



The wheel[®]



VOL. 61 | **SEPTEMBER 2020** The official publication of the San Francisco Region of the Sports Car Club Of America



Sacramento Solo
Round 11
p. 8

Fresno Chapter
Event #6
p. 9

SFR Regionals 13 & 14
p. 10

2020 Election
Board of Directors
p. 21

ACCELRACETek

Rentals, Arrive & Drive, & Support

We will be at all key races
All regional races
Most west coast Majors
COTA Pro race in November
The Runoffs

- SpecRacer & Prototypes (P1&2)
- Fast and reliable cars
- Large fleet of GEN2 & 3 Rentals - 7 Cars
- Driver coaching - Our rookies win races
- Experience support team ASE certified

www.accelracetek.com

Phone: (669) 232-4844
Email: support@accelracetek.com



Wine Country Motor Sports

RACE GEAR AND EQUIPMENT

Established 1992

SONOMA RACEWAY (800) 708-RACE

WWW.WINECOUNTRYMOTORSPORTS.COM

ASK ABOUT OUR SCCA SPECIALS!

ARE YOU READY FOR THE NEW RULE REQUIRING FORWARD FACING CAMERAS?
WE ARE! SPECIALS FOR SCCA!



GoPro Hero 7 Silver
\$199⁹⁹
FREE 32GB SD CARD



GoPro Hero 8 Black
\$399⁹⁹
FREE ROLL BAR MOUNT



AIM Smartcam HD
\$999
FREE ROLL BAR MOUNT

CALL 800-708-7223 TO ORDER - GET IT SHIPPED TO YOU AT NO EXTRA COST!



**2020
SEASON
KICKOFF**



sparco

OMP



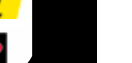
**AUTO RACING SUITS
10-30% OFF**

RaceQuip

**CAMLOCK
HARNESSES**



15% OFF
Start at \$159⁹⁵





Above-#34 Umberto Milletti won both SRF races over the weekend

On the cover: #27 Daniel Swanbeck passes the start/finish line.

FEATURES

- | | | | |
|---------------------------------------|--------------------------|--|-----------------------------------|
| 5 Re News | 8 Sacramento Solo | 10 SFR Regionals 13 & 14 | 26 Notes From The Archives |
| 6 Confessions of a Cone Slayer | 8 Latest Upgrade | 21 2020 Election Board of directors | 28 Thunderhill Report |
| 7 Rally Cross | 9 Fresno Chapter | | |

IN EVERY ISSUE

- | | | | |
|-------------------|----------------------|----------------------------|--------------------------------------|
| 4 Calendar | 4 Travel Tech | 29 Race Car Rentals | 30 The Garage: Classified Ads |
|-------------------|----------------------|----------------------------|--------------------------------------|

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

SAN FRANCISCO REGION SCCA

REGION OFFICE

MAILING ADDRESS

PO Box 308, Willows, CA 95988

LOCATION

5250 Hwy 162, Willows, CA 95988

530 934 4455

530 934 7275 fax

office@sfrscca.org

BOARD OF DIRECTORS

TIM SULLIVAN Regional Executive
Timbo0724@msn.com

LINDA ROGASKI Secretary
lrogaski@hotmail.com

BLAKE TATUM Director
wheel@sfrscca.org

R.J. GORDY Director
rjgoldstar@sbcglobal.net

BEN FRENCH Treasurer
FrenchB@arc.losrios.edu

BILL BOOTH Director
bill@sfrscca.org

SETH REID Director
reidseth@gmail.com



PUBLISHER: THE WHEEL PUBLICATIONS

Editor **BLAKE TATUM** wheel@sfrscca.org

Art Direction & Design **CHRIS BECKREST**
www.BeckrestDesign.com

CONTRIBUTING WRITERS Blake Tatum • Tim Sullivan
• Gary Horstkorta • David Vodden • Lynne Hunting
• Davey Druoin • Rob Krider • Yang Moua

CONTRIBUTING PHOTOGRAPHERS & ARTISTS
• Amy Armes • Brad Dawson
• Alex Simonic, Dick Gordon • Blake Tatum

POSTMASTER, Please send address changes to:

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

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

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

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

CALENDAR 2020

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

2020 FRESNO CHAPTER SOLO SCHEDULE

Event 12 - TBD Oct***

Event 13 - Nov 14*

*Held at Fresno Fairgrounds

***Buttonwillow Kart Track

Event 14 - Nov 15*

**Crows Landing

www.FresnoSCCA.com

SAN FRANCISCO REGION'S 2020 SOLO II CHAMPIONSHIP SCHEDULE

October 3 - SFR Event OR test and tune

November 7-8 - SFR Event

October 4 - SFR Event

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

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

2020 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

SEPTEMBER 24-27

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

OCTOBER 23-25

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

OCTOBER 30 - NOVEMBER 1

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

***Pro Race Support for Volunteers**

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



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:

TELEPHONE HOURS:

6 pm-9 pm Mon. through Fri., and 10 am to 6 pm Sat. & Sun.

Morris Hamm
Marin/ Sonoma/ Napa/
Infineon
707-738-8860

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.



Hi Everyone,

What a year! Here we are in September. Time sure flies! At this point we still have the season ending races coming up next month in October. It should be a well-attended event. We are having a three-race event over three days. As we have done for the last couple of years, the last race on Sunday will be on the 5 mile track. All the races are double points, so those who are chasing regional points, this is the

weekend to show up. By the time this edition is out, registration will be open on MSR.

We also have two Pro events left. Ferrari Challenge at the end of this month, and IMSA at the end of October. Check the calendar if you want to attend. Registration is open on MSR.

This has been quite a challenging year. Pro events had to be cancelled. We had to cancel two of our regional events but were able to combine a race and keep our Majors. Everyone has risen to the occasion to make sure we are staying safe and following all the new protocols with the COVID 19 issues.

It is indeed a "new normal" we have been experiencing, but I feel confident the 2021 season will be more like the "old normal". At least that is my hope. We do have a tentative schedule for 2021. As soon as the tracks give the go ahead for publication, it will be posted online and in the Wheel. It is pretty spread out with two races at Sonoma again. We are not planning on a race before Driving School. This should give all Novice Drivers a chance to race at the first race weekend of the year.

WAP in The Time of COVID-19

As the COVID-19 restrictions remain in place, times are getting difficult for many people, both socially and financially. This is just a reminder for San Francisco SCCA region volunteers. If financial issues are keeping you from participating in the regional events, please remember that the Worker Appreciation Program (WAP), funded by drivers, is available for your benefit to help with racing related expenses. You may be reimbursed for your transportation and lodging expenses.

In order to receive reimbursement for your gas and/or motel bills, please mail your receipts for the event to:

Rhonda Corbitt
9647 Leland Way
Stockton, CA 95212

Or email them to: rmsracer@gmail.com

Please make note of the event, the name to whom the check is to be made, and the address to which you want it mailed. Turn around time is 24 hours from receipt of the receipts.

Stay safe, take care, and enjoy the racing.

We are also looking for volunteers for next year. We may have a couple of Chief openings and we will be putting the openings up in next month's wheel.

As far as our end of the year banquet, it has been cancelled. We have spoken with the Sheraton, and it will just not be possible to hold an indoor event with that many people. We plan on doing our annual meeting this year, but it will be virtual. We will have more details coming out soon. Hopefully we will get more attendance by doing it virtually, but I do hope this will be the first and only year it has to be done virtually. We still plan on giving awards out this year. Regional trophies and awards will be published, and the awards mailed to the recipients.

Also please note we have an election coming up. There are three open spots on the Board, as well as the RE position. All three incumbents are running again, as well as two newcomers. Candidate statements are in this edition of the Wheel. Online voting will begin after the October Wheel is published. You will be able to vote via MSR, or by mail. We have had low voter turnouts the past few years, so get out the vote for your candidate(s).

I also want to send a prayer out to all those that have suffered losses during the pandemic and these historic fires. There are those in our SFR family that have lost homes and loved ones this year. We cannot control these things, but we can reach out to folks to make sure they are ok. If you have not spoken to someone in a while, give them a shout. It's always nice to reconnect and make sure everyone is ok.

Until next month!

Tim Sullivan

SAVE LIVES!

Car Control Clinics

at **THUNDERHILL**
RACEWAY PARK

IDEALLY SUITED FOR YOUNG DRIVERS

2020 events:

FEB 22
MAR 28
JUN 28
AUG 22
NOV 27
DEC 19

Events feature:

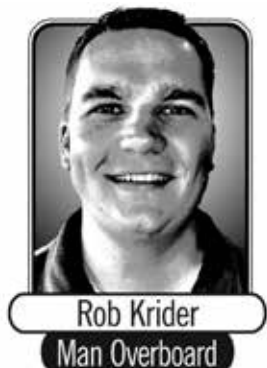
- Skidpad Exercises
- On-Track Exercises
- Helpful Instructors
- Graduation Certificates

**Moms and Dads
Love this course!**

\$129 TO ENTER AT
WWW.THUNDERHILL.COM
CALL TO FIND OUT MORE!
(530) 934-5588 EX:105

Confessions of a Cone Slayer

By Rob Krider



God of Speed

There is absolutely nothing in the world that gives me greater joy than go-karts. I love the squealing of the little tires, the feeling of wind in my face, and the sound of my front bumper smashing into an unsuspecting competitor's car. It just doesn't get any better than that. It's pure childhood pleasure.

Since I love go-karts so much, any opportunity I have to take my kids to a go-kart track for some good clean all-American fun, we are there. I've taken my

kids to nearly every go-kart track in California, and shamefully, due to some rough driving, I have been thrown out of most of them.

Supposedly, go-karting is a non-contact sport. But I have proven over and over again, damaging many a go-kart, that there is plenty of contact. I have also proven that I am a very fast driver, winning races at plenty of tracks. Sure, most of my competitors were 8-year-old kids, but regardless of those little insignificant details, I won those races fair and square. Yes, the tears streaming down the faces of some 8-year-old boys may disagree with my interpretation of "fair and square." I'll admit, there may have been some "rubbing" or "bumping" or you could say, "smashing." I don't dispute these allegations. Go-karting is real racing. There are no trophies for second place.

My "win at all costs" go-karting policy has occasionally affected my own children, bless their little souls. I do understand that as a father playing games with a child, it is oftentimes the case where the dad will lose on purpose to build up the feeling of success for a child and boost a kid's self-esteem. That is good parenting 101. Raising two children I have done this sort of thing thousands of times with games like checkers, tag, or baseball. But at the go-kart track ... yeah, that isn't going to happen. This is a race, not a pre-school lesson.

Recently I had the opportunity to either do the "right thing" at a go-kart track or ... win the race. We were in Anaheim, and I decided it would be fun to go to the local K1 Speed. Yes, I know, when you're in Anaheim with your kids, you should probably take them to the Magic Kingdom to see Mickey Mouse. I like Mickey as much as the next guy, but let's be honest: Go-karts trump teacups any day of the week. Because no matter how long you're on the ride, those teacups never crash into each other.

While we were at K1 Speed, I tried to impart as much racing wisdom as possible to my children: "The pedal on the right is the gas pedal. Mash that one flat to the floor. There is another pedal on the left. I have heard people refer to it as a 'brake pedal' but you don't need that. If you want to slow down, just use the rear bumper of the car in front of you. Oh, don't forget to win. Any questions?"

At the front desk, I told the employees at K1 Speed I wanted my whole family, the four of us, to get a session to race. My wife, whom I love, immediately backed out, "I'm not going out on that track with you. You're a menace to society in a go-kart. Will K1 Speed even let you race here? I thought you were kicked out of K1 Speed."

I quickly hushed my wife, "Honey, shhhhh! That was the San Diego K1 Speed." I smiled at the girl at the front counter and told my wife, "These good people have never met me before." Before we could race we had to register our personal information on a computer. Because I was worried that K1 Speed locations may share information about "unsavory customers," I registered to race under an alias: God of Speed.

For our session on the track it would be God of Speed, my son, my daughter, and two unsuspecting teenage boys who looked a little too cocky in my opinion. I strapped on my helmet and waited for the green flag. My wife stood on the side of the track and gave me a look of "Please don't embarrass us." I flipped down my visor and ignored her. It was race time. The flag dropped and instantly the red mist of racing filled my brain with adrenaline. All rational thought was gone. I was a machine, hell bent on winning.

I started ripping through the course, learning the unfamiliar track, finding my lines, and reeling in my competitors. The first one I found was my daughter. I came up on her fast, she hit her brakes way too early for a turn (I told her not to do that) and my front bumper drilled her in the side with a horrendous noise. Her go-kart spun violently out of the way and then crashed into a wall. Obviously it upset me that I crashed into my daughter. Hitting her slowed me down considerably, which ruined my lap time. After the impact she was backwards on the track, so the K1 Speed employees had to come out and turn her around by hand to get her going again. They asked if she was OK. She said, "Yes, that was my own father who did that to me!"

Regardless of family politics or good parenting, I, more importantly, still had a race to win. I drove by the part of the track where I could see my wife, standing and watching and judging. For obvious reasons she didn't look very happy with me. Who could blame her? I had just smashed her youngest child into a wall. It wasn't like I flipped our daughter onto her roof. I knew our little girl would live. Since I knew I was already in trouble with the missus I figured I might as well win the race. I continued on, possessed, and raced the go-kart as hard as possible, passing the now-shamed teenage boys, bumping past my own son (quite roughly), and then came across the finish line first. As I crossed the line I saw my name, God of Speed, listed on the top of the video screen as the winner. Victory!

Rob knows he's a bad dad at the racetrack, and honestly, he feels shame. If you enjoy his storytelling check out his novel *Cadet Blues* available in print or eBook on Amazon.com. <http://www.santamariasun.com/images/cms/full/2fc5d7d581878825a93d9cb52b2c0ba0.jpg>

McGEE MOTORSPORTS GROUP RACE FABRICATION

Full Fabrication Facility

- Welding: Steel, Aluminum, Magnesium, Stainless
- Chassis fabrication, modification and repairs
- Machining: Prototype or production work

Parts Supplier

- Full selection of AN and Grade 8 Fasteners
- Grade 8.8 Metric Hardware
- Large selection of racing parts, supplies and hardware
- RedLine Oil
- TDR- Toyota Racing / High Performance Parts

Race Preparation

- Maintenance
- Setups and alignments
- Testing and development of car and driver
- Trackside Support

Phone: (707) 996-1112
FAX: (707) 996-9148

Or, stop in and visit our shop
Sonoma Raceway
29121 Arnold Drive
Sonoma 707-996-1112



Rally Cross comes to Thunderhill Park

By David Vodden



Under the direction of Sanjay Singh of Fresno, Rally Cross made its return to Thunderhill Park on September 13th. Close to 50 entries traversed the dirt course cut into the

flat area just east of the highway entry at the track.

Classes divided the competition that is scored much like Autocross events. The second Rally Cross at Thunderhill was set for the weekend of

October 3rd and 4th. If you are reading this before those dates you can enter on Motorsports Registration.

For more information about Rally Cross contact Sanjay Singa at usacarstuff@gmail.com.

Thunderhill expects to host a National Rally Cross point meet in 2021. Date TBD.



About Our Photographer

Photographer for regional 13 and 14 was Alex Simonic. Alex is a Aerospace Engineering student at Cal Poly. In addition he is an avid racing fan. If you are interested in viewing the 1600 pictures he took while attending the event follow this link, 1600+ image album: <https://www.flickr.com/photos/183595081@N07/albums/72157715792165698>

Email him if you are interested in a certain photo: FlyingAlex97@gmail.com

He also has a donation link in case you are interested in supporting a young college student who enjoys auto racing: <https://www.paypal.com/paypalme/awsim250>





www.ioportracing.com

YOUR LOCAL RACING EQUIPMENT SOURCE!

Discover the difference the Club System *by Cool Shirt* will make to your Race Day. Cooler body temperatures equals faster/smarter decisions and faster lap times.

14 JUNIPER DRIVE LAFAYETTE, CA 94549
1-800-949-5712

Sac Solo Round 11

By Davey Drouin

Sacramento Round 11, August 29, 2020

Well the car count just keeps getting bigger and bigger at the SCCA Sacramento autocross events hosted at Thunderhill. I guess you just can't beat a good site, good courses and friendly executive board. There were 90 drivers that showed up to race, which is a great turnout. All covid-19 safety measures were in place to make sure we have a safe place to race.

It is really amazing to see the Street classes running, so deep. The average of all the Street Classes was five drivers. The smallest was E-Street with one driver and the most was Super Street with ten drivers. It is also pretty cool to see new life breathed into H-Street with the likes of Honda Fits, Fiats and Mini Coopers battling it out on the pavement.

Starting from the top Super Street had a healthy car count of 10. Many were high end sports cars with one plug in sedan. The Tesla respectively went home with fifth place which isn't too surprising since Chris Cox was behind the wheel. Third place went to David Borden in a Porsche Cayman S with a 53.734. Second place went to Jeff Glorioso sponsored by Glorioso Design with a 52.894 in a Corvette Grand Sport. First place and champion for the day was Monty Pack with a 52.098. Monty was piloting a Porsche GT3. Mary Borden raced uncontested in the ladies class. She was able to run a 56.367 which earned her first place.

A-Street was dominated by Corvettes. Third place went to Stephen Hare sponsored by Hare Motorsport with a 54.629 in a Corvette Z06. Second place went to Rory Marin in a silver Corvette with a 54.480. The champion of the class was Robert Foster in an inferno orange Corvette with a 54.126.

B-Street had Ross Thompson at the top with a 54.477 in a SS 1LE. Second place went to Jesse Linder in a BMW M3 with a 55.660. Third place went to Doug Hubbard with a 57.515 scratch time. Unfortunately for Doug he hit a duck. His final time posted was 58.515. Penny Hubbard ran a 57.593 and won the ladies class.

C-Street had two Japanese based sports cars show up. Trevor Pontifex ran a 59.147 in his Mazda RX-8. Unfortunately one second

faster was Sergi Avedisov in his Honda S2000. Sergi posted a 58.123 which was good for first place.

D-Street better known as the turbo four cylinder class had a good turnout with 5 drivers. Tony Monoogan driving a Ford Focus snatched third place with a 57.586. Second went to Eric Martin sponsored by American's Tire Roseville in a EcoBoost Mustang with a 57.282. First place went to Robert Luis sponsored by American Tire and Abel Chevrolet in a Camaro with a 55.263.

E-Street had Vernon Head running his MR2 Spyder uncontested. Vernon ran a 59.233.

F-Street had Pete Lamarche and his Dodge Charger and Mike Agraan in a BMW M3 duking out for the win. Mike was able to beat Pete with a 58.784 for the win.

G-Street had Karl Hannah sponsored by Falken Tires stealing first with a 56.83

in his VW GTI. Chris Kannan sponsored by Auburn Tires ran a 57.659 which was good for second place. Third went to Chris Estrada in a Ford Focus ST with a 58.206. Pam Kannan ran the ladies class and ran a 58.382. Which earned her first place.

H-Street had Andrew Timothy (the man with two first names) take third place with a 66.727 in a Scion tC. Second place went to Michelle Luis sponsored by America's Tire and Bavarian Performance with a 64.378 in a Mini Cooper. The champion for the day was Bill Tubbs in a Fiat Abarth with a 60.795.

Other class winners include:

STS=Michael Gleanton, STR=Praneil Prasad, STU=Harold Dorton, SSR=Michael Huber, CAMC=Andrew Barriours, CAMT=Matt Ellam, CAMTL=Rachele Tyler CAMS=Ken Yeo, CAMSL=Pattie Yeo XP=Andy McKee, XPL=Korynne Smith CP= Mike Maier, SM= Rufus Crow, SSM=Tom Nivison, SSML=Patricia Berlant BM=Noel Ameele, CM=Ben Martinez, EM=Bob Weisickle, FM=Douglas Hargove,,

The next race weekend will be September 26th and 27th at Thunderhill raceway.

Thunderhill's Latest Upgrade



Thunderhill's Latest Upgrade

The SCCA season finale October 23-25 at Thunderhill will offer these all new gas pumps in the paddock. The Sunoco improvements arranged by Mark Paul of Paul Oil will offer 91, 98, and 100 octane leaded fuels along with leaded 110 octane race gas.

The weekend will also see the Sacramento Chapter Autocross program conducting their last event of the year on the big skid pad making the weekend very special for all SCCA folks who like to have fun with cars! Members are encouraged to sign up for the races and the autocross program by contacting the appropriate event officials.

No Solo Nationals? No Problem for Fresno Chapter

Photos by Amy Armes, Brad Dawson

By Yang Moua



Rod Krider in his 2019 Ford Fiesta ST getting it done on 3 wheels

What do you do due to the 2020 Solo Nationals being cancelled? You enter your local Fresno Chapter SCAA event and fine-tune your driving skills. On August 29th, ten-time National Champion Bryan Heitkotter did exactly that. Heitkotter, in his CS 1993 Toyota MR2 Turbo was able to put down blazing times, good

enough for third fastest time of the day and second in PAX. Rob Krider, no stranger to the motorsport world felt a little bummed due to this years Solo Nationals being cancelled. He had been testing and tuning his HS 2019 Ford Fiesta ST since the beginning of the year in preparation for the Solo Nationals. Jimmy Au-Yeung was picked to win the STU class at Solo Nationals this year in his 2006 Mitsubishi Lancer Evo according to the September issue of "Sportscar Magazine". Proving that "Sportscar Magazine" was no fluke, Jimmy took TTOD at event #7 in Fresno. Coming in second for fastest time of the day was Gregory McNair in his BM Volkswagen SV followed by Bryan Heitkotter in his CS 1993 Toyota MR2 Turbo, fourth went to Michael Gardner in his CAMC 2016 Ford Mustang GT 350 and fifth went to Mark Owen in his CAMT 1973 Chevy Camaro, William Marlow in his STS 1990 Honda CRX came in sixth, Jonathan Cadiente in the STH 2017 Honda Civic, Yang Moua in his SMF 1989 Honda Civic, Andrew Padua in his STH 2017 Honda Civic and Cutter Morrison in the CAMC 2016 Ford Mustang GT 350 rounded out the top ten.

Top honors in PAX went to Jimmy Au-Yeung followed by Bryan Heitkotter and Michael Gardner. Fourth was Mark Owen, fifth was Rob Krider, Josh Cadiente, William Marlow, Ed Runnion. Jonathan Cadiente and Andrew Padua rounded out the top ten.

In Street Class competition, Gary Fazekas led the pack of five drivers in FS followed by William Hossner, Corky Schroeder, Chris Rodriguez and Erick Castro. Rob Krider walked away the competition in HS by over 3 seconds followed by Brett Schoener, Xiong Yang and Frachiseur Shelton. Keith Bullock took the win over Eric Gillis in AS, DS went to Brad Dawson



Jimmy Au-Yeung in his 2006 Mitsubishi Lancer Evo taking TTOD

over Jacqueline Vazquez and Richard Cadiente better Gary Lieb in ES. Dave Warner(BS) and Bret Sliakis(CS) both ran unopposed.

In Street Touring competition, Brandon Griggs took the win

over Roberto Taguibao and Kevin Pena in STR. In STS, William Marlow took the top spot over Daniel Perez and Adam Haro. Kyle Matsumura(STU), German Pulido(STX) and Matthew Dowdy(STH) all ran unopposed.



Troy McKenny in his 2000 Dodge Viper

In Street Prepared competition, Johnnie Wesley was faster than co-driver Arthur Cha in CSP. Mas Vang(FSP) and Chris Donnelly(FP) both ran unopposed.

In Street Modified competition, Yang Moua took the win over Richard Jensen in SMF. In probably the closest SM battle of the year, Jerry Kell edged out Christian Mesina and Rufus Connell, only 2 tenth of a second

separated first through third. Rishi Kundu(SSM) ran unopposed.



Gary McDaniel in his 2001 Chevrolet Corvette Z06

Michael Bringetto in XP took the win over Kenneth Lim. Ed Runnion(SSC), Bob Bullock(HCR), Pamela

Schroeder(FSL), Rebecca West(DSL), Gregory McNair(BM) and Chris Donnelly(FP) all ran unopposed.

In CAM Class competition, Michael Gardner led the pack of Mustangs in CAMC over co-driver Cutter Morrison, Leon Weinroth, Jeffery Jantz and Greg Back. Gary McDaniel(CAMS) and Mark Owen(CAMT) both ran unopposed.

In Index competition, Jimmy Au-Yeung led the field of six, Bryan



Andrew Padua in his 2017 Honda Civic Si

Heitkotter came in second, Josh Cadiente in third, Jonathan Cadiente, Andrew Padua and Paul Newton rounded out the rest of the field.

In Novice Class competition, ten drivers

came to play with Derek Morton taking the win over Frank Simmons, Lance Kampphenkel, Kelsey Stoltenberg and Jordan Aguilar rounded out the top five.

Two additional events had been added to September making it more #funwithcars. Hope everyone had a great time and hope to see some new faces at the next event.



Bryan Heitkotter in his 1993 Toyota MR2 Turbo

SFR'S REGIONALS 13 & 14

Saturday Race

The last SFR club event for the year at WeatherTech Raceway had a good driver turnout, great weather, excellent Covid Compliance - all handled by a small but hard-working corps of volunteer Workers, cross-pollinating among the various crews to get the jobs done.

The weekend was a busy two-day event with seven readjusted classes, and for the most part, went well. This year the db sound limit is 102.9 all day, with strict adherence, and there were some drivers who found it the task to be difficult.

The typical morning fog did not delay the schedule and lifted early on for warm sunny skies with gentle breezes. The air quality from the nearby

wild fires was better than the rest of Northern California; and Highway #68 was heavily populated with thank-you signs and posters for the First Responders. Although there had been concern about fires on the property and nearby, it didn't happen.

SRF3 driver, Joe Briggs and his Healdsburg Distilleries again donated \$100 checks to six Workers, whose names were drawn; and at least one driver gifted his Checkered Flag to a Worker - SP winner Fred Lind to Amber Roque in Tech.

Group 1 FA FM FX FS F4

Saturday Race



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

This open-wheel race group was the last race Saturday afternoon, with one-third of the field coming from out of region. The group had a self-split start, between the faster cars and the F4 group, which was having its own race within the race.

CJ Ray/No.75 FX Star Mazda spun out and stalled in Turn 2 on the first lap, bringing out the Safety Car. He was able to restart before the tow crew could hook up. Once the field got restarted, the front wave was fast but fairly processional, starting and finishing mostly in their grid positions, with little drama or mishaps. Pole sitter Jay Horak/No.37 Ligier F3 led the first nine laps, before being overtaken by Ethan Shippert/No.55 FA Ralt for two laps. Horak regained the lead when Shippert was black flagged, and went on to win the race. Shippert turned the fastest race lap of 93.810 mph.



#28 Stew Tabek finished second in FX both days

In FM Bill Weaver/No.67 Star Mazda and Michael Whelden/No.72 Formula Mazda had another close race, with Weaver leading Whelden until the last two laps when they swapped positions, with Whelden taking the class victory. Weaver was second, and Derry O'Donovan/No.77 Formula Mazda was third.

The seven F4 cars had a spirited race and the Formula Pro Series podium finishers were Courtney Crone/No.25 Ligier, William Ferguson/No.36 Ligier JS, and Cooper Becklin/No.19 Ligier JS. Crone, who qualified second in F4, took the lead immediately and held to the finish, but not without a vigorous pursuit by F4 pole sitter, Ferguson. He closely tailed Crone throughout the race, who protected her lead and turned the fastest F4 lap. Afterwards Crone was reprimanded for blocking. Spencer Bucknum/No.31 Ligier Red, who qualified mid-pack, went off course in Turn 5 and then pitted.

This wasn't the best weekend for Ethan Shippert/No.55 Ralt FA. Despite his best mitigating efforts, he ran afoul of the sound meter in all three of his Saturday sessions. First in practice he was too loud and had to pit. Then in Qualifying he was the fastest FA before he had all his times disallowed due to being too loud. Then, in the race, after starting at the back of the first wave of cars and quickly charging to the overall lead, he was again flagged off for sound. That being his third hit for the day and event, county requirements ended his weekend. He wasn't able to race Sunday.

Two drivers who did have a good weekend were Michael Whelden and Tao Takaoka. They each set a new Track Record for their respective classes. Whelden set a FM track record of 1:30.980; and Takaoka set a FX record of 1:30.299!

CLASS WINNERS

FA - Jay Horak/
No.37 Ligier F3;
John Ostlund/No.59
Mazda FA; Robert
Merritt/No.41 Star
Car

FX - Tao Takaoka/
No.27 FS 2.0; Stew
Tabak/No.2 Formula
Mazda; CJ Ray/
No.74 Star Formula

FM - Michael
Whelden/No.72
Formula Mazda;
Bill Weaver/No.67
Formula Mazda;
Derry O'Donovan/
No.77 Formula
Mazda

F4 - Courtney Crone/
No.25 Ligier F4;
William Ferguson/
No.16 Ligier F4;
Cooper Becklin/
No.19 Ligier F4

Sunday Race



#11 Dalmo De Vasconcelos is followed by #77 Derry O'Donovan, #89 Bruce Semler, and #63 Lars Jensen

I do not know if Jay Horak misses having Graham Rankin in attendance for this race or not. On one hand, Rankin and Horak put on one of the best races all year long; but on the other hand I am sure Horak enjoyed concentrating to setting fast times without the lurking Formula Atlantic of Rankin in his wake. Any way, Horak was able to cap off the weekend with a second overall victory, and by the end of the weekend had to feel pretty comfortable around the 2.2 mile race track. John Ostlund finished second, but first in the pro-Mazda race class. Ostlund and Merritt took on the fight for pro-Mazda bragging rights with relative new comer to pro-Mazda ranks, Ostlund, taking the honors. Merritt had his mirrors full of the ever-present Tao Takaoka, who took the FX win.

FM saw a changing of the guard with Michael Whelden beating out Bill Weaver. During the Saturday race Weaver held off Whelden until the last two laps; but on Sunday Whelden had the point the entire 15 laps. It was a good weekend for Whelden, as he also set a new track record during the Saturday race.



#72 Michael Whelden won FM both days

In F4, the grid was set by the best times from Race One or the previous qualifying session. Spencer Bucknum, winner of the last race at Laguna was not having the same kind of success, with a DNF on Saturday and starting fourth in F4 on Sunday. William Ferguson would be the point man and lead the field to the green. Holding his position at the front despite the heavy pressure from Bucknum, Ferguson went on to take the victory, as Bucknum finished just behind him, advancing two places from his starting position. Courtney Crone took the last podium spot with a solid third place finish. The F4 racers cannot give an inch without someone ready to pounce on them. Good racing by a lot of young up-and-coming race car drivers. Even though the victories eluded him, Bucknum took the championship in the Pro Formula USA Championship Presented by Exclusive Racing.

One of the more interesting cars in the group was the 1986 Ralt RT4 of Dalmo De Vasconcelos from Brazil. This was one of the first ground effects cars, and in their day were very fast race cars. Nice to see one out on the track!



#10 Vincent Tjelmeland

CLASS WINNERS

FA

1. #37 Jay Horak
2. #59 John Ostlund
3. #41 Robert Merritt

FX

1. #27 Tao Takaoka
2. #28 Stew Tabek
3. #75 C.J. Ray

F4

1. #36 William Ferguson
2. #31 Spencer Bucknum
3. #25 Courtney Crone

FM

1. #72 Michael Whelden
2. #67 Bill Weaver
3. #77 Derry O'Donovan



#23 Jim Devenport leads the field through turn three



#27 Daniel Swanbeck chases #18 Tom Hope

The ten FC class cars were added to this group, as the open-wheel numbers otherwise didn't warrant a separate group. Seven of the FC's came up from Cal Club. The race, second of Sunday morning, had a split start, with the FC's in front under lifting fog. There were no visibility problems.

Jim Devenport/No.23 P1 Norma had the pole, led every lap, and turned the fastest lap of the weekend - 97.381 mph. His Margin of Victory ahead of runner-up, John Manfroy/No.8 P1 Stohr, was 15.542. Manfroy was able to keep up with Devenport. The top four cars, all P1 cars, lapped the field at least once. The field was fast and well-behaved with rarely a wheel off course.

CLASS WINNERS

P1 - Jim Devenport/
No.23 Norma; John
Manfroy/No.8 Stohr;
Joe Viso/No.52 Elan

FC - Tom Hope/
No.18 RFR; Daniel
Swanbeck/No.27
Van Diemen; G Scott
Vreeland/No.51 Van
Diemen

P2 - Tim Day Jr/
No.81 Stohr; Kevin
Mitz/No.13 Stohr

FE2 - John Yeatman/
No.22 Van Diemen

Sunday Race

At the beginning of the race, I asked Jim Devenport if there was anybody he worried about in this race. Based on the Saturday results, he said not really. Based on the first few laps, it was obvious he was right; but hold on a second, because as the race hit the third lap, something was not right on the Devenport car. John Manfroy could smell his wounded prey and started to close the gap. As the laps clicked off, Manfroy closed the gap lap by lap. By Lap 10 Manfroy was peeling off laps in the 1:25 range, while Devenport was answering with laps in the 1:26 range. It looked as though Manfroy was going to be able to seriously challenge Devenport for the lead. But just as Manfroy recorded the fast lap of the race, smoke started to spill out the back of his Stohr P1D, and after two short circuits Manfroy had to pull over with a mechanical DNF. His stalled car brought out the full course caution, and meant the race finished under the Yellow Flag. With Manfroy out, Joe Viso finished second in P1 and second overall. Viso is really progressing well with his car in only the second trip out. He is closing in on the lead pack.

Kevin Mitz finished fourth overall and first in P2, which I am sure he is not bragging about, since he was the only competitor in his class.



#26 Vasili Stratton



#04 Gary Patterson races down the front straight with #99 Peter West, and #87 Troy Shooter in hot pursuit

One person's heart ache is another person's elation, as Tom Hope was able to claim first in the Formula Continental race. Hope has had more than his share of bad luck recently, so this race proved to be the time where he got to eat the bear. Hope had to earn the victory, because Daniel Swanbeck led the FC group for a large portion of the race. Hope was able to get by Swanbeck on Lap 14 and then Scott Vreeland was able to also get by the ailing Swanbeck two laps later. Vreeland looked as though he was going to start troubling Hope, but the caution came out and everybody had to hold station.

CLASS WINNERS

P1
1. #23 Jim
Devenport
2. #52 Joe Viso
3. #62 Bruce Brown

FE2
1. #22 John Yeatman
P2
1. #13 Kevin Mitz
ASR
1. #26 Vasili Stratton

FC
1. #18 Tom Hope
2. #51 Scott Vreeland
3. #51 Daniel
Swanbeck



The group three field storms into turn two



#8 Don Van Nortwick

Richard Pryor/No.27 Camaro set a new track record of 1:47.424 in the MC Class. This is another new car-specific class, for Mustangs and Camaros, promoted by Pryor, which incorporates the best of American Sedan rules with cost restrictions.

Mapstead was appreciative of the new exit asphalt in Turn 6, which he said really helps on the most difficult turn on the track. There had been plans to repave the track this year, but with the change of management and pandemic, that didn't happen, and some drivers are glad.

This was the first race Sunday morning. It was foggy but the race started on time. It was big-bore cars, with 11 of the 16 classes represented in the field of 23 cars. Everyone had a podium finish.

Fred Lind/No.07 SP Ford Lightning truck had the pole position, led every lap and proceeded to pull away from the field. Behind him Troy Ermish/No.1 GT3 Nissan 370Z and Lars Mapstead/No.69 GT2 Porsche GT3 had nice race while it lasted. They also race against each other in vintage events. Ermish pulled away, and then pitted to retire. The field started to string out. By the halfway mark, Lind had started lapping the field. Despite this, the fastest race lap of 86.632 mph was run by Dominic Martinolich/No.41 GT1 Camaro, who finished second - 4.765 seconds behind Lind. With the field so spread out, there was little overdriving or misbehavior.

Coincidentally, another driver with the number 55, ran afoul of the sound meter. Justin Dempsey/No.55 GT1 Camaro was way too high in qualifying, lost his times and started at the back. He retired after five laps, close to, but not over the db limit.

CLASS WINNERS

SP - Fred Lind/No.07 Ford Lightning; Mike Enos/No.06 Ford NASCAR TBird

GT1 - Dominic Martinolich/No.41 Camaro; Justin Dempsey/No.55 Camaro

GT2 - Lars Mapstead/No.69 Porsche GT3 Cup

ASR - Vasili Stratton/No.26 Wolf

ITE - Wilson Powell/No.47 BMW M3

T3 - Donald Ahn/No.198 Porsche Boxter

EP - Roland Kamber/No.74 Mazda RX7; Larry Cooper/No.7 Datsun 240-Z

T2 - Carl Fung/No.116 Mustang

AS - Roger Eagleton/No.29 Mustang; Michael Lowe/No.10 Mustang; Mikhail Butenko/No.98 Mustang

T1 - Clark Nunes/No.79 Camaro; Don Van Nortwick/No.8 Ford FP350S; Sean Whitwood/No.6 Corvette

GT3 - Troy Ermish/No.1 Nissan 370Z



#29 Roger Eagleton has #10 Michael Lowe occupying his mirrors



#06 Mike Enos loses his car on entry into turn 5

Prunedale, California is very short drive from Laguna Seca. Fred Lind can probably hear the cars go around the track from his house. One of the things Fred likes most about racing is being able to bring his family to the racetrack. With the Covid restrictions, he cannot do that. So I would bet when his race started, his family went outside and listened for the sweet melody of his lightning quick Ford Lightning carving up the racetrack. On Sunday Fred did exactly that. He put that truck of his in high gear and never looked back. He lapped the field up to fifth place and did not let anything get in his way. Distributor problems solved from the previous weekend, Fred looked as though he was having a Sunday Cruise with the meanest truck in the country.

Finishing second overall and first in GT1 was Dominic Martinolich from Kennewick, Washington in his GT1 Chevy Camaro. Dominic worked his way up from sixth on the first lap to second overall.

Third place and first in T1 was Clark Nunes in his 2010 Chevy Camaro. Nunes briefly occupied the second spot before giving way to the high powered GT1 car of Martinolich.

Fourth overall and first in GT2 was Lars Mapstead. Lars started a ways back in ninth and passed five cars enroute to his fourth place finish.

AS saw Roger Eagleton hold off the Mustangs of Michael Lowe and Jeff Francis. Eagleton had a busy weekend, also running in SMG in Group 5. Eagleton won all four races he entered, making the trip over from Hawaii worth it.

EP Roland Kamber won the battle of yellow cars. His yellow RX7 beat the yellow Datsun 240-Z of Larry Copper. The two were running pretty close until the faster classes came through and split them up.

In the only other contested class, Eric Fulkerson beat out Donald Ahn for first place in T3.

CLASS WINNERS

AS

1. #29 Roger Eagleton
2. #10 Michael Lowe
3. #21 Jeff Francis

GT1

1. #41 Dominic Martinolich
2. #55 Justin Dempsey

GT2

1. #69 Lars Mapstead
2. #19 Mark Kibort

GT3

1. #1 Troy Ermish

ITE

1. Wilson Powell

MC

1. #23 Charles Laster

EP

1. #74 Roland Kamber
2. #7 Larry Cooper

SP

1. #07 Fred Lind
2. #06 Mike Enos

T1

1. #79 Clark Nunes
2. #6 Sean Whitwood
3. #58 Tim Sullivan

T3

1. #16 Eric Fulkerson
2. #198 Donald Ahn



#44 Jon Brandstad leads the group four field into turn 11

This was the smallest field of the weekend, after the FC cars were moved to Group 2. At the start, James Lepetich/No.95 hung back in his new FST and stayed back for the entire race, finishing two laps down. Doug Learned Jr./No.17 FF Piper started behind the FV's as he hadn't qualified, and quickly made his way forward through the small field. He took the lead on Lap 11 of the 13-lap race. The front running FF's ran in a tight pack. Pole sitter Manuel Leonardo/No.52 FF Piper led the first lap, before being overtaken by Cal Club's Dutch Schultz/No.51 FF Piper. Schultz led

By Lap 5 the FF's were starting to lap the two FV's. At the half-way mark in the 25-minute race, Learned was chasing Leonardo. Then Learned took the lead on Lap 11 after Schultz spun back to third behind Leonardo. With less than five minutes remaining, Dave Jalen/No.50 Mygale got wide into the Turn 11 exit gravel, and in powering out, he spun across course and hit the pit wall. This brought out an early Checkered Flag. Jalen wasn't hurt, but had a sore hip for the following week. As the car had suspension damage, he didn't race Sunday. Afterwards, Jalen joked that after watching the drivers hitting the wall in the Indy 500, it looked like fun and he wanted to try it. He doesn't recommend it. Jalen will race Thunderhill.

About the same time as Jalen's spin, Schultz had another spin, in Turn 10, and pitted without taking the Checkered Flag. Michael Bernstein/No.12 FF Piper spun on his cool-off lap.

Blake Tatum/No.3 Crusader won the FV race, and then on his cool-off lap, he broke a spindle in Turn 4 and had to be rescued.



#3 Blake Tatum

CLASS WINNERS

FF - JDoug Learned Jr./No.17 Piper; Manuel Leonardo/No.52 Piper; Jon Brandstad/No.44 Swift

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

FST - James Lepetich/No.95 Gazelle

Sunday Race



#17 Doug Learned Jr. on his way to his second victory of the weekend. Second Place both days was #52 Manuel Leonardo

Group 4 with only seven cars in the group, the corner workers would have a chance to rest their flag-waving arms. On Saturday Doug Learned Jr. had his qualifying times disallowed because of a sound violation. So he started the Saturday race at the back of the pack, but

quickly made his way to the front. During the Sunday race, he led from start to finish and was able to keep Manuel Leonardo at bay for the entire race. It was an all-Piper front row with Dutch Schultz starting on the outside of the front row. But Leonardo took over the second spot on the second lap, and he did his best to unseat Learned Jr. They drove nose to tail for several laps until Learned Jr. was able to get some breathing room at the end. Shultz and fourth place finisher, Jon Brandstad, had a heated race of their own, with Brandstad holding on to the third spot for the majority of the race only to have Shultz get around him with three circuits left. Eric Poulsen had Michael Bernstein inhaling his exhaust fumes the entire race, with Bernstein finishing less than .3 of a second behind Poulsen.

Ron Wake was the only FV in the field and ended up setting his best time of the weekend on Lap 12, getting into the 1:49 lap times.

At the end of the race it was Pipers finishing in the top three position.

CLASS WINNERS

FF
1. #17 Doug Learned Jr.
2. #52 Manuel Leonardo
3. #51 Dutch Shultz

FV
1. #41 Ron Wake

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



#47 Wilson Powell and #29 Roger Eagleton lead the group up to the start

This group of alphabet soup sedans had the addition of ten SSC5 Corvettes. These faster cars had a split start, with the visiting Corvettes being in the back. A Corvette set one of the two new track records in this race.

Pole sitter Josh Carroll/No.171 SSC5 Corvette started way back and immediately forged a path to the front, gaining 30 positions in the process. By the end of the 13-lap race, Carroll finished fourth overall and first in SSC5. Meanwhile Roger Eagleton/No.29 SMG Mustang qualified fifth overall, first in class. He started first and led every lap, and had a 100% success rate in his four races this weekend. Wilson Power in No.47 BMW M3 came from eighth overall to runner-up and first in class. The pack up front was mostly big bore sedans, followed by a throng of Miatas in the various classes.

It didn't take long for the Safety Car to be on course. Michael Herbert/No.43 ITA Miata went off course unsafe in Turn 11 in need of rescue. Several drivers passed under caution. Then Taz Harvey/No.8 STL Acura Integra slowed, limping into the pits.

After the restart, there was a rash of cars going off course, going slowly, and being in the wrong place. It all got sorted.

While all this was going on, Cal Club's Craig Dale/No.179 Corvette set a new track record of 1:39.411 for SSC5, which was also the fastest race lap of the 42-car field - 81.045 mph. Powell set a new ITR track record of 1:41.886.

Thirty-five of the 38 finishers were on the lead lap of the 13-lap race.



#13 Tood Launchbaugh passes #40 Joel High

CLASS WINNERS

SMG - Roger Eagleton/No.29 Mustang; Adam Enticknap/No.87 Mustang GT; Mikhail Butenko/No.98 Mustang

ITR - Wilson Powell/No.47 BMW M3

HP - Lee Fleming/No.00 MG Midget

STL - Tim Auger/No.07 Acura Integra; Wesley Mollno/No.110 Mazda SpecMX5; Todd Launchbaugh/No.13 Mazda Miata

SSC5 - Craig Dale/No.179 Chevrolet Z06; Josh Carroll/No.171 Corvette; Marc LaCorte/No.173 Corvette

ITA - JosephKou/No.6 Miata; Scott Smith/No.174 Miata; Wa Huang/No.3 Miata

ITX - Rob Fuller/No.49 Miata; Ross Lindell/No.16 Miata; Taylor Vance/No.17 Miata

T4 - Tony Kiratsous/No.78 Miata



#173 Mark Lacorte

The story of this race was the split start and the full-course caution. With ten SSC5 Corvettes in attendance, someone decided that a split start would be a good idea. Normally it is, but usually the fast group is started first and the slow group is controlled by the pace car. The fast group in this case was the Corvettes; but they started behind the other 22 cars, which was made up of a very mixed bag of racing classes.

When the green flag fell, Roger Eagleton took the lead and did his very best to make everyone else disappear. Eagleton had a straightaway lead on second place runner, Wilson Powell. Third was Tim Auger, and fourth was Michael Lowe. These four drivers had a pretty stress-free race, until the Corvettes started picking their way through the field. Oli Thordarson started passing cars in the lead group by the second lap; and his green and black Patchworx Corvette was able to eat cars up and spit them out. On the third lap of the race, he passed six cars. The next lap he passed five cars. He rapidly made his way through the field until he reached third place. From there, he took a few laps to pass the second place car of Wilson Powell, and it looked as though he would run out of laps before he caught the overall race leader Eagleton. But a caution came out on Lap 15, bunching up the field. On the subsequent restart, Thordarson made short work of Eagleton and took the overall race lead. Eagleton was able to hold on to second overall and first in SMG. Josh Carroll, also in a SSC5 Corvette, made his way up to third overall and second in SSC5.



#122 Oli Thordarson SSC5 winner on Sunday



#94 Lawrence Murdter keeps #167 Max Minishull behind him

STL winner was Tim Auger, as he finished five cars ahead of his nearest competitor Adam Gonzalez, who was driving a MX-5 cup car.

The ITA race was missing Joseph Kou who decided to take this race off. Wa Hiong did not mind, as he was able to best Scott Smith. Smith was leading Hiong for a couple of laps early in the race; but the tenacious Hiong got around Smith on the fourth lap and never to look back.

ITX was the Fuller/Lindell show again. These two drivers have spent more time hooking bumpers than most people spend in traffic in the bay area. Their lap times were within hundredths of a second of each other, and they never seem to run into each other. Two very good drivers.

CLASS WINNERS SSC5

1. #122 Oli Thordarson
2. #171 Josh Carroll
3. #32 Greg Nester

ITA

1. #3 Wa Hiong
2. #174 Scott Smith
3. #94 Lawrence Murdter

SMG

1. #29 Roger Eagleton
2. #10 Michael Lowe
3. #87 Adam Enticknap

T4

1. #78 Tony Kiratsous

ITR

1. #47 Wilson Powell

STL

1. #07 Tim Auger
2. #187 Adam Gonzalez
3. #116 Ricardo Arruda



#9 Joe Briggs dives on the inside of #57 Bill Booth, #2 Lee Douglas watches on

The mostly SFR field of SRF3 and SRF cars all started together, with the five SRFs in back, but no split start. The Safety Car came out on the first lap when Don Becklin/No.09 SRF3 from Oregon needed an immediate tow when he spun in Turn 2 and caused several cars to spin off evasive. Once that was sorted out, the field got back to racing, with the SRF3's resuming in grid order. SRF3 Pole sitter Umberto Milletti/No.34 took off, leaving the pack behind, and turning the fastest lap of 80.740 mph. Bill Booth/No.57 SRF3, who started second was chased

by Joe Briggs/No.9 SRF3. They vied for second, with Booth prevailing, 10.474 seconds behind Milletti. Briggs finished a close third. The front pack started and finished mostly where they started, and kept on track. Further back the drivers were friskier, with several extending track limits. Bruce Richardson/No.5 won the SRF class, followed by Ken Woolley/No.41 and Casey McLoed/No.22.

CLASS WINNERS

SRF3 - Umberto Milletti/No.34; Bill Booth/No.57; Joe Briggs/No.9

SRF - Bruce Richardson/No.5; Ken Woolley/No.41; Casey McLoed/No.22

Sunday Race

While Umberto Milletti enjoys winning both races of the weekend plus the Sunday race of our last event at WeatherTech Raceway at Laguna Seca, I would venture to guess that he wants another shot at Mike Miserendino. Miserendino is the last guy to best Umberto; so now after three convincing wins, undoubtedly Umberto wants another stab at Miserendino.

Umberto had at least a 20 car length lead over the second place trio of Joe Briggs, Bill Booth, and Lee Douglas, and looked as though no one would have a chance at him. But in racing it is never over until the checkered flag comes out; and this race was no exception. On the 12th lap, a full course caution was called for an incident on the back side of the track.

By Lap 14th the mess was cleaned up and the race resumed. With the field bunched up, this was the chance second place runner Joe Briggs was looking for. Umberto would have nothing of it, however, and must have caught Briggs asleep at the switch. By the time the braking point for the Andretti hairpin was upon Umberto, he had a six car length lead over Briggs, Booth, and Douglas.

Briggs, Booth, and Douglas ran each other very hard for the entire race and especially the last seven laps. Even though Briggs lost out to Umberto, he was able to protect second place to the checkered Flag. Booth took the final spot on the podium. Don Becklin took advantage of the restart and was able to get past Lee Douglas on Lap 16, he was able to hold off Douglas by .2 of a second.

After the restart, Nevin Spiker was looking to improve upon his eighth place position and tried to close the gap on Hank Raymond; but was too optimistic about his Hoosier tire's adhesion capabilities

and looped the car in Turn Two. Spiker lost three spots during the incident, but made them up by the end of the race to finish in the eighth position.

As the race continued, Umberto continued to stretch out his lead and won uncontested by almost two seconds over Joe Briggs.

The SRF class saw a change at the front with Ken Woolley taking the win. Bruce Richardson was going for four wins in a row. Before the restart Woolley had a large lead over Bruce Richardson and Dave Shade. Once the race resumed after the caution, Woolley was able to hold his position; but Shade left his braking to the last possible moment and drove around the outside of Richardson in Turn Two. Richardson must have missed a shift, as when he exited, two other cars made their way past. Richardson did recover, and finished behind Shade for third place in the SFR class.



#71 Jerry Aplash blasts out of turn two

CLASS WINNERS

SRF
1. #41 Ken Woolley
2. #11 Dave Shade
3. #5 Bruce Richardson

SRF3
1. #34 Umberto Milletti
2. #9 Joe Briggs
3. #57 Bill Booth



#94 Ken Sutherland and #87 Will Schrader bring the Spec Miata field up to the green flag

This was the largest field of the weekend, with 55 drivers taking the Green Flag. There were so many that the SFR T&S lap chart software could only record the top 45 drivers. This weekend, the usual three classes of Miatas were joined by fourteen SMX Mazda MX-5 drivers, mostly from out-of-region, for a round of its 2020 Series. They had a split start, with their group in front, and the Pace Car in front of the Miata field. Ricardo Arruda from Cal Club set a new SMX track record of 1:44.440. He finished eighth. He also set the races fastest lap of 77.143 mph.

Cal Club's Thomas Martin/No.27 SMX had the SMX pole position, but Justin Piscitell of New York in No.189 SMX took the lead and held until the Caution and won the race, with a MOV of 0.473 ahead of Aidan Fassnacht of New Jersey in No.15 SMX. Martin finished third.

The Miata field was largely SFR drivers plus five West Coast drivers competing. Early on, there were some overdriving the track and a body contact. Tommy McCarthy/No.23 SM Miata blew an engine on the second lap. An unsafe pass/body contact by Fernando Otero/No.63 SMT on

Oregon's Theron Smith/No.95 SSM Miata earned him a time penalty.

In every class there was racing and passing for the first half of the race.

Five laps into the race Northwest Region SMX driver, Adam

Gonzalez/No.187 spun off deep in Turn 8 and hit the tire wall. He was not hurt but it was a difficult retrieval, bringing out the Safety

Car. The race ran nine laps, finishing under Caution. The short-staffed Emergency crew and Course Marshals cleaned up the situation and area, rebuilding the tire wall.

Oregon's Ken Sutherland/No.87 won the SM class. Joseph Kou/No.6 SMT passed SMT pole sitter Wa Huang/No.3 the lap before the caution, to take the SMT victory. Ross Lindell/No.16 won the SSM class.

Fifty-three of the 55 starters finished the race, with 51 drivers on the lead lap.



#12 Bradley Oneto exits turn 11



#63 Fernando Otero kicks up some dirt



#95 Theron Smith gets a little sideways in turn 11

CLASS WINNERS

SMX - Justin Piscitell/No.189 Mazda MX-5; Aidan Fassnacht/No.15 Mazda MX-5; Thomas Martin/No.27 Mazda MX-5

SM - Ken Sutherland/No.94 Miata; Will Schrader/No.87 Miata; Tim Weaver/No.3 Miata

SMT - Joseph Kou/No.6 Miata; Wa Huang/No.3 Miata; Eric Fulkerson/No.51 Miata

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



#27 Thomas Martin and #70 Tyler Quance lead the MX5 group up to the green flag

This was an interesting weekend for the Miata Group. The MX5 boys and girls made this race weekend one of their stops on their tour. The MX5 Miata is a little bit bigger than the Miatas we are used to seeing; and they are roughly two seconds a lap quicker than the original version.

The Sunday race again had a split start with the MX5 cars leading the group. We had 12 cars in the group, which was led by pole sitter ,Thomas Martin, out of Redondo Beach California. The race got off to a bit of confusion when the caution flag fell the first lap, being for an incident in Turn One which brought out the pace car. Three laps of following behind the Safety Car must have allowed second place runner ,Tyler Quance from Cypress Texas, to come up with a plan. Because, on the restart, he was able to make his way around Martin. The two ran bumper-to-bumper for the remaining part of the race; and it was going to come down to who made it through the large 49 car field the best. Lap 8 saw Martin retake the lead, and then three laps later, lose the lead for good to the Texan. Martin drove very hard and finished less than a half a second behind Quance; but he just ran out of laps. Martin did get the distinction of setting a new track record for the MX5 cars with a time of 1:43:940. The MX5 cars brought another level of excitement to the already thrilling Miata race. Local racers Tim Auger and Steve Borlik represented the region well finishing seventh and sixth respectively.

The SM group started the race about a third of a lap behind the MX5 racers; and by the time they made it to the starters stand, the yellow flag incident had already happened. Their start was waved off, and the very experienced group of racers did a great job of not running into each other. When the race did resume, the gap that was intended to give some separation between the two groups had disappeared; and now the fast SM cars had to work their way through the slower MX5 cars, yet still keep their main rivals behind them. It made for a very entertaining race. The de-facto leader of the Oregon posse, Ken Sutherland was the trailblazer. He bushwhacked his way past three of the MX5 cars, before the trio of him, Tim Weaver, and Will Schrader could get some racing room. For a few laps, it looked as though local driver, Tim Weaver, was going to reclaim the local turf bragging rights running second to Sutherland. But on Lap 6, Schrader was able to make it by Weaver; and the two did their best to stay on Sutherland's trail. It looked as though Ken Sutherland was going to have to load up his motorhome with another first place trophy; but racing luck intervened and on lap 18, he fell off the lap charts. Will Schrader was then burdened with hauling the First Place trophy home and with protecting the record of the Oregon Posse. Which he accomplished without even missing a shift. Weaver worked really hard to finish

second in SM, and he also drove a great race. Tommy McCarthy started 48th and made his way 17th overall and third in SM. Tommy borrowed car from Ed Medlin, which he had to put into service when the motor in his normal ride decided that two laps was all it wanted to do the day before.

SMT saw a new car with a familiar name in it. Joseph Kou debuted his pristine 2001 Mazda Miata, and obviously

transferred all of his knowledge from his previous car to the new edition; as he left off exactly where he started, in front of the SMT pack. Eric Fulkerson and Wa Hong did not let the fancy paint job intimidate them as they harassed Kou the entire race. Hong is usually the harasser, and Fulkerson has recently been the support person; but this weekend, Fulkerson made it his mission to make sure Kou earned the victory. Fulkerson was able to get by Hong when Hong fishtailed on the exit of Turn Six with six laps left in the contest. Scott Smith from San Jose looked to be in a good position to break the Kou, Hong, Fulkerson party by starting on the inside of Kou. During the first 11 laps Smith looked to be a real spoiler; but on Lap 12, bad luck befell him, and he lost six positions. He recovered and made up four of those positions, to finish sixth in class. At the end, Kou was able to stretch out about a five car length lead over Fulkerson; and Fulkerson had about a three car lead over Hong. It appeared Fulkerson and Hong both ran out of tires, as Kou just powered away.

SSM had the usual finish, arrived at by less-than-usual means. Ross Lindell was able to get some SMT cars between him and Rob Fuller and was doing well to keep the gap between him and Fuller. But on Lap 9 Fuller was able to get by Lindell and another car. The additional car between them gave Fuller some breathing room. Fuller was then able to take advantage of some traffic to get some space between the two. But at the end of the race, Lindell was able to clear the cars between him and Fuller, and made a proper race of it. Fuller was able to hold off Lindell, but by only .756 seconds. Gregory Hoff finished third in class, despite testing the off road capabilities of his 1992 Mazda Miata, on the exit of Turn 11.

The Group 7 race is always worth the price of admission (if we charged) and this race did not disappoint. Watching 49 cars run around the 2.5 mile WeatherTech Raceway is probably the best racing in America. If you get a chance, come and watch these professional quality drivers burn the rubber off at the season finale at Thunderhill Raceway on October 23 thru October 25.

CLASS WINNERS

SMX

1. #70 Tyler Quance
2. #27 Thomas Martin
3. #116 Ricardo Arruda

SM

1. #87 Will Schrader
2. #75 Tim Weaver
3. #25 Tommy McCarthy

SMT

1. #6 Joseph Kou
2. #51 Eric Fulkerson
3. #3 Wa Hong

SSM

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

This was the San Francisco Regions final appearance at WeatherTech Raceway at Laguna Seca. 2020 has been a very challenging year for everybody. I thank everybody who attended these races this year because it made a miserable year a lot less miserable. I also thank the staff at WeatherTech Raceway for working with the San Francisco Region and making it so we had a chance to play with our cars. I

especially want to thank the volunteer staff for insuring all the protocols were adhered to. The last race of the year will be October 23-25 at Thunderhill Raceway. It should be a fantastic weekend, with a triple header race format, double points, and another chance to tame the 5 mile track. It will be a lot of fun and I hope to see everyone there!

2020 Election Board of Directors

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

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

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

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

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



Blake Tatum



Bill Booth



Charlie Davis



Tim Sullivan



David Vodden



Sherry Grantz



Joe Kirby



Seth Reid

Candidate Statement

BLAKE TATUM



The Good, the Bad, and the Ugly

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

I started on the Board of Directors when the club was going through a bad time. Money was tight and we were close to being broke. I saw how the Board was able to increase per event

revenue and turn a dire situation into a position of solvency. I learned how financial planning was essential to the operation of the club and saw that things like a budget and a game plan are keys to making sure the club is around for years to come.

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

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

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

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

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

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

Candidate Statement

BILL BOOTH



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

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

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

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

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

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

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

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

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

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

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

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

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

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

Candidate Statement

CHARLIE DAVIS



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

club ambassador.

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

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

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

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

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

Candidate Statement

TIM SULLIVAN



This has been a real interesting year to be the RE for the San Francisco Region. To say it has been "challenging" is an understatement. We started the year on a great note. Our schedule looked great. We had a new multi-year agreement inked with Monterey County for Weathertech Raceway Laguna Seca. We had two decent dates at Sonoma Raceway, as well as our normal dates at Thunderhill. It was not long after Driving School that our world was

rocked by this pandemic. We were able to hold our March event but by March 15, our world was in a lockdown and we were shut down. We were able to get through this, but only because of our passion for the sport and willingness to come together and support change. Change is not always fun, and it was not fun for a while. Thanks to everyone for pitching in and making sure we got through this.

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

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

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

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

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

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

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



Jon Norman - Dan Marvin - Dennis Etcheverry
www.alfapartscatalog.com

One-off Machine Work and Fabrication Services

- TIG welding - aluminum / magnesium
- Aluminum / Magnesium casting repair
- Cylinder head repair and rebuild
- Monocoque / Tubular structures
- Suspension / Chassis repair / mods
- Exhaust header fabrication

Please Call 510-525-1164

FRANK VALENTE
Driven to Excel

FRANK VALENTE REAL ESTATE
www.FrankValente.com • Frank@FrankValente.com

For SCCA clients and referrals, I will donate 10% of my proceeds to the Worker Appreciation Fund!

BRE# 01365211

Candidate Statement

DAVID VODDEN



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

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

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

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

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

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

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

Thank you in advance for your vote.

David Vodden

President & CEO - Thunderhill Raceway

Phone: 530-934-5588 ext. 101

Candidate Statement

SHERRY GRANTZ



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

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

about what I need.

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

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

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

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

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

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

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

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

Candidate Statement

JOE KIRBY



Hello everyone,

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

As a board member, one of my goals is to further advocate for our volunteers. I will work to ensure that each of our crews have current and

updated equipment to make each event as safe and efficient as possible. I will look into new ways for promoting the club to entice new volunteers and work on retaining those volunteers! I would also like to work with the specialty chiefs to explore new training opportunities, possibly creating an in house educational group or look for outside training opportunities.

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

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

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

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

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

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

Candidate Statement

SETH REID



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

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

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

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

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

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

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

NOTES from the ARCHIVE -

Byron Snow's XK-140



Snow at Stockton races in 1957 in Jag

Byron Snow might be a familiar name to you as an SFR driver from the 1950s into the early 1960s and also a moving force behind the formation of the Formula Racing Association. Snow began his racing in a Jaguar XK-140 he purchased new in 1956 from the British Motors Dealer in San Jose. Snow was an attorney by trade but his real love was tinkering with anything mechanical and after receiving the car, he immediately set out to upgrade its performance with the intention of going road racing. He turned the car over to Larry Taylor, a mechanic he knew who had formerly worked for British Motors in San Jose. Taylor bored the cylinders out .030" to accept higher compression pistons (11 to 1); a hotter Isky "D Type" cams replaced the stock items and a factory racing cylinder head was installed. A full-width roll bar was fabricated and installed with a single rear brace that arched over the "boot" and attached to the rear bumper bracket. This brace was later replaced by two, nearly vertical pipes that entered the trunk through two holes cut in the rear deck, not the most esthetic but certainly functional. This was now a suitable car in which to go road racing.

In the 1950's, sports car road racing was growing by leaps and bounds. However, since the sport was still in its infancy, racing was confined to temporary circuits such as decommissioned World War Two airfields, closed-courses through city streets and runways or service roads of municipal airports. In Northern California, these types of circuits had names like Cotati, Sacramento, Stockton, Arcata, Santa Clara Fairgrounds, and perhaps the best known of all the early courses, Pebble Beach. It was within this environment that Snow took his "hotted up" XK-140 racing.

Snow entered the Jag at a few races in 1957 and despite placing second in class at Cotati, he was not completely satisfied with its performance. He raced the car a few more times but felt the need for a pure, purpose built race car. He found what he was looking for in the form of a BMC Formula Junior which he purchased from Joe Huffaker. Snow's wife, Laura recalled, "after he raced the Jaguar, he became

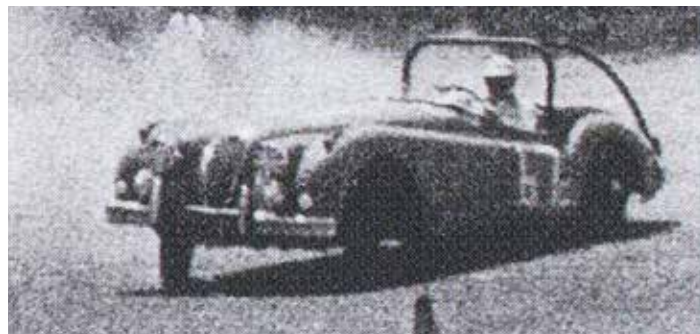


Stockton 1957 - Snow at the start (arrow)

involved in racing Formula Juniors. He was always experimenting with different modifications on his engines." Bob Korst, a racing friend, remembered visiting Snow's home, "there was an engine block in the living room and one in the bathtub. He did all his own engine work, some were grenades and some were very strong." Snow parked the Jag and campaigned the BMC and later, a rear-engine Formula Junior at races up and down the West Coast into the 1960's.

Even though the Jag had become Snow's daily driver, it was not completely finished racing. In November of 1961, Snow and a co-driver raced the Jag in an enduro at Cotati and finished fourth, taking home a trophy. Then the following year, he decided to take the car to Fremont Drag Strip. The car completed four runs down the quarter-mile with a best time of 13.81 seconds and a top speed of 99.11 mph which resulted in Snow receiving a large trophy for recording the fastest time in his class. This was to be the last competition for the car and it was also replaced as his daily driver by a newly purchased International pickup truck. The Jag was retired to Snow's front yard.

Eventually the Jaguar was moved to his garage where it would remain for the next thirty-six years until Snow decided it was time to bring it back to life and perhaps restore it. He set about removing the



Snow slides through a turn on way to a 2nd at Cotati 1957

years of dust, servicing the engine and eventually was able to drive the car. Unfortunately he realized the cost to restore the car properly was more than he could afford so the decision was made to sell it. To improve the appearance prior to sale, Snow painted the car's interior with a dark shade of green house paint applied with a brush which was not exactly a match for the Jag's unique factory teal green color. Feeling the car was now presentable, Snow contacted a car broker and a short time later, with several parties interested in the car, it was sold, sight unseen, to Farnum Alston. A local businessman and "car guy", Alston was interested in a sports car for possible vintage racing, car shows and road rallies.

The Restoration Begins

Once the XK-140 sale was complete, the car was transported to a Jaguars specialist hop for restoration in January of 1999. Upon inspection, the car was in remarkably good condition considering it had been dormant for thirty-six years. It had never been wrecked and had a minimal amount of rust in the trunk. After seeing the car for the first time, Alston decided on a complete



Trophies - years apart



Restored XK on left, the before on the right

frame-up restoration. Work began in March 1999 and one of the first areas addressed concerned the car's teal green color, was it an original factory color. While disassembling the car piece by piece, several areas of the cockpit and under the tail lights, showed that it indeed was the original color. In researching Jaguar reference material, there were two possible color matches, pastel green or pastel blue, but without a copy of the Jaguar factory build sheet, he couldn't be certain which one was correct.

With the car completely disassembled, the body panels and frame were sent out for media blasting. The engine and transmission were steam cleaned and disassembled the original engine modifications for Snow were revealed. After consulting with Alston and confirming that vintage racing was one of the car's intended purposes, the shop installed new racing type pistons and "D-type" camshafts made to go along with the refurbished "C-type" cylinder head and larger carburetors. Once the engine was complete, it was transported to the shop of Joe Huffaker Jr. at Sears Point Raceway for dyno tuning. The engine was hooked up to the dyno and several "break-in" runs were made at lower rpms followed by several more runs to determine peak horsepower and torque. After an hour's worth of dyno time, the final numbers were quite impressive: 205.5 hp at 5500 rpm and 212.3 ft. lbs. of torque at 4500 rpm.

After the dyne procedure, the engine was married with a five-speed transmission to enhance drive ability for both road racing and rallies. The original fuel tank was saved, refurbished and a racing fuel cell was inserted inside and a new, smaller roll bar was fabricated and installed for safety. As could be expected, the original interior, top and side curtains were in pretty sad shape so they were subbed to an outside upholstery shop. The cheap plastic seats in the car at the time of purchase were replaced by replicas of factory racing seats.

The body was repainted with a color that closely matched its original teal blue then was reinstalled onto the restored chassis the

car now complete, Byron Snow to visit the shop and see the completed XK. Snow accepted the invitation and made the trip to see the not-yet-completed car. Unfortunately, Snow passed away three years later without seeing the final result.

Project Completed Not a Moment Too Soon

One of Alston's objectives was to have the car ready for the upcoming 2001 California Mille Rally. As the April date for the rally drew closer, the finishing touches were put on the car and it was finally ready for a shake-down road test. The finished car was driven twenty miles up and down the freeway near the restoration shop then turned over to the Alston's just in time to enter the California Mille. The car attracted quite a bit of attention and throughout the event it ran very well. Alston was pleased with how well the car handled including the "twisty bits" where they were easily able to keep pace with smaller, more nimble cars.

After the California Mille, Alston kept the car busy, entering organized rallies and concours. Adding to the trophies won by Byron Snow almost forty years prior, Alston have acquired awards at several prestigious concours including Palo Alto (Most Interesting British Car); two first place awards at Silverado and a second at Hillsborough. He entered the Jaguar in the Colorado Grand Rally and the inaugural Going to The Sun Rally in Montana which he helped organize. With his involvement in the latter, the XK-140 is kept in Montana where it sits alongside their other classic: a pristine, one-owner, Jaguar MkII sedan.

This two owner car has lead an interesting life, first as a race car in SFR events, then as a daily driver and engaged in cars shows and rallies with its second owner. Old cars never die they just find new owners and new roads to travel.



The restored XK 140 (L) with other Jags on the California Mille



29687 Arnold Drive Sonoma, CA 95476

- Formula and Sport Racer Specialists
- Race Car rentals, and Arrive & Drive Programs
- Race Car Prep, Sales, Parts, Service, & Transportation
- Driver Coaching
- Learn more at www.worldspeedinc.com

Call to schedule a visit: (707) 722-3628



STANDING

THUNDERHILL REPORT

BY DAVID VODDEN

As if COVID was not enough we have now experienced cancelled days due to ash and dirty air. What is next? The recent fires everywhere have filled the skies with smoke and ash and left us feeling like Paradise all over again. You may recall that when the Paradise fire occurred the skies over the track were black with streaks of yellow and other ominous colors. Big photos of this reality are on the walls in the Club house for all to see. The Paradise fire was devastating and personal in many ways. We knew people whose homes and belongings were gone. We saw the devastation and we heard the stories of panicked residents escaping down the Skyway from Paradise to safety in Chico.

The recent fires are more remote in their destruction while being more impactful due to their number and the prevailing breezes that deliver their residue to everywhere. It is strange to get a call from someone in San Francisco asking if we are running events given that they are knee deep in ash and the skies over the City are black. Go figure. We heard from people in San Jose, Stockton and many other places that were personally experiencing the smoke and ash and even worse.

As of the end of July the impact of COVID on the track has income down 30%, retail sales down 38% and services income down 46%. Net income for the first seven months of the year is down 75% and so it goes. Add the effects of the fires and the dirty air and it just gets worse. Darn! When we recorded a whopping \$3,000 in total income for April it was clear that the year was going to be bad. We said we would try to breakeven. As of July 31st, we were up a few thousand dollars over that goal but August was bad and so too September.

Going forward, I still hope the track breaks even by year end due, in part, to the banner month of October. You may recall that the "25 Hours of Thunderhill", held annually on the first weekend in December, has been postponed? In addition, we continue to experience cancellations mostly by Clubs who have significant revenue generating weekend events. Our track rental metric is down to 450 days booked. We had 458 last week. Scheduling is a volatile process which is why doing the usual and customary Thunderhill business is harder now than ever. We have 245 skid pad rental days on the books.

Clearly the conditions caused by the fires are hard on the team. Dirty air wears on you and makes you cough at night when you get home. Wearing masks for COVID has become the norm but the smoke and ash require a higher level of filtration so we have loaded up on K-19 masks. I hope by the time you are reading this that most, if not all, of the fires are out or insignificant. I also thought that the COVID virus would taper off and go the way such things do, especially with the massive efforts to fight the virus and its spread. Wrong!

Good news has us involved in some media shoots for the introduction of new vehicles and the re-start of Rally Cross on the dirt out front. Rally Cross is big in Sports Car magazine. It is obvious that the Big SCCA wants to nurture and grow a new form of "fun with cars." Our first attempts at Rally Cross years ago was hampered by unrealistic expectations by the then organizers. Somehow, they felt that the track should just let them run and charge little or nothing for doing so.

We have seen some of this attitude in other segments of the sport where organizers have been used to cheaper venues and little or no stake in growing the facilities. Our attempts at MotoCross suffered from this approach.

Sanjay Singh, our Rally Cross organizer today, harbors no such illusions. He knows, as I think everyone who has been involved in recreational motorsports must know, that job #1 is always to make sure that the venue survives. Without the place to play the details that absorb so much of the time of organizers and leaders, is moot. There are so many examples of this reality, most after the fact, that only those who do not care about the future of what they are doing, be it road racing, drag racing, autocross, or circle track fun, can ignore.

Consider the list of fun with cars venues that have closed. Make your own list now. Then remember or ask what those who took these places for granted could have done to continue their racing or recreating activity at these lost venues. When a track closes it is a massive hit for participants. It always results in the diminishing or loss of the stuff one loves to do with their motorized toys. I will end this by telling all the new people reading here that this is why Thunderhill Park was built - to insure the long-term existence of a venue/track/place to play, for all SCCA [and others] in the decades ahead. It was never intended that Thunderhill would be a funding source for anything but its growth and survival while other venues for same cease to exist. They will. History proves this statement to be true over and over again. We all need to be kind to our future and support that which enables us to experience the unique and strangely valuable rewards of motorsports. That would be Thunderhill Park [and any other venue that exists today].

The SCCA season finale looms on the horizon for October 22 - 25. I strongly recommend that you all be there. Bring your race cars and race and socialize and enjoy that which makes this all good for you. Do not miss this race weekend. Do not pass it up. Who knows, the way things are going this may be your last chance to experience the thrill of racing on a great race track, built by racers for racers and the future of the sport for all those that will follow us across the starting line.

FANTASY JUNCTION



AC '55 Aceca	Ferrari '58 250 GT Ellena
Alfa Romeo '65 TZ	Ferrari '62 250GTE 2+2 Series II
Aston Martin '67 DB6 Mk.I Volante	Ferrari '76 308 GTB
Aston Martin '87 V8 Vantage Zagato	Jaguar '65 E-Type Series 1 4.2 Roadster
Ferrari '59 250 GT	Lola '69 T70 MK3B Continuation
Ferrari '69 365 GTC	Lola '67 T70 Mk. III Spyder
Lagonda '30 V12 Rapide Drophead	Lotus '60 "Monte Carlo" 2.5L Climax
Lamborghini '76 Countach LP400 Periscopica	Lotus '63 23B
Lamborghini '82 Countach LP400S Low Body	Maserati '49 A6 1500 Coupe
Lamborghini '67 400GT	Maserati '58 450S Recreation
Lamborghini '69 Miura P400 S	Maserati '59 3500 GT Coupe
Lancia '52 Aurelia B52 Vignale Coupe	Maserati '74 Bora
Lotus '66 Cortina Race/Rally/Street	Maserati '71 Ghibli
Mercedes-Benz '69 300SEL 6.3	Porsche '56 356A Speedster
Mercedes-Benz '71 280 SE 3.5 Cabriolet	Porsche '60 356B Cabriolet
Mercedes-Benz '57 300SL Roadster	Porsche '94 964 Speedster
Bugatti '39 Type 57 Stelvio	Porsche '62 356B Coupe
Bugatti '28 Type 35B Recreation	Porsche '69 911S Targa
	Sadler-Meyer '59 Special
	Vauxhall '24 14/98 Sports Special
	Veritas '47 BMW Rennspo

FANTASY JUNCTION

BRUCE TRENER

1145 Park Avenue Emeryville, CA 94608
Phone (510) 653-7555 Fax (510) 653-9754
www.fantasyjunction.com

LIST OF ADVERTISERS

EXOTIC CARS

Fantasy Junction
1145 Park Avenue
Emeryville
510-653-7555
www.fantasyjunction.com

FABRICATION

McGee Motorsports
29121 Arnold Drive,
Sonoma
707-996-1112

Norman Racing Group
1221 Fourth Street,
Berkley
510-525-1164
www.alfapartscatalog.com

PARTS

I/O Port Racing Supplies
14 Juniper Drive, Lafayette
800-949-5712
www.loportracing.com

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

RACE CAR RENTALS

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
11771 Foothill, Sunol
925-862-0172
cel: 925-890-3555

Leshor Motorsports
LeshorMotorSports.com
MiataRental.com
831-240-5347

SERVICES

Sampson Racing
Communications
Racing Radios
866-396-7231
www.SampsonRacing.com

Frank Valente Real Estate
www.FrankValente.com

Bavarian Motorsports
1025 Sinclair Frontage
Road
Milpitas CA
408-956-1662
www.bavarianmotorsport.net

Hartzel Automotive
510 California Avenue
Sand City
831-394-6002
www.hartzelautomotive.com

Roger Kraus Racing
2896 Castro Valley Road
Castro Valley
510-582-503
1 800-510-RACE (7223)
510-886-5605
www.rogerkrausracing.com

AIM Tires
At Sonoma Raceway
707-938-9193
www.AIMTIRE.com

Wine Country Motorsports
Sonoma Raceway
800-708-RACE
west@
winecountrysports.com

TRACK EXPERIENCES

Hooked on Driving
925-552-8112 www.
hookedondriving.com

WorldSpeed Motorsports
www.worldspeedinc.com
707-722-3628
503-720-3290

RENTAL RACE CARS

LARRY OKA RACING SERVICES

SM, ITX, ITA
Larry Oka
Sunol
925-890-3555
Larryokaracing@gmail.com

COOK MOTORSPORTS

SM, ITA, ITX
Ian Cook & Ed Railton
San Ramon
530-676-1940 805-305-0452
iancook@sbcglobal.net

DAVE HARRIMAN

San Jose
SRF, SRF3
HSE Racing
dave@specracer.com (408)507-1531

BULLDOG MOTORSPORTS

FE, SRF3
Jason Hohmann
Modesto
209-857-8181
Bulldogmotorpsort@hotmail.com

CERINI MOTORSPORTS

SRF, SRF3
John Cerini
Sonoma
707-938-3979
jcm4@pacbell.net

CSR PERFORMANCE

SRF
Rick Heer
Rescue
530-672-2629

DIAMOND FORMULA CARS

916-801-9728
scott@diamondformulacars.com
www.diamondformulacars.com
Formula First
ITA Mazda Rx7

LESHOR MOTORSPORTS, INC

Ryan Leshor
SM, SMT, ITA, ITX
Salinas
(831) 240-5347
info@leshermotorsports.com
www.MiataRental.com

EL DORADO MOTORS-PORTS

STL, ITE
Mike Lock
Cameron Park
831-801-6803
mikeski38@hotmail.com

GOOD TIMES RACING

SM SMT ITA ITX
Miata's and Acura Integra's
Ron Carroll Donna Gilio
530-210-3848 775-781-3385
recmotorsports@gmail.com

ACCELRACETEK LLC

SRF, SRF3
Bruce Richardson
Los Gatos
(408) 499-7266
www.accelracetek.com
brichardson@accelracetek.com

PORTER RACING

FF, CF, FC
Neil Porter
Merced
209-722-7373
neil@porterracing.com

A+ RACING

SM, ITA, ITX
Al Angulo
Grass Valley
530-277-6311 aracing.org

AUTO SPA RACING SERVICE

707 938-8727
auto-spa.com

DIG Motorsports

SMG/T2
Jeremy Cuthbertson
822 North 13th st.
San Jose, Ca. 95112
530-605-5150

SONOMA VALLEY RACING

Spec E30
Raymond Zannotto
Sonoma
707-328-7709
info@sonomavalleyracing.com

DIETSCH WERKS

Lotus Elise, SM, Boxster S
Vacaville
707-724-9250
dietschwerks.com

rob@lotusraceshop.com

OFF LINE RACING

Morgan Hill
SM, ITA, ITX
Ali Naimi
408-679-7143
ali@OffLineRacing.com

TED ARKEN

San Jose
408-286-5060
DSR
Ted47dsr@sbcglobal.net

Classified Advertising in The Wheel is a service provided to the membership by the SF Region. Ads are free for members. Ad should be 75 words maximum and may include a photo. Ads will run for three months, after which time they shall be removed. They may be resubmitted.

Submit your ad by email to editor, Blake Tatum: wheel@sfrscca.org

OPEN WHEEL AND SPORTS RACERS



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 csg, 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.



2015 Formula Speed 2.0. Easy to drive, easy to maintain.
Low miles on a stock Mazda 2.0 MZR engine. Years of life left on this engine. 6 Speed No-Lift Sequential gear box. Rated for much more powerful engine. Aim Data system, two sets of rims and new rain tires. Too many extras to list here. All information and Specs on this car can be found at WorldsPEED.com. \$35,000 taotak@comcast.net



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
\$35,000 415-298-3917 1803



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



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



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

FENDERED RACE CARS



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



1971 Ford Mercury Capri Trans-Am B-Sedan Race Car FIA Group 2
Full 2 year nut and bolt Rotisserie restoration just completed in 2019
Finished in beautiful 74 Porsche Mexico Blue
SCCA Racing History back to the 90's
SCCA, VARA Logbook and Clean Oregon Title.
Car has been raced with HMSA, SVRA, SCCA, SOVREN and VARA nationwide
Runs in Historic 2.5 TransAm Challenge, B Sedan or Group 8 SVRA
100% Vintage legal and accepted anywhere in the US
\$33,000 OBO
Cell 949 259 3109



1967 MINI COOPER SSTREET LEGAL
RACECAR - 100 MILES ON ENGINE
REBUILD

Raced at the Rolex Reunion - very clean and modified for racing
Has seating for 4 still in it currently \$40,000 obo Justin 530-368-0306



1995 Winston Cup Ford Thunderbird
Steve Kinser's old Car Jerico 4speed Trasmision

358 Engine-700hp@7900rpm - 525 ftlbtorque@6750rpm
22 gallon Fuel tank Runs on 110 octane weighs 3414#
Contact Justin 530-368-0306



1991 Oldsmobile Sunoco Winston Cup Car
Race Winner at Watkins Glen with Terry La Bonte

Set up for road racing-Used as a track day car
This is an amazing piece of history and will not disappoint.
\$40,000 obo Contact Justin - 530-368-0306



1971 Datsun 510 in near immaculate condition • Clear title 2.0L engine 5 speed
Fresh paint and a clean interior
Several spares included
\$35,000 OBO Justin 530-368-0306



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



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



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

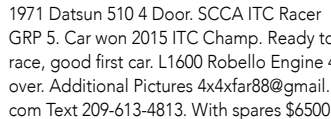


240Z Built to SCCA E Prod. Specs.
-\$45,000.

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



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



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



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

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



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

TRAILER/TOW



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



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

TOOLS/ EQUIPMENT /MISC FOR SALE

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

Richard Spencer 510-774-8834

Hoist and Lift Beam

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

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



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



CORNER WEIGHT SCALES

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

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



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

BUSINESS OPPORTUNITIES

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

SHOP/STORAGE SPACE

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

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

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

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

GET ON THE TRACK

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

DRIVING CLASSES

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

SERVICES

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

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



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

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

RACE CAR RENTALS

Larry Oka

Race car Rentals that are competitive and reliable. Everything from preparation to transportation is handled by professionals. From Driver's School to your first pro race, we can help you achieve your goals. Learn to race and have fun then leave the race car responsibilities to us. Rentals in Improved Touring and Formula Ford cars and trackside support for Formula Atlantic, Formula Ford and Improved Touring Cars. Racing Services
11771 Foothill Rd.
P.O. Box 350, Sunol, CA 94586
925-890-3555



A+ Racing Spec Miata Rental, Service and Support. We have over a dozen Spec Miatas to suit your needs. All of our cars are designed to be Safe, Fast, and Reliable. We race what we rent so you know all of our cars are ready to win. Beginner rates start at \$550 a day and Racer rates start at \$700 a day. Discounts for multiple days and multiple cars. Includes, Track Support, Competition Tires and Fuel. See us at www.aracing.org Contact Al Angulo at 530 277 6311 or alangulo530@gmail.com

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

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



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

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

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

JOBS

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

ATTENTION

Attention FV Owners

It is time to dust off that car and clean out that solex carburetor. I am currently interested in starting a registry of FVs on the west Coast. The purpose of this registry is to get Fv owners together and talk about ways of getting the class rolling once again. I would like to start with getting the name rank and serial number of any Fv owners on the west coast. I would also like to know the type of car and the current condition. I am interested in all FVs. Send any responses to westcoastfv@gmail.com

Attention Race Car Drivers

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

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

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

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

SUPPORT THE SPORT YOU LOVE

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

Hartzel Automotive
www.hartzelautomotive.com



Spec-Miata Components Service Preparation Coaching

Hartzel Automotive is the first and last word in Miata performance for racing and the street. Barry Hartzel has set a standard of excellence in Spec-Miata Racing that is unmatched. Call 831-394-6002 or email barry@hartzelautomotive.com to find out how years of experience and uncompromising quality equal victory on the track.

510 California Avenue | Sand City, CA 93955 | 831.394.6002 | www.hartzelautomotive.com

Advertise Here!

Call or email for information
(530) 934-4455
office@sfrscca.org



GROUND CONTROL®

- I/T Shock Mounts
- Camber/Caster Plates
- I/T Legal Coilover Kits
- Double Adjustable Struts
- Spherical Bearing Kits
- Racing Sway Bar Sets

530•677•8600 M-F 9-5 PST
ground-control-store.com

www.SampsonRacing.com
866.396.7231

NO MORE STATIC!

With DIGITAL, there is never any static. Your communications are totally private and you will enjoy twice the battery life.



**UPGRADE TO DIGITAL RACING RADIOS NOW
SAVE \$100**

Finally affordable Digital Racing Radios!



5watt Digital System ONLY \$999

With digital there is never any static issue!
You have full Communications at all times!
www.sampsonracing.com

SRC SAMPSON RACING COMMUNICATIONS

Official 2-Way Radio Company For Mazda Raceway At Laguna Seca



Go DIGITAL With Your Racing Communications!

What About Wireless?

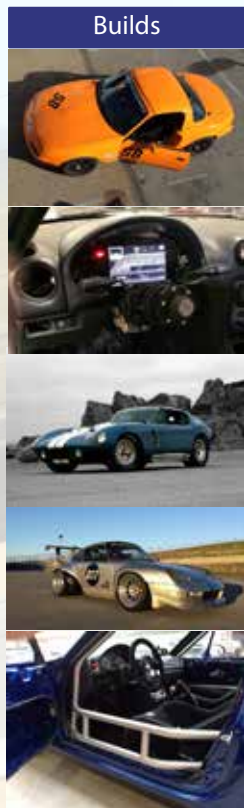
Finally affordable digital racing radios. With DIGITAL, there is never any static issue. Your communication is totally private. You have full communications at all times and almost twice the battery life.



SRC

SAMPSON RACING COMMUNICATIONS





Builds

LESHER MOTORSPORTS

RENT A RACE CAR!

Mazda Raceway, Sonoma, Thunderhill, & Buttonwillow
SCCA, NASA, Corporate / Private Events or Track Days.

Arrive and Drive, Track Support, Indoor Storage,
Coaching, Fabrication, Builds & Repairs,
Parts & Upgrades

Office: (831) 240-5347

Fax: (831) 422-0500

LeshorMotorSports.com

MiataRental.com

Info@LeshorMotorSports.com



Rentals

LESHERMOTORSPORTS.COM

A+ RACING



**We have over a dozen
Spec Miatas to suit your needs.**

All of our cars are designed to be Safe, Fast,
and Reliable. We race what we rent so
you know all of our cars are ready to win.

PRICES START AT \$550/DAY

See us at www.aracing.org
Contact **Al Angulo** at **530 277 6311**
or alangulo530@gmail.com



The wheel

SEPTEMBER 2020

P.O. Box 308
Willows, CA 95988

ROGER KRAUS RACING INC.

ESTABLISHED 1972

Servicing Race Tracks since 1972

R.K.R Services SCCA , CSRG, HMSA, SVRA and NASA 25 Hour Races.

Shop Services: Tire Fitting, Balancing, Tire Shaving & Tire Grooving.

Please call ahead for track orders. Try and call two weeks in advance if possible!



Avon Wet



Avon Int

We Ship Worldwide. One day delivery in California!!

Panasport, Minilite, Superlite, Sebring, BBS, American Racing wheels.

PTH

RACING OIL



PTH Racing Oil. 100% Synthetic \$175.00 Case

Zinc 2033 ppm, Phosphorus 2037 ppm

The best High Temperature High Shear Viscosity at 302 F of any oil tested. PTH - HTHS test Results 5.2 mpas, next best 3.64 mpas. PTH was 42.8% better than second place of five.

The HTHS test is considered the best test of racing oil!

Roger Kraus Racing Ent., Inc.

2896 Grove Way

Castro Valley, California 94546

PH 1-510-582-5031 rogerkraus@live.com

Race and Street Tires



New PTH Oil - Available Now

0w16 For Honda Fit 5 Gallon Pail

0W30 - 5W20 In 5 Gallon Pails

85W140 Gear Oil 5 Gallon Pail

Free Shipping