safe, Fast, and Reliable. We race what we rent so you know all of our cars are ready to win. Beginner rates start at \$550 a day and Racer rates start at \$700 a day. Discounts for multiple days and multiple cars. Includes, Track Support, Competition Tires and Fuel. See us at [www.aracing.org](http://www.aracing.org) Contact Al Angulo at 530 277 6311 or [alanguo530@gmail.com](mailto:alanguo530@gmail.com)

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](mailto:auto-spa.com)

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



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

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

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

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**JOBS**

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

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**ATTENTION**

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**Attention FV Owners**

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

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

Send any responses to [westcoastfv@gmail.com](mailto:westcoastfv@gmail.com)

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**Attention Race Car Drivers**

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

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

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

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

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**SUPPORT THE SPORT YOU LOVE**

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

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**WANTED**

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



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