



The wheel[®]



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Three-Mile Races
p. 8

Five Mile Races
p. 10

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Above: #6 Fabian Okonski and #44 Eric O'Brien navigate the esses photo by Chris Poncin

On the cover: #19 Cooper Becklin shows the line for the transition onto the West Course photo by Jonathan Johnson

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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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CALENDAR

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

2021 FRESNO CHAPTER SOLO SCHEDULE

Autocross School - **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 for an up-to-date calendar

All events held at Fresno Fairgrounds except October

**Buttonwillow Kart Track
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.

TRAVEL TECH

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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Phil Munoz
Santa Cruz Area,
831-297-2457

Jason Hohmann
Patterson - Central Valley
209-620-0559

RATES

- 1 car/\$10.00 + mileage
- 2 cars/\$9.00 each + 1/2 mileage
- 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 26-28

REGIONAL 1&2 (FRIDAY TEST) -SONOMA RACEWAY

MARCH 20-21

MAJOR / REGIONAL 3&4 – THUNDERHILL

APRIL 22-25*

IMSA - WEATHERTECH LAGUNA

MAY 28-30

REGIONAL 5&6 (FRIDAY TEST) - WEATHERTECH LAGUNA

JUNE 18-20

REGIONAL 7&8 (FRIDAY TEST) -SONOMA

JULY 23-25

REGIONAL 9&10 (FRIDAY TEST) - WEATHERTECH LAGUNA

AUGUST 7-8*

PRE REUNION - WEATHERTECH LAGUNA

AUGUST 12-15*

REUNION - WEATHERTECH LAGUNA

AUGUST 28-29

REGIONAL 11&12 - WEATHERTECH LAGUNA

SEPTEMBER 16-19*

INDY CAR - WEATHERTECH LAGUNA

OCTOBER 9-10

REGIONAL 13&14 - WEATHERTECH LAGUNA

NOVEMBER 5-6**

REGIONAL 15&16 - THUNDERHILL

NOVEMBER 7**

REGIONAL 17- 5 MILE TRACK - THUNDERHILL

***Pro Race Support for Volunteers**

****Double points**

***** Subject to change**



Free SCCA Test Day
THUNDERHILL RACEWAY PARK
27 December 2020



Annual Competition Licensing School
12-14 February 2021
www.sfrscca.org





Hello Everyone,

Our year is just about over. What a year. We were off to a great start and then Covid hit us. Our season seemed like it was going to end mid-March. Indeed, it did shut us down for a bit. With all the hard work of the tracks and SFR members, we were able to resume racing at Laguna Seca in early June. We had

a lot of controversy over doing the race, but with a lot of help from our members, we were able to pull it off. We all learned the protocols involved and both Laguna Seca and ourselves learned how to run a safe race weekend according to all the Covid protocols. We learned a lot from that experience and were able to run two more race weekends at Laguna and our season ending weekend at Thunderhill. In all, we lost only two race weekends. One at Sonoma and another one at Thunderhill.

We are still working on next years schedule. As always there are last minute track changes, but we are set for Driving School in February, followed by our first Regional event at Sonoma Raceway and our March Majors at Thunderhill. Our Pro support will also start early this year, as IMSA will now be at Laguna the week after Long Beach.

Our office staff also learned and performed well. Trish James was just starting as our Manager and getting her feet wet. What a year to start a job. She learned quickly and has become an asset to the SFR. Amanda

also joined us mid-season, adding more horsepower to our office region. Both Trish and Amanda also work at our events. Trish works almost everywhere, and Amanda has been assisting in Tech

I also want to give a shout out and "Thank You" to all of our Volunteer Officials. During this challenging year and all the new protocols, it came down to the volunteers, all of you, to allow us to put on these races. I cannot thank you enough!

By the time this edition of the Wheel hits your mailboxes, we will already have had our annual meeting. It will be on Zoom this year, but hopefully we will be able to hold an Awards banquet next year, in person along with our annual meeting and Kart races. All regional class winners will be mailed their trophies.

Lastly, our elections for Regional Board members have concluded. Congratulations to Bill Booth, Blake Tatum and Seth Reid. All three are incumbents and will remain on the Board. I also want to thank Sherry Grantz and Joe Kirby for volunteering and running as well. Being on the Board does take a bit of your time. Stepping up and running for the Board is a huge commitment and I thank both of them for their commitment to the Club.

So now we go into slumber mode for a month or so. I hope everybody enjoys the holidays (already?!) and has a great New Year! Until next month.....

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

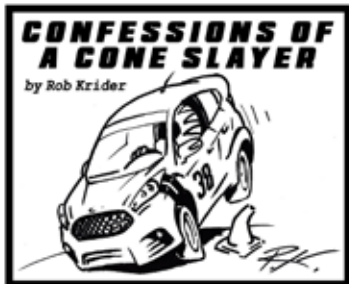
Thunderhill for the rest of my life." Or words to this effect.

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!!



Confessions of a Cone Slayer By Rob Krider



Gas In The Tank

I have recently learned that not all of society is hip to the following fact: unless you are driving a Tesla, most cars need this thing called gasoline to get from Point A to Point B. That is correct, it turns out filling your car with petroleum is not optional. Gas is very much a requirement for any sort of mobility. And, even though

this fact is essentially a non-debatable element of life (cars need gas to go), to this day my wife, whom I love, still isn't totally convinced.

In her defense she does drive her car beyond "empty" on the gas gauge all of the time and yet, her car keeps running. My wife, I assume, thinks the car runs on magic rainbows and butterflies. Who can blame her? Her gas gauge has been lying to her for years. I blame the auto manufacturers. They were the geniuses that installed gas gauges that read E for empty but still have more gas in the tank.

Gas gauges essentially have lied to my wife for so long it has taught her to ignore the gauge altogether. Empty doesn't mean totally empty, a detail my wife likes to prove to herself over and over again by driving a little farther and farther with the gas light on each week. I think she is of the opinion the gas gauge is a like a clock, as the little hand keeps going farther past E, eventually it will just go all the way around back to F again. Then the tank will be full; just like magic.

But it isn't magic that fills the tanks to full again. It's me. I'm the one taking the car to the gas station late at night to fill it up. I'm the one who is ensuring my wife doesn't run out of gas in the fast lane on the freeway at night. I don't want anything bad to happen to her. Not just because I love her, but because we don't have any life insurance on her.



My wife has assisted me in being the one to fill her car up by perfecting the art of finding a reason for me to drive her car at the exact moment that it is completely out of gas. "Honey, could you drive my car? I think there's a noise you need to hear."

"What is it?"

"I don't know. You're the racecar guy. You drive it."

"When does it make the noise? Can you describe it?"

"No."

"Okay, that isn't helpful at all."

"Just take it for a drive, and while you're out, pick up some ice cream."

"Ice cream? Sure! Where are your keys?"

As soon as I get behind the wheel I realize that I've been duped again. The car is totally out of gas. The needle is deep in the empty zone. It turns out when I drive the car I do hear a strange noise. It is the noise of the car running out of gas. The local AAA tow truck driver and I are on a first name basis now.

To make things worse, the automobile industry installed a little piece of innovation for the dashboard called distance to empty (DTE). This terrible invention digitally tells my wife how many more miles she can go once the gauge says empty before she needs to ditch her car off to me for a run to

the gas station. She has calculated exactly how many more trips to work she can take before she runs out of gas.

What she failed to calculate is the two mile trip from the house to the gas station, when I have to drive the car with my fingers crossed hoping to make it. This is usually when the gas gauge is totally buried in E, the fuel light is on, and the DTE says zero miles. While I'm slowly driving to the gas station with just my big toe on the gas pedal like a feather, I keep waiting for the car to change the letters DTE on the dashboard to GFL for Good Frigg'in' Luck.

I was so tired of these high blood pressure drives to the gas station that I decided to stop fixing this problem for my wife. I thought maybe if she ran out of gas and she was the one who was stranded, she would learn an important lesson and not to do this sort of thing anymore.

Personally, I don't play the leave the car out of gas nonsense game. I drive a truck and I keep it filled with gas at all times. I have to keep the tank topped off because the truck is a gas sucking monster. A monster I try to drive as little as possible to save a few bucks. I actually only own the truck because of racecar stuff. Well, racecar stuff and, of course, the social norms and gender rules requiring pickup ownership for all real men. And, if I didn't own a truck then how could my brother-in-law borrow it?

When there are no races to use the truck for towing then usually it just sits in our driveway looking tough and manly. Most of the time when we go places as a family we will use my wife's car. She drives a more reasonable means of transportation that gets rational gas mileage. Obviously, the mileage is so good my wife is convinced it doesn't need gas ever. Her car isn't flashy, or fast, or fun to drive, it's a Hyundai. Hyundai is Korean for toaster oven.

Like a good Californian I try to carpool with some friends to work. I leave my big pickup truck in the driveway and head to my job, saving the environment and my bank account from the evils of my gas guzzling V8 powered truck. My wife doesn't car pool, but we have already established that her car doesn't even use any fuel, just magic rainbows and butterflies.

Last week I got that phone call nobody wants to hear. My wife called me and said, "I've been in a car accident." My first concern was the obvious, was she okay? I could only imagine what her little toaster oven car looked like in an accident. She said she was fine. My next thought was what happened? Then she told me, "I'm totally okay, but your truck is pretty damaged."

"My truck? You weren't driving your car?"

"No, I was late for work and my car didn't have any gas in it, so instead I took your truck."

Well, it turns out, I guess I'm the one who learned a very important lesson.

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



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THREE-MILE RACES

2020 Regional Road Racing Season Finale

The last race of the 2020 season was the McCarthy Memorial Races at Thunderhill Raceway, a three-day, three-race weekend. Two races were slated for the three-mile course and the Sunday races were scheduled for the five-mile course. Weather was a concern for the weekend, with forecast heat and wind. It was an ambitious schedule, made all the more challenging due to the lean volunteer Worker crews and the strict pandemic protocols. All the Workers were able to come in for a grab and go lunch, with plenty of places to spread out to eat outdoors.

Thursday was a track test day, using the three-mile course; and by all accounts it was quite windy. On Friday, Drivers got practice and qualifying and a head start on Race One-Regional 15. Saturday was all races all day, starting with the remaining groups for Race One, and all the Race Two groups. Qualifying for Race Two was a complicated formula of best laps from the previous timed sessions. Saturday the Sacramento Solo Chapter held an event at the track. They had a problem we all should have - it was oversubscribed and so busy that they were unable to participate in their Parade Laps Saturday noon.

Saturday had the best weather of the weekend. In the late afternoon after last car, was the annual BBQ on the outdoor patio, with the McCarthy Raffle and awarding of some of the SFR Annual honors. The weather was absolutely perfect - warm, with no wind. People masked up. RE Tim Sullivan and his sidekick Driver Doug Alvis cooked and served burgers and hot dogs, while others made Margueritas or dispensed adult and soft beverages. Drivers, Crews, Workers and the Solo folk were all invited and participated.

After much back and forth regarding the ability to run the five-mile course due to high winds, possible power interruptions and staffing, the Sunday races were confirmed Saturday afternoon to be run on the five-mile course. Many drivers were disappointed upon learning the five-mile wouldn't be run, and were very happy that it was back on.

This was a chance to run a different course, different than other SFR tracks, with lots of turns and elevation changes.

While the winds were strong on Friday, especially in the morning, they were nothing compared to the gale forces experienced on Sunday. The three Thunderhill windmills got a workout for sure. Sunday's winds were equal to those experienced at last year's Sunday finale race. Ground level winds were fierce, but on the Starter Stand and in the Corner stations, 20 or more feet above ground, it felt like a hurricane, and created quite the wind chill. Some drivers said they didn't notice it once they were in their cars, but watching some of them slide around, it was difficult not to notice the difference between Friday and Sunday. Most workers huddled in their cars Sunday during lunch break for warmth and respite.

More than 200 cars were entered for the finale, bolstered by several groups who chose the event to showcase their marques or affiliations, including the World Speed Motorsports open wheel drivers, the FF drivers who had the final two rounds of their Formula F Series in two separate non-points races, the big bore muscle cars, and a contingent of Oregon drivers, who held a drawing among their group for the free race entry donated by the region if they brought ten or more drivers. SM driver, Eric Jones of Eugene OR, was the lucky winner.

SRF3 Driver, Joe Briggs and his Healdsburg Distilleries and Briggs Consulting again donated checks for the Volunteer Workers, who were selected by a draw - three each day. The Oregon drivers donated gift cards to a tenth worker. The recipients were Helga Brunner/Sound; Lee Ellis/Pit Fire; Joe Gaffney/Starter; Bob Heisig/E Crew; Paul Helberg/Steward; Dave Irwin/F&C; Mike King/Announce; Nikky Kyllonen/Grid; Gene Peters/Paddock Marshal; and Linda Rogaski & Claire Kelly/Race Admin.

REGIONAL RACE 15 - RACE ONE

Group 1 FA FM FX F4

Race 15



#36 William Ferguson leads #19 Cooper Becklin into turn 14. photo by Jonathan Johnson

Jay Horak/No.37 FA Ligier F3 had the pole for this race, which had a larger than usual field for the high-powered open-wheel cars. Half the field was out-of-region drivers from the West Coast, plus one from Chicago. There was a split start for the six F4 cars, who started second. On the start, there was an incident involving several cars. Courtney Crone/No.25 F4 Ligier F4 stalled in Turn 2, along with Lane Vacala/

No.13 F4 Toyota Ligier. Two other cars ended up with body damage - Steve Martin/No.74 FX Formula Mazda and Brad Drew/No.78 FX Formula Mazda. The Safety Car was dispatched and caught the field. The stranded cars were towed and Horak was passed before the caution, for the lead, by Ethan Raap/No.6 FA Pro Mazda, who kept it during the caution. Martin made a quick pit stop and returned to the race. At the Green Flag restart, Horak regained his lead and held off Raap to the Checkered Flag. Those two and John Ostlund/No.59 FA Formula Mazda all ran together and pulled away from the pack. Then Ostlund was too loud and had to pit, two laps shy of the finish. Edd Ozard/No.16 FA Pro Mazda finished third, followed by Tao Takaoka/No.27 FX FS 2.0, who finished first in class. Martin was second in FX.

Bill Weaver/No.67 Star Mazda finished fifth and first in FM, followed by Melvin David Kemper/No.4 Formula Mazda and Woody Yerxa/No.7 Formula Mazda.

William Ferguson/No.36 Ligier F4 won the F4 class, with Cooper Becklin/No.19 Ligier F4 and John Holmes/No.3 Ligier F3 getting podium finishes.

CLASS WINNERS

FA: Jay Henry Horak/No.37 Ligier F3; Ethan Raap/No.6 Pro Mazda; Edd Ozard/No.16 Pro Mazda

FX: Tao Takaoka/No.27 FS 2.0; Steve Martin/No.74 Formula Mazda

FM: Bill Weaver/No.67 Str Mazda; Melvin David Kemper/No.4 Formula Mazda; Woody Yerxa/No.7 Formula Mazda

F4: William Ferguson/No.36 Ligier F4; Cooper Becklin/No.19 Ligier F4; John Holmes/No.17 F4 Ligier F4



#27 Tao Takaoka first place in FX, fourth overall. photo by Jonathan Johnson

Group 2 FB FE FE2 PX S2 P1 P2 ASR DSR

Race 15



#2 Darrell Anderson first time out in his prototype being hounded by #15 John Shine. photo by Jonathan Johnson

This small group had a full grid of eleven cars, mainly P1 and P2 cars, with one FE2, all from SFR. Jim Devenport/No.23 P1 Norma had the pole. He took off and pulled away from the field, although Joe Viso/No.52 P1 Elan DP02 kept him in sight. Devenport led every lap, followed by Viso. Running third was John Shine/No.15 P1 Stohr, who had started at the back as he hadn't qualified. The three of them were the only cars on the lead lap at the finish-Lap 16, although they were spread out. Devenport finished 46.623 seconds ahead of Viso-the largest gap of the day; and Devenport turned the fastest race lap of 104.686 mph - the fastest of the day. Seven of the 11 starters finished

Darrell Anderson/No.2 P1 Wolf, who usually races Mustangs, is new to this group. He qualified and ran third for ten laps before slowing suddenly, causing Shine with whom he was racing, to hit him. Shine continued, to take third, while Anderson pitted.

John Yeatman/No.8 FE2 Van Diemen, who started last due to not qualifying, moved up to sixth, fell back, and

then regained the position and won the FE2 class. Fernando Fabian Okonski/No.6 P2 Stohr gridded fifth and finished fourth, first in P2. Eric O'Brien/No.44 A-MAC was second in P2.

Bruce Brown/No.62 P1 Stohr was the first to drop out mechanical in Turn 11, followed by Aaron Bailey/No.P1 Stohr, who pitted. Later John Howarth/No.79 P2 Carbir pitted.

CLASS WINNERS

PA: Jim Devenport/No.23 Norma; Joe Viso/No.52 Elan DP 02; John Shine/No.15 Stohr

P2: Fernando Fabian Okonski/No.6 Stohr 01D; Eric O'Brien/No.44A-MAC; John Howarth/No.79 Carbir

FE2: John Yeatman/No.8 Van Diemen



#52 Joe Viso in his Elan DP 02. photo by Chris Poncin

Group 3 ITE GT1 GT2 GT3 GTA GTE SP N3 SS T1 T2 T3 AS E46 GTX MC



#1 Donald Swartz led initially but had to pit giving way to #79 Clark Nunes. photo by Chris Poncin

With 29 cars, this group had all SFR drivers. Nine of the 15 classes were represented. Clark Nunes/No.79 T1 Camaro had pole but was passed by front row driver, Donald Swartz/No.1 Ford. Driving a wild race, Schwarz led for five laps before pitting, allowing Nunes to regain the lead. He won the race and T1 class, with a 36.209 second gap ahead of runner-up, Danny Malfatti/No.55 GT2 Chevy Monte Carlo.

Steve Nagai/No.14 SP Chevy Monte Carlo spun off in Turn 3 on the Pace Lap. Charles Laster/No.23 MC Camaro spun off in Turn 2 on the opening lap. Swartz had his first off in Turn 5 on the first lap, and took a rough ride, but kept his lead. Next lap Schwarz again went off in Turn 5, another rough ride, bringing out the debris flag for dirt he brought back on course. And then for good measure, he did it again on the next lap. This earned him the Closed Black Flag. All this time, Nunes was running close to him. Then Schwarz was given the meatball flag, to come in. He received that twice without coming in, spun off again in Turn Five, so his flag was upgraded to Open Black Flag. Schwarz got the OBF at two stations at least five times, before he finally pitted, and retired after a mandatory chat with the Tech Steward. His story was that he "ran out of brakes, and I went off course instead of trying to pass." Kudos were given for originality. Swartz did turn the fastest race lap of 88.185 mph.

While all this drama was unfolding, the field was stretched out all around the track. Mid-pack Bryan MacMillan/No.44 GT2 Mustang and Eric Fulkerson/No.6 T3 Porsche Boxter were having their own private race. MacMillan came in third in GT2, and Fulkerson was second in T3.

Steve Borlik/No.11 EP Mazda MX5 joined the race late, as did Allan Carl/No.20 GT2 Mustang, leaking fluid. Allan Carl spun off and on in Turn 2, and then pitted. Nagai pitted and retired. Carl pitted. Laster, who had dropped back after his first lap spin, and was slowly working ahead, had contact with Helmut Jones/No.163 BMW M3GTR in Turn 14. Mikhail Butenko/No.98. Allan Carl's son, Joseph Carl/No.60 EP Mazda RX7 finished second in EP.

Roland Kamber/No.74 EP Mazda RX7 was dragging his muffler. Wilson Powell's bright yellow T1 Corvette was again too loud, not for the first time this weekend,

so he pitted after four laps and retired. Veteran driver Ken Pedersen/No.39 AS Mustang was spotted with a large orange decal on his wing. However, it was a tow hook designator, not a Novice sticker.

CLASS WINNERS

T1: Clark Nunes/No.79 Camaro; Don Van Nortwick/No.8 Ford FP350S; Tim Sullivan/No.58 Corvette

GT2: Danny Malfatti/No.55 Chevy Monte Carlo; Steve Toth/No.63 Pontiac Grand Prix; Bryan MacMillan/No.44 Mustang

AS: Roger Eagleton/No.29 Mustang; Ken Pedersen/No.39 Mustang GT; Mikhail Butenko/No.98 Mustang

ITE: Nathan Pope/No.24 Honda CRX; Seth Huntley/No.111 Honda S2000

EP: Roland Kamber/No.74 Mazda RX7; Joseph Carl/No.60 Mazda RX7

T3: Donald Ahn/No.198 Porsche Boxter; Eric Fulkerson/No.6 Porsche Boxter

GT3: Dan Payne/No.32 Mazda RX7

MC: Darryl Seefeldt/No.22 Camaro; Charles Laster/No.23 Camaro

SP: Steve Nagai/No.14 Chevy Monte Carlo



#63 Steve Toth and #14 Steve Nagai, Nagai went on to win SP Steve came in second in GT2. photo by Chris Pncin

Group 4 FF CF FV FST F5 FC FFT



#11 Denny Renfrow tries out his Swift DB6 for the first time at Thunderhill. Denny had a very action packed weekend. photo by Jonathan Johnson

This was the first race of the day on Saturday, with the sun just starting to make its rise over Turn 4. This small group had a disparate field ranging from FV to FC, and all 14 started the race. Henry Kenneth Rozeboom/No.81 FC Van Diemen had the overall and class pole, but he spun in Turn 2 after the Start, and front-row starter, Jeffrey Pietz/No.80 FC Van Diemen took advantage to lead. For five laps Chuck Horn/No.54 FF Swift Honda chased him, turning the fastest race lap of 91.384 mph. The also gave Horn a New FF Track Record - 1:52.904.

Pietz tried to keep up with Horn, and spun in Turn 5. Tom Stratton/No.57 FV Crusader, one of three FV's in the race, spun, perhaps in his own fluids. Michael Bernstein/No.12 FF Piper went off. Leader Horn spun in Turn 11, but neatly kept it together and didn't lose his lead. He won, finishing 31.373 seconds ahead of Pietz. Denny Renfrow/No.11 FF Swift was third. Rozeboom recovered from his early spin which put

him behind the field, to catch back up and finish eighth, second in FC.

Blake Tatum brought out his other Racecar from mothballs, No.7 FST Crusader, as he had someone with whom to race. He easily kept ahead of the other FST of Jim Lepetich/No.95 Gazelle.

Dave Jalen/No.50 FF Mygale, with the help of teammate Bernstein, diagnosed and resolved the electrical issues. For awhile Bernstein - an electronics engineer - thought the FF cars weren't socially distanced enough and their common electrical problems were spreading like a virus. Bernstein was feeling good about slowly getting his Piper to handle better.

CLASS WINNERS

FF: Chuck Horn/No.54 Swift/Honda; Denny Renfrow/No.11 Swift DB6; Jon Brandstad/No.44 Swift

FC: JeffreyPietz/No.80 Van Diemen DP08; Henry Kenneth Rozenboom/No.81 Van Diemen DP08

FFT: Eric Little/No.1 Swift DB1

FST: Blake Tatum/No.7 Crusader; Jim Lepetich/No.95 Gazelle

FV: Lawrence Bacon/No.67 Protoform P2; Ron Wake/No.41 Mysterian; Tom Stratton/No.57 Crusader



#54 Chuck Horn sets the tire pressure as he prepares to go out for the first race of the morning. photo by Jonathan Johnson

Group 4A FF VFF CF FFT



#5 Eric Little drove up from southern California to be part of the action. photo by Chris Poncin

This was the second race of the weekend, on Friday afternoon, and in this instance - the penultimate round of the Formula F Series. The field was small, only six drivers, for the non-points race. These are mostly FF's which could qualify to run vintage races. Chuck Horn/No.54 FF Swift/Honda had the pole, but Denny Renfrow/No.11 FF Swift passed for the lead, which he held for nine of the thirteen laps. Renfrow was driving a new-to-him 1990 Swift. Horn followed, in third and then into second. He dogged Renfrow lap after lap until making the pass in Turn 11 to take the lead, turning the fastest race lap of 90.763 mph. Horn won FF and overall, followed by Renfrow. The Margin of Victory was 9.075 seconds.

Eric Little of Cal Club in the only FFT Swift DB-1 started third, ran second for a lap before settling in to third for most of the race. Dave Jalen/No.50 FF Mygale had started at the back due to no qualifying, but he quickly caught up and ran on the heels of Renfrow. Little then slowed and pulled off at Turn 5 with a failed fuel pump. Jalen took over third and got his first podium of the weekend. That and setting personal bests or near bests made up for the electrical gremlins he had Thursday, which kept him from Friday qualifying. Cal Club driver, Eric Poulson/No.48 FF Spectrum had the only deviation of the race - spinning in Turn 14, perhaps understandable as this was his first time at Thunderhill.

Michael Bernstein/No.12 FF Piper ran at the back and pitted to retire half way. He said he had pretty much used up a mediocre set of tires, so he was only able to enjoy the race start. He got bored with driving by himself, so he came in.

The marques of these FFs were barn-burners back in the day. One car which didn't run, and too bad for that, was a Rolls-Royce Swift DB6, driven by Richard Hybels. Doesn't that sound posh.

CLASS WINNERS

FF: Chuck Horn/No.54 Swift Honda; Denny Renfrow/No.11 Swift DB 6; David Jalen/No.50 Mygale

FFT: Eric Little/No.5 Swift DB1

Group 5 ITS ITA ITB ITC ITX ITR FP HP STL STU E30 SMG BS T4 T4 GTL SSC5 SMS



#39 Ken Pedersen and #30 David Ray locked in a tight battle for position. photo by Jonathan Johnson

The second race of the day had 44 starters, in ten of the 17 classes in the sedan alphabet soup. There was a large - for SFR races - contingent of muscle cars, which also run in Group 3 for big bores, as well as the myriad of Mazdas, mostly Miatas. Ken Pedersen/No.39 SMG Mustang had the overall and class pole. There were seven Mustangs. One of them, driven by David Ray/No.30 SMG, got by Pedersen and led for five laps before Pedersen regained his lead. Roger Eagleton/No.20 SMG Mustang poked his nose into the mix, the three had a nice tight run, close and clean. Ray and Pedersen each led, but Eagleton turned the fastest race lap of 85.224 mph. The next three drivers, Adam Enticknap/No.87 SMG Mustang, Seth Huntley/No.111 STU Honda S2000, and Michael Lowe/No.10 SMG Mustang were also running in close quarters. Young Huntley, another alum of the 2020 SFR Driver School, started eighth and was running fifth and then fourth, mixing it up with the big boys.



Start of the group Five race. Roger eagleton leads the large pack into turn one. #30 David Ray is right on his bumper. photo by Chris Poncin

Mikhail Butenko/
No.98 SMG
Mustang qualified

fifth, but fell back to ninth with some smoke, before pulling off in Turn 11 with mechanical problems. Later Marc Hoover/No.198 STU Mazda MX5 also pulled off mechanical; but this was a hazardous situation in Turn 3, with the stranded car and oil on track; so out came the Safety Car, with four minutes left. There were some passes under yellow and another body contact. The race ended under caution, with Pace Car Driver, Bill Kirkwood leading the field to the Checkered Flag. The top three were SMG. In the midst of bigger cars was Huntley, fourth overall and first in STU. Finishing sixth and first in STL was Nathan Pope/No. 42 Honda Prelude, who set a New STL Track Record of 2:02.212. Finishing third in STL and ninth overall was Terry McCarthy/

No.19 Miata, son of the late Tom McCarthy, for whom the race was named.

Although there had been several sound violations during practice and qualifying, the first one during a race went to Ben Brandt/No.57 ITS Miata.

CLASS WINNERS

SMG: Ken Pedersen/No.39 Mustang GT; Roger Eagleton/No.29 Mustang; David Ray/No.30 Mustang

STU: Seth Huntley/No.111 Honda S200

STL: Nathan Pope/No.42 Honda Prelude; Steve Borlik/No.11 Mazda MX5; Terry McCarthy/No.19 Miata

ITA: Scott Smith/No.174 Miata; Joseph Kou/No.6 Miata; Wa Huong/No.3 Miata

ITX: Ross Lindell/No.16 Miata; Rob Fuller/No.49 Miata; Joseph Carl/No.60 Mazda RX7

SSC5: Tim Sullivan/No.58 Corvette

HP: Michael Cummings/No.32 Sprite

T4: Tony Kiratsous/No.78 Scion

Group 6 SRF SRF3



#14 Gregory Hoff leads #9 Joe Briggs. Hoff fell back to 10th and Briggs finished second. photo by Chris Poncin

This was the last race of the day Friday. The wind had died down to a dull roar, the sun was shining and the field was large. Joe Briggs/No.9 SRF3 had the overall and class pole. Five SRF's made up the second part of this field, and they had an informal self-split start, with Ken Woolley/No.41 SRF on pole. Gregory Hoff/No.14 SRF3 got the jump on Briggs to take the lead, while Briggs fell back to third and then fourth behind Bill Booth/N.57 SRF3. Once in second, Briggs moved closer to Hoff and made a nice move in Turn 11 to take the lead, which he held for four laps, while Hoff fell back. On Lap 4, Bert Aramburu/No.92 SRF had mechanical issues but couldn't park it safe enough, which necessitated an immediate tow. This brought out the Safety Car.

Once the race was restarted, Bill Booth/No.57 SRF3 and Don Becklin/No.09 SRF3 from Oregon, who were running second and third, got together. Briggs took advantage to take second, while Booth dropped back to twentieth and Becklin retired. Then on Lap 6, Tanner Briggs/No.20 SRF3 and Michael Smith/No.64 SRF3 had contact. Smith retired and Tanner Briggs was able to recover and continue. Then it was Hoff's turn to have contact, with Robert Breton/No.51 SRF3. They recovered and went on to finish the race. Smith had another off, was dragging something and pitted. Various drivers spun, went off, and 25 drivers finished the race.

Meanwhile, Umberto Milletti/No.34 SRF3, who had qualified thirteenth, had been making a swift charge to the front, and slotted

himself behind leader Briggs in a nice smooth move in Turn 11 on Lap 7. Milletti turned the fastest race lap of 86.788 mph. Next lap he took the lead and went on to victory, winning by 3.310 seconds ahead of Briggs. Robert Sachs/No.35 SRF3, who had started ninth, finished third.

Ken Woolley won SRF. Finishing second was Casey McLoed/No.22 SRF, who was no longer a Novice after going through Driver's School this year. Third was young Erich Woolley/No.33 SRF.

CLASS WINNERS

SRF3: Umberto Milletti/No.34; Joe Briggs/No.9; Robert Sachs/No.35

SRF: Ken Woolley/No.41; Casey McLoed/No.22; Erich Woolley/No.33

Group 7 SM SMT SSM

Race 15



Larry Oka, Greg Hoff, Rob Fuller, Ross Lindell, and Theron Smith. photo by Lynne Hunting

This was the first race of the day Friday afternoon, and had the largest field - 50 of the 54 entries started the race. And it got a bang-up start, literally. There was a freeway-style pileup at the start, basically too many cars-too little pavement. No one was hurt; but there were multiple cars caught out in the situation, going evasive and/or off-course. Among the victims were Wa Huang/No.3 SMT and Chris Lee/No.86 SMT. Several cars hit each other, and at least one hit the concrete wall, knocking it hard enough for needed repairs. The Safety Crew and track maintenance had their work cut out for them. This was an Alert situation. This meant the largest field had the shortest race - only eight laps in the 25-minute race; and the results weren't official for nearly 24 hours due to the Stewards review.

Ken Sutherland/No.94 SM had pole and he, along with Eric Jones/No.2 SM survived the melee and went on to have a hard-fought race. They swapped positions twice; and Sutherland took the lead for good on Lap 6 and took the win, ahead of Will Schrader/No.87 SM, who turned the fastest race lap of 80.660 mph. The Margin of Victory was only 0.442, the closest of the eight Race One competitions. Jones finished third, despite an admitted misstep. Jones said he hit the brakes a fraction too late going into Turn 14, and was passed while re-entering the course.

There were 16 SM drivers in the race, and they took the top ten finishing positions, with seven of the top nine from the Northwest. One of them, Jones, said he had a blast all weekend and can't wait for the next race!

SMT had the most drivers-24. They took the next four finishing positions. Wa Huang/No.3 SMT had the pole, but was taken out at

the Start. His buddy, Joseph Kou/No.6 SMT started and finished second in class, but was penalized two class positions for avoidable contact. There was a lot of good racing among the SMT drivers, and after the dust settled, Scott Smith/No.174 led the class every lap and won. Second and third, Brian Cross/No.54 and Scott Carter/No.85 also ran in their positions straight through.

SSM pole sitter, Gregory Hoff/No.97 led for five laps, with Ross Lindell/No.16 running behind but catching. They were mixing it up with SMT cars. Rob Fuller/No.49 joined in and the three raced on. On the penultimate lap, Lindell passed Hoff for the lead and won the class, with Hoff and Fuller finishing in second and third.

The three of them mentored a young driver from Oregon, Theron Smith in No.95 SSM. They were all in Larry Oka Miatas in Group 7. Smith ran well for the first four laps before he lost the clutch and retired. Smith, 17 years old driving with a Minor Waiver, went through SFR's Driver's School in February, with Joe Montana and Charlie Laster as instructors. Smith shed his Novice designation prior to this weekend, and said he learned a lot from the three podium finishers all weekend. Smith has a dirt racing background, is still in high school, and he works to finance his racing. We'll be seeing more of him next season. He comes to SFR for racing because "SFR has unmatched competition on the West Coast, and it's always a pleasure to race with us."

CLASS WINNERS

SM: Ken Sutherland/No.94; Will Schrader/No.87; Eric Jones/No.2

SMT: Scott Smith/No.174; Brian Cross/No.54; Scott Carter/No.85

SSM: Ross Lindell/No.16; Gregory Hoff/97 Rob Fuller/No.49



#82 Dale Pestes, #45 David McAnaney, and #16 Ross Lindell storm down the front straight. photo by Jonathan Johnson

REGIONAL RACE 16 - RACE TWO

Race 16

Group 1 FA FM FX FS F4



#59 John Ostlund and #16 Edd Ozard into the braking area for turn #14. photo by Jonathan Johnson

This was the last race of the day. Jay Henry Horak/No.39 FA Ligier F3 had the pole and led every lap, followed by Ethan Raap/No.6 FA Pro Mazda, who was 23.782 seconds behind. The F4 cars had a self-split start.

Woody Yerxa/No.7 FM Formula Mazda spun in Turn 3 at the start, made it to Turn 5 and parked. On the same lap, Dutch Schultz/No.44 FM Star Mazda pitted and retired. Edd Ozard/No.16 FA Pro Mazda livened things up when he went off at Turn 9, first on the right, and then on the left. The race itself was rather processional. John Holmes/No.17 F4 Ligier F4 pitted and retired on Lap 9.

Tao Takaoka/No.27 FX FS 2.won his class and set a New FX Track Record of 1:49.347.

The F4 group was lively. William Ferguson/No.36 Ligier F4 had the class pole, followed by Cooper Becklin/No.19 Ligier F4, John Holmes/No.17 Ligier F4 and Courtney Crone/No.25 Ligier F4, who was last as she DNF in the first race. Ferguson and Becklin swapped the class lead several times, even as they were moving forward in the field. Crone moved forward quickly, passing Holmes, and caught up to Ferguson and Becklin. On the penultimate lap she passed Ferguson to take second in class.

CLASS WINNERS

FA: Jay Henry Horak/No.39 Ligier F3; Ethan Raap/No.6 Pro Mazda; John Ostlund/No.59 Mazda Formula Atlantic

FX: Tao Takaoka/No.27 FS 2.0; Brad Drew/No.78 Mazda Formula; Steve Martin/No.74 Formula Mazda

FM: Melvin David Kemper/No.4 Formula Mazda; Bill Weaver/No.67 Star Mazda; Lars Jensen/No.63 Star Mazda

F4: Cooper Becklin/No.19Ligier F4; Courtney Crone/No.25 Ligier F4; William Ferguson/No.36 Ligier F4



#37 Jay Henry Horak enrt to first place in class and first overall. photo by Jonathan Johnson

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Group 2 FB FE FE2 PX S2 P1 P2 S2 ASR DSR

It was another full grid for this group of sports racers and prototypes - all 11 of them. Jim Devenport/No.23 P1 Norma again had the pole, led every lap and turned the fastest race lap of 103.895 mph. He pulled away from the field, as did runner-up Joe Viso/No.52 P1 Elan DP02. It was lovely weather, with just a slight breeze. The Thunderhill windmills had been standing at attention all day, awaiting the wind.



#23 Jim Devenport winner of the second P1 race of the day. photo by Jonathan Johnson

John Shine/No15 P1 stalled and restarted on the grid and everyone retained their respective positions.

An Alert situation occurred when Bruce Brown/No.62 P1 Stohr locked up and bucketed into the dirt in Turn 8. He lifted off the ground and was airborne, landing upright. He lost his left front wheel which made it to Turn 9, center part missing, heading for Devenport. This brought out the Safety Car, who thanked leader Devenport, who saw

the situation and slowed so the Safety Car could catch him. Brown was OK and the car was towed to safety. After the restart, Devenport again checked out and pulled away.

CLASS WINNERS

P1: Jim Devenport/No.23 Norma; Joe Viso/No.52 Elan DP 02; John Shine/No.15 Stohr

P2: Eric O'Brien/No.44 A-MAC; F. Fabian Okonski/No.6 Stohr; John Howarth/No.79 Carbir

FE2: John Yeatman/No.8 Van Diemen



#49 Chris Vian headed down the back straight. photo by Chris Poncin



#8 John Yeatman was the lone FE2 competitor this weekend. photo by Chris Poncin

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Group 3 ITE GT1 GT2 GT3 SP N3 SS T1 T2 T3 AS E46 GTX MC



#111 Seth Huntley and #6 Eric Fulkerson on the short chute between turns 14 and 15. photo by Chris Poncin

Clark Nunes/No.79 T1 Camaro had the pole after winning the morning race, but Donald Swartz/No.1 GT2 Ford got by him and never looked back - leading every lap and turning the fastest race lap of 87.549 mph. He drove more sedately than Friday. Steve Nagai/No.4 SP Chevy Monte Carlo ran second for the whole race, and literally sputtered across the finish line, after running out of gas. He had turned the fastest lap before being eclipsed by Swartz. They pulled away from the rest of the field of 23 cars.

Helmuth Jones/No.163 GT2 BMW M3GTR was too loud and had to pit, where he retired. Five muscle cars were DNS in the race. There were so many different classes, that nearly every driver who ran the race had a podium finish. Many of the drivers finished close to their grid positions.

Nathan Pope/No.24 ITE pitted at Re-Entry on the Pace Lap. He had been fast earlier in the day in Group 5, winning the STL class and setting a New Track Record. Allan Carl/No.20 GT2 Mustang was late to grid, then stalled and was pushed safe. He later restarted and ran three laps before pitting and stalling in the pit lane. Carl was pushed safe. Eric Fulkerson/No.6 T3 Porsche Boxter tested his limits a couple of times, going off in Turn 9 and then in Turn 15. He survived to finish second in T3, behind Donald Ahn/No.198 Porsche Boxter.

CLASS WINNERS

GT2: Donald Swartz/No.1 Ford; Steve Toth/No.63 Pontiac Grand Prix; Danny Malfatti/No.55 Chevy Monte Carlo

SP: Steve Nagai/No.4 Chevy Monte Carlo

T1: Clark Nunes/No.79 Camaro; Don Van Nortwick/No.8 Ford FP350S

AS: Roger Eagleton/No.29 Mustang; Ken Pedersen/No.39 Mustang

GT: Michael Lowe/No.10 Mustang

ITE: Seth Huntley/No.111 Honda S2000; Nathan Pope/No.24 Honda CRX

MC: Charles Laster/No.23 Camaro; Darryl Seefeldt/No.22 Camaro

GT3: Dan Payne/No.32 Mazda RX7

EP: Roland Kamber/No.74 Mazda RX7; Mike Haag/No.11 Mazda MX-5; Joseph Carl/No.60 Mazda RX7

T3: Donald Ahn/No.198 Porsche Boxter; Eric Fulkerson/No.6 Porsche Boxter



#24 Nathan Pope in his ITE Honda CRX. photo by Jonathan Johnson

Group 4 FF CF FV FST F5 FC FFT



#44 Jon Brandstad and #50 David Jalen pass #57 Tom Stratton.
photo by Chris Poncin

Another role reversal. This time FC driver, Jeffrey Pietz/No.80 Van Diemen had pole, led every lap and turned the fastest race lap of 91.010 mph. His was the only FC in the race, and he pulled far away from the rest of the cars. Chuck Horn/No.54 FF Swift/Honda gridded second, but on the second lap he spun in front of the pack in Turn 2 and he lost second place to Denny Renfrow/No.11 Swift DB6. Horn pitted and retired. Renfrow held that position for the entire race and finished second, 30.226 seconds behind Pietz. However, it didn't hold, as a Steward's RFA penalized Renfrow for non-op reverse gear, and he was classified as last in FF, finishing sixth.

With Horn losing position in the dirt and Renfrow penalized, Jon Brandstad/No.44 Swift was officially the top FF, coming in third behind Cal Club's Eric Little/No.5 FFT Swift DB1 - the only FFT. Second in FF was Dave Jalen/No.50 Mygale, getting his second podium of the weekend. Third was Eric Poulson/No.48 Spectrum.

Blake Tatum/No.7 Crusader took top honors

in FST, followed by Jim Lepetich/No.95 Gazelle, who lagged so far behind that neither driver had anyone to race.

Tom Stratton/No.57 FV Crusader retired after three laps. The turnout of three FV's was the largest in many a race. Lawrence Bacon/No.67 Protoform was the top FV, followed by FV regular, Ron Wake/No.41 FV Mysterian.

Most drivers found their class niche and held it throughout the 11-lap race.

CLASS WINNERS

FC: Jeffrey Pietz/No.80 Van Diemen

FFT: Eric Little/No.5 Swift DB1

FF: Jon Brandstad/No.44 Swift; Dave Jalen/No.50 Mygale; Eric Poulson/No.48 Spectrum14H

FST: Blake Tatum/No.7 Crusader; Jim Lepetich/No.95 Gazelle

FV: Lawrence Bacon/No.67 Protoform P2; Ron Wake/No.41 Mysterian



#95 Lim Lepetich and #7 Blake Tatum prepare for turn 10. photo by Chris Poncin

Group 4 FF VFF CF FFT



Start of the FF exhibition race. #54 Chuck Horn and #11 Denny Renfrow would both retire due to contact. photo by Jonathan Johnson

This was the second exhibition non-points race for the F Series, the smallest group of the weekend. There were six starters and three finishers. Chuck Horn/No.54 FF Swift had the pole and led for two laps and turned the fastest race lap of 89.590 mph. Horn was then passed by Denny Renfrow/No.11 FF Swift. It was 1-2 with Renfrow and Horn and they ran together, pulling away from Eric Little/No.5 FFT Swift, who was third. Then, as Horn attempted an inside pass on Renfrow in Turn 11, he locked up and hit Renfrow, spinning out Renfrow. Both drivers continued, and pitted, while Little took the lead. By then, Michael Bernstein/No.12 Piper had retired, leaving three cars,

to continue in place for the remaining six laps. Little won with a 9.075 second Margin of Victory ahead of Dave Jalen/No.50 Mygale, who had his fourth podium finish of the weekend.

CLASS WINNERS

FFT: Eric Little/No.5 Swift DB1

FF: David Jalen/No.50 Mygale; Eric Poulson/No.48 Spectrum 14H; Denny Renfrow/No.11 Swift DB6



Eric Little went on the win the race once Horn and Renfrow retired. photo by Jonathan Johnson



#78 Tony Kiratous is racing side by side with #13 Barry Thompson and #49 Rob Fuller. photo by Jonathan Johnson

Forty-two started this race in the early afternoon Saturday. This time the roles were reversed, with Roger Eagleton/No.29 SMG Mustang winning from the pole and turning the fastest race lap of 84.335 mph; and Ken Pedersen/No.39 SMG Mustang gridding and coming in second, 6.676 seconds behind. Once they got into their rhythm, they started pulling away from the pack. What also was different this time was that David Ray/No.30 SMG Mustang, who ran with them in Race One only lasted one lap before retiring with mechanical issues.

CLASS WINNERS

SMG: Roger Eagleton/No.29 Mustang; Ken Pedersen/No.39 Mustang

GT: Adam Enticknap/No.87 Mustang GT

STU: Seth Huntley/No.111 Honda S2000

ITS: Ben Brandt.No.57 Miata; John Connelly/No.146 Miata;

ITA: Scott Smith/No.174 Miata; Wa Huong/No.3 Miata; JosephKou/No.6 Miata

SSC5: TimSullivan/No.58 Corvette

ITX: Joseph Carl/No.60 Mazda RX7; Ross Lindell/No.16 Miata; Rob Fuller/No.49 Miata

HP: Michael Cummings/No.32 Sprite; Donovan Helfrich Sr/ No.149 MG Midget

T4: Tony Kiratsous/No.78 Scion



#42 Nathan Pope passes #12 Bradley Oneto. photo by Jonathan Johnson

In the front of the pack, there was tight racing, with some, but not much passing for position. The second casualty was Cameron Wagner/No.09 STL Miata, who retired soon after Ray.

Fernando Otero/No.63 ITA Miata rear-ended Bradley Oneto/No.12 ITA Miata on an inside pass. Otero continued, but Oneto retired. There were a few more deviations. Peter Phung/No.0 ITA Miata went off in Turn 15; On the last lap, the leader went off course to pass slower cars. Nathan Pope/No.42 STL Honda Prelude, who also won STL the day before and set a new track record, took a Victory Lap. There haven't been too many those lately. Due to time constraints at WeatherTech Laguna Seca, Victory Laps can't occur at the storied circuit. No such constraints exist at Thunderhill, which is owned by SFR. Also taking a Victory Lap was young Joseph Carl/No.60 ITX Mazda RX7.



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Group 6 SRF3 SRF



#57 Bill Both before his shunt #09 Don Becklin is behind him.
photo by Jonathan Johnson

This group had an official split start, separating the two generations of the SRFs. Pole sitter Joe Briggs/No.9 SRF3 took the lead and led the first seven laps of the 10-lap race. Umberto Milletti/No.34 SRF3 did another bonsai run to the front, starting tenth and getting to second by Lap 6, and passing Briggs on Lap 8 to take the lead. Further back, several cars were spinning. Bill Booth/No.57 SRF3 spun off in Turn 2, Kevin O'Connor/No.91 SRF3 avoided him, and Michael Woolley/No.24 spun off, bringing debris back on track. The front-running three pulled away and stretched out.

Tanner Briggs/No.20 SRF3 was an equal deviator, going off on the left and then off on the right in Turn 11 before continuing on. Then

brother Joe Briggs/No.9 SRF3 went off in Turn 15, then Don Becklin/No.09 SRF3, follow the leader. Next lap Tanner Briggs shortcut the course at Turn 5. Michael Woolley went off in Turn 9, and Casey McLoed/No.22 SRF spun in Turn 5.

Aaron Devenport/No.23 SRF3, son of Jim Devenport, chased Lee Douglas/No.2 SRF3 lap after lap, finally getting by on Lap 7, at the same time Milletti was passing Joe Briggs for the lead. With four minutes to go, Gregory Hoff/No.14 SRF3 went off in Turn 10. Then Devenport spun off in Turn 15, damaging his nose, and

Douglas re-passed for position. Douglas finished tenth in class, while Devenport had to settle for 14th. Hoff had raced earlier in the Group 7 race, and only had the lunch break for prep time between the two races.

Ken Woolley/No.41 won his second SRF victory of the weekend, from the pole. Bruce Richardson/No.05 was second, with Ken's younger brother Erich Woolley/No.33 coming in third.

CLASS WINNERS

SRF3: Umberto Milletti/No.34; Joe Briggs/No.9; Robert Sachs/No.35

SRF: Ken Woolley/No.41; Bruce Richardson/No.05; Erich Woolley/No.33.

Group 7 SM SMT SSM

This was the last race of Saturday morning, just before lunch. It was the largest field of the weekend, even with six cars-all SMT's- not making the start. Forty-six drivers started the race, including 14 from out of region - mostly Oregon. It was the only No Start race of the weekend. Three cars, including Scott Carter/No.85 SMT and Rob Fuller/No.49 SSM, were out of position and passed the leader. The Starter said they were racing before the Green, so the field had to make another lap. They lined up better and got the Green. Initially Eric Jones/No.2 SM got by pole sitter, Ken Sutherland, also of Oregon but racing for SFR in No.94 SM; but Sutherland recovered and regained the lead, which he did not relinquish in the nine-lap race.

The races in the second round were 20 minutes, so it was a busy race for the large field of 46 starters. They got frisky, tested track limits, and raced hard. There were spins and offs on every lap. There were so many deviations the calls backed up past the end of the race. One third of the field deviated or had a body contact, and Race Control had Writer's Cramp at the end of this group. But they managed to do it all without a caution or Safety Car. The Operating Steward was Gary Meeker and he was affectionately renamed 'Pigpen' for the duration.

Sutherland won his second Miata race of the weekend, but it was hard-fought as Jones was on his tail the entire time. The finishing Margin was only 0.173, and Jones turned the fastest race lap of 81.557 mph. Tommy McCarthy, grandson of Tom McCarthy, gridded and finished third in his red No.23 SM, with some place swapping with Will Schrader/No.87 SM, who finished fourth. The top eight finishers were in the SM class.

The next three finishers were the SMT podium finishers - Joseph Kou/No.6, Eric Fulkerson/No.51, and Brian Cross/No.54. All

three jostled around with each other; but basically all went forward.

Thomas Micich/No.92 SM gridded and finished fifth, despite being too loud. He received four meatball flags, but didn't pit until after the Checkered Flag.

Gregory Hoff/No.97 was the top SSM, with Ross Lindell/No.16 and Rob Fuller/No.49 second and third in SSM.

Wa Huang/No.3 SMT gridded way in the back and quickly made up 14 positions before being black flagged for being out of position before the Green Flag. This put him to the back of the field, and he was able to finish 40th, one lap down.

Thirty-nine of 44 finishers were on the lead lap.

CLASS WINNERS

SM: Ken Sutherland/No.94; Eric Jones/No.2; TommyMcCarthy/No.23

SMT: Joseph Kou/No.6; Eric Fulkerson/No.51; Brian Cross/No.54

SSM: Gregory Hoff/No.97; Ross Lindell/No. 16; Rob Fuller/No.49.



#94 Ken Sutherland in a familiar position leading the race. Sutherland would go on to win, #2 Eric Jones finished second. photo by Chris Poncin

FIVE-MILE RACES

The Tom McCarthy Memorial Race weekend features the only time during the season the region runs on the five-mile course. Last year the region scheduled the last of the year for the five-mile course; but because of very high winds, the five-mile track configuration was cancelled and we ran on the three mile course. This year, the forecast

called for severe winds on Sunday; and as of midday on Saturday, the five-mile configuration was again cancelled. But our RE Tim Sullivan rounded up enough people to staff the five-mile course; and with the staffing, the five mile program was back on, regardless of the wind.

Groups 1 & 2 P1, P2, FA, FE2, FM, F4

Race 17



On the west course #4 Melvin Kemper Jr., #7 Woody Yerxa, #8 John Yeatman, and #19 Cooper Becklin. photo by Chris Poncin

News Flash! Jim Devenport did not win P1. The new kid on the block (at least in P1) Joe Viso did. A combination of testing out new tires and Viso practicing on the five-mile course saw a change at the top in P1. To be fair, Devenport had the lead until Lap Seven, when he was testing the limits of adhesion on the tires and he went off. But Viso was right there and pounced when the opportunity presented itself. Viso would go on to stretch his lead and finished eight seconds in front of Devenport.

This group was a combination of Group One and Two from the Friday and Saturday lineup; because most of the cars in Group One did not sign up for the five-mile race. Only 11 cars took the Green Flag, and the only other class with more than one competitor was FM.

In FM Melvin David Kemper Jr. had a great start and put two cars between him and Woody Yerxa. He stayed in fifth overall until John Yeatman got past him on Lap Three; and then Cooper Becklin passed him on Lap Five. But Kemper was able to keep all the important cars behind him, as he beat Lars Jenson, who finished second in FM. Jenson was able to pass Yerxa with two laps remaining to take second. Yerxa finished third.

The following set track records in this race:

F4: Cooper Becklin 2:57.000

FM: Melvin Kemper Jr. 2:58.499

FE2: John Yeatman 2:50.537

Results:

P1

1. #52 Joe Viso
2. #23 Jim Devenport
3. #49 Chris Vian

P2

1. #44 Eric O'Brien

FA

1. #6 Ethan Raap

FE2

1. John Yeatman

FM

1. #4 Melvin David Kemper Jr
2. #63 Lars Jenson
3. #7 Woody Yerxa

F4

1. #19 Cooper Becklin



#23 Jim Devenport leads Joe Viso before his off. #6 Ethan Raap and #44 Eric O'Brien are not far behind. Viso would go on to win his first race in P1. photo by Chris Poncin

Group 3 GT2, T3, AS, EP, GT2, ITE, MC



The last race of the year provided the closest finish. #111 Seth Huntley hounded #29 Roger Eagleton the entire race. photo by Chris Poncin

Group Three had only 13 cars take the Green Flag. A combination of being the last race of the day, and an unknown hesitation towards running the five-mile configuration, I assume. But this race was the second win of the day for Roger Eagleton; who went almost four seconds faster than he did in the Group Five race. Good thing he did, because second place finisher, young Seth Huntley running in the ITE class, was less than .4 of a second behind Eagleton when the Checkered Flag fell. It was the closest finish of the day, and a fitting end to the SFR season. Michael Lowe gained two spots to finish second in AS and third overall; while 2020 Rookie of the Year Mikhail Butenko, took third in AS.

Steve Borlik had a third-place finish earlier in the day racing in the STL class; but while racing in EP, he took first in class. Roland Kamber and Joseph Carl were also entered in the class; and Borlik had several cars between him and second place finisher Kamber.

Steve Toth decided the last race weekend of the year was going to be his first race of the year with the San Francisco Region. Steve was the overall leader for a couple of laps, until he spun in Turn Nine. Four cars made it by him in one lap. Although he lost his bid for being the overall winner, he was never in jeopardy of losing the GT2 class lead, as second place Bryan MacMillian was three positions behind him.

T3 saw Eric Fulkerson take on Donald Ahn with Fulkerson coming out on top. Eric and Donald have been trading victories in the class all year long. Donald came out on top and ended up winning the regional championship.



#60 Joseph Carl came in third place in EP. photo by Chris Poncin



#63 Steve Toth, #163 Helmuth Jones, and #44 Bryan McMillan in a very close GT2 battle. #23 Charles Laster ran in MC and set a track record. photo by Chris Poncin

Track Records

AS: Roger Eagleton 3:12.904

ITE: Seth Huntley 3:13.000

MC: Charles Laster 3:22.000

Results:

AS

1. #29 Roger Eagleton
2. #10 Michael Lowe
3. #98 Mikhail Butenko

EP

1. #11 Steve Borlik
2. #74 Roland Kamber
3. #60 Joseph Karl

GT2

1. #63 Steve Toth
2. #44 Bryan McMillan
3. #163 Helmuth Jones

ITE

1. #111 Seth Huntley

MC

1. #23 Charles Laster

T3

1. #6 Eric Fulkerson
2. #198 Donald Ahn

Group 4 FF, FFT, FST



#44 Jon Brandstad and #12 Michael Bernstien raced each other hard the entire race. photo by Chris Poncin

This was a weekend of attrition for the Group Four guys. With a group that started out with 13 cars (which is small already) on Saturday morning; by the time the Sunday afternoon race was over it was down to five cars.

who needed to win the race; plus he needed Jon Brandstad to have a DNF to win the regional Championship. Brandstad finished second, thereby winning his third San Francisco Regional Championship in FF.



- | | |
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| AC '55 Aceca | Ferrari '58 250 GT Ellena |
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| Lancia '52 Aurelia B52 Vignale Coupe | Maserati '74 Bora |
| Lotus '66 Cortina Race/Rally/Street | Maserati '71 Ghibli |
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| Mercedes-Benz '57 300SL Roadster | Porsche '94 964 Speedster |
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Eric Little from Placentia California had the field covered, setting the fast time during qualifying and setting the fast time of the race.

He was well on his way to the second overall victory of the weekend, when he encountered a problem on the back section of the racecourse. His race ended with his car in the tire wall. Eric's only consolation was a track record for FFT.

Eric's mishap gave the race to Chuck Horn (who had a wild weekend) and



Start of the five mile race. photo by Chris Poncin

Blake Tatum beat out Jim Lepetich for FST honors, and set a New Track Record of 3:25.000. This was the first weekend in over five years that the region has had multiple FST cars on the track. Ron Wake was the only FV driver left at the track Sunday morning; but had a mysterious misfire that he could not figure out, therefore he never made the grid.

Results:

- | | |
|--------------------------|---------------------|
| FF | FFT |
| 1. #54 Chuck Horn | 1. #5 Eric Little |
| 2. #44 Jon Brandstad | FST |
| 3. #12 Michael Bernstein | 1. #7 Blake Tatum |
| | 2. #95 Jim Lepetich |



#7 Blake Tatum went to three wins for the weekend. photo by Chris Poncin

Group 5 SMG, ITA, ITR, ITS, ITX, STL, STU, T4



#29 Roger Eagleton and #30 David Ray would go on to finish one-two. photo by Chris Poncin

Roger Eagleton led every lap of the Group Five event on five-mile Sunday. Eagleton, who races out of the DIG Motorsports stable, has found a mount that he calls home which has made a big difference in his confidence. The #29 Mustang has led or finished second ever since Eagleton has taken it over. Finishing second overall and second in the SMG class was David Ray. David was one of the founders of the SMG class; and since its inception, the SMG class has grown to one of the most competitive classes in Regional competition. Third place was Rookie of the Year, Mikhail Butenko, also racing a Mustang in the SMG class.



#79 Tim Weaver set a track record in ITR. photo by Chris Poncin

The STL winner, Nathan Pope, showed up for the final race



#139 April Halliday moved up five positions. photo by Chris Poncin

second race on Saturday and won the Sunday race on the five-mile track, setting a new track record for the five-mile course - 3:29.261. Joseph's brother, Ryan, was also out in the white Miata that Bob Bradfield raced so successfully. This weekend last year was the last time the car was out; and it was pleasant reminder of how much we all miss Bob Bradfield. It is great to see the Karl family all out enjoying the race weekend!

By finishing third in every race during the weekend Rob Fuller took home the regional championship in ITX. Congratulations Rob!

Tim Weaver set a New Track Record in ITR - 3:17.949.

weekend of the year and ended up with a perfect record of three races entered and three races won. Pope did not have to take on the likes of Tim Auger; but he was did have to beat Wilson Powell, Steve Borlik and Terry McCarthy who was also making his first racing appearance of the year.

ITA is always exciting, and this race was no exception. The front runners are usually Joseph Kou and Wa Houg but this time Scott Smith from San Jose was mixing it up with Kou and Houg. Houg was able to hold off Smith, who finished second only .378 of a second behind. Joseph Kou finished third. Fourth place in ITA was Corentin Derbois. This was the first weekend of the year for Corentin with three fourth-place finishes. Welcome to SCCA; we look forward to seeing more of you next year. Wa Houg also set a new track record for ITA on the five-mile course with a time of 3:16.733.

ITX has been Ross Lindell's and Rob Fuller's personal playground this season; but for the last weekend of the year, Joseph Carl showed up in the yellow RX7 from Rusty's Repair shop. Rusty is Joseph's father, and he prepares a mean race car. This is only the second weekend of the year that Joseph was able to bring the trusty RX7 out and he won the

Results:

SMG

1. #29 Roger Eagleton
2. #30 David Ray
3. #98 Mikhail Butenko

ITA

1. #3 Wa Huang
2. #174 Scott Smith
3. #6 Joseph Kou

ITR

1. #79 Tim Weaver

ITS

1. #57 Ben Brandt

ITX

1. #60 Joseph Carl
2. #16 Ross Lindell
3. #49 Rob Fuller

STL

1. #42 Nathan Pope
2. #77 Wilson Powell
3. #11 Steve Borlik

STU

1. #111 Seth Huntley

T4

1. #24 Jonathan Sanchez-Ortiz

Group 6 SRF3, SRF



#14 Gregory Hoff leads #9 Joe Briggs who is missing the tail section off his car. #34 Umberto Milletti would pass Briggs for second. Hoff would hold on to win. photo by Chris Poncin

Since this is only the third time the San Francisco Region has run the five-mile course, it is hard to tell who has had experience on this course and who has none. One guy who seemed to know the lay of the land was Gregory Hoff. After knocking on the door of the pole for the three mile-course Hoff, converted his fourth try around the five mile configuration in to the Number One starting position.

The top three qualifiers were Gregory Hoff, Joe Briggs, and Robert Sachs. The winner from the previous two races, Umberto Milletti, qualified fourth which is not his usual qualifying spot. And it is unknown what role qualifying placed in him not winning all three races during the weekend.

The race started with Milletti leading the first lap; but by the end of the second lap, he was back to his original starting spot. Robert Sachs took over for Milletti and led for ten miles. Lap Four and Five Sachs fell to second, and then eventually finished fifth as he fell three spots in one lap.



#76 Eric Hand on the inside of #57 Bill Booth. photo by Jonathan Johnson



#91 Kevin O'Connor finished just inside the top ten. photo by Jonathan Johnson

In the meantime, Hoff was waiting for his opportunity, and once it was presented, he jumped. He moved to the point and lead from Lap Four on. With the race only being 25 minutes long and a lap taking a little over three minutes to complete, the number of laps Hoff had to hold off the pack was only four. But with over 34 turns in one lap, it took all the concentration Hoff could muster to keep the field of twenty cars behind him.

Milletti was one spot away from the clean sweep of the weekend, finishing second. Joe Briggs took third and the fastest lap of the race.

Ken Woolley won the SRF race as he was never threatened by second place finisher in SRF, Bruce Richardson. Bruce had to be worn out by the time the third race of the weekend rolled off the grid. He had a large stable of cars to maintain, and he raced himself. But as the AccelRace Tek crew loaded up the transporter they could do so knowing that they won the regional championships in SRF3 and in SRF. Good Job!

Results:

SRF3

1. #14 Gregory Hoff
2. #34 Umberto Milletti
3. #9 Joe Biggs

SRF

1. #41 Ken Woolley
2. #05 Bruce Richardson
3. #22 Casey Mcloed

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Group 7 SM, SSM, SMT



The field of Spec Miatas come down the hill from the west course onto the three mile course. photo by Chris Poncin

The first race of the day was Group Seven in which you can race any car you want as long as it is a Mazda Miata. Forty-one cars showed up to take the Green Flag. The extra-long track coupled with limited practice time shook up the running order. Usual front-runner, Ken Sutherland, qualified second and ended up in the 20th spot by the time the first lap was over. At the start, Sutherland and Will Schrader got the jump on Tommy McCarthy, with Sutherland slightly in the lead. As they turned in to the Turn 2 corner, Schrader tucked to the inside and Sutherland did not realize he was there. The two touched, and somehow the entire field missed them. Sutherland rejoined the race in 20th, and Schrader rejoined in 31st. They both ran hard and made up a lot of places by the finish. Schrader finished 10th overall and Sutherland finished fourth. At the front it was all Tommy McCarthy. He qualified on the pole and led every lap winning the race by over nine seconds ahead of Eric Jones.



Several Miata drivers audition for a sprint car ride. photo by Chris Poncin

Kyle Freiheit from Redmond Washington earned the hard charger award. He started 42nd because his transponder did not work during qualifying. He ended up making up 29 places to finish 13th. On the way he and another driver contacted, but after the race they talked it out and it's all good.

It does not matter what track we run, the SMT race always ends up with Joseph Kou, Wa Hong, and Brian Cross. Initially it was not the usual train; but once the dust settled, the three of them were running in their usual order. Kuo was able to finish a little over four seconds ahead of Hong, while Cross finished on Hong's Bumper.

Gregory Hoff and Ross Lindell broke away from the other SSM competitors and made it a two-car race.

Lindell fell a few spots from where he qualified, as he had three SMT cars between him and Hoff once the qualifying session was over. But at the end of the race, Hoff set a track record for the five-mile course of 3:30.056 and was able to nip Lindell by about 1.5 seconds.



#54 Brian Cross and #4 Suzanne Cobos. Cross finished third in SMT. Cobos finished 19th. photo by Chris Poncin

Forty-one cars took the Green Flag, and there was excellent racing all across the field. Eric Fulkerson also set a track record of 3:27.486 in SMT to salvage a race that would have normally saw him fighting for the top spot in his class.

Results:

SM

- 1. #23 Tommy McCarthy
- 2. #2 Eric Jones
- 3. #92 Thomas Micich

SMT

- 1. #6 Joseph Kou
- 2. #3 Wa Huong
- 3. #54 Brian Cross

SSM

- 1. #97 Gregory Hoff
- 2. #16 Ross Lindell
- 3. #49 Rob Fuller

Considering as of mid day on Saturday, the five-mile race was cancelled, it was a good turnout. The racers that stuck it out were rewarded with a great experience. The club was able to race on the five-mile course because several people braved the bone chilling wind and stationed the flag stands on the back side of the track. And hats off to all the volunteers who were there all weekend and stuck it out Sunday in the gale force wind chill. I talked to several

competitors and they enjoyed racing on the track, citing that the variety made it interesting. It was the first time I personally raced on the track and went away with a big grin on the face because it was so much fun! Let's hope this race becomes a permanent fixture in the racing calendar, because it definitely made the weekend one to remember. See everyone next season!!!

NOTES from the ARCHIVE -

THE GLASSPAR G-2



John Steer finished 2nd in class at Arcata 1956

As the fledgling sport of sports car road racing was taking hold in the early 1950's, want-a-be amateur racers were looking for affordable ways to get in on the action. British MGs, Jaguars and Allards were available to those who had the where withal to buy them but many other potential racers on tighter budgets took matters into their own hands and built their own "specials".

The usual process began by gathering the necessary components from various sources, most often the local junkyard and assembling them into a running vehicle sans body. At this stage some owners fabricated their own bodies out of metal while others chose to buy a fiberglass body from one of the manufacturers who were just beginning to enter the market.

One of the earliest fiberglass body manufacturers was a Cost Mesa, California based company opened in 1950 as the Glasspar Body Works by Bill Tritt. Tritt was an experienced fiberglass boat builder who was prompted to build a car body for a friend's car project. One thing led to another and Tritt added the car body business to his successful boat business. To publicize his car bodies, Tritt decided to build a car to enter West Coast sports car races. He built a Glasspar G2 with Mercury power and Ardun heads on a Mameco steel chassis, thus the name Mameco-Ardun Special. In 1953, the car was raced by Warren Gerdes and Bill Pollace

with good success at Pebble Beach, Golden Gate Park, Santa Barbara, Palm Springs and March Field. "Race on Sunday, sell on Monday" certainly worked since it attracted the attention of other potential builders and Glasspar became the most popular fiberglass body in the U.S.

In 1955, local Bay Area racer and airline pilot, John Steers decided to build a racecar. He purchased a Glasspar body, built his own frame which looked similar to the Mameco frame Tritt had used on the Mameco-Ardun Special, and dropped in a hot-rod Ford V-8 engine. Steers took the Bugatti Blue colored Glasspar G2 racing at local SF Region events in 1956 and 1957 with good success. In 1958, he moved on to another fiberglass car, the Victress which was Chevy powered. The Steers Glasspar racer was sold and essentially disappeared until it was discovered in a barn in Colorado in the 1980's. The car was put into storage for the next twenty years.

There is a video available on You Tube (www.youtube.com/watch?v=dFJbLrSvKfo) shot

by the son of John Steers showing his father racing at Stockton and Arcata in the Glasspar in 1956. The current owner of the car saw the video, contacted the son and learned of the cars racing history and as a result, is restoring the Glasspar to its 1956 specifications with further



John Steer in Glasspar Ardun Special at Golden Gate Park



plans to take it vintage racing. Incidentally, the Mameco-Ardun Special was also recently located and is being restored in Texas.

So even though Glasspar went out of business in 1955, a number of Bill Tritt's creations continue to live on with modern day collectors and car enthusiasts. For more information on Glasspar and other early fiberglass car manufacturers visit the following site, www.undiscoveredclassics.com.



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STANDING



As we approach the end of the 2020 season of motorsports many of you will be looking at the charitable donations line on your tax return and do what you have done for years, donate! For 2020 you now have an option to make a tax-deductible donation to something that directly and locally adds value to something you use and love - "Friends of Thunderhill". Motorsports men and women, you, are generous, active, and engaged

people. You own high-speed and dangerous vehicles. You get on a racetrack for god's sake! You play on the edge and you enjoy every minute and that is why you are willing to engage in charitable donations from your company or your personal earnings to programs that matter to you and that offer tax deductions that take a portion of the donation from your tax bill. Why not? For this year you have the opportunity to donate to "Friends of Thunderhill," a 501 C-3 charitable, non-profit foundation dedicated to improving safety, outreach and community support in motorsports as part of the foot print of the race track you also love, Thunderhill. This is no different than the Speedway Motorsports, Children Charities foundation, owned and operated by Bruton Smith and supported by all his racetracks. Friends of Thunderhill is in your back yard and you use the track and facilities where the safety improvements and community outreach will occur. And, like SMI, one outcome of the Friends of Thunderhill Foundation will be building friendship and goodwill in the community of Glenn County and beyond for the track. You frequent the track and know that, absent a good community image Thunderhill, any racetrack, is easy pickings when those who want to close it down unite in the community to do just that. Friends of Thunderhill will build a community presence that will win awards and not inspire the opposition. Most serious racing businesses have a foundation. The BIG SCCA has a Foundation. NASCAR has a Foundation and so do we. Please consider how what you donate in 2020 returns value to you and the community of friends and family that you engage with - your fellow racers! What better way to complete your company or personal tax form knowing that your charitable donation to the Friends of Thunderhill will be evident and rewarding to you and that which you care about. Donations can be made to "Friends of Thunderhill," P O Box 966, Willows, Ca. 95988. The Board of Directors of the "Friends of Thunderhill" Foundation is led by President, Richard Thomas, a long time Willows business owner and local community advocate. The Treasurer of the Foundation, Tamara Hull, is a Certified Public Accountant [CPA]. She keeps track of the finances when not engaged in BMW Club activity. Dr. Gary Pitts is the Foundation Secretary. His record at the Corporate level in motorsports in unequalled and of extreme value to the mission of the Foundation. Directors include myself, CSRG Business manager Geoff Pitts, Stuart Seitz, a corporate genius when it comes to social media and all modern day electronic outreach that dominates the business these days and Sina Zendenham whose role in growing the new track super power, On Grid, makes him an ideal contributor to the success of the Foundation in the years ahead. Special thanks go out to Dr. Pitts for being the first official donor to the Foundation with a \$1,000 check. Judy Giddings donated \$4,000 to the foundation in memory of her late husband and world-famous vintage car racer, Peter. The Foundation received \$20,000 from the local Porsche Racing Club [PRC]. They gave the Foundation the money as a result of closing their doors and because they believed that Friends of Thunderhill was the right place for the excess funds from a track-renting Club to go. More recently Robert Conyeybeer of Seattle Washington donated \$6,500 to the Foundation. At present the Foundation has close to \$31,000 in funds with the current benefactor, the Teen Car Clinics receiving scholarships and free lunch for the kids as the only expenditures thus far. The plan is for the Foundation to add two scholarships to be awarded in the Spring of 2021 to students from

nearby high schools who enroll in the Automotive Technical program at nearby Butte College. The Foundation is also looking at new technologies for track safety improvements for flagging and communication. The mission remains, "to provide educational, vocational, and safety advancements through auto racing and on-track activities to all who engage in motorized recreation, sport, and vehicle development." In so doing the Foundation is set up to enhance the community image and outreach of Thunderhill Park through service and community events. I hope that by reading this you will spread the word and encourage others who love our sport and want to make a difference to join you in making a donation to the Friends of Thunderhill a part of your 2020 charitable donation kindness.

The track continues to operate despite COVID realities but with a perfect record when it comes to endorsing and enforcing COVID protocols and providing a clean, safe venue for people to enjoy. The return of business has the company above the breakeven line on the profit and loss statement which was not expected when the COVID pandemic hit. With the loss of the NASA 25 Hours of Thunderhill the outlook for December is bleak but the entire team here is hoping and managing expenses so that we do not erase the profit we have achieved so far in 2020.



The FREE TEST day for all card-carrying SFR/SCCA members will not add any money to the tracks bottom line in December but we do hope for a lot of goodwill. This annual dividend to the parent company is scheduled for Sunday December 27th from 9:00 to 4:30 with track access beginning on Sunday at 7am. Please note the 26th of December is closed but available for rent if any of you reading this want to make it a two-day weekend and add camping on Saturday night as a bonus? With Saturday closed there can be no free camping but track officials are willing to collect \$50 per RV or Trailer for anyone who does want to get in early starting at noon on Saturday. Advance reservations can be made by e-mail to "Office@thunderhill.com or dvodden@thunderhill.com. Fees will be collected upon arrival. The advance notice is so we can staff the gate, if needed and the payment is to cover the cost of the gate service and the consumable expenses that are very real when people camp at the track. Your choice. The Track day is FREE so we encourage those who attend to buy gas and food and Thunderhill merchandise for 2021 and have a good day.

The 2021 SFR/SCCA schedule at Thunderhill shows the Driving School on February 12-15. There is a Regional listed as races #3 & 4, on March 19-21. The race season ends at Thunderhill with the big 3-day extravaganza on October 29-31. This last date had been juggled a bit so my disclaimer here is that the next year schedule is, as always, volatile, and subject to change. Stay tuned and please consider donating to the Friends of Thunderhill in the name of a loved one, to fund a pet project, get a tax deduction and/or just to be nice and help that special world that is such a big part of your life in Northern California.



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www.loportracing.com

Ground Control
530-677-8600
www.ground-control-store.com

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A+ Racing Spec Miata Rental
www.aracing.org
Contact Al Angulo
530 277 6311
alangulo530@gmail.com

AccelRaceTek.com
Spec Racer Fords
(669) 232-4844

Larry Oka Racing Services
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San Jose, Ca. 95112
530-605-5150

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OPEN WHEEL AND SPORTS RACERS



SRF Chassis #734, built in 2000. Professionally maintained by AccelRacetek in Los Gatos. Car is very competitive and race ready. Recent upgrades this season include new AIM dash and Smartcam, new seat, new bladder, new internal fuel pump, installed a taller roll hoop, and other odds and ends. Comes with a spare set of Weld wheels. Contact Casey McLoed 530-363-8445



P2 / DSR for sale. 1986 Mariha S2000 converted to DSR in 2007 and P2 in 2014 full cage. GSXR1000 Wilwood brakes, AIM dash with laptop. Chase cam, gopro, radios. 2 sets used mounted tire 1 set stickers. Many spares and tools. \$8,000 OBO Kenn (503) 879-5519



1982 CROSSLE CLUB FORD RACER
Open wheel racecar - fresh engine rebuild
SCCA Podium Finisher - Spares Included
\$13,000obo Justin 530-368-0306



1972 Royale RP 16 FF, chassis #04, Ivey motor 9 events csrg, svra & hmsa, up-to-date safety equipment. Car is clean, in sbay area, no issues! \$17500, more info, email, t.nissan@aol.com or text Troy @707-372-7162.



Spec Racer Ford Gen 3. Chassis #76. Three owner car, raced SF Region as #20 for past 12 seasons, all logbooks since new. Continuously maintained by Ric Heer at CSR Performance, low hour motor (approx. 35 hours-just broken in), gen 3 chassis conversion approximately 6 hours, fresh paint and graphics, solid honest car, 12 rims, AIM Solo data, Butler (small), Momo wheel, transponder (duh!) etc. Car is up at Ric Heer's shop, to a good home for \$30,000. Contact Anthony Tabacco at tony@atarchitects.com.



Royale RP 18A Formula Supervervee, 1972. Former Robert Bosch Gold Cup car 1972-74. Eligible CSRG, VARA, HMSA etc. Tub monocoque/rear drivetrain tubing frame. Wing set up not mounted has sports car configuration. New bottom end rebuild, line bore, less than 30 minutes, new Avons, spare Avon roll around/practice days, new belts. Some spares, extensive history file/pictures, three log books. Extremely clean! Run with twin cams for VW pushrod money! Hewland geared for Laguna, one additional gear set. \$14000 obo. Call 831-917-5952

SRF3 #865: Built 2009, Converted by Cerini Motorsports Jan 2017. Gearbox rebuilt Jan 2017, Butler Seat & new style Butler "HALO", AIM MXL Pro 05 Dash, New Style UCAs, New Style Toe Adjusters, 2 Sets New Style Wheels, Laguna Muffler, AMB Transponder, Thermal coated headers, PBS Quick Jack, MSR Alignment Bars. SPARES: Nose, Uprights, Hubs, LCAs, Steering Arms & Box, Spare Half Shafts, & much more
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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



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1995 Winston Cup Ford Thunderbird
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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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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

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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
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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.

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

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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.

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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

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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



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Auto Spa Racing Service - In our 25th year, still located at Sears Point / Sonoma Raceway , continues to provide our customers with full service race car fabrication , restoration and trackside support . We have always strived to maintain the highest level of support to all our customer's needs. Don't hesitate to inquire regarding a full alignment , transaxle service or any fabrication project you might have . We can now offer race car storage , long or short term. Call Steve 707 938-8727 , auto-spa.com

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

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

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ATTENTION

Attention FV Owners

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

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

Send any responses to westcoastfv@gmail.com

Attention Race Car Drivers

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

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

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

SUPPORT THE SPORT YOU LOVE

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

WANTED

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

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