



The wheel[®]



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



Fresno Solo
p. 6

Regionals 3 & 4
p. 8

SFR Solo II
p. 24

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#99 Peter West

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

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CALENDAR

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

2021 FRESNO CHAPTER SOLO SCHEDULE

Event 6 - **May 1**

Event 7 - **May 2**

Event 8 - **June 19**

Event 9 - **Aug 21**

Event 10 - **TBD Oct****

Event 11 - **Nov 13**

Event 12 - **Nov 14**

More dates may be added; visit www.FresnoSCCA.com for an up-to-date calendar

All events held at Fresno Fairgrounds except October

**Buttonwillow Kart Track
www.FresnoSCCA.com

SAN FRANCISCO REGION'S 2021 SOLO II CHAMPIONSHIP SCHEDULE

Apr 30 - May 2

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

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

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

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

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

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

RENO REGION SCCA SCHEDULE

May 22, Sat - 2 Mile West Course

June 22, Sat - 2 Mile West Course

July 2, Sat - 23 Mile East Course

Sept 11, Sat - 2 Mile West Course

All events are at Thunderhill Raceway Park

GO TO: www.renoscca.motorsportreg.com for additional information and register OR
Contact: Andy Ross duetto_67@hotmail.com

SCCA SACRAMENTO AUTOCROSS SCHEDULE

May 22 & 23

June 26 & 27

July 24 & 25

August 28 & 29

September 25 & 26

October 9 & 10 Enduro

All events will be held at Thunderhill's autocross pad with all covid safety procedures in place. Good runs, good friends and good times are waiting for you. See you on the

black top.

TECH SCHOOL DAY! NORCAL TECHNICAL SCHOOL EVENT

The San Francisco Region of the SCCA is hosting a special event for students at NorCal Tech Schools.

Students are invited to join us at the track for a tour of the facilities, and get up close with a broad variety of race cars, crew, and race operations.

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Our Tech group inspects the cars to ensure compliance. Our Flagging group is trackside, closely watching the race, and flagging the drivers. Timing & Scoring tracks on-track performance. Announce calls the race for all to hear.

Join us, have a look, meet the team, and...

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RATES

- 1 car/\$10.00 + mileage
- 2 cars/\$9.00 each + 1/2 mileage
- 3 cars/\$8.00 each + 1/3 mileage
- Logbook for new car or re-issuing a Logbook is \$30 plus mileage.

2021

2021 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

APRIL 24-25

REGIONAL 5&6 (2 DAYS) - WEATHERTECH LAGUNA

MAY 28-30

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

JUNE 18

TEST DAY (RUN BY HOD) -SONOMA RACEWAY

JUNE 19-20

REGIONAL 9&10 (2 DAYS) - SONOMA RACEWAY

JULY 23-25

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

AUGUST 7-8*

PRE REUNION (2 DAYS)- WEATHERTECH LAGUNA

AUGUST 12-15*

REUNION (4 DAYS)- WEATHERTECH LAGUNA

AUGUST 28-29

REGIONAL 13&14 (2 DAYS) - WEATHERTECH LAGUNA

SEPTEMBER 9-12*

IMSA (4 DAYS) - WEATHERTECH LAGUNA

SEPTEMBER 16-19*

INDYCAR (4 DAYS) - WEATHERTECH LAGUNA

OCTOBER 29-31

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

**Pro Race Support for Volunteers*



Fresno Chapter Season Opener - Event 2



Beautiful morning on Grid at Event 2



Audrey Tan and Event Chair Michael Bringetto at the drivers meeting

On Sunday March 28th, mother nature awarded the Fresno Chapter perfect weather for event 2. Cool temperature in the morning was a great start to all 82 drivers as they prepared their cars for the event. By the time the first car left the grid, the sun was out and not a cloud in sight. Event chair Michael Bringetto designed a fast and exciting course for all enthusiasts.

TTOD would once again go to Ricardo Quinonez. His AM 2009 Shark Stealths time of 43.381 was more than enough over second place William Marlow co-driving a 1989 Honda Civic. Third was Tyler Bandy in his 2020 Tesla Model 3 performance, fourth was Bill Martin in his 1978 Lola Ford T580, fifth went to Michael Gardner in his 2016 Ford Mustang GT350,



Jerry Kell in his 2002 Subaru WRX Wagon



Gary McDaniel in his 2001 Chevrolet Corvette Z06

Paul Newton, Adam Reed, Jonathan Cadiente, Michael Lellam, and Andrew Padua rounded out the top ten.

Jonathan Cadiente in his 2019 Honda Civic Si sedan showed everyone that a grocery-getter could be fast with the right setup and driver. He would pilot his Civic to TTOD in PAX. Tyler Bandy took second with his Tesla Model 3 performance, Paul Newton in the 2016 Miata was third, followed by Michael Gardner in his 2016 Mustang GT350, and William Marlow in the 1989 Honda Civic. Andrew Padua, Brandon Griggs, Josh Cadiente, Michael Lella and Cutter Morrison rounded out the top ten.

In Street Class competition, Michael Lella's C5 Corvette took the top spot over Keith Bullock and Matt Britter in AS. Richard Cadiente had the faster Miata and took the win over Brett Sliakis and Malcolm Gibson in CS. The 2015 Subaru WRX of Brad Dawson led Jacqueline Vazquez's

2014 Scion FR-S in DS. The winner between the 3 NA Mazda Miatas went to Gary Lieb. Dennis Feasel was second followed by Steve Carlson. Gary Fazekas's 2019 Mustang took the win over Corky Schroeder's 2006 Mustang in FS. Kyle Matsumura's 2018 Honda Civic Si led Al Anderson's 2016 VW GTI in GS. Xiong Yang took the win in HS over Shawn McDuffee. Kevin Jones Porsche 911 took the win over Carson White's 2020 Camaro ZL1 1LE in SS.

In Street Touring action, Daniel Perez's 2009 Honda Fit led the field of four STS drivers, second was Adam Haro in the 2003 Subaru Baja, third went to Greg Donato



William Marlow co-driving a 1989 Civic to the 2nd fastest time of the day

in his 1994 Toyota Celica, followed by Ron Haro co-driving the 2003 Subaru Baja. Kevin Pena's 2006 Honda S2000 was faster than Roberto Taguibao's 2019 Mazda Miata in STR. Dan Correll's 2004 BMW 330Ci took the win over Eric Gillis in his 1983 Toyota Supra in STX. Brian Christie ran his 2003 BMW M3 in STU unopposed.

Street Prepared had three drivers running unopposed - Mas Vang(FSP), Chris Donnelly(DSP) and Jason Hansen(OSP.)

In Street Modified competition, SM was led by Lance Kampfenkel in his 2003 Mitsubishi Lancer Evo, followed by Michael Bringetto's 1985 Toyota Levin, and Jerry Kell's 2002 Subaru WRX Wagon, Rufus Connell co-driving the 1985 Levin and Amy Armes co-driving the Subaru WRX Wagon made up the rest of the field. William Marlow co-driving a 1989 Honda Civic took the win over Yang Moua, followed by Darrell Moskowitz in his 1994 Honda Prelude in SMF.

In Prepared and Modified action, Bill Martin's 1978 Lola Ford T580 took the win over Dennis Losher's 1965 Beach MK4-B Series II in BM. Louis Lira(CP,) Ricardo Quinonez(AM) and Roger Lemmel(CM) all ran unopposed.

In CAM Class competition, CAMC had an eight drivers battled. Michael Gardner's 2016 Ford Mustang GT350 took the win over co-driver Cutter Morrison, followed by Greg Back, Nicholas Rivera, Leon Weinroth, Ryan Dunlap, Tom Dunlap and Frachiseur Shelton rounded out the field. CAMT saw two 1960's Chevy El Camino, James West took the win over Troy Mckenney. Gary McDaniel(CAMS) ran unopposed.

Sandra Hermans 2004 BMW 330Ci took the win in the Ladies Class



PAX winner Jonathan Cadiente in his 2019 Honda Civic Si



Event 2 Chair Michael Bringetto in his 1985 Toyota Levin

followed by Rebecca West's 2017 Mini Clubman S and Pamela Schroeder's 2006 Ford Mustang.

Samuel Galindo's 2018 Honda Civic hatchback sport took the win in a group of ten novice drivers. Second was Kyle McKenney, followed by Joshua Christie, Stephen Sifuentes, Brandon Reed, Adam Reed, Laurie Patterson, Trisha Smithson, Madison Pinckney and Abigail Kampfenkel.

In Index competition, there were 10 great drivers, but only one to claim the top podium. Jonathan Cadiente would end up with that honor in his 2019 Honda Civic Si. Second went the Tyler Bandy in his Tesla Model 3 performance. Third was Paul Newton in the 2013 Mazda Miata, followed by Andrew Padua, Brandon Griggs, Josh Cadiente, Jake Harris, Ed Runnion, Audrey Tan and Gary Emenhiser.

Thank you to all the competitors that came out to Event 2 and looking forward to Event 3.



Novice Winner Samuel Galindo in his 2018 Honda Civic Hatchback Sport

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2021 MAJORS TOUR & RESTRICTED REGIONAL RACES

SFR held its only Majors for the season at Thunderhill Raceway. The weather was sunny and dry all weekend, albeit chilly in the mornings, especially Friday, and breezy on Sunday. The turnout was nice, with more than 250 entries for the eight groups - seven Majors and one (libre) restricted regional race open to Novices. There were many out-of-region Drivers. It was Spring in full bloom on the way to the track and all fresh after Thursday's rain - which dampened the test day, but not the spirits of the 100 Drivers who got pre-registered, making Friday morning's Registration a veritable breeze.

There were nearly 20 Novices entered at the beginning of the weekend. By Sunday night there were far fewer, as they ran the Novice race on Saturday, and 16 drivers got their logbooks signed off by Chief Steward Barbara McClellan and/or NorPac Divisional Licensing Steward, Gary Meeker. A few even entered Sunday's race with their new full-fledged competition licenses. More evidence of the successful 2021 SFR Licensing School.

The lone Restricted Regional, open to 13 sedan and two SRF classes and Novices had one practice, one qualifying and one race. For the seven Majors groups, it meant practice, two qualifying sessions and two races. Race One grids were set by first qualifying. Race Two grids were set by melding the fastest laps in two qualifiers and one race.

This was a laborious task for the understaffed Timing & Scoring Crew and further complicated by the over-worked computers, equipment and systems. Factor in the large entry, multiple driver/number/class changes, failing transponders, etc, and it made for a long weekend for some.

The large fields sometimes taxed the energy, efforts and skills of the understaffed Race Officials and Worker Crews; but everyone pulled together and made it work despite the sometimes difficult circumstances. The crews and Race Officials were bolstered by out-of-region Workers.

No one could explain, but it seemed as though there were more sound calls than usual during the weekend, especially Saturday, with the highest reading being a +4.

Saturday night was the Covid-Compliant St. Patrick's Day-themed dinner with corned beef and cabbage. The weather was balmy, which allowed for socially-distanced al fresco dining.

Joe Briggs and Healdsburg Distilleries again brightened the day for three Workers, by donating a \$150 check to the each winner of a daily draw.

Group 1 (GT1 GT2 GT3 GTX As T1 T2T3 ITE SP SMG SSC5 MC PX)

Race 1



#45 Darrell Anderson and #98 Michael Smith

This race for big bore thumper cars, a mixture of eight Majors classes and six Regional classes, had 42 starters - 15 from out of region. It was exciting up until the Checkered Flag on the last lap. Timothy Lynn had the pole in his GT2 Mustang, but fellow front-row starter, Darrel Anderson in his GT2 Dodge Challenger led the first three laps. Then Lynn retook the lead for five laps, only to be passed again by Anderson for two laps. They were going at it, and on the last lap Lynn made the pass to take the win, while Anderson had the fastest race lap of 92.516 mph.

In AS, it was Mustangs 1-2-3-4. Mikhail Butenko had the pole, but spun before the start and couldn't regain position. This gave the Roger Eagleton the top start and he led every lap to take the class win. Michael Fine got the jump on Michael Smith and ran second, start to

finish. But the drive to watch was Butenko who wasted no time charging forward from thirty-third. He passed Smith by Lap Four, and just kept passing cars to finish third, right behind Fine and ahead of Smith. Butenko was the last car on the lead lap.

Troy Ermish won GT3 in his Nissan. Taz Harvey in his Acura and Joe Carr in his Huffaker-prepared Miata MX-5 came in third and fourth, respectively, behind Jose Rodriguez Mazda RX-7.

But the excitement wasn't over. There had been some track limits testing by various drivers, but nothing serious. The drama came after the Checkered Flag. Coming into Turn 14 on the last lap, Van Hunter from Cal Club went into the wall hard in his T2 Camaro, and we had a situation (Alert.) Or in Majors vernacular, it was an incident ... and it brought out the Red Flag. The Turn 14 Flagger, Alan Mertens, said he had been flagging for 36 years and this was the hardest impact he'd ever seen.

Hunter was being lapped by Adam Enticknap in his SMG Camaro and they hit. Both cars went straight off and hit the wall. Enticknap touched the wall and then continued on to finish, taking first in SMG. Hunter wasn't as lucky. He went head-on into the wall, through two tire walls and broke the K wall in two. Hunter got out, inspected the car and the wall, and got in the rescue truck, seemingly none the worse for wear. The same could not be said for the car, which was wedged so tightly into the tire wall that it took two tow trucks and the new electric Jaws of Life to extricate the car from the tire wall. It was crushed up to the driver's seat. Then the tractor and other vehicles had to come in to replace the wall and tire bundles, so racing could safely resume. It took half an hour, but fortunately Thunderhill has a kinder, gentler attitude towards finishing times as the Saturday schedule was only 40 minutes behind schedule at days end. But all groups got their full 20-minute races, and Hunter was credited with a T2 second-place finish.

BY LYNNE HUNTTING AND BLAKE TATUM



#69 Galen Bicker

RESULTS

GT2

1. # 17 Timothy Lynn
2. # 45 Darrell Anderson
3. # 0 Scotty B. White

T1

1. # 79 Clark Nunes
2. # 88 Pratt Cole
3. # 18 Shed Fai Edgar Lau

GT3

1. # 38 Troy Ermish
2. # 59 Jose Rodriguez
3. # 62 Taz Harvey

AS

1. # 29 Roger Eagleton
2. # 21 Michael Fine
3. # 47 Mikhail Butenko

T3

1. # 5 Chris Hart
2. # 12 Brian Ghidinelli
3. #109 Gamaliel Aguilar-Gamez

SMG

1. # 87 Adam Enticknap

T2

1. # 63 Helmuth Jones
2. # 54 Van Hunter

ITE

1. #81 Behram Soonawala

Race 2

Kristofer Olson had the pole in his GT2 Acura Integra, led all 16 laps to win, and turned the fastest race lap of 92.707 mph. Darrell Anderson was again the runner-up in his GT2 Mustang, but it was hard fought. He started second but was passed by Saturday's winner, Timothy Lynn's GT2 Mustang. Lynn ran second for 12 laps until he spun in Turn 9, which put him back to sixth; and Anderson took back second place. Lynn recovered to finish fourth, behind the Viper of Scotty B. White from Northwest.

Clark Nunes T1 Camaro had the class pole and he held the position for 11 of the 16 laps, before being passed by Ian Barberi's BMW. Pratt Cole of Idaho started and finished third in class.

Adam Enticknap, who had escaped major damage in the first race, had a character-building race. He started way back, climbed steadily, had a spin, and then instigated a domino effect from a botched pas-de-deux in Turn 8. He got the Blue Flag for White, who was coming faster behind, slowed enough so White had to slow, and Casey McLoed's Spec Mustang to go off before continuing. As the only SMG,

Enticknap did prevail to win the class.

Otherwise the race was relatively well-behaved.

This race was right after Group Two, of note because there were two drivers who raced in Group Two in different classes, and then raced from Impound to Grid to line up for this race, where they raced in the same class - GT3. Between the two, they ran four races. Taz Harvey kept his #8 Acura Integra for both groups - STL and GT3, whereas Joe Carr changed numbers on his Huffaker Miata MX-5 from #12 EP to #112 GT3. Harvey originally had entered two cars, but stuck with the Acura as his Mazda was too loud.

Jose Rodriguez won GT3 in his Mazda RX-7 from the class pole, but Carr and Harvey had the most fun, finishing second and third in class. Carr started ahead of Harvey, but was passed by Harvey on Lap 4 when Carr broke a clutch. Carr nursed the car for the rest of the race so could finish and qualify for the Runoffs. Harvey said regardless, the two always have fun racing together.

There were 13 DNS drivers and only 33 raced.



#44 Bryan MacMillan, #78 Jessy Lucena, #16 Michael Thompson, and #30 Marvin Epps

RESULTS

GT2

1. # 49 Kristofer Olson
2. # 45 Darrell Anderson
3. # 0 Scotty B. White

T1

1. # 74 Ian Barberi
2. # 79 Clark Nunes
3. # 88 Pratt Cole

GT3

1. # 59 Jose Rodriguez
2. # 8 Taz Harvey
3. #112 Joe Carr

AS

1. # 47 Mikhail Butenko
2. # 29 Roger Eagleton
3. # 39 Ken Pedersen

T3

1. # 12 Brian Ghidinelli
2. #109 Gamaliel Aguilar-Gamez
3. # 91 Russell Seewald

SMG

1. # 87 Adam Enticknap

T2

1. # 63 Helmuth Jones
2. # 78 Jessy Lucena



#0 Peter Phung takes to the dirt to miss Rylan Hazelton's car which is facing the wrong direction

Thirteen of the 45 entries didn't start the race, which had 10 out of region drivers. The stats are deceptive because drivers still join other regions while living locally. Rylan Hazelton's STU Honda S2000 and Dominic Starkweather's STU Scion started on the front row. Ian Barberi's STU gridded third, with Aaron Downey's EP Mazda RX-7 fourth. While Hazelton held on until the last lap, Starkweather was passed by Downey and Barbieri at the start. Hazelton was passed on the last lap by Barbieri, who won. Hazelton was second and turned the fastest race lap of 86.652 mph, and Downey was third, first in EP. Second in EP was Joe Carr's Miata MX-5.

In the STL class, the top three were Nathan Pope's Honda, Taz Harvey's Acura and Tom van Veen's Honda Civic.

A multiple National Champion in several classes, Joe Huffaker took GTL honors in his MG Midget. Brian Linn's Nissan Sentra was second. Despite pitting for mechanical issues, Tim Linerud's VW was credited with third in class.

There were several offs, two involving Chris Lee's ITA Miata. As a result of a RFA, he was placed on probation. He was credited with a third in ITA, behind Wa Huong and Rob Fuller, also Miata drivers.

Wilson Powell set a new ITR Track Record of 2:05.445.

RESULTS

STU

- # 24 Ian Barberi
- # 11 Rylan Hazelton
- #112 Dominic Starkweather

EP

- # 5 Aaron Downey
- # 12 Joe Carr

STL

- # 42 Nathan Pope
- # 8 Taz Harvey
- # 66 Tom van Veen

GTL

- # 77 Joe Huffaker
- #121 Brian Linn
- # 95 Tim Linerud

ITR

- # 98 Wilson Powell

T4

- # 78 Izzy Sanchez
- # 25 Timothy Wise
- # 15 Rick Delamare

ITA

- # 19 Wa Huong
- # 41 Rob Fuller
- # 86 Chris Lee

ITX

- # 60 Joseph Carl
- # 13 Ben French

B-Spec

- # 21 Thomas Lepper
- # 14 Ali Naimi
- # 89 Michael Olivier

HP

- # 71 John Faull



#13 Ben French is hounded by #21 Thomas Lepper

Saturday's race winner, Ian Barbieri in his STU Honda Civic, inherited the starting position when pole sitter Rylan Hazelton was called away. Dominic Starkweather's STU Scion started second. Barbieri led for six laps before pulling off mechanical in Turn 5. Starkweather fell back, recovered to run fifth overall and first in class. He won STU. Aaron Downey took over the overall lead in his EP Mazda RX-3, and then he too retired. Taz Harvey drove his STL Acura from fifth on the grid, to take advantage of the retirements and led the last half of the race to take the overall and STL victory.

When Hazleton left, his crew (and young teammate,) Seth Huntley, filled in to drive the STU Honda S200. Huntley, who went through SFR's Licensing School last year, learned early on to always bring his drivers gear and helmet to the track. The teenager ran the race, starting at the back due to the driver change. Huntley rapidly moved through the pack, reaching tenth place by Lap 9, in a field of 33 starters. However, after a couple of spins/offers in Turn 11, Huntley then pulled off in T11, before limping into the pits with mechanical problems. Despite the last place finish overall and third in STU, he was still stoked to have had the unexpected chance to race.

Joe Huffaker again took the GTL honors with his pristine Midget,



#121 Brian Linn

which is prepared in his shop, along with 26 other race cars. His Crew Chief is Joe Carr, who also races. Carr started second in EP racing his Mazda MX-5, behind Aaron Downey in his Mazda RX-3. Downey led overall for several laps, before smoking and pitting with mechanical problems. He did, however, turn the race's fastest lap of 84.812 mph.

Carr won EP, capping his weekend with four races in two classes in the same car. He and his pal Taz Harvey raced two races in the same car and each won his class in this race. They celebrated jubilantly in Impound.

The growing B-Spec class was represented by stalwarts and teammates, Thomas Lepper and Ali Naimi, driving their Mazda 2's, coming in first and second, respectively. Micheal Oliver drove his Honda Fit to third in class. Lepper set a New Track Record for B-Spec of 2:14.588.



#12 Joe Carr leads #71 John Faull, and #77 Joe Huffaker

RESULTS

STL

- 1. # 8 Taz Harvey
- 2. # 42 Nathan Pope
- 3. # 66 Tom van Even

GTL

- 1. # 77 Joe Huffaker
- 2. #121 Brian Linn
- 3. # 95 Tim Linerud

STU

- 1. #112 Dominic Starkweather
- 2. # 88 Kevin Lachance

ITR

- 1. # 98 Wilson Powell

T4

- 1. # 78 Izzy Sanchez
- 2. # 49 Roldan de Guzman
- 3. # 25 Timothy Wise

ITA

- 1. # 86 Chris Lee
- 2. # 19 Wa Huong
- 3. # 2 Ross Lindell

ITX

- 1. # 60 Joseph Carl
- 2. # 13 Ben French

B-Spec

- 1. # 21 Thomas Lepper
- 2. # 14 Ali Naimi
- 3. # 89 Michael Oliver

HP

- 1. # 71 John Faull



#50 David Jalen has #33 Richard Hybels behind him

Boy have times changed! The two formula car classes that could be counted on to have a field of at least twenty cars per class have shrunk to a mere 15 cars between them. To make matters worse, the class that has been given up for dead, FV, actually had the bulk of the entries for this Majors weekend.

Perennial FF front runner Denny Renfrow took on all competitors in his Swift DB6. Renfrow's previous two races were in his Piper DL7, but Denny is in the process of figuring out in which car he is the fastest. According to Denny, the Swift is a much tighter fit for his stocky body; but in just a few laps of running, he went as fast in the Swift as he has ever gone in the Piper. In this case I really don't think it matters which car he is in - he will be fast either way. Doug Learned Jr, was second fastest qualifier in the Piper that he designed.

The start of the race saw Renfrow take off in the lead and never relinquish it. Doug Learned Jr. held his second position and spent the majority of the race by himself. However, on the last lap in an effort to lower his lap time, he spun on the exit on Turn 9. Realizing he was in a venerable



#4 Robert Posner and #3 Blake Tatum crest the Nest

position, he allowed his car to roll back and off the side, as the cars of Eric Poulsen, Manuel Leonardo, and David Jalen screamed by.

I have written many times about how the fast guys from the Northeast in Spec Racer Ford and in Spec Miata have come down to the San

Francisco Region events and dominated. Well, add FV to that list. Three of the top four spots were all occupied by drivers who hail from the Pacific Northwest. Quinn Posner was the class of the field, as he drove away from the rest of the FV field. Dennis Andrade came in second, and he spent most of his race making sure the faster FFs did not run him over. Lawrence Bacon was the lone San Francisco driver in the top three. Ron Wake had fourth place in FV wrapped up; but on the final lap, the Starter waived the white flag to signify one lap to go. However, Wake mistook the flag as the Checkered and drove the final lap as if it was the cool down lap. He ended up last. The best race in this group was between Blake Tatum and Robert Posner. They duelled the entire race with Tatum ahead going down the back straight, but Posner able to complete the pass going into the braking zone of Turn 14 and hold him off down the main straight.

RESULTS

- | FF | FV |
|------------------------|-----------------------|
| 1. #11 Denny Renfrow | 1. #09 Quinn Posner |
| 2. #48 Eric Poulsen | 2. #87 Dennis Andrade |
| 3. #52 Manuel Leonardo | 3. #63 Lawrence Bacon |



#9 Quinn Posner dominated FV all weekend



#48 Eric Poulsen kicks up some dirt on the exit of turn 12

The Sunday Race for the small bore formula car class again saw Denny Renfrow dominate. Denny has a decision to make and it's a good position to be in. Does he drive the car that fits him better, but so far runs a few tenths slower, or does he race the car that is a tighter fit and so far is faster? What a tough position to be in (sic.) Which choice he makes will be revealed at the next event. In the meantime, without his racing rival at the track, Denny had a lonely day at the front. The rest of the FF field was not so lucky. Saturday's second place finisher, Doug Learned Jr. got a bad start and fell back to third for the opening laps. Eric Poulsen took advantage of Learned's balky start and took command of the second position. Poulsen kept Learned behind him when he came up to lap the FV of Charlie Turner right at the kink, which is actually Turn 8. Poulsen went around the outside of Turner, and when the track started closing in on him, he turned in a little too much and his left rear caught the right front of Turner's Vee. The resulting contact sent Poulsen out into the weeds where he was rescued by the San Francisco Region Emergency Crew. Turner was able to continue. Learned was following Poulsen and he had to check-up to avoid being part of the incident.



#48 Eric Poulsen runs over the tire of #25 Charlie Turner



#11 Denny Renfrow had his way with the FF field this weekend

This allowed Dave Jalen to take over the second position. Jalen's dreams of climbing the second step of the podium were soon dashed, when Learned was able to get by him on the tenth lap of the race. Learned would go on to finish second, with Jalen third.

FV again saw the Northwest domination of Posner and Andrade. They took off and left the rest of the field behind. Posner gapped Andrade, and the two drove around in what ended up being a lonely race for

the two. Larry Bacon again took third. At least on the track. The real action was fourth, fifth, and sixth. In that race we had Bob Posner (Quinn's father,) Ron Wake, and first time racer at Thunderhill Robert Neumeister. These three put on a show for all the fans (of which there were none.) This trio traded position just about every turn, with Neumeister getting the better of Posner and Wake at the end. Speaking of the end, once the race was concluded, Dennis Andrade was penalized one position for getting out of line at the start of the race. Heck, I did not even know that was a violation of the GCR. To me, it does not make sense when you are so low in those cars and the car in front of you obscures your sight line to the Starter.

RESULTS

FF	FV
1. #11 Denny Renfrow	1. # 9 Quinn Posner
2. #17 Doug Learned Jr.	2. #63 Lawrence Bacon
3. #50 David Jalen	3. #67 Dennis Andrade



#75 CJ Ray, #89 Bruce Semler, and a host of other negotiate turn 3

Kyle Loh has dreamt about racing cars ever since he was a little boy playing with hot wheels. Nowadays he is playing with real hot wheels; and his car of choice is the Liger JS F3. Last year the only racer with one of these was Jay Henry Horak; but now the Formula Car Challenge series has four regular competitors. These are very modern, very safe race cars that can really get your attention. Loh had a successful year racing the F4 cars, and now is taking on the more powerful F3 car.

Loh started on the pole, nipping Jay Henry by .06 seconds for the top spot. As the race got underway, Loh grabbed the top spot and never relinquished it. Loh held off Horak for the 12-lap sprint race, with Horak finishing just 1.4 seconds back. Third place went to Salt Lake City's Ethan Rapp. The significance of his third place finish was he was the first Pro Formula Mazda car and took valuable points towards the Formula Car Challenge. The fastest race lap went to Tony Opheim, who was in a beautiful black 2002 Swift 014 Formula Atlantic car. Tony completed the first lap of the race in 18th position, and muscled his way up to sixth by the time the 12 laps were over.

Like all of our run groups, there is a race within the race. The honors in the FX class went to Tao Takoaka, who is the fastest fireman this side of the Truckee River. Tao used to race fendered cars, but as of late, he

enjoys seeing where his tires are. Second place in FX was Bill Weaver. Ever since SCCA combined Formula Mazda with cars such as the FS2.0, it has not been a fair fight for Bill.

Since our region still offers Formula Mazda as a class, there were two entries in this class. Derry O'Donovan beat out Lars Jensen for the FM win.

Twenty nine cars took the green flag, which is an exceptional field of high-end formula cars. It is a pleasure to watch these racers wheel these cars around the track. If you like seeing formula cars, come out and watch them at the upcoming rounds at Laguna Seca and at the season finale at Thunderhill.

RESULTS

FA

1. # 5 Kyle Loh
2. #37 Jay Henry Horak
3. # 6 Ethan Raap

FM

1. #77 Derry O'Donovan
2. #63 Lars Jensen

FX

1. #27 Tao Takaoka
2. #67 Bill Weaver
3. # 4 Melvin David Kemper



#7 Woody Yerxa and #4 Melvin David Kemper Jr



Group 4 action at turn 3

Whatever caused Tony Opheim to start so far back in the field on Saturday was certainly solved on Sunday. Tony started up front and snatched the lead on the opening lap. From there, he drove the only true formula Atlantic car in the field to first place by over 39 seconds ahead of the second place finisher, Kyle Loh.

Kyle was missing his F4 racing buddy, Jay Henry Horak. Horak had a miss in his engine, which could not be fixed before the race. Alex Kirby, another racer in the Liger F3 car, took Horak's spot and made Loh earn his second victory in the FR series sponsored by Exclusive Racing. Kirby at one point was up to third place, and it looked like we could have a F3 showdown; but Ethan Rapp had other ideas. Scott Vreeland, making only his fourth start in the F3 car, took the final spot on the podium in the Exclusive Series.

Ethan Rapp again took third place overall, but more importantly, first place in the Formula Car Challenge series. That made it two victories for his trip out to California.

Tao Takaoka beat out Bill Weaver for the FX win, but here again, the

bigger picture for Weaver was being first place in the Formula Car Challenge series FM class. (I know it is very confusing.) Woody Yerxa fixed his sound issue (rumor has it he ate chicken for dinner and the cows stopped complaining) and finished third in FX.

In FM Derry O'Donovan again beat out Lars Jensen.

28 cars took the green flag with only one DNF.

RESULTS

FA

1. #31 Tony Opheim
2. # 5 Kyle Loh
3. # 6 Ethan Raap

FX

1. #27 Tao Takaoka
2. #67 Bill Weaver
3. # 7 Woody Yerxa

FM

1. #77 Derry O'Donovan
2. #63 Lars Jensen



#5 Kyle Loh leads #37 Jay Henry Horak



#17 John Black, leads #34 Umberto Milletti, and #99 Caleb Shrader

With 27 cars lined up ready to duke it out, you knew the SRF3 race was going to be a hum-dinger. With plenty of competition, Umberto Milletti, who races out of the Bulldog Stable, was the class of the field. It was not a wire to wire victory, as fellow top dog in SFR John Black took the initial lead. Umberto was not to be denied as he made a move on Black during Lap 3, which he made stick to the end of the 11-lap race. Caleb Shrader came in third, holding off the hard-charging Bill Booth. Robert Sachs finished fifth, and is really starting to make a habit out of these top five finishes. Perry Richardson took time out from maintaining the large fleet of AccelRaceTek cars to drive one for himself, and came in a very respectable sixth place.

SRF had only four entries, as more and more people are getting their cars converted to SRF3 specs. Novice Matthew Belter from nearby Orland California beat Andrew Moore. Belter's best time was two seconds quicker than his nearest competitor. Harrison Geron came in third in SRF.

RESULTS

SRF3

1. #34 Umberto Milletti
2. #17 John Black
3. #99 Caleb Shrader

SRF

1. #80 Matthew Belter
2. #39 Andrew Moore
3. #25 Harrison Geron



#99 Caleb Shrader, #35 Robert Sachs, and #57 Bill Booth



Pace Lap with #34 Umberto Milletti on the pole

Normally the guy who won the Saturday race comes back to win the Sunday race. Basically if all the same competitors are still racing why should the results be any different? Good question. I don't know the answer; maybe Caleb Shrader does. Shrader was the third place finisher during the 11-lap race on Saturday, so one might figure that he would finish third again on Sunday. But Shrader decided he did not like the view from third spot, and wanted to see what it was like when he does not have the star at the rear body section of John Black's race car. Shrader led the opening lap, and then fell as far back as third place before he got back around the cars of John Black and Umberto Milletti. John Black looked to have this race under control; but a bobble on Lap 12 was all Shrader needed to get by. Black did hold on to second place, and he did get the fastest lap of the race. His fastest lap was also a new lap record. Umberto got as high as second place during this race; but unlike the day before, he was not able to

wrest the lead from either Black or Shrader. Bill Booth had a consistent weekend with two fourth place finishes.

The SRF race was also not true to form, although the first place person was the same as Saturday. Second place went to Harrison Geron. First place in SRF was Matthew Belter, no longer a Novice, making it two for two on the weekend. Third place on Sunday was former Novice, Steven Angus.

RESULTS

SRF3

- 1. #99 Caleb Shrader
- 2. #17 John Black
- 3. #34 Umberto Milletti

SRF

- 1. #80 Matthew Belter
- 2. #39 Andrew Moore
- 3. # 5 Steven Angus

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#20 Jason Rawlins takes the initial lead from #94 Ken Sutherland

Ask anyone and they will tell you tires are the second most important factor in overall performance on a racing car (first being the engine.) Well, we know Ken Sutherland has the engine to get the job done; but this year he decided to save some coins. He would race in SMT, as opposed to SSM. The difference is the SMT has a more durable harder compound tire than the SM cars. That being said, you would think that given everything being equal, the top SM guys should be able to beat the top SMT guys.

Well, Ken Sutherland does not subscribe to that theory. He figure if he is going to be out on the track, he just wants to win. Ken and his good friend Jason Rawlins occupied the front row. Rawlins runs in SM and Sutherland SMT. At the start, Rawlins got the better of Sutherland ,and took the initial lead; but then a bobble on Rawlins part saw him fall back to third behind Sutherland, then Tommy McCarthy. On the ensuing lap Rawlins was able to re-pass McCarthy. and the trio held station the rest of the way.

With the top spot in SMT already spoken for, the rest of the field was fighting for second place, which Roland Kamber took after moving up four spots from his grid position. Kamber was lucky in that he did not have to tussle with the next group of SMT drivers, which included Wa Houg, Chris Lee, and Rob Fuller. Unfortunately, Josph Kou, who was running as high as fifth overall, fell into some trouble on the last lap, and ended up in 28th place.

SSM Miata was once again the Mark Means show ,finishing several overall positions ahead of Douglas Alvis. This is Means' second victory

of the year.

A side note: the Miata group has decided to have a meeting before every race.

it is just a simple quick meeting to remind everyone that they are amateur racers and that risky maneuvers just are not worth it . Emphasis is placed on the starts. They remind everyone that you can't win a race on the first or second corner. Clean starts are the goal. According to the drivers thus far, it seems to be cutting down on the mayhem.



#69 Tommy McCarthy and #20 Jason Rawlins fight for SM honors

RESULTS

SMT

1. # 94 Ken Sutherland
2. # 90 Roland Kamber
3. # 9 Wa Huang

SM

1. # 20 Jason Rawlins
2. # 69 Tommy McCarthy
3. #116 Ryan Gutile

SSM

1. # 45 Mark Means
2. # 44 Doug Alvis
3. # 98 Christian Lyons



#20 Jason Rawlin leads #94 Ken Sutherland, #69 Tommy McCarthy, and #116 Ryan Gutile on the short chute between turn 10 and turn 11

Ken Sutherland made it two for two on his latest trip down to Willows California. He must really like the Thunderhill track, because he sure wins a lot of races there. This victory was a little less entertaining for the people watching as Sutherland led every lap. But from Jason Rawlins' perspective, it was very entertaining. He had a bird's-eye view of Sutherland driving his 1991 Miata on the edge around the 3-mile track. Watching these guys slide, and catch these cars several times each and every lap is very entertaining.

Rawlins again finished second overall and first in SM; but he really had to work for it. Rawlins lost four position with an adventure in the grass on the exit of Turn 6.

He did well to keep the car going, but the damage was done. He then clawed his way back, lap by lap. On his recovery lap, Rawlins passed one car upon entry into Turn 1, and then got another on the run down to Turn 2. Rawlins was determined to make up for his gaffe and drove like a man possessed. He was able to get Ryan Gutile, when he made

an ill-advised attempt to pass Tommy McCarthy at Turn 9. He then got McCarthy a couple of laps later, upon entry into Turn 1. Rawlins was not done though. A few laps later, he got a little sloppy through Turns 14 and 15, and McCarthy and Gutile were able to draft past him down the front straight. Rawlins immediately passed Gutile in the braking zone of Turn 2, and set his sights on McCarthy. Before Rawlins could take another crack at McCarthy, a full course caution came out, giving the drivers and chance to catch their breaths. Once the track went green, Rawlins got a better run than McCarthy off of Turn 6, and was able to slide on the inside of him before McCarthy had a chance to

defend. Rawlins held on to win SM for the second day in a row; but had to really drive out of this world to accomplish it. After mixing it up with the leaders in SM, Ryan Gutile fell down to fourth in SM.

Joe Kou made up for a tough Saturday race to come home fifth overall and second in SMT. Chris Lee, Rob Fuller, and Wa Houg had a great race for fifth, sixth, and seventh in SMT. They all had encounters with the grass or dirt, and every little off cost them a position. It was very good racing and very good driving on their part.

SSM saw Mark Means take his third victory of the year, followed by Douglas Alvis and Christian Lyons.



#94 Ken Sutherland kicks up some dirt

RESULTS

SMT

1. #94 Ken Sutherland
2. # 6 Joe Kou
3. # 7 Gregory Hoff

SM

1. #20 Jason Rawlins
2. #69 Tommy McCarthy
3. #53 Cole Gibson

SSM

1. #45 Mark Means
2. #44 Doug Alvis
3. #98 Christian Lyons



#26 Chip Romer leads the group 7 field into the first turn

Day.

FE2 had Jeff Shafer from Las Vegas beat out local favorite, Brandon Aleckson. Aleckson led the initial lap, but Shafer got past him and led the rest of the way. Jeff Read, also racing in FE2, had an eventful weekend. He basically did an all-nighter Friday night to repair damage from a previous race, that did not become apparent until the Friday sessions.

Robert Armington, who came so close to Runoffs victory at Road Atlanta, won the FC race. Armington was able to put some cars from the

This was an interesting combination of classes for the Major's weekend. Lots of fast sexy race cars being driven at a very high level. It was fun to see! Jim Devenport took the pole; but in this race he had a lot of serious competition - namely Chip Romer in an Elan DP02 and Joe Viso, also in an Elan DP02. The stage was set, and the showdown was going to take place; but it never really materialized. Devenport had a mechanical issue and never was able to mount much of a challenge to Romer. Viso did his best to bring the fight to Romer and was as high as second place, before his wicked beast of a car caused him some issues. He ended up 14th overall, as he ran into trouble on Lap 8 of the 10-lap race.

The P2 race was won by Tim Day, who an outstanding race. He was racing very hard with the P1 car of John Manfroy, doing everything he could to get around the faster P1 car. Day's car seemed to have a little more grip than the Manfroy car, but Manfroy had more grunt, and in this case, grunt won out. Eric O'Brien finished second in P2, certainly within striking distance, had not the FE2 cars been between him and

other classes between him and newcomer Hannah Grisham, who finished second. Peter West commented that Hannah is the 'real deal.' "She is fast and she is able to translate what she is taught into results on the racetrack." We look forward to seeing more of Hannah. West finished third in FC.

RESULTS

P1

- # 26 Chip Romer
- # 55 Jeffrey Lederman
- #181 John Manfroy

P2

- # 8 Tim Day
- # 44 Eric O'Brien
- # 1 John MacIntyre

FE2

- # 92 Jeff Shafer
- # 33 Brandon Aleckson
- # 45 Tom Burt

FC

- # 11 Robert Armington
- # 96 Hannah Grisham
- # 99 Peter West

The big news for Sunday's race was that Jim Devenport was unable to make the grid. Apparently his mechanical issues from Saturday were too much to overcome for the Sunday Race.. That was OK with Romer and Joe Viso ,as they had the race to themselves. Romer again led from start to finish. But for a change, Viso had a car that he was able to tame, and he came home second. Jeffrey Lederman occupied the third position the entire race and was awarded the final spot on the podium in P1.

P2 was again the Tim Day show, as he, Jeff Shafer and John Manfroy raced hard the entire 16 laps. Eric O'Brien took home second in his ever-improving A-Mac AM7.

FC was a repeat of Saturday's race, with Armington beating out Grisham.

FE2 was definitely owned by Jeff Shafer this weekend. At one point, he was fourth overall and holding off the cars of Day and Manfroy. Brandon Aleckson finished second in FE2. John Yeatman finished third after being a no-show for the Saturday portion of the weekend.



#26 Chip Romer and #23 Jim Devenport

RESULTS

P1

- 1. #26 Chip Romer
- 2. #52 Joe Viso

P2

- 1. # 8 Tim Day
- 2. #44 Erick O'Brien
- 3. # 8 John MacIntyre

FE2

- 1. #92 Jeff Shafer
- 2. #33 Brandon Aleckson
- 3. #22 Jon Yeatman

FC

- 1. #11 Robert Armington
- 2. #96 Hannah Grisham
- 3. #99 Peter West



#94 Lawrence Murdter has #5 Steven Angus on his tail

This was the first race of the weekend, Saturday after lunch. The race was special to more than a few of SFR's Novices, as this 'open' race was the only one of the weekend which was open to them. A large contingent of this year's students competed and were able to be signed off for full Competition Licenses; and some turned around immediately after being signed off and entered the Sunday races. The race was open to 17 of the sedan and SRF classes. Thirty-five drivers entered and 30 ran the race, including 18 Novices. There were two father and son combinations, a couple big bore drivers who also race Trans-Am, other region veterans, 13 classes represented, and you had a race.

Sonny Rao, who went through this year's Licensing School as a refresher, had the pole, and he finished second behind Novice Greg Angus in his SRF3, who also turned the fastest race lap of 84.999 mph. Novices won several



#75 Cory Newlon leads a pack into turn 10

classes: Daniel Yanisse-T3 in a BMW 3000; Gary Ludlum's Camaro won MC after a great race with Cory Newlon's Corvette; Steven Angus won SRF; Declan Cassini's Miata won SMT; Gavin Mazzia's Miata took SM honors; and four other Novices took podium trophies.

Father and son Angus promptly entered Sunday's SRF races. They started at the back due to no qualifying. Gregory finished 15th overall in SRF3 and Steven came in Fourth in SRF.

RESULTS

SRF3

- # 20 Gregory Angus
- #108 Sonny Rao
- # 64 Noah Hambayi

SMG

- # 47 Mikhail Butenko
- # 29 Roger Eagleton
- # 39 Ken Pedersen

STL

- # 49 Roldan de Guzman
- # 15 Rick Delamare

MC

- 1. # 99 Gary Ludlum
- # 75 Cory Newlon

T3

- # 28 Daniel Yanisse
- # 90 Jonathan Perichon

SRF

- # 5 Steven Angus

SMT

- #151 Declan Cassini
- # 4 Dan Sheredy
- # 34 David Vrane

ITX

- # 60 Joseph Carl

SSM

- # 95 Matthew Wyatt
- # 76 Aaron Garfinkel
- #155 Taz Oka

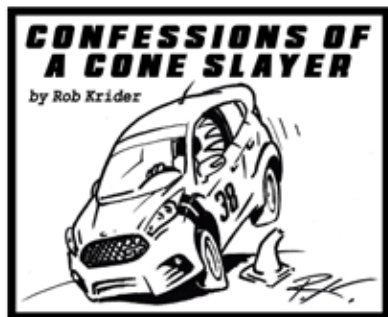
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- 1. # 94 Lawrence Murdter

The next event is Regional Races 5&6 at WeatherTech Raceway Laguna Seca on April 24-25, 2021.

Confessions of a Cone Slayer

By Rob Krider



The Aura of Crows Landing

For autocrossers, there are certain large swaths of concrete that exist on this planet which are considered meccas for people who like to drive fast and dodge cones. Crows Landing is one of those meccas. For military folks, 'Crows' is referred to more formally as Naval Auxiliary Landing Field Crows Landing,

a naval air base from World War II, located in Stanislaus County, southeast of the Bay Area. The National Aeronautics and Space Administration (NASA) owns the property now, and luckily they still allow the SCCA San Francisco Region to come out and play with cars...occasionally.

I am one of those people who holds Crows Landing close to the heart as a very special place. That is a weird thing to say, because if you've ever been to Crows Landing you know visually there is absolutely nothing special about it. It is a series of concrete runways in the middle of nowhere near some turkey farms that smell horrible. The road to get to Crows Landing is dilapidated, and there isn't a



restaurant or a flush toilet within miles of the place. But there's lots and lots of concrete, making it a wonderful place to go fast.

The reason Crows Landing is special to me is because it was the location of the first autocross event I ever attended. I was just sixteen years old, and my dad owned the coolest car you could back in 1989, a red Chevrolet Camaro IROC-Z. This car was 'the business,' V-8 power, rear-wheel-drive, T-tops, and a cassette player. In the cassette player, at all times, was Def Leppard's album *Hysteria*. While driving the IROC with the T-tops off and the song 'Rocket' blaring out of the stock GM speakers, I thought I was Don Johnson in *Miami Vice*. I couldn't wait to get the chance to race the IROC someday.

My dad grew up in the Bay Area and was a long time member of the S.F. Region. He did all sorts of automotive events in the 1970s: gimmick rallies, autocrosses, and SCCA race licensing school at Cotati Raceway. As his first born son, he wanted me to join him in his love for motorsports. So when I turned 16, my dad agreed that running an autocross would be a great way for me to learn some car control skills. From my dad's experience, he figured he would take me to some small parking lot autocross event, and I would get up to all of about 40 miles per hour. What my dad didn't know was the autocross he found for me to attend as my first ever event wasn't an SCCA sanctioned autocross. This was before the internet, so finding an autocross was sort of hard to do. We asked around at local speed shops and tried to find a flyer. Eventually, we scored some information that there would be an autocross at a place we had never heard of before, Crows Landing - show up on Saturday with a helmet and bring twenty bucks.

I borrowed a racing helmet from a drag racing friend of mine at Sears Point, and we drove a few hours from Napa down to this 'Crows Landing.' When we arrived at 7:00 a.m. with nothing more than an IROC-Z Camaro (a quart and a half low on oil) and two helmets, we were greeted at the gate by a character named Larry Park. Larry Park owned Crown Chevrolet in Dublin, CA, and he loved Corvettes. As a Corvette guy, Larry hated those tight parking lot, low speed, autocross events, so he started his own club, now known as the American Autocross Series. It was Larry who found Crows Landing, a vast Naval Air Field with concrete forever. Larry convinced the commanding officer who ran the base that if he let him and his friends drive

their Corvettes around the runways, Larry would let the commanding officer drive Larry's personal B-Prepared modified monster of a Corvette race car. A deal was struck, and Larry Park started hosting autocrosses. But these early events weren't really autocrosses at all, they were more like Solo 1, high speed contests with almost no rules. It was essentially outlaw autocross.

Everything was going great for Park's autocross events. Then my happy sixteen-year-old self showed up with an IROC-Z Camaro and absolutely zero experience. My dad and I paid our \$20, received a car number to tape in the rear window and we were 'in the race.' It was as simple as that. The course was so long there was no track walk. Instead, we did a parade lap to learn the massive course. My dad and I rode with each other to act as navigators to spot the next far away coned gate to drive through. I drove the first stint and to my dad's astonishment, as soon as the green flag waved at the start, I absolutely buried my right foot into the gas and never lifted. My poor dad was in the front seat holding on with his butt cheeks as we hit third gear and were approaching fourth gear. We were rolling above 100 miles an hour and drifting slightly through a massive curve on the long runways. I was loving it! My dad was...hating it.

As we approached the end of one of the runways there was a U-turn set up. My dad was screaming, "Brakes! Brakes! Brakes!" I slammed on the brakes, completely locking up all four wheels and flat spotted four Goodyear Gatorback tires (the ole IROC didn't have ABS.) Eventually we slowed enough and I could see through the tire smoke it was time to get off the brakes, turn and hit the gas. It was time to go fast again, back down the long runway, so I punched it. My dad was screaming, "Smooth! Smooth! Smooth!" I wasn't really listening to him. In my mind I was leading the 12 Hours of Sebring. As I came flying into the final few turns near the timing trailer and the end of the course, I saw a guy literally jump out of his folding chair to ensure he was nowhere near my path as I aggressively came toward the checkered flag. I was driving like a menace. People were scared, rightfully.

After my first run we pulled back into grid. We could hear the lifters clicking since most of the oil was still up in the engine somewhere (not in the oil pan near the oil pump). Our four tires were no longer round, but square. My hands wouldn't stop shaking due to the massive amounts of adrenaline that was still coursing through my veins. My dad looked like he wasn't sure if he was having a minor cardiac emergency. This certainly was no parking lot autocross for a first timer. This was high speed stuff, and I was hooked for life.

That was 30 years ago. I've been chasing that raw adrenaline high ever since. Oddly, I haven't found it quite the same again. Probably because I have never been to another outlaw autocross like Larry Park's Crows Landing again. Or maybe because that moment was me losing my racing virginity. In the end it's probably a combination of both. Regardless, I've never quit racing ever since that moment in time, drifting a Camaro in fourth gear.

Our ride home in the IROC from Crows Landing to Napa was rough. Four flat spotted Gatorbacks at 65 miles an hour on Interstate 5 is miserable. What was supposed to be just a \$20 autocross cost my poor old dad a whole new set of Goodyear tires. That same \$20 autocross has cost me almost every dollar I have ever made. Because after that day I have spent my life sinking money into race cars and other automotive shenanigans like an addict.



Crows Landing is a special place. It is a place for speed. And it is the same place where my dad realized he should never ride in a race car with me ever again. Smart choice.

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



Hi All,

Our season is off to a good start! Our races at Sonoma were well attended and our Thunderhill Majors was a success! It was one of the highest numbers of registered racers in a while. We did have some problems, and I hear it. The paddock parking was truly a mess. It started Wednesday night and up until Friday morning was a true mess. We do

have plans for assigned parking, but have not implemented it due to not having enough people to enforce it. At the 2018 Runoffs, we had almost 13 people parking rigs. We do not have that luxury at this time. We will be enforcing "no saving spaces" as this was the biggest part of the problem. When we start enforcing this, please be aware this is not to keep people from parking, but rather to make sure everyone has a space. We are also working with Thunderhill to make sure people can't come in to their test day and not run, just save spaces. Thunderhill also had 4 events scheduled that weekend, diminishing any room for overflow. We will be working on making sure our October races will have minimal parking issues.

We also had problems in Timing. By the time this goes to press, the issues should be resolved. We are looking for someone who is tech savvy and can commit to being with us in timing as a Chief once they are trained. If you or someone you know wants to inquire about this position, contact myself or the office.

In terms of Covid, we have all three tracks under the orange tier now. We still have Covid guidelines from last year in place at Laguna (like last year), and masks and social distancing are required at all tracks. Just remember to be safe and sanitary! As more people get vaccinated, I am sure the rules will change. Word is the Governor is lifting restrictions on June 15, but still be prepared to wear masks and social distance.

Rally Cross is really taking off this year as well. I know I have not written about this before, but we have a rally cross area at the side of Thunderhill. Sanjay has done a bang-up job of getting this program together. That, in conjunction with the Sacramento Chapter of Solo exclusively using Thunderhill make it even more important that we have Thunderhill at our disposal. In the future we will see fewer areas to run Solo, or Rally Cross. Thank God members had the foresight to create Thunderhill over 30 years ago.

We will also be hosting the MX5 cup cars once again at our May Regionals at WeatherTech Laguna Seca. We had a good time with them last year and we expect the same this year.

Bruce Richardson has now taken over the duties of maintaining the website and social media. He has some great ideas! Expect to see changes on our webpage and Facebook accounts. Our goal is to make it more user friendly and modern.

As a reminder to everyone, please keep your info updated on Motorsports Reg. Particularly your transponders and car numbers. This will really help the folks in Timing and Scoring. If you haven't signed an annual waiver, you may want to. It saves a bit of time when registering. Also, for Drivers, once you get your equipment teched for the year, you can get a sticker for your license. Once you get a sticker, you won't have to bring your helmet to registration. Another time saving measure. Contact tech for these stickers. We have a ton of them.

Our first Laguna races will have already concluded by the time you read this. We are hoping for 180 to be in attendance. We currently have 136 signed up. Thanks in advance to all that enter.

Until next month.... Let's go racing!

Tim

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SFR solo II Round 3

Photos by John Rowe

by Ryan Panlilio



The grid on Saturday

With Stanislaus County still in the purple tier, the number of participants in the third round of the SF Region SCCA Solo II competition was still limited to 75 drivers. The third round was held on March 20, 2021, at Crows Landing. The event was co-chaired by Ed Rynnion and John Subosits, with course design by Arvind Govindaraj.

Praneid Prasad took the top spot in ST1 in a 2016 Mazda Miata. He was followed by David Peterson in a '19 Mazda MX-5, with Arvind Govindaraj taking third in a '20 MX-5. The rest of ST1 included Connie Lu, Hal Dorton, April Thompson, Khoa Cao, Monica Huang and Kian Amini.

ST2 was led by Philip Ma in a 2020 Hyundai Veloster N. Andrew Padua, in a '17 Civic Si, took second, with Scott Sandowski in third in a '90 Miata. Tyler Crain rounded out the rest of ST2.

Darrell Moskowitz, in a 1994 Honda Prelude, took first place in STM. He was followed by Akash Mohanan in a '18 Chevrolet Camaro SS 1LE.

Dhiraj Jadhav led SSC in a Subaru BRZ. Nipping at his heels was Glenn Austin in a '14 BRZ, with Bill Charron rounding out the top three in a '15 BRZ. Ed Rynnion, Teresa Neidel-McKee and Erika McKee rounded out the rest of SSC.

Tod Winstanley, in a 2002 Lexus IS300 Sportcross, took the top spot in STX. He was followed by Erik Acks in a '13 BRZ, while Richard Lee took third in a '14 BRZ. The rest of STX included Kurt Wong, Glen Anderson, Matt Francavilla, Brenna Comacchio, Megan Anderson and Chris Orton. Katherine Flater was uncontested in STX-L in a '16 Scion FR-S.



Jonathan Lugod on his way to first place in SMP

Classic American Muscle was led by Chris Cox in a '15 Ford GT350R (-C.) He was followed by Michael Gardner in a '16 Ford GT 350 Mustang (-C.) with Pilar Miranda in the last podium spot in a '15 GT350R (-C.) Bryan Stewart, Jesus Villareal, Glenn Bennett, Greg Back, Leon Weinroth and Colleen Bennett rounded out the rest of CAM.

Ben Martinez took first place in M in a 1984 Van Diemen RF84. Douglas Hargrove, in a '83 R&D Special finished in second place.



Akash Mohanan in a 2018 Camaro SS 1LE.

Andy McKee led the Prepared group in a '93 Mazda RX7. He was followed by Howard Wolf in a '82 Toyota Starlet, with Steve Lau rounding out third in a '10 Porsche Cayman. Tara Shapowal and Dwayne Komush rounded out the rest of the Prepared class.

Monty Pack, in a '18 Porsche GT3 (SS,) took first place in S1. He was followed by brothers Justin and Mack Tsang in second and third, respectively, in a '14 Cayman S (AS.) The rest of S1 included John Lawrence, Justin Bowen, Jeff Eikenberry, Boris Elpiner and Michael Lella.

S2 was led by Andrew Kessel in a '19 BMW M2 Competition (B-) John Rowe came in second in a '19 Civic Type R (D-) with Lloyd Feaver rounding out third in a '20 Mustang (D-) Eric Martin, Fred Campbell and Gary Fazekas rounded out the rest of S2.



Brenna Comacchio in a 2003 Honda S2000

Mark Scroggs, took first place in S3 in a '19 Miata (C-) Alex Kang took second in a '03 Toyota MR2 Spyder (E-) while Ryan Cirillo took third in a '01 MR2 Spyder (E-) The rest of S3 included Vernon Head and Patrick Melgar.

Artem Rakhov took first in S4 over John Subosits. Rakhov was in a '13 Ford Focus ST (G-) while Subosits was in a '08 Civic (H-)

Jonathan Lugo led the SMP class in a '95 RX7 (ASP) over co-driver Adrian Cardenas. Isaac Acks took third in a '06 Mitsubishi Lancer Evo (SM.) Catherine Tran, Jessica Yeung and Eric Gnesa rounded out the rest of SMP. Lisa Gnesa ran uncontested in SMP-L in a '09 Cayman S.



Akash Mohanan in a 2018 Camaro SS 1LE

SFR solo II Round 4

Photos by John Rowe

by Ryan Panlilio



Darrell Moskowitz pilots his 1994 Honda Prelude in SMF

Round 4 of the SF Region's SCCA Solo II championship was held at Crows Landing on March 21, 2021. Arvind Govindaraj was the course designer, and

Ed Runnion and Mark Scroggs were the event's co-chairs.

Eric Lam led S1 in a 2015 Porsche GT3 (S-) Nipping at his heels was Monty Pack in a '18 Porsche GT3 (S-) with Mack Tsang taking third in a '14 Cayman S (A-) Shelly

Monfort, Justin Bowen, Justin Tsang, John Lawrence, Ken Mollenauer, Michael Lella and Jeff Eikenberry rounded out the rest of S1.



Praneil Prasad took first place in ST1 in a 2016 Miata

John Rowe, in a '19 Honda Civic Type R (D-) took first place in S2. Lloyd Feaver came in second in a '20 Ford Mustang (D-) while Eric Martin rounded out third in a '20 Mustang EcoBoost (D-) The rest of S2 included Gary Fazekas and Amon Pereira.

Mark Scroggs took first place in S3 in a '19 Miata (C-) He was followed by Ryan Cirillo in a '01 Toyota MR2 Spyder (E-) with Alex Kang in third place in a '03 MR2 Spyder (E-) Vernon Head, Josh Cadiente, Eric Nielsen and Larry Andrews rounded out the rest of S3.



Philip Ma took first place in ST2 in a 2020 Hyundai Veloster N

SMP was led by Jonathan Lugod in a '95 Mazda RX7. Adrian Cardenas, also in a '95 RX7, came in second, while Isaac Acks rounded out third in a '06 Mitsubishi Lancer Evo. The rest of SMP included Jessica Yeung, Chatherine Tran, Justin Quon and Eric Gnesa. Lisa Gnesa ran uncontested in SMP-L in a '09 Cayman S.

Glenn Austin led the Solo Spec Coupe class in a '14 Subaru BRZ. Bill Charron came in second in a '15 BRZ, with Teresa Neidel-McKee taking third in a '13 Scion FRS. Ed Runnion and Erika McKee rounded out the rest of SSC.

Erik Acks took first place in STX in a '13



Monica Huang puts her 1997 BMW M3 through its paces



James West finished 4th in CAM in a 1966 El Camino

BRZ. Glen Anderson came in second in a '06 Mazda RX8, while Kurt Wong took third in a '13 FRS. The rest of STX included Matt Francavilla, Megan Anderson and Brian Stanaway. Katherine Flater ran uncontested in STX-L in a '16 FRS.

Bryan Stewart led the Classic American Muscle class in a '04 Chevrolet Z06. He was followed by Michael Gardner in a '16 Ford Mustang GT350, with Glenn Bennett taking third in a '17 Corvette Grand Sport. James West, Jesus Villarreal, Donald Pingrey, Greg Back, Leon Weinroth and Colleen Bennett rounded out the rest of CAM. Arberesha Pingrey ran uncontested in CAM-L in a '16 Mustang GT.

Ben Martinez took the top spot in Modifieds in a '84 Van Diemen RF84. Douglas Hargrove finished second in a '83 R&D Special.

Andy McKee finished in first place in Prepared class in a '93 RX7. He was followed by Steve Lau in a '10 Cayman, with co-driver Tara Shapowal in third. Dwayne Komush finished fourth in a '82 Toyota Starlet. Deanne Caraballo ran uncontested in Prepared-L in a '82 Starlet.

Praneil Prasad led the ST1 class in a '16 Miata. He was followed by Arvind Govindaraj in a '20 MX5, with David Peterson rounding out third in a '19 MX5. Hal Dorton, Connie Lu, William Stanaway, Monica Huang and April Thompson rounded out the rest of ST1.

Philip Ma led Andrew Padua in ST2. Ma was in a '20 Hyundai Veloster N, while Padua was in a '17 Civic Si.

Darrell Moskowitz ran uncontested in STM in a '94 Honda Prelude.

Todd Winstanley and Brenna Comacchio ran for fun.

Rounds 5 and 6 will be held on May 1 and 2, 2021, at Crows Landing.

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Mercedes-Benz '69 300SEL 6.3	Porsche '56 356A Speedster
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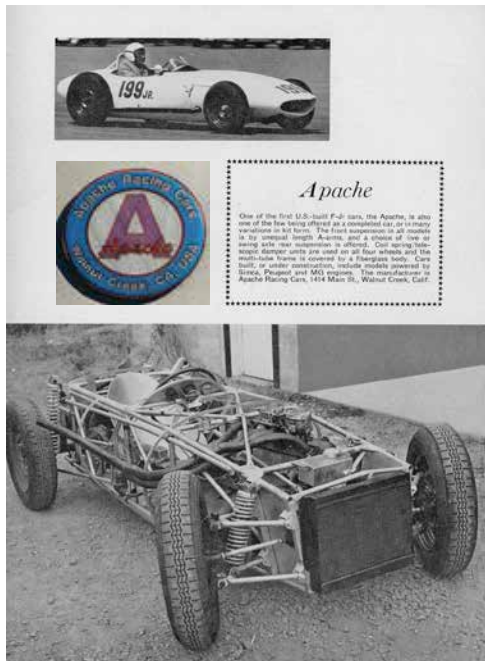
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NOTES from the ARCHIVE -

MILT BROWN & THE APACHE



Apache

One of the first U.S.-built F-1 cars, the Apache, is also one of the few being offered as a completed car in many variations in all forms. The front suspension is all mounted in 1/2" universal length Acrotes, and a choice of five steering knuckles with suspension in all sizes. Cost saving built-in features include: you need no oil filter valve and the multi-plate front is covered by a fiberglass body. Cuts fuel, or other maintenance. Includes: 1100cc engine, 1100cc engine, 1100cc engine, 1100cc engine. The manufacturer is Apache Racing Cars, 1614 Main St., Walnut Creek, Calif.

Having lost out to the British in the very popular 500cc Formula car boom of the early 1950's, Count Giovanni Lurani of Italy devised a single-seat race car to help restore prestige to Italy. The concept was to provide an inexpensive way for younger drivers to begin their racing careers and eventually climb up to Formula One. Not surprising, the car specifications were designed around readily available production car

From Road and Track magazine April 1960 Feature on Fjr

components which in Italy, meant the plentiful FIAT 1100cc engine. Total car weight was set at just 880 lbs. with a good power-to-weight ratio with the expectation of spirited performance. In 1958 the CSI (International Sporting Commission, forerunner of the FIA) adopted Count Lurani's specifications and this class of cars became known as Formula Junior. The introduction of this new formula helped accelerate the demise of the once popular but increasingly expensive 500cc Formula.

Front engine cars still dominated the racing scene in the late 1950's so the first Formula Junior models to appear on European racetracks were of this design. Some of the early marques included Stanguellini, Gemini, Mitter, Dane and Condor. Here in the U.S., a California based car builder, Milt Brown decided to jump into the fray. By the time Brown had entered Acalanes High School in the San Francisco East Bay in 1949, he already bought his first car, a 1938 Chevrolet. However, after seeing his first Jaguar XK-120 he knew he had to have a sports car. Saving his money, he finally had enough to buy a used MG-TD from Kjell Qvale.

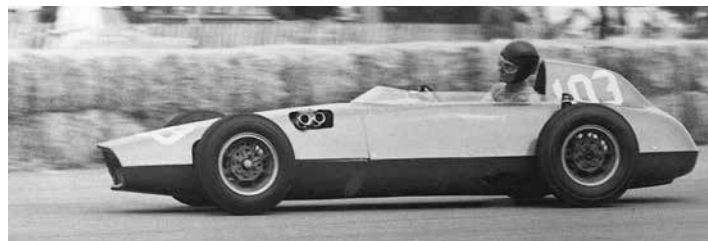
Brown met and became friends with another Acalanes student, Ron



Ed Ingalls driving the Apache (far L) at Tracy 1959

Plescia who also was sports car enthusiast and drove a Crosley Hot Shot so the two hit it off immediately. They spent hours creating car designs, attending sports car races and even crewed for a local driver at several events. They took their sports car interest to another level when they decided to build a new body for Plescia's Crosley during the summer between their junior and senior years in high school. They removed the stock body then using the stock chassis, built a tube frame sub-structure out of conduit pipe covered with an aluminum. Brown had learned to weld which he put to good use on this project and he would use this skill quite a bit in future years. Once finished, Plescia had a very unique Crosley to use to run around in and both boys learned quite a bit in the process.

After high school Brown went on to college and after his first year, he decided to spend the summer building an H modified sports car for



Apache Mk II at Laguna - June 1961 with Roy Pike driving

SCCA racing. Using a neglected Crosley car sitting in his parents yard, it took him two summers to complete the car so by 1956 he was ready for racing. He entered his first race at Arcata Airport and thoroughly enjoyed the experience but parked the car and returned to school for his junior year. The following year (1957), and while in school, Brown decided to start a sports car accessory business, primarily for the fast selling MG. He began with a chrome calve and a shift knob, both of which he designed. All sales were made by mail order using ads in Road & Track magazine to market the products. The business really took off with the items selling quite well. Even with his outside business and regular school studies, he found some spare time to race the Crosley Cotati and the Cobb Mountain Hill Climb.

After such a busy year, Brown, with a school friend, decided to take a break and head for the UK and Europe.



Ingalls at speed in the Apache, - Tracy 1959

To finance the trip, he sold his Crosley race car. On hearing of his planned trip, another of Brown's friends, Pete Biro who was editor of the fledgling Sports Car Pictorial magazine, asked Brown if he would be his foreign correspondent while he was traveling overseas.

Brown and his friend spent nine months on the tour of the UK and Europe and had the opportunity to visit both the Lotus and Cooper factories among other facilities. With the start of the Grand Prix Season they attended races at Monaco, Nurburgring, Spa, Silverstone and LeMans.

After his friend departed early for the U.S., Brown went on to Rome where he met an American in the car business in Rome, His new

acquaintance took him to a car race which featured a new type of race car which originated in Italy - the Formula Junior. After learning more about this class of cars, he began thinking about starting such a project when he returned home which Brown did in the summer of 1958 to finish college and build a Formula Junior.

Brown was probably either the first or one of the first to manufacture a Formula Junior in the U.S. and perhaps helped these cars gain much wider acceptance in amateur racing. My concept was to build a car that looked like an American Indianapolis Roadster, a classic style with a long front section and shorter rear section with a drivers head fairing. He asked his high school friend Ron Plescia to create some drawings using Brown's design and what he produced looked very sleek and pleasing to the eye. Brown designed and built a lightweight frame made of round tubing covered with a panels of aluminum for the center section of the body and fiberglass nose and tail sections. He also wanted an American name for the car and one of my friends suggested "Apache" since you couldn't get a name more American than that.

Beginning in the last few weeks of summer, Brown worked on the car and had re-enrolled at U.C. Berkeley in the Industrial Engineering and Business programs. He arranged all his classes for the early part of each day so he could work on the Apache in the late afternoon and evenings. It took him the whole school year to finish the first car which was ready to race in the summer of 1959.

He then built an Apache for a fellow U.C. Berkeley student and member of the U.C. Sports Car Club, Roy Pike. He wanted an MG engine installed but Brown suggested the engine was too heavy and too large, however Pike insisted and the car was finished to his specifications. To help encourage other people to build cars so the class would become more popular, Brown and friends formed the Formula Junior Association with rules for two classes - one for cars with smaller engines (1100cc) and one cars with larger engines (1300cc).

Unfortunately, Pike had some trouble with the engine plus it wasn't very fast due to its overall weight. Brown, using his experience with the first cars, Brown decided to try a new design for the next car, the Apache MkII which would incorporate some new ideas. He wanted to use the engine as a stressed member of the frame to help reduce weight but no one thought that was a good idea due to engine vibration creating problems. After he showed the design to Pike, he placed an order so at least Brown had one believer in the new

design. Then one day Brown received an unexpected visitor who showed up at his parents house and introduced himself as Virgil Exner Jr., the son of the famous car designer for Studebaker and Chrysler. At the time, Exner Jr. was stationed at nearby Travis Air Force Base and had seen an article about the Apache so he decided to pay me a visit. He said he wanted to design a new body for the Apache MkII, one with a nicer shaped body with the added advantage it could easily be installed and removed.

Taking Exner's design Brown made a body buck out of plaster and chicken wire then

made the top and bottom sections of the body out of fiberglass. When completed Pike's Mk II not only looked very sleek but it did well on the track finishing second in class at its first race. By this time Brown began to notice there were several more Formula Juniors from serious car builders like Lotus and Cooper showing up at each race. He knew right then he could not compete with those bigger manufacturers and the dozens of others that were coming out of the woodwork to build cars. After building a few more cars (six in total were built) he decided to get out of the Formula Junior race car business and move on. And move on he did, In ensuing years Brown designed and built the successful Apollo sports car, the Humbug Dune Buggy, the Verona sports car (built in Germany) and the one-off Monza sports car.

Formula Junior held on for a short time in the U.S. but was eventually replaced by Formula Vee and Formula Ford. Decades after Brown and the Apache, the current vintage racing scene has experienced a Formula Junior revival with many events having a full grid of these little screamers. In fact there is one of Milt Brown's Apaches in Italy that races in the world wide Historic Formula Junior Racing Association Series.



Apache (33) - Monaco Historics 2004

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STANDING

THUNDERHILL REPORT

BY SHERRY GRANTZ

Viewing Thunderhill Through a Wide-Angle Lens



Aerial view of Thunderhill

Thunderhill is much more than two road race tracks. If you only come to the track for SCCA road races, you won't see even half of the event

sites or SCCA events that are hosted there. In addition to SFR Road Racing, Thunderhill is the exclusive site for Reno Region Time Trials, Sacramento Chapter Autocross, SFR Rally Cross (including a 2021 Rally Cross National) and SCCA's Track Night in America. (A list of all these dates can be found at the end of the article.)

If you are like most people spending a day at Thunderhill, you view it through



West Track

your fisheye lens. You focus on the group you are with for the day or weekend, and don't see all the activity that takes place there. Not only are there two separate road courses - three-mile East and two-mile West; there are the Skid (Drift) pad, the big "autocross" pad, and out front in the dirt, the Rally Cross venue.



Drifting

On most weekends all these separate areas host events: car race event or large track group on East; motorcycles or car track day events on the two mile; drifting on the Skid pad; and an autocross on the Big

pad. Eleven days during the year, a Rally Cross rearranges the dirt out front. Check out the Thunderhill calendar and you will see all four asphalt areas listed with dozens of customers each month: <https://www.thunderhill.com/event-schedule>

Do you even know about the motorcycles? Possibly half the users of the tracks are not in cars, but on motorcycles. Who knew there were hundreds of race bikes stashed away in Bay Area garages! A couple reasons they are so popular: it's cheaper to buy and maintain than a car, and you don't need a big truck to get one to the track (tow vehicle may be the daily-driver Honda Civic).



Motorcycle Racing

If you stand in the main paddock, and look around, you will only see the East track! The West track is so hidden, you have to trek over the hill to know something is happening there (a big selling point for "secret development car testing" or commercials.) You can generally hear the squeals of the drift cars from anywhere; but the big pad is also secreted away behind garages where there could be anything from one exotic autonomous vehicle to a full autocross.

You've noticed the Pro Shop, of course, but maybe never had the time to stop in. Here's some of what you can find in there: Race suits, helmets, rental helmets, Nomex, exterior-stitched racing gloves; Longacre tire gauges, Sampson radio accessories, fuel jugs & hoses, oil, brake fluid; jackets, sweats, moisture wicking shirts, hats, ladies wear, kids hats and tee shirts, Lego car and motorcycle kits, and Go Pro camera accessories. Do I even need to mention they sell tee shirts?

You'll see some of the 42 garages (that's right - Thunderhill is up to 42 garages as of last month.) You won't see the car-related businesses being run out of them or exotic Porsches and vintage cars squirreled away for safe-keeping. You probably will see a good number of Miatas, with the highlight being Larry Oka's stable of 15 or so brightly painted rentals. If you'd like a garage for yourself, you will have to get on the waiting list, as all of them are currently rented.

Down at the far end of the paddock is a sizable area where the track upkeep originates. That's the track shop/storage/maintenance building, surrounded by the dozen or so maintenance vehicles, track



Rallycross

cleaning equipment, and tow trucks. Keep going and you arrive at an oasis of greenery. It's a fine place for man's best friend and best viewing area on the property. You can see cars on track from Turn 1, Turns 3 through 8, and Turn 14-15, giving a great perspective on how the race or your driver are going.

On the way back, unless you are really, really observant, you will for sure miss the Great Horned Owl that nests in the tall trees near pit entrance. You might need the fisheye again for him.



Autocross

SCCA Road Races

<https://www.sfrscca.org/>
October 29-31

Five Reno Time Trials

<https://www.motorsportreg.com/orgs/scca/reno>
May 22
June 12
July 2
September 11

Fourteen Sacramento Chapter Autocrosses

<https://sccasacramento.com/race/>
April 24-25
May 22-23
June 26-27
July 24-25
August 28-29
September 25-26
October 9-10

Fifteen SFR Rally Crosses

<http://www.norcalrallycross.com/>
May 29-30 Rallycross School
June 26-27
August 21-22 SCCA Nationals
September 18-19
October 16-17
November 13-14

Five Track Nights in America

<https://www.tracknightinamerica.com/events?categories=thunderhill-raceway>
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707-938-9193
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800-708-RACE
west@
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503-720-3290

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HSE Racing
dave@specracer.com (408)507-1531

BULLDOG MOTORSPORTS

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Bulldogmotorsport@hotmail.com

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jcm4@pacbell.net

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OPEN WHEEL AND SPORTS RACERS



Van Diemen RF94 Formula Car Package: Was in FC. Now Zetec powered. Conversion report online at www.zeteccontinentalconversion.com. Bottom end, head and all reciprocating components are FC legal. But intake now has two iconic Weber 45 DCOE carbs. OMEX ECU. Huffaker dyno work. New fuel cell, fire bottle and Avons. Chassis stands, transport wheels and spares. Plus a classic IRD single axle trailer. \$15,000 for everything. David Simerly. dsimerly@icloud.com. Direct human contact at 415-317-2353.



1994 Crusader FV, Ron Chuck motor, Fox shock, former Track Record holder, great condition, \$7500 or best offer, contact Walt Beuttner 510-562-0257



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



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



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



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

SRF3 #865: Built 2009, Converted by Cerini Motorsports Jan 2017. Gearbox rebuilt Jan 2017, Butler Seat & new style Butler "HALO", AIM MXL Pro 05 Dash, New Style UCAs, New Style Toe Adjusters, 2 Sets New Style Wheels, Laguna Muffler, AMB Transponder, Thermal coated headers, PBS Quick Jack, MSR Alignment Bars. SPARES: Nose, Uprights, Hubs, LCAs, Steering Arms & Box, Spare Half Shafts, & much more
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1967 MINI COOPER S STREET 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 ftlb-torque@6750rpm
22 gallon Fuel tank Runs on 110 octane weighs 3414#
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Set up for road racing-Used as a track day car
This is an amazing piece of history and will not disappoint.
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1971 Datsun 510 in near immaculate condition • Clear title 2.0L engine 5 speed
Fresh paint and a clean interior
Several spares included
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1999 Mazda Miata Street/Track car
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Nadri edition \$5000 Justin 530-368-0306



Vintage H-Mod mid-50's Jabro Mk1
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240Z Built to SCCA E Prod. Specs.
-\$45,000.

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For details, text or call Dale 928-302-9000



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

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

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



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



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

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

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

Mk4 Triumph Spitfire parts for sale: steel hood, engine blocks, cams, timing covers, suspension pieces, body trim pieces, much more. Richard Spencer 510-774-8834



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

BUSINESS OPPORTUNITIES

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

SHOP/STORAGE SPACE

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

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

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

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

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

GET ON THE TRACK

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

DRIVING CLASSES

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

SERVICES

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

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



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

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

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Race car Rentals that are competitive and reliable. Everything from preparation to transportation is handled by professionals. From Driver's School to your first pro race, we can help you achieve your goals. Learn to race and have fun then leave the race car responsibilities to us. Rentals in Improved Touring and Formula Ford cars and trackside support for Formula Atlantic, Formula Ford and Improved Touring Cars. Racing Services
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Auto Spa Racing Service - In our 25th year, still located at Sears Point / Sonoma Raceway, continues to provide our customers with full service race car fabrication, restoration and trackside support. We have always strived to maintain the highest level of support to all our customer's needs. Don't hesitate to inquire regarding a full alignment, transaxle service or any fabrication project you might have. We can now offer race car storage, long or short term. Call Steve 707 938-8727, auto-spa.com

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

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

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

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

SUPPORT THE SPORT YOU LOVE

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

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

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

WANTED

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

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See sheet # 2



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