



The wheel



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



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p. 6

Regionals 11 & 12
p. 8

Sacramento Autocross
p. 24

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#59 Michael Cullinan raced in group 3 and the Porsche group

Cover: San Jose Formula SAE Students have now provided staffing for two regional events at Laguna Seca. At regional 11 and 12 they brought two of their cars and displayed them for everyone to see plus they got to do some pace laps on the track.

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CALENDAR

2021 FRESNO CHAPTER SOLO SCHEDULE

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

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SAN FRANCISCO REGION'S 2021 SOLO II CHAMPIONSHIP SCHEDULE

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

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

RENO REGION SCCA SCHEDULE

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

September 25 & 26

October 9 & 10 Enduro

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2021

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SEPTEMBER 9-12*

IMSA (4 DAYS) - WEATHERTECH LAGUNA

SEPTEMBER 16-19*

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OCTOBER 29-31

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

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9-12 September 2021
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16-19 September 2021
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- 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.

SFR Solo II Round 10

Photos by Ricardo Quinonez and John Rowe

by Ryan Panlilio

Round 10 of the SF Region's Solo II series was held on July 17, 2021 at Crows Landing. Eighty-four drivers participated in the event, which was co-chaired by Ed Runnion and Glenn Austin.

Bill Charron led the Solo Spec Coupe class in a 2015 Subaru BRZ. He was followed by Ed Runnion in a '16 Scion FRS. Hot on Runnion's heels was Glenn Austin in a '14 BRZ, while Dennis Quilantang rounded out the rest of the class.



CAMC48: Michael Gardner finished in first place CAM in a 2016 Mustang GT350.

Adam Tarnoff, in a '04 Mazda RX8, took the top spot in STX. Erik Acks came second in a '13 BRZ, while Richard Lee rounded out third in a '14 BRZ. The rest of STX included Glen Anderson, Matt Francavilla and Megan Anderson.

Classic American Muscle saw Michael Gardner take first place in his '16 Ford Mustang (-C). Justin Poon, in a '00 Dodge Viper (-S), took second, while co-driver Andre Marconett took third. Anthony Olea, Mick Maier, Greg Back, Randy Grohosky, Leon Weinroth and David Whisnant rounded out the rest of CAM.



XP25: Tom Exley takes first place in Prepared in a 1987 RX7.

Matthew Ellam finished in first place in Modifieds in a '98 Omnifab Cheetah (BM). He was followed by Ben Martinez in a '84 Van Deimen RF84 (CM), while Ricardo Quinonez finished in the last podium spot in a '20 Shark Stealth (AM). The rest of the class included Douglas Hargrove, Jaime Mendoza and Eileen Blando.

The Prepared class was led by Tom Exley in a '87 Mazda RX7 (XP). Howard Wolf took second over co-driver Dwayne Komush. The pair was driving a '82 Toyota Starlet (DP). James Laeno, Robert Marcy and Derek Boyd rounded out the rest of the class.

Tom Ellam took the top spot in S1 in a '15 Porsche GT3 (SS). Brian Jacobson took second in a '17 Chevrolet Corvette (SS), while John Lawrence finished third, also in a '17 Corvette (SS). The rest of S1 included Derek Hui, Justin Bowen, Craig Boyle, Steven Smith, Wayne Overbeck, David Rushing, Carl Thompson, Scott Leer, Daniel Marien, and David Mills.

John Rowe, in a '19 Honda Civic Type R (DS), finished in first place in S2. Eric Martin, in a '20 Mustang EcoBoost (DS), took second place. Adam Alper, in a '17 BMW M2 (BS), rounded out the top three spots. The rest of S2 included Gary Fazekas, Fred Campbell, Frederick Ernest, Nick Michels and Vaclav Hasik. Rebecca West ran uncontested in S2-Ladies in a '21 Mini Cooper.



ES41: Vernon Head kicks up a chalk storm in his 2003 MR2 Spyder.

The S3 class was led by Edward Tsui in a '04 Toyota MR2 Spyder (ES). Dennis Hubbard took second place, also in a '04 MR2 Spyder, while Vernon Head took third in a '03 MR2 Spyder. Eric Nielsen, Sergei Avedisov and Alex Korfel rounded out the rest of S3.

Rob Krider took the top spot in S4 in a '15 Civic (HS). Kyle Matsumura took second in a '18 Civic Si (GS), while Kyle Banner took third in a '19 VW GTI (GS).

Justin Tang, in a 1986 Toyota Corolla (FSP), finished in first place in SMP. He was followed by Eric Gnesa in a '09 Porsche Cayman S (SSM), while Durk Edwards rounded out third in a '85 Corolla (SM). Lisa Gnesa ran uncontested in SMP-Ladies in a '09 Cayman S.

The largest group of the day went to ST1, with Praneil Prasad taking first place in a '16 Mazda Miata (STR). Nipping at his heels was Matt Jones in a '19 Miata (STR). Andrew Vo took third in a '19 Miata (STR). The rest of the class included Justin Tsang, Hal Dorton, Mark Lewis, David Peterson, Mack Tsang, Paul Tibbals, Mike Monegan, Connie Lu, Khoa Cao, Kevin Quach and Tresha Uy.

ST2 was led by Todd Winstanley in a '91 Miata (STS), while co-driver Brenna Comacchio came in second.

STM was led by Nikbir Bath in a '02 Honda S2000 (SM). Stu Burgess came in second in a '11 Subaru STI (ASP).



AM181: Ricardo Quinonez pilots a Shark Stealth to first place.

SFR Solo II Round 11

Photos by John Rowe

by Ryan Panlilio

The SF Region's Solo II series' Round 11 was held at Crows Landing on July 18, 2021. The event was co-chaired by Ed Runnion and Tom Exley, with 77 drivers competing.



BS21: Ronald Ongjoco in a 2009 Porsche Cayman took sixth in S2.

Tom Ellam led the S1 group in a 2015 Porsche GT3 (SS). He was followed by Justin Bowen in a '14 Porsche Cayman S (AS), while Juven Lat took third, also in a '14 Cayman S (AS). The rest of S1 included the Tsang brothers, Mack and Justin, Boris Elpiner, Craig Boyle, David Rushing and Eric Frasch.

Alex Muresan, in a '19 Honda Civic Type R (DS), took first place in S2. Eric Lam, in a '19 Civic Type R (DS), took second, and John Rowe, also in a '19 Civic Type R (DS) took third. Tiberiu Muresan, Eric Martin, Ronald Ongjoco, Lloyd Feaver, Fred Campbell, Gary Fazekas and Rich Lowenberg rounded out the rest of S2. Madison Feaver ran uncontested in S2-L in a '97 BMW M3.



CS222: Sergei Avedisov took second in a 2007 Honda S2000.

The S3 group was led by Vernon Head in a '02 Toyota MR2 Spyder (ES). Sergei Avedisov, in a '07 Honda S2000 (CS), came in second, while Eric Nielsen rounded out third in a '99 Mazda Miata (ES). The rest of S3 included Mikael Suorsa and Mark Kallos.

Rob Krider took the top spot in S4 in a '15 Civic (HS). He was followed by Glenn Tozier in a '18 Ford Fiesta ST (HS), with Eric Zhao taking third in a '14 Fiesta ST (HS). Steven Smith rounded out the rest of S4.

Justin Tang finished in first place in SMP in a '86 Toyota Corolla (FSP). Eric Gnesa took second in a '09 Cayman S (SSM). Lisa Gnesa ran uncontested in SMP-L in a '09 Cayman S.

The SSC class was led by Glenn Austin in a '14 Subaru BRZ. He was followed by John Subosits in a '16 Scion FRS, with Ed Runnion rounding out third in a '16 FRS.



HS888: Steven Smith takes his time slip in a 2000 Honda Civic.



BM38: Matthew Ellam in a 1998 Omnifab Cheetah.

Richard Lee, in a '14 BRZ, took first place in STX. Nipping at his heels was Erik Acks in a '13 BRZ, while Adam Tarnoff took third in a '04 Mazda RX8. The rest of STX included Adam Tarnoff, Glen Anderson, Matt Francavilla, Dan Correll, Megan Anderson and Justin Nyam.

Michael Gardner took the top spot in CAM in a '16 Ford Mustang GT350 (-C). He was followed by Anthony Olea in a '07 Chevrolet Corvette Z06 (-S), with Akash Mohanan in third in a '18 Chevrolet Camaro SS 1LE (-C). Greg Back, Leon, Weinroth and David Whisnant rounded out the rest of CAM.

The Modifieds class was led by Matthew Ellam in a '98 Omnifab Cheetah (BM). Ben Martinez, in a '84 Van Diemen RF84 (CM) took third, while co-driver Jaime Mendoza took third. Ricardo Quinonez, Eileen Blando and Douglas Hargrove rounded out the rest of Modifieds.



STX197: Dan Correll pilots his 2004 BMW 330Ci around the course.

Mike Maier, in a '65 Mustang (CP), took first in the Prepared class. He was followed by James Laeno in a '90 Miata (XP), with Frank Stagnaro in third in a '65 Shelby GT350 (CP). The rest of the Prepared class included Tom Exley and Derek Boyd.

Matt Jones led the largest group of the day, ST1, in a '19 Mazda MX5 (STR). He was followed by Praneil Prasad in a '16 Miata (STR), while Mark Lewis took the last podium spot in a '16 MX5 club. David Peterson, Connie Lu, Hal Dorton, Mike Monegan, Scott Garriss, Paul Tibbals, Scott Sandowski, Andre Marconett, Justin Poon and Attalah Hadad rounded out the rest of ST1.

The ST2 class was led by Andre Piernot in a '90 Miata. Nipping at his heels was Todd Winstanley in a '91 Miata, while Brenda Comacchio took third in a '91 Miata. Julie Piernot rounded out the rest of ST2.

Round 12 and 13 will be held on August 21 and 22, 2021, at Crows Landing (If this is too late, delete and replace with below)

Round 14 and 15 of the SFR Solo II series will be held on October 9 and 10, 2021.



FSP86: Justin Tang, in a 1986 Toyota Corolla, took first place in SMP.

SFR REGIONAL 11 & 12 RACE REPORT

SFR had its largest race turnout of the 2021 season for the three-day weekend Regional 11 & 12 at WeatherTech Raceway Laguna Seca. Friday's test day had more than 140 cars, and the two-day races had more than 250 entries. It was difficult to keep track with all the post entries, withdrawals and changes. And there were more than the usual challenges which come from such large fields. Problems with the timing loops made for character-building moments in Timing & Scoring. Large grids and racy drivers meant lots of action, incidents and situations. Grid had larger than usual fields to park and place. The corner workers threw lots of flags and made many calls to Race Control. The Emergency Crew and Course Marshal were kept busy responding to the calls for tows, assistance, course cleanup and

barrier repairs. No one was hurt, but there were a few injured cars. Things were so busy there was no time for Victory Laps. The Pace Car made more laps than some of the race cars.

The weather was picture-perfect sunny and warm all three days after the morning overcast burned off. Light breezes cut the heat.

The energetic San Jose State Spartan SAE students made another visit, working on the various crews, and this time brought two of their three race cars. The electric car and the compression car made some exhibition laps Sunday, followed by their group's camera car and spent the weekend on display in the paddock.

Group 1 (FA, FE2, FM, FX, P1, P2, S2)

Race 1



#23 Jim Devenport set the fastest lap ever in SCCA competition at Weathertech Raceway

You can always tell when the Runoffs are getting close because the serious guys will show up at a regional and do one final tune-up to make sure the car is top notch before packing it up and hauling to where the Runoffs happen to be. This weekend was no exception with some of the heavy weights in P1 and FA showing up.

The P1 field was exceptionally strong with Chip Romer, Joe Viso, and Jim Devenport all in attendance. With those three we got a good glimpse of how the P1 field will stack up in Indy.

Devenport debut his Elan DP02, which is also the same car that Viso and Romer were piloting. We have become accustomed to watching Devenport in his Norma dominate the P1 ranks. However, since SCCA has the ability to create rules in the interest of competition, Devenport was finding the Norma uncompetitive so he switched to the Elan. Normally when you take on a new car you have to drive it a bit before you are exploiting the true potential, but that was not the case for Devenport. He was able to nip the pole from Romer by 0.4 seconds. Viso was third by about 0.6 second. Going into the Saturday race P1 looked as though it was going to be a heavy weight battle between some very serious competitors in the fastest class SCCA has to offer.

What looked like a battle royal never materialized. Romer got the best of Devenport on the outside of Turn Two and took the initial lead. Just when it looked like Devenport would fight back, he spun on the exit of Turn Nine, which just happens to be a very fast section of the track.

With the tires locked up and sliding on the asphalt, they flat spotted and any chance of catching Romer was eliminated. Romer led wire to wire for the first round of the heavyweight match. Devenport was lucky that no one hit him, and he recovered to finish fourth. Joe Viso stayed out of trouble and finished second overall and second in P1.

Rod Rice was the fastest qualifier in FA in his 2007 Stohr F1000. Rod is working on his new engine package and working towards a Runoffs victory. It appears that the new package is working out, because his qualifying time for the first race was almost one second faster than his previous best last year at WeatherTech Raceway. Second in FA was Graham Rankin.

P2 only had two cars running in the race although there were three cars entered. Kevin Mitz continues to get the best out his P2 car and was able to beat John Macintyre.

FE2 had Thomas Yu Lee take the class victory over the hard charger of the race, John Yeatman. Yeatman and Lee had similar times, but there was not enough racing laps for any race between the two to develop.

Tao Takaoka continues to dominate FX. There were four cars entered in FX with three of them being the Formula Speed 2.0 car built by World Speed. Takaoka better enjoy his success, because it appears Doran Dreksler and Frank Russell are starting to get a handle on these cars, as their lap times are getting closer to Takaoka's times.

It was nice to see four S2000 cars this weekend. Unfortunately Robert Lovenson ran afoul to the sound meter and had to retire after only three laps. Edward Guenther led the S2000 charge winning the class.

Formula Mazda was missing one of the usual front runners, Bill Weaver. Randy Sturgeon ended up winning Formula Mazda over Lars Jensen.

On Lap 6, there was a large crash on the front straight just past the Start Finish line. Robert Merritt and Daryl Wizelman touched wheels

on the front straight, sending Merritt airborne and hard into the tire barrier. This was an Alert, bringing out all the rescue crews and the Safety Car. Luckily no one was seriously hurt. Wizelman was able to continue but then retired. There was no chance of a quick cleanup and a return to green flag racing, so the Safety Car led the field to an early Checkered Flag.



#46 Frank Russell and #70 Doran Dreksler racing hard in FX



#4 Paul Lahaye makes his first trip back to WeatherTech Raceway since 2017

RESULTS

P1

- 1. Chip Romer
- 2. Joe Viso
- 3. Jim Devenport

FA

- 1. Rod Rice
- 2. Graham Rankin
- 3. Jim Mali

P2

- 1. Kevin Mitz
- 2. John Macintyre

FE2

- 1. Thomas Yu Lee
- 2. John Yeatman

FM

- 1. Randy Sturgeon
- 2. Lars Jensen
- 3. Christian Okpysh

FX

- 1. Tao Takaoka
- 2. Doron Dreksler
- 3. Frank Russell

S2

- 1. Edward Guenther
- 2. Ben Valentine
- 3. Joseph Moran

Race 2



#2 Edward Guenther and #7 Joseph Moran in the battle for S2 honors

The story for the Sunday race was the qualifying session. Jim Devenport continued to extract everything he could out of his new ride, now called Elana, and ended up setting a new track record and setting the best lap time ever for a SCCA competition event at

WeatherTech Raceway Laguna Seca, With a time of 1:20.922, he was almost four tenths of a second faster than he ever was in his previous car, beating his old record. Chip Romer was not too worried, as his best time was within 0.3 seconds off the old record, and only .771

seconds off of Devenport's time.

When the race got underway, Romer again proved to be the better drag racer and took the lead into Turn Two. From there he was able to keep Devenport in the rear view mirror and ended up winning by two seconds. Devenport was able to get some valuable track time in the new car and has to be optimistic going to the Runoffs.

Rod Rice had a good weekend. He continued to go faster and in the Sunday race he finished ahead of Joe Viso in the P1 Elan. Rice's best time was a few hundreds of a second faster than Devenport, so he made great progress over the weekend.

Scott Vreeland decided to run the Regional, as opposed to going to Portland for the Formula USA F3 series. He spent the weekend working on low-end grip and even tried a different brand of tires, He finished second in FA. Graham Rankin was able to hold off Jim Mali for third in FA. Mali's goal for the weekend was to beat Rankin, but he

came up just a little short.

P2 had Kevin Mitz in control until the Lap 17 when he parked in Turn 3 and waited for a tow. Macintyre who was just behind Mitz was more then ready to take over the top spot.

FE2 had a change from Saturday's results. John Yeatman was able to post a qualifying time for the Sunday race, and ended up being about three seconds faster than Thomas Yu Lee. Yeatman used his qualifying advantage over Lee and ended up four spots further up the chart than Lee.

Tao Takaoka was the highest finishing FX car. Doron Dreksler and Frank Russell had a good race for second in FX. Dreksler finished ahead of Russell even though Russell recorded the faster lap.

Randy Sturgeon won both FM races. Lars Jensen only made it to Lap 4, giving second place in FM to Christian Okpysh.



#21 Graham Rankin followed closely by #51 Scott Vreeland

RESULTS

P1

1. Chip Romer
2. Jim Devenport
3. Joe Viso

FA

1. Rod Rice
2. Scott Vreeland
3. Graham Rankin

P2

1. John Macintyre
2. Kevin Mitz

FE2

1. John Yeatman
2. Thomas Yu Lee

FM

1. Randy Sturgeon
2. Christian Okpysh

FX

1. Tao Takaoka
2. Doron Dreksler
3. Frank Russell

S2

1. Ben Valentine
2. Edward Guenther
3. Robert Lovenson

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#82 Bob Murillo exits turn two

Sixteen Porsche 911 drivers from the Porsche Club ran in their own group in the last race of the day Saturday. Some had already raced in Group 3. Thirteen of them qualified, and Brian Lawrence of Reno put his 1969 911 on pole. The last four cars on the grid never completed a lap. Nine finished the race, three on the lead lap and the rest one lap down.

Lawrence led for eight of the thirteen laps, until he went off in Turn 6, first on the left, and then sling-shot across the track to the right and retired. Mueller, who was chasing him, was able to get by as did Paul Georgeson and Sean Van Gelder. They finished 1-2-3 in that order - the only cars on

the lead lap. The only other excitement in the race was Ross Merrill going off in Turn 11 trying to take the Checkered Flag. Mueller won by 1:13.168 and turned the fastest lap of 86.335 mph.



#36 Karen Holmes was the hard charger on Saturday

RESULTS

1. Bob Mueller
2. Paul Georgeson
3. Sean Van Gelder

This race was a joke. It was the last race of the weekend. There were only two cars, the two locals who had shown up for Qualifying. The rest had packed up after Sunday's Group 3 race. Ross Merrill of Salinas had pole by five seconds ahead of Gregg Walsh of Aptos. They played with each other for



#76 Paul Georgeson came in second in the POC group and 5th in ITE

the first six laps, swapping the lead every lap or two. Then Merrill led for seven laps before Walsh retook the lead, in what appeared to be a choreographed finish. They raced neck and neck to the Checkered Flag, with a Margin of Victory of 0.146. Merrill turned the best lap of 76.787 mph.

RESULTS

1. Ross Merrill
2. Gregg Walsh



The nimble 911 #21 of Val Wilt slip to the inside of #136 Bill Pryor

With the Porsche Club as a guest this weekend, naturally we had some of those entrants dual enter. In fact, the first two finishers in Group 3 were Porsche drivers who came primarily to race with the cars in their group. Brian Lowrance from Reno in a 1969 Porsche 911 and Bob Mueller from Solana Beach in a 1985 Porsche 911 took the top two spots. Neither driver was passed and they did not have to pass anyone to take first and second overall and first and second in ITE.

Charles Laster, making only his second start in his 2004 Chevrolet Monte Carlo, finished third overall and first in GT1. Charles also did not have to pass anyone as he held the third position over the entire 13-lap race.

Joe Montana qualified fourth but found himself in 24th position by the end of the first lap. He would work his way through the field and ended up one position down in fifth.

GT2 had Bryan MacMillan piloting his flat black 1993 Ford Mustang to victory. Bryan got as high as seventh overall, but dropped a few spots when Montana and Paul Georgeson came through the pack.

AS usually has an entire corral of Spec Mustangs entered, but for this weekend, only three could be rounded up. Mikhail Butenko qualified three spots ahead of Casey Mcloed. Mcloed spun on Lap 2 and found himself down in 24th. He worked his way back up to 16th overall, seven positions behind Butenko.

Muscle Car had four entrants and the race turned out to be a battle between the two Pryor Brother. Bill was able to beat his big brother Richard by a slim margin. MC newcomer Allison Palitz finished a close third.

Tim Sullivan, David Witkowski, and Eric Fulkerson were the lone competitors in their classes. They all finished the race and took home first place hardware.

Overall, the race, which had 27 starters and nine no-shows, was uneventful, with but a couple of spins which didn't cause any agro.



#7 Sal Molinare rotating his car. He finished third on Saturday and won on Sunday in ITE



#48 Gary Ludlum is working his 2002 Pontiac Firebird real hard

RESULTS

AS

1. Mikhail Butenko
2. Casey Mcloed
3. Jeff Francis

GT1

1. Charles Laster

GT2

1. Bryan MacMillan

GT3

1. David Witkowski

ITE

1. Brian Lowrance
2. Bob Mueller
3. Sal Molinare

MC

1. Bill Pryor
2. Richard Pryor
3. Allison Palitz

SP

1. Joe Montana

T1

1. Tim Sullivan

T3

1. Eric Fulkerson



New comer #82 Allison Palitz won the Sunday MC race!



#27 Richard Pryor came in second in the hotly contested MC race on Saturday

With the two fast Porsche 911s deciding not to race on Sunday this race was ripe for picking. Additionally Charles Laster who finished third on Saturday had transmission issues and was not able to make the Sunday race.

This left Joe Montana to take on Sal Molinare for the overall victory.

Second place qualifier Molinare got the jump at the start of the race and had Montana working a little to take over the point. But on the third lap of the race, Montana exerted his horsepower advantage over Molinare and passed him under the Start Finish bridge. Montana then drove into the horizon, winning by over 19 seconds.

Don't feel sorry for Molinare as he took home first place honors in ITE beating out the Porsche of Paul Georgeson.

GT2 and AS had repeat winners on Sunday with Bryan MacMillan taking GT2 and Mikhail Butenko taking AS.

The best race of the group was the Muscle Cars. Newcomer Allison Palitz did not let the more experienced men intimidate her as she took the class win in only her second race! She led every lap. It was not as if second place MC driver Richard Pryor was not trying. He was braking late and shifting at the red line every time he passed in an effort to unseat Palitz from the lead. She did a good job keeping her cool and exploiting her car's advantage over the rest of the MC field to earn the win.

RESULTS

- AS**
 1. Mikhail Butenko
 2. Casey Mcloed
- GT2**
 1. Bryan MacMillan
- GT3**
 1. David Witkowski

- ITE**
 1. Sal Molinare
 2. Paul Georgeson
 3. Sean Van Gelder
- MC**
 1. Allison Palitz
 2. Richard Pryor
 3. Gary Ludlum

- SP**
 1. Joe Montana
- T1**
 1. Tim Sullivan
- T3**
 1. Eric Fulkerson

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Paul Marino #18 and Tom Hope #14 tangle in the corkscrew • photo by Bruce Richardson

The Pacific Formula FC series included the July 24-25 Regional at WeatherTech Raceway on its 2021 schedule. This was the fifth stop of the seven venues they will count towards their Championship. As this was part of their series, the Formula Continental entry was robust. With 14 winged, 2 liter formula cars, the field was going to be fast. Then to add an extra mix, we had a return of the Denny Renfrow and Chuck Horn show in FF. Fortunately for FF fans, the Denny and Chuck show has another actor fighting for stage presence, and that was Doug Learned Jr. in the Piper DL7. Group 4 also had the presence of Alan Dezzani in CF, the FFT series with Stewart Patterson, Eric Little, and Kinnon Marshall, plus we had Jim Lepetich and yours truly in Formula First. Lastly we had two FVs - Tom Stratton, and Wheel photog, Chris Poncin.

With no practice session, the first order of the day was Saturday Qualifying.

William Kincaid, making his 2021 Pacific Formula FC series debut, stole the pole from the series organizer, Peter West. The margin was less than 0.2 of a second, or the equivalent of one slight lift on the exit of Turn 4. FF qualifying had Horn in the top spot with Learned Jr. second and less than .002 of a second between him and Renfrow. Qualifying saw the FV ranks cut in half when Stratton had a run in with Michael Bernstein on the exit of Turn 10.

The Saturday race ran turn to form as far as the first two qualifiers are concerned. Kincaid and West ran first and second for the entire 13 laps. Further back in the FC ranks things got mixed up. Jeffrey Pietz spun in Turn 2, but was able to get his car going again. Paul Marino and Tom Hope had contact in the Corkscrew. Even though they were both able to continue, both drivers continued off the track to the paddock and retired.

The FF racers had to contend with the spinning car of Jeffrey Pietz. Horn would get through cleanly, while Paterson found the outside line to his liking making up significant ground, while Renfrow, Learned Jr., and Grafton were balked on the inside line. Moments later Learned would lose the master switch bringing an end to his shot at the front. While he did get the car to re-fire, the process took a lap putting him further down the order than his true ability would have dictated. Renfrow and Grafton got to work on taking back the position lost to Paterson ultimately getting by. In the mean time at the back, Kinnon

Marshall and Eric Little put in fliers on the start to make up for neither getting a fast lap in qualifying due to both having suffered mechanical failures. The pair overtook Alan Dezzani and then set sights on Dave Jalen. When Marshall made the move on Jalen, Little took advantage going inside in Turn 2 following Marshall through. While Marshall would make one more pass on track getting by Steve Meyer, Meyer, Little, and Jalen would spend much of the remainder of the race battling among themselves finishing in that order.

Renfrow saw Horn coming and did his best to drive a fast defensive line. With two laps to go as the two approached Turn 2, Renfrow hugged the painted line between him and the inside wall. which Horn did not do. Horn used the pit exit lane as part of the racing surface. By using that extra bit of asphalt Horn was able to take the inside line going into Turn 2 away from Renfrow and make the pass. Horn held off Renfrow for the next two laps and took the victory. The two met in Impound, with Renfrow insisting that Horn drove out of bounds to make the pass. Unfortunately for Renfrow, there is nothing in the rules that eliminates that part of the track from competition. I am sure Renfrow will store that bit of knowledge in his memory bank and will not hesitate to use it to his advantage.

Stewart Patterson won the FFT race with Eric Little and Kinnon Marshall both experiencing electrical issues.

Formula First was won by Blake Tatum, who spent the majority of his race with no one to race.

FV was won by Chris Poncin. unfortunately Poncin's only other competitor in FV, Tom Stratton, was not able make the race. Stratton and Bernstein both missed the race as a result of the contact in qualifying.

RESULTS

FC

1. William Kincaid
2. Peter West
3. Harindra De Silva

FF

1. Chuck Horn
2. Denny Renfrow
3. Steven Grafton

FFT

1. Stewart Patterson
2. Kinnon Marshall
3. Eric Little

FST

1. Blake Tatum
2. Jim Lepetich

CF

1. Alan Dezzani

FV

1. Chris Poncin



#32 Chris Poncin handling the corkscrew

Just like in baseball, the Sunday line-up for Group 4 had some shake up. FC driver, Tom Hope, who had a rough day on Saturday, changed his fortunes by snatching the pole by .232 seconds over Paul Marino. Peter West qualified fourth and Saturday's pole sitter William Kincaid was fifth. Eight drivers including five FFs didn't start the race, including Saturday's winner Chuck Horn.

The race was a mixed bag of small spurts of racing mixed in with long stints of caution flags.

When the race started Marino took the lead with Hope directly behind him. By the second lap Hope retook the lead but the caution came out for two laps. On the restart Marino got by Hope and he led until the next caution. With the abundance of cautions, Marino's car got a little finicky and lost one of the four injectors. Needless to say, he was a sitting duck, and Hope was able to storm into the lead when the green flag flew again. Hope held on to overall and FC win and Marino came across the line in second. The official results listed Marino as 25th; however, no one was able to determine why he did not get credit for finishing second.

Sunday qualifying would find FF driver Steven Grafton nearly a full second clear of the field looking poised to take an easy victory. But Doug Learned Jr., hungry after the electrical problem the day before, would have a different view in the race. Always quick Denny Renfrow would be in the mix and Stewart Paterson, experimenting with his 14th setup change of the weekend, was looking to make up time. At the drop of the green, the accordion

of the Continental field would catch out Grafton, with Learned getting a clean start and jumping into the lead. In Turn 2, the heavens opened up for Paterson, who made it three wide with two Continentals and looked poised to storm by Renfrow and Grafton. Just a bit wide at the exit and Renfrow was able to sneak by pinning Paterson to the inside for Turn 3, where Grafton took the long way around; but with better exit speed, took the position. The following lap, Renfrow would carry too much speed through Turn 3, sliding wide at the exit where Grafton would take advantage just before the first full course caution of the race. FC driver Lyn Greenhill spun off in Turn 8 in a hazardous spot, requiring the Safety Car for the hot tow. On the Restart, Turn 6 would catch out Grafton, who ran a touch wide, allowing the charging Renfrow to regain his position lost earlier. This helped Learned Jr. who was able to gain a slight margin. It also helped Paterson stay in touch and poised to make a move if the opportunity arose. Grafton would hound Renfrow with Renfrow holding off Grafton for several laps. All the maneuvering, however was playing into Learned's game plan as he pulled out a significant lead. That was, until the next Continental (Jeffrey Pietz) found itself off course in Turn 4 and in need of a tow, bringing out the second and final caution of the day. Clean up would take a while, resulting in only three more green flag laps. On the white flag lap, Renfrow would push deep into Turn 2, causing him to run wide at the exit. This would allow the closely-following Grafton to take away second on the entry to Turn 3. Paterson would also get by Renfrow to take the final podium position. It wasn't over yet.

Clear from his fight for second, Grafton chased Learned. In the end, Grafton needed at least one more lap, as Learned Jr. took a well-deserved victory. The battle for the final podium position was not yet over either, as Paterson went defensive on the entry to the final corner. Denny tried the over and under to get along side down the front straight, where Patterson held on for the final step on the podium. Dave Jalen didn't run due to a broken header.

In FST Blake Tatum retired with transmission troubles giving the class victory to Jim Lepetich.

Poncin and Dezzani had relatively uneventful races to win FV and CF respectively.



#9 Stewart Patterson won FFT both days

RESULTS

FC

- 1. Tom Hope
- 2. Paul Marino
- 3. William Kincaid

FF

- 1. Doug Learned Jr.
- 2. Steven Grafton
- 3. Denny Renfrow

FFT

- 1. Stewart Patterson
- 2. Kinnon Marshall
- 3. Eric Little

FST

- 1. Jim Lepetich
- 2. Blake Tatum

CF

- 1. Alan Dezzani

FV

- 1. Chris Poncin



Tight racing at the front in ITA

Mikhail Butenko is a fast learner. Two years ago he was the Rookie of the Year and now he is taking on the likes of Marc Hoover and Wilson Powell to win the Group 5 race overall.

Butenko was one of three SMG Mustangs that took the green flag for the Saturday Race, with the next closest SMG finishing in fifth place overall and 18 seconds behind. Mikhail took the green flag and grabbed the lead, never to share it over the 12-lap race, turning the fastest lap of 78.721 mph. Second place Marc Hoover was one of the pre-race favorites in his MX5 Hooverspeed Miata. Hoover had to get around the SMG car of Casey Mcloed for second place overall and first in STU. The pass did not happen until the fifth lap. Once by, Hoover was able to get within five seconds of Butenko at the finish, but was never in danger of taking over the lead. Third place overall and second in STU was Dominic Starkweather out of Cave Creek Arizona, in only his second time at Laguna Seca.

The ITA race as usual was an entertaining affair. Christopher LaBouff took the win but had to fight off the charge of Scott Smith who made up seven positions from the start. Smith had to get past some of the ITA heavy weights like Wa Hung, Ross Lindell, and Steve Borlik. Borlik was borrowing a car this weekend from Huang. Huang and Borlik are intense rivals on the track, but obviously will do anything for each other off the track.

ITX was won on the last lap by Novice David Covin, the first win for the teenager. John Paul Jose led the ITX race for most of the race but kept falling back as the race progressed. He started out in 12th overall and was 16th overall with two laps to go. With two laps to go he fell back to 17th, but still ahead of the second place ITX car of Covin. Then on the last lap Covin made it by Jose and took the class victory.

John Faull, Tim Sullivan, Cory Newlon, Carl Young, and Tony Kiratsous all took uncontested class victories.

The race had a large field, with 36 starters and nine no-shows.



#60 Joseph Carl had a DNF on Saturday but recovered for second on Sunday in ITX



#22 Casey Mcloed second in SMG

RESULTS

HP

1. John Faull

ITA

1. Christopher LaBouff
2. Scott Smith
3. Wa Hung

ITX

1. David Covin
2. John Paul Jose
3. Matthew Wyatt

SMG

1. Mikhail Butenko
2. Casey Mcloed
3. Jeff Francis

SS

1. Cory Newlon

SSC5

1. Timothy Sullivan

STL

1. Carl Young

STU

1. Marc Hoover
2. Dominic Starkweather
3. Wilson Powell

T4

1. Tony Kiratsous



#188 Kevin Lachance loops his S2000 Honda at turn 11

The Sunday afternoon race for Group 5 was similar to the Saturday for the top two drivers. Mikhail Butenko won wire to wire and Marc Hoover came in second, but just like on Saturday he had to earn the spot by passing Casey McLoed. The Margin of Victory was about the same as Saturday, and Butenko again turned the fastest lap.

Positions three through five had a lot more action. Casey McLoed was in the middle of it all. He qualified fourth, but was able to snatch second on the opening three laps. Hoover made it by and then McLoed had to deal with Kevin LaChance. LaChance and Wilson Powell got by McLoed on Lap six. In the space of three laps McLoed had fallen three positions. With the order, Butenko, Hoover, LaChance, Powell and McLoed, you might have thought the race would have equalized with all the cars circulating at their race pace. The problem was that Powell had not yet found his rightful position, so he got by LaChance on Lap 9. At this point McLoed figured his V8 powered Mustang should be ahead of the four cylinder Honda S2000 and re-passed him on Lap 12. McLoed had a very busy race, having started fourth, moved to second, then fell to fifth and eventually grabbed fourth overall. All of the position changes were fought for and none were due to attrition. The beauty of this entire sequence was the variety of cars involved: two Mustangs, one MX5 Miata, and one Honda S2000.

Aaron Jeansonne is new to Laguna Seca, running his first event with San Francisco Region. He lives locally, but claims Indiana as his region of record. Jeansonne came in second place during the Saturday Group 7 race and came in sixth during the Saturday Group 5 race. He did have a slight handicap on Saturday since he gridded 34th and was in 25th position on Lap 1. Sunday came around and with one day and two races under his belt at Laguna Seca he was ready to extract everything out of the car. In the Sunday version of Group 7 Jeansonne took second overall; and by the time the Group 5 race rolled around, he was ready to move up one spot on the podium. Jeansonne had a seesaw race. He started in third place in ITA and by the fourth lap made it by Scott Smith and Wa Huang for first in the class. He lead the class for four laps but then fell back two positions with Smith taking the class lead and Huang taking second place. It only took Jeansonne two laps to grab the lead again which he held until the race was over.



#26 Scott Story shows off his dirt tracking skills in turn 2

Great victory with very limited track time. ITA is a very competitive class and all victories are certainly earned!

ITX was a Taylor Vance affair. Vance did not race on Saturday, so when he showed up, it threw a wrench into the pecking order of the ITX racers. Vance was able to race with the big dogs in ITA. While second place in ITX, Joseph Carl had four other cars from different classes between him and Vance. Third in ITX was Saturday's winner, David Covin.

Tim Sullivan was the only driver in his class but moved up 12 spots from his first lap running order.

Richard Pryor and Cory Newlon were both entered in SS. Newlon had the advantage early on, taking the high road while Pryor was climbing up from the low road. Their paths crossed on Lap 6 when Pryor took the class lead. It held for two laps before Newlon re-passed on Lap 9. Three laps later, they swapped again, and both drove forward. Pryor won, finishing 20th overall and Newlon right behind.

Other class winners were John Faull in HP, Carl Young in STL, Robert Davis in T2, and Tony Kiratsous in T4. They all ran uncontested.

RESULTS

HP

1. John Faull

ITA

1. Aaron Jeansonne
2. Scott Smith
3. Wa Huang

ITX

1. Taylor Vance
2. Joseph Carl
3. David Covin

SMG

1. Mikhail Butenko
2. Casey Mcloed

SS

1. Richard Pryor
2. Cory Newlon

SSC5

1. Timothy Sullivan

STL

1. Carl Young

STU

1. Marc Hoover
2. Dominic Starkweather
3. Wilson Powell

T4

1. Tony Kiratsous



#99 Caleb Shrader was a bridesmaid both races

With 47 cars on the entry list you knew that the Spec Racer Ford race weekend was going to be thrilling. Saturday's qualifying session saw only 44 cars set a time. Some of the notable entrants not setting a time were Bill Jordan and Hank Raymond.

Steve Fogg from West Linn Oregon set the fastest lap of the first qualifying session. Fogg was 0.123 faster than Caleb Shrader. Class front-runner Mike Miserendino qualified sixth overall and was one of two drivers trying out a car fitted with the new sequential shift transmission. This meant Miserendino and Thomas Yu Lee (also with the sequential transmission) each had to be placed at the end of the results once the race was over, per the GCR. With the coming of the new transmission, a concept and system which many drivers have already chosen, there are fewer and fewer of the older generation SRFs.

Group 6 was the first race of the day. With perfect weather and a large field it was going to be a barnburner. Seventeen out-of-region drivers were joining in, eager for Runoffs points or sheer competition. Unfortunately for Fogg, he was not able to parlay his pole position into a win. In fact, he never even got to lead a lap. Local hot shoe Umberto Milletti was able to convert his fourth starting position into the lead by the time they came around for the first lap. Milletti is no stranger to leading, and he was able to hold off the advances of the thundering field for 12 laps to take the win. Caleb Shrader held second except for a couple of times during the middle of the race

where Fogg took the spot from him. Fogg would not hold the position and eventually had to settle for fourth, a disappointing finish for him, considering he started on pole. Fogg did show off his speed and set the fastest time of the race-81.368 mph. Front-runner Paul Marino gridded and ran third for three laps before retiring with mechanicals.

Milletti's Margin of Victory was a mere 0.182 seconds, which was just enough to take the win. Miserendino ended up fifth on the track with the sequential transmission. I have heard the transmission is no faster, just heavier duty and eliminates the transmission as the weak link of the car.

SRF had a good race between Neal Wiebmer and Erich Woolley. Wiebmer went from 44th overall to finish 35th overall but first in SRF. Woolley began the race in 35th and moved as high as 34th before losing out to Wiebmer on the last lap of the race. SRF had five entries, which is a far cry from what it was three years ago. SRF's never die - they just keep getting converted!

RESULTS

SRF3

1. Umberto Milletti
2. Caleb Shrader
3. Todd Harris

SRF

1. Neal Wiebmer
2. Erich Woolley
3. Kevin O Connor



Welcome back to #82 James Chartres



#20 Gregory Angus and #155 Jay Rosenthal spending a day on the beach

Scott Fogg may have been on the pole and set the fastest lap on Saturday; but when Sunday rolled around we had a new Sheriff in town. His name was Caleb Shrader and he came down from Tigard Oregon to inflict some law and order on the locals. His qualifying time was .849 seconds ahead of Umberto Milletti. Saturday's pole guy Steve Fogg was demoted down to deputy status and started fourth.

Unfortunately for Shrader, Milletti made a jail break of a start and stole the lead. From that point on, neither the Sheriff nor any of his deputies had a chance because the race was marred by yellow flags. Almost immediately the Safety Car was dispatched for the Alert in Turn 1 involving several cars. No one was hurt, but several cars were towed to Impound, in varying states of disrepair. It was quite the accident and in-car videos were interesting. A couple of cars ended up nose to nose on track, one facing counter-course. Those involved included Kevin O'Connor, Doug Stewart, and Ken Woolley. Marginally involved, as evidenced by minor body damage, were Douglas Lee, Thomas Stone - who lost his deck lid in Turn 1 next lap, and Erich Woolley.

After the restart, there was a second Safety Car after more spins and contacts. Gregory Angus and Jay Rosenthal hit coming out of the Corkscrew and into Turn 10. Angus pitted to retirement. Tanner Briggs hit the wall trying to avoid the spinning cars. And somehow during all that, Frank Valente was passing cars under yellow.

With only three laps of green flag racing it was hard for anybody to improve upon their first lap order. With but nine laps in the 25-minute race, only three of those under green flag conditions, and the race ending behind the Safety Car, it was a frustrating way to end the weekend for the 41 drivers who took the start, and there were a few upset drivers in Impound. You want a tough job - try being a Tech Steward or Scruitineer after such a race. The new

requirement for in-car videos helps adjudicate such situations, but it does take time, which delay official results.

Neal Wiebmer did not have to make up as many positions in the Sunday race as he did in the Saturday race. Wiebmer held off Dave Shade. Saturday's second place finisher Erich Woolley had to settle for fourth in SRF. Woolley made the most of three laps of green flag racing passing five cars. However with the race so short Woolley was not able to contest for the class victory against Wiebmer.



#11 Dave Shade finished second in SFR on Sunday



#4 Frank Valente coming around turn 10

RESULTS

SRF3

1. Umberto Milletti
2. Caleb Shrader
3. Paul Marino

SRF

1. Neal Wiebmer
2. Dave Shade
3. Steven Angus



#09 Garrett Humphreys racing through turn 6



#199 Luke Pfeiffer

Forty-one cars took the green flag for the Saturday Race in the Spec Miata with 39 cars classified as finishers, not a bad finishing ratio! Alexander Berg qualified on the pole for the Saturday Group 7 race. Alexander is from Calgary Alberta and recently graduated from Karts into cars. The start of the race saw Wa Huang fall back to third place after Turn 2 with Aaron Jeansonne and Berg holding down slots one and two. Since they were racing Spec Miatas, no lead or positions were set in stone; and by Turn 6, Huang got past Jeansonne when he dropped a tire on the exit of Turn 6. Huang then set his sights on Berg and was able to get past him when he put a tire off on the exit of Turn 10. Once Huang was in the lead he was able to gap the second and third place drivers as they were expending too much energy fighting amongst themselves. The win was the first overall victory for Huang, which is something

to be quite proud about considering the level of competition. The fight for second was settled when pole sitter Berg retired on Lap 5. Third place in the overall finish was Cole Gibson; but Cole was the first person running in SM and he took home the class victory, his first one all year. Second in SM was Clayton Cavell. Joe Kou set the fastest lap of the race but ended up in 36th overall when he spun off in Turn 8 and retired on lap 10.

Matthew Wyatt won the SSM Miata class, finishing 16th overall. Wyatt moved up two positions from where he started, mainly due to attrition in front of him. The closest SSM car was Mark Means who finished five positions further back.

Missing from this race but on the entry sheet were Tommy McCarthy, Rob Fuller, Tim Weaver, Jim Hull, Roland Kamber and Jayceton Lapid.



#02 Suzanne Cobos

RESULTS

SSM

1. Matthew Wyatt
2. Mark Means
3. Aaron Garfinkel

SMT

1. Wa Huang
2. Aaron Jeansonne
3. David Mcananey

SM

1. Cole Gibson
2. Clayton Cavell
3. Luke Pfeiffer



#14 Alan Gjedsted spins at turn 6 while #11 Tim Wright avoids him

For the Sunday Race Tim Weaver was in attendance. By him being there we saw a change in the order at the top. Tim runs in SM, which uses the tires that the SCCA national rules require. These tires are theoretically faster than the tires the SMT cars run. However with the level of development on the SMT cars, they are often times the fastest class. For Sunday's race Weaver showed everyone that the SM tire was a little quicker. He out-qualified Aaron Jeansonne, who was running in SMT, by .678 seconds. So the difference between the two classes is very minimal.

In hindsight, the key to winning the race was the first turn. As it turned out the leader into the first real turn, Turn 2, was going to have several laps of caution to figure out a way to keep everyone behind him.

Turn 4 was busy. First there was an Alert - Scott Story and Dan Pruzan hit. Story continued, pitted and retired. Meanwhile, Pruzan was beached in an impact zone requiring a hot tow. Cue the Safety Car. It wasn't an easy tow, so there were four laps behind Janey Smith, who was getting in her laps.

When the full course caution was lifted, Weaver was keep his lead, which he never had relinquished. Weaver led wire to wire and beat the second place car of Aaron Jeansonne by 1.208 seconds, which is a lot for the Miatas. Second place finisher Aaron Jeansonne has nothing to be ashamed of, especially since it meant the class victory in SMT. Jeansonne would go on and compete in Group 5 later, where he collected his second victory of the day.

Clayton Cavell was sitting fourth during the caution period; but once the race restarted, he was able to pass Wa Huang, who got a bad restart. Cavell took the SM victory and turned the fastest race lap of 75.115 mph. Huang also lost a spot to Joe Kou on the restart, but with three laps remaining, he got around Kou and finished fourth, second in class.

Cole Gibson, who won the Saturday SM, race did not fair as well on Sunday. He finished sixth overall and third in SM.

Joe Kou had a quiet weekend. Joe is usually slipping and sliding in the front of SMT pack, but because of the extended caution he did not have enough green flag racing to do so.

Mark Means returned to the winners circle on Sunday in the SSM class. Means was down in 18th place during the caution period, with the SSM class leader Aaron Garfinkel three spots ahead in 15th, it all changed for Garfinkel when he lost three positions and fell back to 19th spot. By this time, Means was one car behind Garfinkel and was more than ready to take the lead. Garfinkel was able to retain second in class, so points wise it was not a total loss. Matthew Wyatt was second in SSM during the caution, but one flag after taking the green for the second time he fell back four spots and had to claw his way back to finish third in the class.



#0 Peter Phung



ECrew rescuing beached #4 SMT Group 7 Race Two

RESULTS

SSM

1. Mark Means
2. Aaron Garfinkel
3. Matthew Wyatt

SMT

1. Aaron Jeansonne
2. Wa Huang
4. Joe Kou

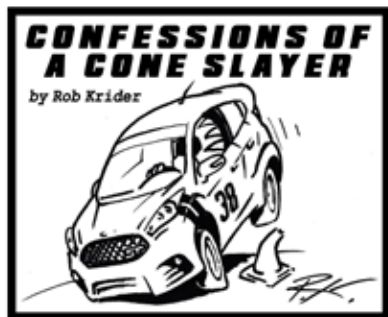
SM

1. Time Weaver
2. Clayton Cavell
3. Cole Gibson

It was a long and busy weekend for all involved, especially the small but hardy band of dedicated SFR Workers. Next up for most of them are the two weekends of Reunion racing, and then all crews on deck for the last Laguna club race of the season - Regional Races 13 & 14.

Confessions of a Cone Slayer

By Rob Krider



Umbrella Policy

Life is all about choices. Coke or Pepsi? Ford or Chevy? Beatles or The Stones? In most situations these types of choices are personal preferences and are usually harmless (unless you have Type 2 diabetes in which both Coke and Pepsi are clearly the wrong choice).

Now, there are other choices in life that aren't just preferences. These choices can make very big differences in a person's life. For instance, should I race cars? Should I swim with sharks? Should I get married? Each of these choices come with extreme risks, although for the record, a shark never garnished anyone's wages for child support.

A couple of years ago I found myself making one of these tough risky choices. I needed to decide if I should buy a sports car or save money for my kid's college fund. I chose to buy a Corvette. Not surprisingly my wife, whom I love, didn't agree with my choice. She thought the Corvette made me seem old. I told her, "Having a kid in college makes you old."

One day I was standing in my driveway happily washing the shiny Corvette when my wife decided to make a surprising declaration. She said, "If I ever caught you driving this car around town with some young harlot in the right front seat, I would sell your car for a dollar and have an affair with the guy who buys it."

Message received! I clearly understood what she was saying. And I believed her, so much so I considered unbolting the right front seat, removing it from the car altogether and leaving it in the garage (of course this modification would move me out of SCCA's Super Street class). The reality is my wife really had nothing to worry about. I didn't buy a Corvette to meet women. I bought a Corvette because it's fast. The funny thing about the car was that I never had a single woman give the Corvette a second glance. Conversely pizza delivery boys and male fast foot drive-thru workers between the ages of 16 to 24, I could get their phone numbers on a daily basis. They loved the Z06 Corvette.

I didn't buy the car to look old or feel young or to meet teenage boys who work in the fast food industry. I bought the car because it came with 505 horsepower which made me feel alive every time I stomped on the gas pedal instantly smashing my brain into the back of my skull. The car was amazingly fast. Feloniously fast in fact. In order to enjoy the full potential of the car in a legal and ethical manner I decided to take it to an autocross and race it with the SCCA.

I eventually entered a racing series which was a reality TV show called Optima's Search for the Ultimate Street Car. The rules were you had to have a fast street car and you had to be dumb enough to race it on the track. I possessed both of those things. Driving the car on the show like a complete imbecile (tires smoking, always sliding sideways) allowed me to win the first episode of the season and landed me an invitation to the season finale in Las Vegas. I was super excited. My wife was not as excited. But she let me go anyway, reiterating our little arraignment regarding front passengers. "Remember what I said... a dollar."

"Yes, Dear."

Vegas was a blast and the racing was great but it did come with some complications for me, namely, something called "the umbrella girls." Optima had hired scantily clad fashion models to walk around with umbrellas and provide shade for the racing drivers as they sat in their cars between track sessions. This would all be filmed for the reality TV show. Now, I know that my wife would rather spend an hour in a dentist chair before she watched ten seconds of a reality TV show about cars (even if I was in it), but I wasn't going to take the risk of my bride seeing video of me sitting in my Corvette making small talk with a model in a skimpy dress. Even if it was 115 degrees in Las Vegas and I could really use the shade from the umbrella. Mrs. Krider would definitely not approve. I know what she would say if she was there, "You can die of dehydration before you get shade from one of those women."

"Yes, Dear."

I came up with a policy; you could say it was an umbrella policy. The plan was to stay as far away from the umbrella girls as possible. I didn't need that kind of trouble at my house. The problem was the Corvette was so fast I set the pole position for my run group. That meant my car sat at the front of the line of racecars, and that "number one" position came complete with not just one, but two, umbrella girls, and four reality TV cameras. Not good.

My plan was to have absolutely no contact. I just kept my helmet on, face shield down, and didn't say anything. All I wanted to do was race my car and get out of Vegas without wrecking the Corvette (especially since the bank technically owned the car and insurance doesn't apply at race tracks). I also didn't want to wreck my marriage. Nobody needs their wages garnished.

Suddenly I heard the umbrella girl near my driver's door say, "Nice Corvette. I like your helmet. It looks like you do this sort of thing a lot. I'm picking you to win."

Uh oh. My umbrella policy was being tested. I didn't want to be rude. But I didn't want to start a conversation I would have to explain to my wife later. So I decided to do the only thing in my power to separate myself from the umbrella girl: When the green flag dropped, I dumped the clutch, slammed on the gas pedal, and started spinning the rear tires. This created a huge smoke screen that segregated me from the girl with umbrella. Within seconds she was engulfed in smoke and covered in tire rubber. For the rest of the race weekend she never came near me again. Problem solved.

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





Here we are and its almost September! By the time you get this edition, we will have finished our last Laguna Seca race of the year. The last race of the year will be back at Thunderhill Halloween weekend, where we will race again on the 5 mile track to end the year. But road racing isn't all we do. We have the IMSA and Indy Car events coming up in September as well. These are fun events that we support with our volunteer race officials. We are

looking a bit short this year. If anyone wants to assist, come on out. Remember that Drivers who volunteer can earn draft cards for test days or discounts for regional races. You also get a pass for yourself and one other person. It is a lot of fun and you get to see some really nice cars. Come on out and have some fun!

Our Rally Cross and Solo folks also have been having a great year. The Rally Cross folks have been utilizing Thunderhill for their events and it is working out very well. The Sacramento Chapter of Solo has also been using Thunderhill for their events. This has been working out very well. I believe they will be at Thunderhill when Road Racing has the last October race (as last year). San Francisco Solo is just working out of Crows Landing, but they are also doing well. With all the protocols we had last year pretty much being lifted, all of the SFR programs are seeing increased participation. This is good to see!

On the Road race side, I am happy to announce that Jeff Olinger has stepped up and is now Chief of the E Crew. Jeff was the Chief pre

Covid, but now has returned. It is nice to see him back. Thanks Jeff!

We are also looking for people to learn the timing and scoring specialty. This is one of the hardest to learn, as we deal with our Orbits scoring system and our private network. Bill Skibbe and Janet Harhay joined us from TX and FL for the Historic races the past couple of weeks. Bill offered to assist in training folks in timing and scoring. Bill is one of the best out there and we were lucky he was available. He also does timing at the Runoffs. (which are coming up very soon) Remember, when in timing and scoring, you can enjoy air conditioning!

It is also the time of year for nominations for the BoD. Look to the next few events for folks looking for signatures on their petitions to qualify for the election. The folks on the Board really put a lot of time and effort in to ensure the Region will be here for the long term. I want to thank everyone on the Board and those that assist them for all the volunteer hours they put in.

We also rescheduled the Annual Awards Banquet. It will now be on December 4th at the Double Tree in Pleasanton. It will be nice to have everyone together again in person!

Thanks to everyone in the Club for all you do! See you at the track!

Tim

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 - b. Delete any cars you no longer own.
7. Be sure the information for your car is correct, especially the transponder number! If you have more than one transponder, separate them by a comma (,) NO spaces. Only two transponders are allowed.
8. You don't have to fill out every item.
9. Add a section to check your driver information especially: your legal name - no nicknames, it's a legal document; member number, region of record, and expiration date of membership
10. NO quotes or commas, anywhere.

10. The things you do need for SCCA racing are:

- a. Make
- b. Model
- c. Color
- d. Preferred numbers
- e. Sponsor (optional)
- f. Transponder # Only two are allowed.

If these items are correct, you should not have any problems when you go racing due to lack of times, call to impound, etc.



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Sacramento Round 9

By Davey Drouin

Well when you have a good thing going you don't stop it. Again the Sac Chapter SCCA tackled the autocross pad at Thunderhill. Another great event and another great day of racing. There were 71 drivers that raced and 71 people that had a great time.

Starting at the top, Super Street had eight drivers in cars that little boys dream about one day owning. David Borden took third place with a run of 40.467 in the family Porsche GT3. Second place went to Brian Jacobson in a Corvette with a 40.256. Champion for the day was Monty Pack sponsored by Animus Wine Napa Valley in a Porsche GT3 with a run of 39.028. In the ladies class, Susan Fontaine beat out Mary Borden with a run of 41.215 for the win.

A Street with a 100% Corvette showing had 6 drivers show up. Third place went to Rory Marin in a silver Corvette with a 41.385. Robert Foster in an orange Corvette crossed the lights with a 41.274. Winner for the day was Michael Lella sponsored by Beneath a Scarlet Sky, a novel, with a pass of 41.222.



Paul in his WRX

B Street had two familiar names participating - Doug Hubbard and Tony Monoogan, each in very different cars: Doug sporting the familiar red Corvette, and Tony in a Ford Focus RS. Doug was able to best Tony for the win with a 42.886.

D Street had Eric Martin sponsored by America's Tire- Antelope taking the win again with a 42.688. Second place went to Joe Van Sickle with a 48.684.

F Street which used to be dubbed the pony car class had three BMWs and one lone Mustang. Third place went to Mike Agraan in a BMW M3 with a 45.037. Second place went to Gary Fazekas in a Ford Mustang with a 44.231. Champion for the day was Rafa Soto in a BMW M3 with a 43.737.

G Street had Chris Estrada topping the scorecard in his Ford Focus St with a 43.432. Second place went to Derek Tin in a BMW 330Ci with a 48.513. Third place went to George Tin with a 49.153.

H Street had Lee Roy Moss coming in second place with a 50.806. Winner for the day was Zachary Fleckner in an Acura Integra with a 48.804.

What do a Miata, Celica, and a Fiat 500 all have in common? They all ran in STS, which is quite an interesting make up of cars. They also end in that order as well. Emily Harcharik in her Fiat 500 took third for the day with a 54.443. Mitch Nelson in a Toyota Celica came in second with a 46.171. Winner for the day was Michael Gleaton sponsored by Haag Performance in a Mazda Miata with a 42.976.

STR had a crop of Miatas and one Z3. Third place

went to Kevin Quach in a Miata with a 43.273. Second place went to Nigel Mott in the one lone Z3 with a 43.070. First place went to Karl Engrlking with a run of 42.040 in a Miata.



Penny missing cones.

STU had a pretty healthy turn out with eight drivers total. Third place went to the politically-connected Paul Tibbals, sponsored by R'Lyeh City Council, with a 42.024. Second place went to Steve McLaughlin. Steve broke the lights with a pass of 41.934. Winner for the day was Hal Dorton sponsored by M Service Garage in Vallejo with a run of 41.029.

Street Touring H was won by Narayan Hammari with a run of 43.485. Second place went to Michael Krall with a 46.854.

CAM Classic third place went to Bret Nelsen in a Mustang with a 47.376. Second place went to Andrew Barrious in a GTO with a 43.747. First place and champion was Steve Howe with a 42.885 in a GTO.

CAM S which is another Corvette class had four Vettes show up and running for the money. Third place went to Ken Yeo. Second place went to Bryan Stewart. The top spot was snatched by Mark Heinrich with a 40.017.

SSM and three all-blue Corvettes had Patricia Berlant in third place. Nate Berlant took second and the winner was Tom Nivison with a run of 41.379.

Weston Tanton CS, Vernon Head ES, Eric Williams FSP, Robert Tyler CAMT, Carl Garf XP, Josh Garcia DP, Bob Weisickle EM, Douglas Hargrove FM, Penny Hubbard BSL, Donora Wichmann FSPL, Rachele Tyler CAMTL, and Korynne Smith XPL all ran unopposed and won their respected classes. Thank goodness.

The PAX winner for the day was Monty Pack and top time of the day went to Mr. Bob Weisickle. Honorable mention is Doug Hargrove was only 0.4 seconds behind Mr. Bob. I say that because Mr. Bob is like the Yankees with the top time of the day thing. At this point, most just expect him to get it and when he doesn't, most are surprised. Don't ask me, look at his car. Mr. Bob has also had his fair share of practice behind the wheel.

The next event will be August 28th and 29th at Thunderhill.

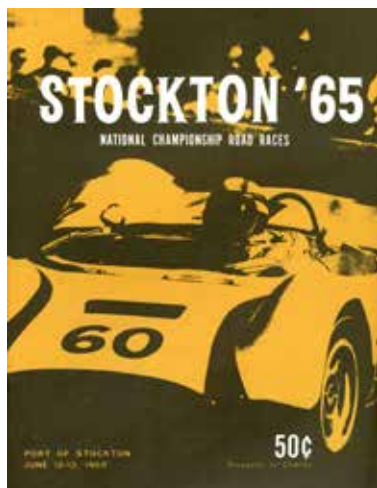


Robert in his Chevy truck taking a corner.

NOTES from the ARCHIVE -

1965 Port of Stockton Road Races

By Gary Horstkorta and Stan Baldwin



This month's column was contributed by former SF Region Member and racer, Stan Baldwin, who initially contacted the archive for information about the 1965 Port of Stockton road race, an event attended as a spectator. With fond memories of the race, he said, "I would like to write a short account of the experience for friends and family." I asked if he would be willing to share his memory of the experience with readers of The Wheel and he agreed. Thank you Stan for the memory of what attending a

race was like back in the day. Enjoy.

A close friend's father was a Ford man. Every ten years he bought two brand-new Fords, a sedan and a wagon. In 1955 they both were blue. In 1965 he branched out and bought two Mercurys, both metallic green. Some months before the scheduled automotive replacement ritual, the 1955 station wagon was t-boned by a lady who didn't notice she had a stop sign. That added some urgency to the transaction and permitted me to buy a set of wheels commiserate with my feeble finances.

For fifty bucks I acquired a reasonably clean and functional means of transport. It only had one dent, dead center on the B pillar, about four feet by six feet. It was this 292 cubic inch Y block powered sled that took our group of speed enthusiasts to Fremont Drag Strip, up the coast to the Rose Festival in Portland, down to Smokers in Bakersfield and to many other events featuring oil, gasoline, tires and speed.

Just released (ejected?) from high school, we spent most waking hours in, under or around cars. Our technical skills were still developing but we could find our way around a European inline four, a Dodge wedge head or a Chevy small block. Drag racing was great fun however going around corners quickly was even more entertaining. When the fourteenth annual Port of Stockton Road Races were scheduled for the second week in June, 1965 we agreed to load up the dented Ford wagon and make our way from Palo Alto to port on the Delta.

Saturday the 12th, we noted, was filled with practice sessions for the regional and national licensed drivers. Since our finances would be stretched just to pay for gasoline for the 160 mile round trip, we planned to leave with the morning light on Sunday and find someplace to park that did not require paying admission.

The roads of the Port were filled with cars, trailers and people getting organized when we drove down W Washington Street looking for a spot to plant ourselves for the day. We were early enough that no one challenged us and we finally found a spot off Port Road 5 that gave a view of a track section that ran past a series of aging warehouses across the strip of water. We set up camp where we could see the cars make the hard right turn on to the short straight, presuming some drivers would see the spot as an opportunity to over-take.

The remainder of the supposedly 1.9 mile, 12 turn course was out of our sight. The "... excellent spectator viewing areas including a grassy,

tree-shaded park..." reported elsewhere were mere rumors to us, all we could do was enjoy the mechanical howls that bounced off the buildings when our section of the track was empty. As we waited for the first race of the day at 9:30 am (Regional Production cars classes E, F, G & H, + H modified) others with similar financial resources (none) pulled their cars, trucks and homemade RVs onto the strip of dirt around us. Soon it was clear that we couldn't get a decent view lounging on the front fenders of the Ford.

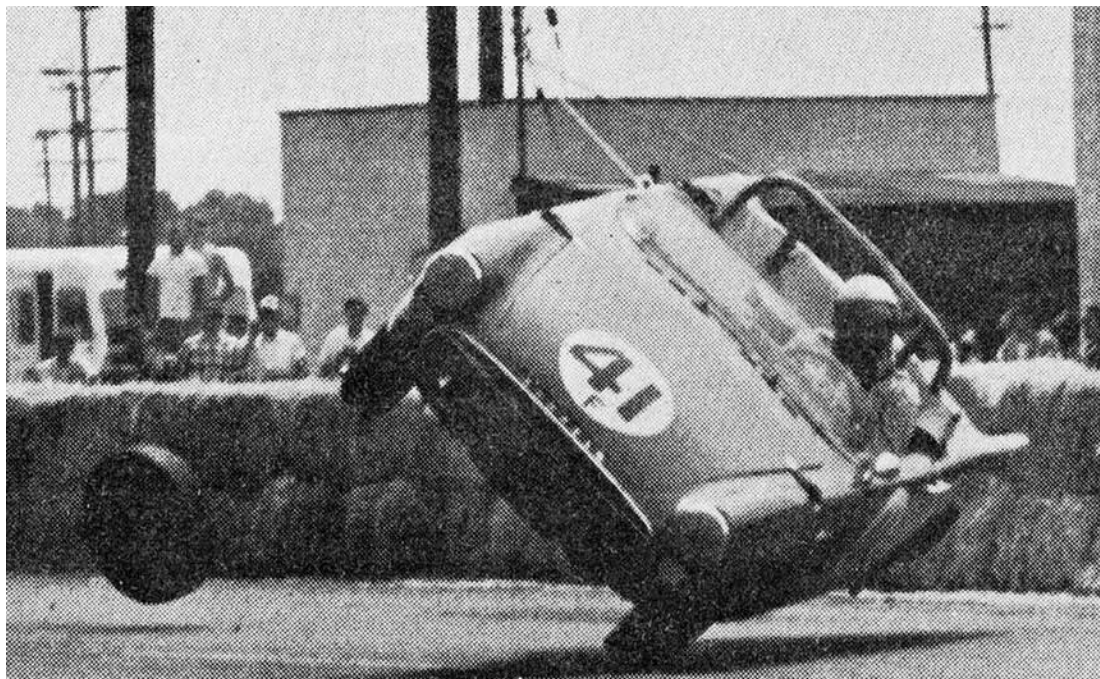
Gerry, Frank, Don, Paul and I eyed the long roof of the wagon. There were no runners or other supporting structures visible, but it was five feet off the ground... We all hopped up, instantly collapsing the roof inward like a gas can that was cooled rapidly after sitting in the sun all day. Once the roof was fully dished it did keep our food and drinks from rolling off on the ground. Our immediate neighbors let us know they found our pragmatism amusing. We felt no compulsion to respond, none of their vehicles would suffer a measureable decline in value if the same condition had been inflicted on them.

One of our wealthier fellow spectators allowed us to peruse the schedule. In the process we noticed names that we knew, all minor celebrities in our eyes. Norm Hart was entered in an H production Sprite. Norm and Cal Dyno in San Carlos, California grew to larger-than-life status in the decades that followed. Norm did not make the podium this day, the redoubtable (and also headed for future fame) Lee Mueller piloted his Sprite to a Stockton win.



Drivers give the Ready sign to the starter

NOTES from the ARCHIVE *continued*



Roger Eandi loses a wheel

The big bore guys always get a disproportionate amount of attention at any race and we looked forward to Race 2, a regional gathering with everything from Cobras to Mini Coopers sharing the track.

Production car classes A, B, C, D, modified cars in classes C & D, plus sedans and GT cars: in total, 23 folks from the San Francisco Region mixed it up.

The Mustang, the Corvettes and the Cobra also had to deal with Roy Murray's C Modified Buick-powered Sprite. The bright red British two-seater squirted out onto the straight with delightful aggression but Bob Brown's Cobra finished first with Carter's Mustang leading Rescino's Corvette over the line for second and third.

Another name on the entry list caught my attention, Dave McCartney. Dave was rumored to have imported the first Cooper S into the US from Canada. He loved to demonstrate the tiny car's cornering ability

by approaching some wide open residential intersection at 40 mph, his passenger strapped in and holding the grab bars with white knuckles, and simply turning the wheel 90 degrees while feeding throttle. More than a few of his passengers refused to ever ride with him again.

He didn't show up in the results at Stockton but went on to race at Candlestick and Laguna Seca later in 1965 and suffered a DNF at Riverside in 1966. He ran a Mini Cooper parts retail store for a number of years.

The National hot shoes were scheduled for Race 4 just after lunch. Ford's new 289 V8 was about 30 pounds

lighter than a Chevy 283, produced essentially same the horsepower in similar configurations, and produced a glorious exhaust note. Shelby was just beginning his long and drama-laced relationship with the Ford family so we were anticipating Jerry Titus in No 35 GT350 Mustang to show how it was done.

Others expected to be in the hunt were Bart Martin's Brabham which became a BT8 with a 4.7 litre Ford (289ci) fitted in place of the usual Climax four banger, Paul Reinhart's potent Chevy small block powered Genie (set fastest qualifying lap) and a McLaren/Elva driven by Ralph Wood, with an Elva/BMW/Nerus SOHC engine sitting where a Traco 4.5 litre Olds aluminum V8 would frequently

reside in subsequent versions.

The factory supported Sunbeam Tiger of Jim Adams was in the mix from the start. When the GT350 came out from behind the buildings and blasted down the short straight in front of us it was a delight to see the little Tiger clawing at his back wheels. What our ad-hoc cheering section lacked in quality we made up for in sheer noise and enthusiasm.

Though we didn't know immediately, even an early spin by Don Wester in his Porsche 904 couldn't stop him from coming through the field. Titus suffered cooling problems with the Mustang, a water pump we heard, and faded. Ernie Kesling's Cobra was holding on to second behind the 904 until the last lap where the crowd pleasing (our crowd at least) Ford powered Sunbeam eased by on the last lap to take



Eventual winner Steve Froines trails Ed Barker



Wester chases Jerry Titus and Jim Adams an eventually won

second overall.

Two other names driving small bore machines were familiar to us. Stephen Griswold pushed an E production Alfa around the track in Race 3. We came to know him as the purveyor of Fiat/Alfa and Ferrari parts from Berkeley, California, S. Whitney Griswold and Co. His family had a thing for initials. His father was typically referred to as FT (Frank) Griswold and won the first races at Watkins Glen (1948) in a 2.9 liter pre-war Alfa Romeo coupe. It was rumored Stephen dropped out of UC Berkeley to indulge his genetic lust for speed. Apparently a wise decision, as what became the Griswold Company went on to earn world-wide automotive fame.

Bill Burnett joined a hoard of ten other machines in Race 5's collection of G Modified entrants. I don't remember how Bill's green Lotus XI did that day but the fact that Burnett British Automotive is still turning wrenches in Mountain View more than 55 years later speaks to dedication and competence.

Bill had two sons and a story from the early years when the shop was on El Camino Real in Palo Alto claims they found themselves in possession of a defunct Mark II Sprite and a '55 Chevrolet sedan at the same fortuitous (?) time. The Chevy had a running 265ci V8, two barrel, coupled up with the ubiquitous PowerGlide automatic.

Using the very simplest methods they could come up with, the V8, complete with transmission and modified driveshaft, was shoved into the Sprite engine bay. The Chevy radiator stuck down in front of the Sprite steering gear so a layer of rattle-can blue helped it blend in, the only concession to esthetics. The tires and brakes were stock British-Leyland so an extra 200+ pounds over the front axle proved

challenging. The first time the car was started and put in gear the driver (Bill Jr.) looked around wondering why it didn't move. It wasn't until the cloud of tire smoke drifted by him that he lifted his foot off the throttle in surprise.

Even without a view of the full track, access to the pits or the chance to talk to the drivers, we all agreed The 1965 Port of Stockton Road Race had been a huge success. As our fellow fans in the cheap seats began to pack up for the trip home

we flipped the rear wagon seats down and crawled into the back of the Ford. With three of us kicking, it took only moments to put the roof back in its preferred convex configuration.

We pulled out of Stockton and motored west, into the setting sun, the delicious sound of open exhaust 289 V8s embedded in our memories.



Bob Doctor and Chuck Tatum take an off road excursion

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The rest of the team remains intact with David Vodden-CEO, Terry Taylor, the Chief Financial Officer, Bob Maybell the McGiver of all the equipment and the asphalt, Schuyler Van Buskirk the event scheduler, Lee Noll the master-crafter of the buildings and special building projects; Jim Thompson the food service specialist, and track experts Sean Randall and Bryan Tharp.

Next on the list on site here is the new retail store that will replace the dilapidated old store that once was the track office back in the day. Can you imagine Don

Lots of news in the news at Thunderhill these days starting with the new bathroom in the north paddock on the three-mile track. This facility will replace the former aluminum trailer-bathroom that served that end of the paddock for years and will offer additional showers and such for those who take advantage of this new addition. Two bathrooms and two showers with generic access will hopefully be available for the big club final at the end of October. Please know that the bathroom was a very-expensive proposition due to the difficulties of getting the septic end of the bathroom approved and installed.

Also, in the news is the addition of three new people on the staff of Thunderhill starting with a new General Manager, Rick Cameron. Rick has a diverse resume with racetrack management and promotion at the Madera Speedway along with a professional background in communications and business development in the big world. He replaces Shannon Ell who left us to move to Branson, Missouri. As General Manager his primary tasks involve running the business at the team-management level seeing to customer relations, task identification and completion along with cost efficiencies including time management. He has jumped in with both feet and seems pleased to be on the team here at Thunderhill. Rick is a single fellow with a Trans Am car that he has raced and hopes to race again with the SCCA or NASA. He is looking for a home in Willows and promises to be a long-term addition to the mission of Thunderhill Park. He reports to the CEO [me] and oversees the rest of the team on a daily basis.

Jeremy Callen is the newest Event Manager at the track. He too has a limited background in the sport dealing with the racing that goes on at nearby Orland Fairgrounds Speedway. His real expertise has to do with inventory management, telecommunications, and leadership training. He was on the graveyard shift before joining Anthony McHugh in the event management team. Anthony and Jeremy now split the tasks of making sure that our clients all have what they expect and need when they arrive, and leave with a smile and a strong desire to return to the track. Jeremy is married and lives in Orland. He seems happy to be off the graveyard shift and ready to make things better each new day in the life of the track.

Wixel, Terry Taylor, Coleen Worthington, Ray Mudd, Bob Maybell and others working in that 900 square feet of office space? We did it! The store will be located next to the Thunderhill Grill where customers can cross over and shop for merchandise, candy and snacks as they order their delicious cooked-to-order food from Jim and his crew of Stacy, Francisco, Seth and others. This team does yeoman work for the 25 Hours of Thunderhill providing all day and night food as well as catering to the big teams that have figured out that it is a lot better to have us do their team food than to add it all to their efforts to win the race.

It is not too early to consider Thunderhill Park merchandise as a source for unique gifts for your racing family and friends. We have an exceptional inventory of high-quality merchandise that is the perfect Christmas gift for that person in your life who has everything and is a racer or car or motorcycle crazy. Call us now and we can even do special order items like team shirts, jackets or hats and a one-off dress shirt for that special person in your life. You can even buy test day gift certificates or Teen Car Control gift certificates for the young driver in your family. Think about it, unique Thunderhill Park merchandise as gifts or another trip to Wal Mart?

Finally we will be offering a special opportunity to all who test at Thunderhill Park for the season finale in October where one or two lucky winners will win the full price of their test day back in fuel, merchandise or cash simply by donating to the Thunderhill Park Foundation.

All testers who donate \$20 or more to the Foundation will be entered into a drawing where one or two lucky winners will be selected to receive the choice among the prize offerings. Plan now to test on Thursday, October 28th before the season final and donate so you might win as much as \$395 dollars back in prizes or cash. You will be helping the Thunderhill Foundation that supports the Teen Car Clinic program and conducts other outreach right here in the community that is the home of your beloved racetrack, Thunderhill Park!

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mikeski38@hotmail.com

ACCELRACTEK LLC

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

PORTER RACING

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

A+ RACING

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

AUTO SPA RACING SERVICE

707 938-8727
auto-spa.com

DIG Motorsports

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

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Vacaville
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dietschwerks.com

rob@lotusraceshop.com

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

TED ARKEN

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

Miatas for Rent

Lilbit Racing
Jim Hull
Lilbit Racing61@gmail.com

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

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

OPEN WHEEL AND SPORTS RACERS



HAYABUSA CSR – SCCA log book #33-1591 dates to 3/28/87 conversion to DSR in SF region. Only 6 logbook entries, mainly Solo 1. Titan FF #759015. Weight 880 pounds. Low mileage engine from brand new wrecked bike with 100 miles. Very little run time. Serial #T708-116385. Quaife TPE. 3 sets wheels/tires. Body by Larry Olivo. Reason for selling: doc won't sign medical. \$15,000. Car in Winnipeg. 204-654-3096. < ron.lyseng@producer.com >



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, lvey 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. Continuous-
ly 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@atarchitctcs.com.



Royale RP 18A Formula Supervee, 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 Transpon-
der, Thermal coated headers, PBS Quick
Jack, MSR Alignment Bars. SPARES: Nose,
Uprights, Hubs, LCAs, Steering Arms & Box,
Spare Half Shafts, & much more
\$35,000 415-298-3917 1803



Super competitive SRF Gen 2. Top 10 in
Runoffs past 2 years. Fresh national motor+
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have one race session. Re-built transmission
last year. \$15,500. Open trailer available for
\$1000. Call/text Dan @ 443.742.7702



2010 formula enterprise race car in great
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Several podium finishes SF regional races.
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\$19,000 (415) 317-1860

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Ready To Go!
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\$125,000
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1973 Nissan 240Z "E" Production, Rebello
L-24, Fiberglass front & rear quarter panels,
Twin Disc clutch, 240SX front brakes,
Wilwood rear brakes, Kirkey seat, 4.11 rear
gears, 4 speed, Porsche rear axles and CV
joints and lots more. Ready to race. Contact
Dale for more details and photos. Cell: 928-
302-9000 or cobrাদale@gmail.com. \$35,000.
OBO



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

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



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

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

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 Bilstien 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



1991 Oldsmobile Sunoco Winston Cup Car Race Winner at Watkins Glen with Terry La Bonte
Set up for road racing-Used as a track day car
This is an amazing piece of history and will not disappoint.
\$40,000 obo Contact Justin - 530-368-0306



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



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



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

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'88 Chevrolet Corvette Coupe w. small trailer
L98 motor w. built 700R Trans
385HP - 425Ft.llbs. Torque
Borla Exhaust
New engine parts
New Radiator & Heater Core
New Air Conditioning
New Toyo Proxies R888R tires
Too much to list!
112,000 miles
\$15,000
707-483-4531 or
kevin37@pacbell.net for more info & photos

TRAILER/TOW



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



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15 Gallon 17.75 x 24 x 10
\$450
Don 415-297-5194



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Contact Bill at whbooth@gmail.com

Panasport Wheels - full set of 4
13"x 7 " - 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

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 tdvodden@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. lzy 650.279.7252 or izysanchez78@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. Only a few days remaining through September. Call 530-934-5588 Ext. 101 and get started in the fun and profitable business of putting on your very own track days.



Need space for car test and tune? Rent a Skid Pad at Thunderhill: The skid pads at Thunderhill are available for Vehicle Development, Drifting, Car Control, Autocross and more! Just tell us your idea, and we'll help you make it happen! Small Skid Pad Rental Fees: (Size 540 x 310) \$800 per day for up to 4 vehicles. Additional vehicles are \$100 each. Maximum 20 Cars = \$2400. Big Skid Pad Rental Fees: (Size 662 x 363) \$1300 - 1 to 4 vehicles \$1800 - 5-10 vehicles \$2500 - 11 to 25 vehicles 26 + Cars, call for a quote: 530-934-5588 Ext. 103



DRIVING CLASSES

TEEN CAR CONTROL CLINICS- Life saving experience for your teen age drivers – July 18, August 15, November 27, December 19. \$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

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

RACE CAR RENTALS

Miatas for Rent
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Jim Hull
LilbitRacing61@gmail.com

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

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



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

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

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

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JOBS

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

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

Plan now to attend the SFR Season Finale at Thunderhill Park on October 25-27. Double points all races.
 Test Day October 24; Sign up for testing at <https://www.motorsportreg.com/events/3-mile-open-test-race-prepared-cars-on...>

"Book 2021 TRACK DAYS AT THUNDERHILL PARK NOW. Call 530-934-5588 Ext 103 to get first choice of the best dates.

Delta Veterans Group (www.deltavet-eransgroup.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

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Dedicated to Saving Young Lives

Friends of Thunderhill Foundation is a 501 C-3 charitable/tax-deductible foundation whose mission is to invest in teen driving safety, improved automotive safety, industry education and community outreach primarily through presenting Teen Car Control Clinics that give students real-world, hands-on experience behind the wheel of their own cars.
 As a motorsports enthusiast, if you engage in making charitable donations to non-profit programs that matter to you, what better program to support than Friends of Thunderhill, dedicated to improving young driver safety. The Foundation's only expenditures have been for the Teen Car Control Clinics.
 You can easily make a donation to Thunderhill Properties Foundation by mailing a check to PO Box 966, Willows, CA. 95988; or going to the donation website: <https://www.friendsofthunderhill.org/take-action> Donations can be in any amount; \$129 funds one scholarship.

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 Huntting pressnoop@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 Huntting for details pressnoop@aol.com

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WANTED

The Delta Veterans Group (www.deltavet-eransgroup.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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The wheel

AUGUST 2021

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