



The wheel[®]



VOL. 62 | FEBRUARY 2021 The official publication of the San Francisco Region of the Sports Car Club Of America



Autocross vs Rallycross
p. 7

2020 Honors & Awards
p. 16

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Carver - Stockton TR250 1962

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

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POSTMASTER, Please send address changes to:

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

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 shall not be published.

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

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

CALENDAR

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

2021 FRESNO CHAPTER SOLO SCHEDULE

Event 2 - **Feb 20**

Event 3 - **Feb 21**

Event 4 - **March 27**

Event 5 - **March 28**

Event 6 - **May 1**

Event 7 - **May 2**

Event 8 - **June 19**

Event 9 - **Aug 21**

Event 10 - **TBD Oct****

Event 11 - **Nov 13**

Event 12 - **Nov 14**

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

All events held at Fresno Fairgrounds except October

**Buttonwillow Kart Track
www.FresnoSCCA.com

SAN FRANCISCO REGION'S 2021 SOLO II CHAMPIONSHIP SCHEDULE

Rounds 1,2 - **Feb 20 - 21**

Rounds 3, 4 - **Mar 20 - 21**

SCCA Pro Solo - **Apr 16 - 18**

SCCA National Tour (Round 5) -
Apr 30 - May 2

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

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

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

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

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

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

RENO REGION SCCA SCHEDULE

April 17, Sat - 2 Mile West Course

May 22, Sat - 2 Mile West Course

June 22, Sat - 2 Mile West Course

July 2, Sat - 23 Mile East Course

Sept 11, Sat - 2 Mile West Course

All events are at Thunderhill Raceway Park

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

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TELEPHONE HOURS:

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

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

Phil Munoz
Santa Cruz Area,
831-297-2457

Jason Hohmann
Patterson - Central Valley
209-620-0559

RATES

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

2021

2021 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

FEBRUARY 12-14

DRIVERS SCHOOL – (3 DAYS) THUNDERHILL

FEBRUARY 26

TEST DAY (RUN BY HOD) -SONOMA RACEWAY

FEBRUARY 27-28

REGIONAL 1&2 (2 DAYS)-SONOMA RACEWAY

MARCH 19-21

MAJOR / RESTRICTED REGIONAL (3 DAYS) – THUNDERHILL

APRIL 24-25

REGIONAL 5&6 (2 DAYS) - WEATHERTECH LAGUNA

MAY 28-30

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

JUNE 18

TEST DAY (RUN BY HOD) -SONOMA RACEWAY

JUNE 19-20

REGIONAL 9&10 (2 DAYS) - SONOMA RACEWAY

JULY 23-25

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

AUGUST 7-8*

PRE REUNION (2 DAYS)- WEATHERTECH LAGUNA

AUGUST 12-15*

REUNION (4 DAYS)- WEATHERTECH LAGUNA

AUGUST 28-29

REGIONAL 13&14 (2 DAYS) - WEATHERTECH LAGUNA

SEPTEMBER 9-12*

IMSA (4 DAYS) - WEATHERTECH LAGUNA

SEPTEMBER 16-19*

INDYCAR (4 DAYS) - WEATHERTECH LAGUNA

OCTOBER 29-31

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

***Pro Race Support for Volunteers**



After years of going through the motions, I decided that my racing program needed a new approach. Instead of bringing the same old beat-up race car to the track, it was time to go completely through it. I have to say crashing the car into the tire wall at Laguna had as much to do with the overhaul as my desire to make it pristine again. But just like the pitcher who has Tommy John surgery and comes back better, sometimes a set back ends up being a step forward.

It all started out at the beginning of the year - January 1, 2021. We're all tired of the bad news 2020 brought. We are all tired of the political turmoil in our country. We are all tired of six feet apart and social distancing. So when you are dealt lemons, you make lemonade. I set about the repairing of the race car. At first, it was going to be cut off the bad pieces, weld in the new straight ones, and get the rattle can of spray paint out. Call it good.

As I started working on this project, my little car kept telling me that it needed more. The signs were all there; the self-contained Dzus buttons that are not self containing anymore; the pop rivets that have lost all of their pop and now just rattle around in a hole in the frame; the belly pan that has more soils samples embedded in it than were ever collected on the lunar missions. These are all pieces of your race car that after a while just look normal. You don't really notice them, because they all are an accumulation of the laps that the car has on it.

When you think about it, a race car really goes through hell every time it is on the track. Rocks from other cars are a constant battering. Pieces of rubber embed themselves in places that the mind cannot comprehend. Other cars come in contact with yours. Plus, it does not help when a driver who thinks a Formula Vee is just a Baja Bug with less ground clearance owns the car.

Still not quite convinced the car needed a complete rebuild, I found myself laying underneath the car about to cut one of the welds needed to do the repair. For some reason, I looked towards the back of the car. I had to look twice because that's where the engine is supposed to be; but it was really hard to see the engine, because the only thing that came into focus was a very thick coating of dirt and oil. I knew the engine was supposed to be there. A closer look revealed the outline of a VW engine block. The transmission? Well let's just say I knew it was back there, as the shift linkage was still connected to it. I said to myself "a good steam cleaning will do wonders" and while still in denial, the final clue hit me. I should not say hit, my but fell on me. Fell into my eye to be more precise. As I was drilling out one of those pop rivets that lost its pop, a small handful of pea gravel trickled out from the loosened panel with one of them landing right in my eye. That was the final clue!

The pea gravel was from sliding on its belly as it was headed into the tire wall at Laguna. I power washed and vacuumed the car after the incident; but it turns out the car was still loaded with a few extra pounds of Monterey Countryside. I hope I don't get a fine for removing county resources.

So the process started. Tear the car completely down. Fix the bent parts of the frame, re-powdered coat the thing, and reassemble. Easy - done this several times.

Only this time nothing escaped the wrath of time. Nuts and bolts that were not part of the repair did not want to come apart. Pieces of

fiberglass that looked fine had cracks or chunks missing. The wiring was coated with so much oil it was acting as an insulator for shorts. Literally every part of the car came under scrutiny.

Now here I am working towards a deadline, because racing is all about the deadline. The Super Tour race at Button Willow is approaching. This is one of the best events of the year, plus it usually has good competition. I have been working every spare minute in the garage. I come in sometimes at 2:00 AM fingertips numb. My hands are once again an accumulation of small cuts and small pieces of metal or fiberglass slivers. I consider my hands clean when I can clearly see the black outline of my fingertips, but when I grab something, it does not leave a smudge. When I go to bed, the smell of the garage hovers over my presence. My hair is so long that my wife has offered to cut it, which she has never done before.

Speaking of my wife, she does not complain. She tells me she married into this. However, her birthday is the weekend before the Super Tour, and no amount of marrying into racing trumps being with her on her birthday. Did I mention that her birthday is also on Valentines Day! I better make sure I have something for her!

To top things off, I still need to work. My employer knows I race cars, but had no idea how much work is involved. The WHEEL still needs to get out, and February is not exactly the hot bed of racing activity, so there is not a lot to write about. Doctors appointments, cars getting serviced, dog getting groomed - these are all things still supposed to continue during this crunch.

But as much as I sound like I am complaining, I really love it! The thrill of tackling the job is worth the stress. The feeling of urgency is only superseded by the joy of being on the track. Waking up with a set of goals for the day is all part of the process. Going to bed with a To Do list keeps you up at night. Overcoming the curve balls that are thrown your way are all part of the challenge. Getting everything done and still carrying on with life makes life worth living.

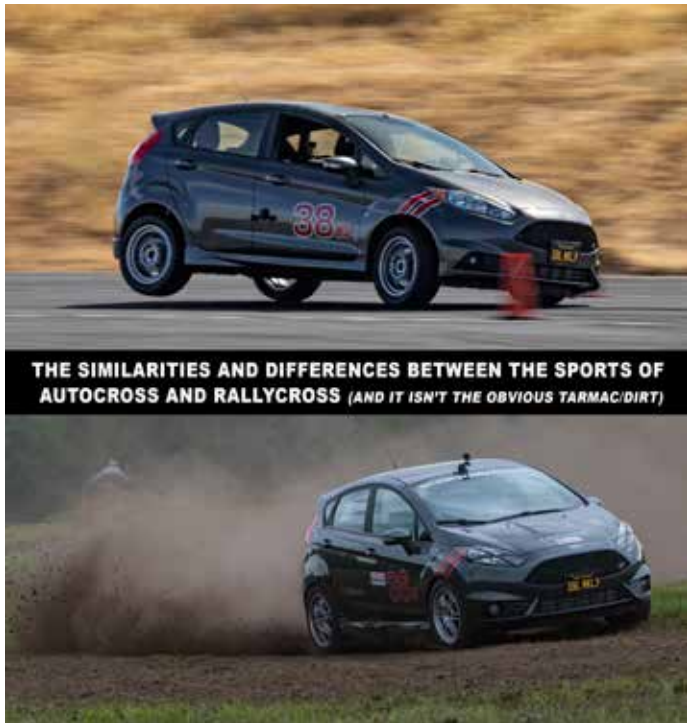
Now that I am on the home stretch, the job has not gotten easier. I still have a lot of things to do; and we have SFR Board meeting that will take up four valuable hours. Good thing Zoom has a mute feature because this is will be the first SFR Board meeting that has a race car being assembled during it.

I have to go now because the adrenaline level is building; and I know there are parts to chase down, and fiberglass that still needs to be fitted. If I don't return your calls, more than likely the sun is out, and I have a hot batch of resin that needs to be applied. God knows, I can't talk and spread resin out at the same time. My only question is - who's idea was it to put Pea Gravel there in the first place?



The Similarities and Differences Between The Sports of Autocross and Rallycross (and it isn't the obvious dirt/tarmac).

By Rob Krider



One of the great things about both the sport of autocross and rallycross is the extremely low barrier to entry. To compete in either sport, you don't need a racing license or a caged racing car. All that is required to compete is possession of almost any basic road-going vehicle, a helmet, forty bucks, and the willingness to go have some fun with cars. It is this simple inexpensive formula that has made both autocross and rallycross extremely popular. Driving a car as fast as you can around a timed, coned race course spikes adrenaline and it allows people to find the limits of their car in a safe and legal space. Both sports are immensely safe for drivers, and the wear and tear on cars is very minimal. For autocross you might find that the tires you thought you were going to get 20,000 miles out of may only last 15,000 miles after some aggressive driving at events. For rallycross you are going to find dirt in places on your car you never thought possible. Good news: dirt washes right off. In both sports cones line the track, so if you lose control the worst thing that can happen to your car is you hit a floppy cone. There will be no damage to your car; of course, the cone may not fare as well. The Sports Car Club of America doesn't care, they have thousands of cones. They won't even charge you if you destroy one.

MAIN DIFFERENCES

The most obvious difference to the outside observer when looking at

autocross and rallycross is the fact that autocross is held on pavement while rallycross is on dirt. That is certainly true. Both sports run one car at a time around a coned track (pavement for autocross and dirt for rallycross) and the fastest time wins. However, there is a distinct difference in how the laps are timed and scored. In autocross, a competitor will get between three to six runs during the day depending on the event. As the competitors scoots around the cones as fast as he or she can, they will get times for each of those runs. The single fastest time of those different runs is used to determine who won a particular class at an event. If the first lap was not a great one, and cones were hit (adding one second penalties per cone) that time will be slow. If their last lap was super quick (and clean -no cones) then that time is the one they use to determine who won the class. The other, slower lap times in autocross during the day have no effect; they were essentially just practice to learn the course, and eventually put down a flyer lap. Essentially, the sport of autocross is like qualifying in road racing.

This is where rallycross is very different. In rallycross every lap counts. If you get three to four laps a day, all of the times from every lap will count toward a final cumulative time. This is being done because rallycross is trying to mirror the sport of stage rallying. In stage rallying every stage counts. You have to be fast in every stage to become the overall winner. Rallycross treats every lap around the cones like a separate stage, therefore each lap is counted for the overall time. The person at the end of the day with the fastest overall cumulative time for each class is the winner.

MAIN SIMILARITIES

Regardless of the dirt/tarmac difference or how laps are scored the reality is the sports are very similar; and both are very easy to access and sign up to compete in for anyone. The tracks are setup in a safe manner, so damage to vehicles is virtually none. Autocrosses are usually held in large empty parking lots or abandoned airport runways. Rallycrosses use large dirt or grass fields with little to no major elevation changes. The track designs are different every weekend and competitors are allowed to walk the course prior to driving their timed runs. One car at a time attacks the track against the clock; and competitors who aren't racing in that run group are out on course shagging downed cones. The events essentially run themselves, therefore costs are kept relatively low. Event entry fees cost less than a steak dinner and points are tallied during a season to determine a regional champion at the end of the year. After racing is done for the day, competitors usually just drive their "race" cars on public streets home, no trailer needed. Most folks use that same car to drive themselves to work the next day.

The Similarities and Differences *continued*

CARS



Rallycross Grid

Cars in both sports are generally road going vehicles (win on Sunday, drive to work on Monday.) However, some of the more modified classes allow for purpose-built race cars. I have campaigned the exact same car between autocrosses and rallycrosses - a 2019 Ford Fiesta ST. In autocross, the Fiesta is in the H-Street class (HS) and in rallycross it is in the Stock Front class (SF). With one car doing double duty, I only make one major change to my vehicle - the tires. For tarmac runs in autocross, I use the Yokohama ADVAN A052 200-treadwear tire. For rallycross I switch out to a DOT legal mud and snow tire to find bite in the dirt. If you choose to put some high-end adjustable shocks or struts in your car for competing in the street class in autocross (which is a legal modification,) you will have to put your OEM shocks or struts back onto the car to complete in the Stock class in rallycross. Other than shocks, the Street rules in autocross are extremely similar to the Stock rules in rallycross. This makes moving between the two sports extremely easy.

CLASSES

In autocross, racing classes are divided up by horsepower-to-weight and modifications. There is the Street Category, which is essentially stock cars with minor upgrades. Inside this category are a multitude of sub-classes, so Fiat 500s (H-Street class) don't compete against Porsches (A-Street class). There is also the Street Touring Category, which are road-going cars with more performance modifications than stock. And there is the Street Prepared Category, which ups the performance ante even higher, and competitors can use race specific tires. There is the Street Modified Category, Prepared Category and Modified Category, all which allow even more extreme modifications; and each have their own sub-classes to make for some great competition. The classes may seem like a lot; but it ensures that everyone who shows up at an event from an H-Street class Ford Fiesta to an A-Modified class tube framed, winged, track weapon has an honest shot at winning his or her individual class.

Rallycross is similar in its classing (stock to modified) with one major difference: the drive wheels. Because rallycross is run on slippery dirt, performance has so much more to do with the ability to get grip than anything else. All-wheel drive cars have a distinct advantage in this sport, therefore they are classed separately. Rallycross has Stock Front Wheel Drive (SF), Stock Rear Wheel Drive (SR) and Stock All-Wheel Drive (SA) classes. Rallycross has the same three separate drive wheel distinctions for its Prepared classes (Prepared Front, Prepared Rear, and Prepared All) and its Modified classes (Modified Front, Modified Rear, and Modified All). With less classes than in autocross, it seems like some vehicles may not have a fair shake at winning a rallycross event. However, dirt is the ultimate equalizer; and it is interesting to watch cars that you may not have thought were super performance based shred a rallycross course on their way to victory.



Autocross Corner

SAFETY



Helmet

Safety rules for both sports are relatively the same. As long as you have a current Snell rated helmet, you are good to go. In 30 years of playing around in autocross, I have never seen anyone actually need to use their "crash" helmet, which is a good thing. Neither sport requires a roll

cage or 5-point harnesses, although 5-point harnesses are legal and very helpful in keeping the driver in the seated position under hard cornering and braking. I have found that it is beneficial to let the harness hold you in the seat, and let your legs and arms smoothly control the inputs of driving a car as opposed to using your legs and arms to keep your butt in the seat. One change I did notice in regards to safety between autocross and rallycross is the position of the driver/passenger windows. In autocross it is your choice to run your windows up or down. Most people run their windows in the down position to lower the weight in the vehicle (for a lower center mass position). Speeds are usually not high enough to care about the aerodynamic disadvantage of an open window. In rallycross, they want the windows up, which is a good choice anyway, because things get very dusty out there.

GEAR

When I am at an autocross event I bring a helmet, an air tank and a tire gauge. Mostly I am concerned with the tires being optimal. If I am going to drive a long distance to an event, I will bring a jack and tools to change from my street tires to some autocross tires. For a rallycross event I bring the exact same gear. The only few additional things I bring for rallycross are a board to put underneath my floor jack and a tarp for pitting in the dirt. Because things get so dirty in a rallycross, I have learned to use valve stem caps on each of my wheels. In autocross or road racing, I never use



Rallycross Tires



Rallycross Gear

valve stem caps just for ease of making last second tire pressure changes or checks. In rallycross I have found that dirt really gets into the valve stem, which can get into your tire gauge and cause problems. A simple set of valve stem caps can solve all that. For both sports, it is important that you have your car number and class on both sides of the vehicle. For this, magnetic door numbers work great. When they aren't



Autocross Gear

The Similarities and Differences *continued*



Autocross Grid

on my car, my magnets are stored flat on my refrigerator (making my fridge the fastest looking one in the neighborhood.)

WORKING

Because everyone who races in an autocross or rallycross also works the events, I have learned over the years to bring certain items to endure the sometimes long work stint. For hot days, lots of water, sunscreen and a big hat for shade will make standing on the tarmac chasing cones for an hour and a half tenable. For rallycross, things get dusty; thus when you are working the course, you will be covered in dust. Prior to COVID-19, smart rallycrossers always brought and wore neck gators to cover their face from dust. Now, everybody wears a mask to battle the pandemic so the dust exposure isn't as much of an issue. For either sport, bring a chair for taking it easy, some water, and food. Most of the times places that allow for us crazy car people to drive like mad, are far away from everything else. Bring your own sustenance and leisure, because chances are there will be nothing for you there.

STRATEGY

The fun part about both these sports is the strategy. It's pretty simple: go like hell. Go as fast as you can. Autocrossing rewards aggression behind the wheel. The risk versus gain in both sports is easy to calculate; because if you drive too hard, it just means

you will smack a cone. There should not be any body damage to deal with (which certainly can't be said for door-to-door road racing.) In autocross, all you need to do is find the fastest lap you can earn. In rallycross it is a little more subtle because all of your laps count, which means you may need to be a little conservative. Every time you go to an autocross event or a rallycross event the track design is completely different. Both sports require the ability to walk a course, learn it quickly, and then put down a solid lap. If you DNF, which is the acronym for Did Not Finish (usually by missing a key part of the course) you will not get a time in autocross. In rallycross, if you DNF they have to assign you a lap time because all of your laps are cumulated for your final time. To resolve this issue, if you DNF in rallycross, you will earn the slowest lap time of the session in your class plus an additional 10 seconds. That is a very rough lap time to have in your total. To avoid this ugly penalty, the strategy is to go as fast as you can, while also ensuring you absolutely do not DNF a run. It is that careful balance between speed and accuracy that will bring you home some rallycross hardware.

CHAMPIONSHIPS

Both autocross and rallycross have SCCA regional and national championships, complete with trophies and glory. What that means is for both sports, you get what you put into them. If you want a simple fun weekend sliding around some cones, you can take any car and enjoy a simple local event. If you want to compete against the best in the sport, you can step up your game, prep your car to the max and travel to National Tour events, Divisional events and ultimately the National Championships. Last year, the SCCA 2020 DirtFish RallyCross National Championships were held in Topeka, KS. Annually the SCCA Tire Rack



Autocross Magnetic Door Numbers

Solo National Championships are held in Lincoln, NE. I have attended both, and they are awesome events to be a part of. You will never find a larger group of like-minded gear heads in one place.

BRINGING IT ALL TOGETHER

These two sports are both inexpensive, safe, and fun for competing in a street car (or if you choose to, your modified track weapon). Driving a car ten-tenths in an autocross is an absolute blast. Sliding a car sideways in the dirt at a rallycross is exhilarating. Both of these sports are perfect price-points for adrenaline junkies on a budget. I personally use the same car to do both sports, which keeps costs at a minimum. The SCCA provides opportunities all over the country to enjoy both autocrossing

and rallycrossing. If you play in one space (tarmac only or dirt only) and haven't tried the other, give it a shot. And if you have never tried either sport, certainly get to an event and drive your heart out. Both autocrossing and rallycrossing are unequivocally addictive, easy on the wallet, and can be done in the same car you take to Starbucks for your morning latte.

In autocross Rob Krider (in his 2019 Ford Fiesta ST) is the 2020 SCCA San Francisco Region Fresno Chapter H-Street Champion; and he earned a podium finish in the Stock Front class at the 2020 SCCA DirtFish Rallycross National Championships in Topeka, KS.



Rallycross Throwing Dirt

YOUR CAR ON AN EVENT TEE SHIRT? YES?

If you would like to have your race car or team on the front of the event tee shirt for the March or October Club races at Thunderhill Park contact David Vodden ASAP. There are two events at Thunderhill so this is first come, first serve.

The cost to you for this amazing opportunity is simply that you agree to buy a minimum number of the shirts at the retail price. All you need to do is to provide the track with the photo, or photos, of the car[s] you want featured on the shirt. This is the event tee that you have seen all

around the paddock for years. It has all the entered driver's names on the back and your art on the front with the proper logos for the track and the Club and the date of the event. There are some limits as to the art and the layout but these are few. We need to have a design that makes sure other racers that weekend will still want to purchase one of the tees.

Call or e-mail David Vodden @ dvodden@thunderhill.com or 530-934-5588 E101.

Motor Sports News

By David Vodden

For all the NASCAR fans reading this your first overdose of televised action from Daytona Speedway started Tuesday night, February 9th with the Busch Clash. This is a race for qualified drivers from years past who competed for fun and trophies. It was different this year in that it was run on the Daytona road course. Kyle Busch won after perennial road course winner, Chase Elliott, took out the leader and his good friend, Ryan Blaney in the last chicane a few yards from the checkered flag. Next up, Wednesday saw Daytona qualifying. All entries for the Daytona 500 took one lap around the big oval with the top two earning the front row starting spots, Alex Bowman and William Byron did just that for the Sunday big race. On Thursday, February 11th the twin 150's determined the rest of the qualifiers. This is where cars without a guaranteed starting spot vied for the remaining open starting slots available to the outliers. There were eight of these teams hoping to get in the Great American Race. My picks were David Reagan and Ryan Preece to qualify in and for Austin Cindric and Noah Gragson to earn a spot in the Thursday last chance races.

On Friday, the NASCAR trucks raced at 4:30 pm in the first of twenty-two events on tap in their 2021 season. Saturday started with an ARCA race and then shifted to the Xfinity series, both on the 2.5-mile oval course. The Daytona 500 ended the first week of NASCAR emersion. All of this happened after this was written, hence no results. Forty new cars and many new driver combinations took the green flag for 200 laps on Sunday, totaling 500 miles of close, side-by-side racing that gets serious with three laps to go. The annual Daytona 500 has been won by top drivers like Denny Hamlin and underdogs like Austin Dillon and Derick Cope. Anyone can win but usually the best of the best survive and win.

I predicted that Ryan Newman would take first in the 500. His win would be an underdog story for sure even though he came within feet of winning last year! One week after the 500 the same venue, Daytona, will host the NASCAR CUP and Xfinity stars on the road course that saw the 24 Hours of Daytona a few weeks ago. This will be the second race for the CUP cars in their thirty-six-race season that ends in Phoenix, Arizona in November.

It was Indy car drivers Alexander Rossi and Helio Castroneves and team owner Wayne Taylor who won the 24 Hours of Daytona. They were driving an Acura. They defeated the Cadillac powered entries of Jimmy Johnson and Chase Elliott who got most of the press before, during and after the race. Corvette won in the GT class. There were other winners in other classes. To be fair the television coverage of the 24-hour race made the long-distance sporting event very entertaining with great commentary and proper sidebars filling the on and off coverage. Kudos to the TV effort. I truly hope that FOX does not allow Jeff Gordon to spew the obvious, non-stop, while Clint Boyer jabbars in the background. Both FOX and NBC race television coverage hurts the quality of the NASCAR experience for the fans watching because these celebrity drivers think it is about them and not about the race or the fans.

Chase Elliott, fresh from his exposure to dirt track midget racing at the Chili Bowl, agreed to run the 3/8th mile dirt track called Bubba Speedway in a USAC midget event. This is not like the Chili Bowl where the wheel speed is slow and the risks minimal. This is a fast, wide dirt track where a non-wing-USAC midget can really get gong and you can really get hurt. I am surprised but I still compliment the younger Elliott for trying these different racing events including the 24 Hours of Daytona, He is demonstrating that being able to drive a big, heavy stock car with the throttle pegged to the floor is not the same as driving a midget or super-fast LMP car. I would love to see him in a sprint car. I suspect that Kyle Larsen will get him in one soon.

Denny Hamlin and Federal Express have signed on with Joe Gibbs racing for several more years. So did Martin Trues Jr. No report as to the money but the average annual earnings for NASCAR drivers if you Google the

question is about \$16m, not counting endorsements. I suspect that Denny is far above that level skewing the average. This earnings average is down from not too many years ago in part because big money drivers like Jeff Gordon and Jimmy Johnson are no longer in the average.

Kyle Larsen's number five Hendrick Chevrolet has added a host of sponsors in recent days, debunking the podcast bullies that kept saying that he would not be able to get sponsors after becoming the whipping boy for the hypocrisy that exists in the sport. His car will bear the name of Freightliner and Nations Guard in early outings. I am sure that, as he shows his stuff, there will be a line of sponsors at the door of the Hendrick shop wanting to be a part of a winning team.

Ken Roczen became a three-time winner in the Monster Energy Super Cross Series in Indiana last weekend. He joins Cooper Webb, Eli Tomac and Justin Barcia as 450 cc class winners as the series travels through those parts of the country where people are allowed to have some kind of life outside the home.

It is worth noting that the Daytona Speedweeks was actually Tuesday to Sunday this year and that many of the Daytona track events ran into the night negating the efforts of local tracks in the area to attract fans who traveled to the 500. Too bad.

Thunderhill Park has been chosen as a site for COVID inoculations on the weeks ahead. The track is proud to be a part of this community effort and hopes that it can do its part to end the pandemic and get back to some semblance of normal whatever that turns out to be.



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Marauders from the North/The Pacific Northwest Spec Miata Tour

By Blake Tatum



The tour at an afternoon meeting

When SCCA announced the Runoffs would rotate between the various regions of the United States, joy was shouted out silently amongst the West Coast racers. Here was a chance many haven't had to compete in the holy grail of amateur road racing, without having to tow over a thousand miles to get there. To add the cherry on top, SCCA inked a deal with WeatherTech Raceway at Laguna Seca for the first trip to the West Coast. That year you could feel the excitement build at all of the West Coast events. Every Majors event had record fields. You could tell the racers on the West Coast really wanted to make a good showing. The height of the frenzy was in Spec Miata, the class that was conceived in the Northeast but made popular on the West Coast. The West Coast racers were determined to show the rest of the country when it comes to Spec Miata they were the King! The action on the track showed the rest of the world that the Left Coast was indeed the King; but the action in the tech shed left many a racer questioning his or her involvement with the SCCA.

One of those racers was Will Schrader, who left the track questioning himself and his desire to continue Spec Miata racing. It was not until a come-to-Jesus meeting with fellow racer, Ken Sutherland, that Schrader decided the race car was not for sale; and it was time to get back to making the racing fun again.

Sutherland hatched a plan to do exactly that, so he met with Schrader and told him about his diabolical scheme over a burger and a Coke. The plan was to have their own Tour. They got a core group of Miata racers together, and formed the Pacific Northwest Spec Miata Tour. After 2014, they realized there was too much emphasis on winning. They concluded that getting back to the basics of enjoying close competition with friends on the track, and laughing about those times was how they wanted to spend their free time.

Now the Tour is in its seventh year; the number of competitors and the following they have gathered is a testament to their recipe - which is keep

the costs down, emphasize having fun, encourage close racing, but not focus on final results.

The group shares a lot of collaborative information. They share video, set up information, and any performance secrets learned over the years. They have even hired a data expert to look over everyone's data and give them tips on how to go faster. They welcome beginners and are eager to get them up to speed. However, since it is still racing, Schrader has one informal rule, which is "I will help you, until you pass me."

The Pacific Northwest Tour does not cost anything to join. Its goal is to facilitate Spec Miatas getting together. They enjoy racing when there is a lot of competitors; by emphasizing their basic formula, they have been pretty successful in getting full fields to the "Tour" races. The spin-off is that over the last six seasons everyone on the Tour has become good friends. As a group, they often do track walks, thereby helping anyone that will listen to find the best place to turn in, or when to apply the throttle. They have a meeting every weekend and give away prizes and poke fun at each other. At the end of their meeting they all hold hands and give a prayer asking for God's blessing on the weekend.

With cars that are so close in performance, there is bound to be body contact and egos pushed out of shape. The group deals with these issues proactively. They will talk to the person, with an emphasis on getting better. So far no one has been kicked out of group.

If you are new to racing and want to get involved with the Tour or just get into racing a Miata, everyone of the guys suggest buying a good used car - do not start from scratch. Then go race with the Pacific Northwest guys. They will take care of you and get you up to speed.

As racers, there is always a rule or a particular aspect of the class that you would like to change. This year the big change for the Tour is running Toyo RR tires instead of the expensive Hoosier SM7.5 tires. Because of the

Marauders *continued*

2014 Runoffs disaster, they would also like to see a spec cylinder head made by someone like Roush. But overall, the little chick car (Ken Sutherland's name for them) has done a lot to bond a group of people together so they can share racing and share each others company.

Racing is kind of funny. When you are on the track, the only thing you want to do is beat the guy in the car next to you. But when you get back in the paddock, having a beer with that same guy is just as important. Racing is 80% social and only 20% on track driving. So if you are not hanging out and having fun, then why spend all of the time and energy for something with such a small level of satisfaction? The Tour's goal is to make the weekend 100% fun.

Racing is also a very self-centered sport. It is about you beating the next guy. But it can also be a lonely sport without the support of the family. For years Schrader's wingman was his father; and the time they spent together was priceless. Unfortunately his father passed away in 2016. Fortunately for Will, he has a new wing man in the form of a girl - his daughter. She handles all of the radio communication, tire pressures, and video. Sutherland is lucky enough to have his wife and daughter accompany him during the race weekends. His daughter is the crew chief and is on the radio for every race. Sutherland and Schrader feel blessed to have their daughters with them in their racing journey. Without the support of their families, the racing would not be as much fun.

Even though the San Francisco region's events are not part of their Tour, a lot of the racers from the Tour show up at our events. When they do show up, they can be spotted at the front of the field. They really enjoy all of our race tracks. One especially attractive features that attracts them is the



Ken Sutherland in victory lane with Wife and Daughter

elevation change. Their favorite track is Thunderhill, because it is such a good track for the Miatas.

Racing in the San Francisco Region has not always been about crossing the border for the spoils, and then showing them off in the land that does not allow you to pump your own fuel. Back a few years, a top five finish would have put a smile on their face. According to Sutherland, a lot of the top San Francisco Region drivers have either moved to a different series or just retired. When it comes to the guy they fear most in our region, it is Tommy McCarthy.

As with any spec series, when a group of racers comes into town and dominates, the first thing out of people's mouth is they must be cheating. But according to Dave Dunning, they pay close attention to details. The fast guys talk and think about racing a lot. It's like Schrader said "Iron



After race debrief, notice all the smiles!



Impound at Weathertech Raceway

sharpens iron, they work very hard at it." Most of the group has their engines done by Loyning's Engine Service, Loynings has been told to allow any other competitor to stop by and see what has been done to their engines - they have nothing to hide. They have even done a group dyno tune. That way, the people who are struggling get to see what power numbers the top guys put out. At one of the races in San Francisco Region, the Chief of Tech pulled several of the top cars into Impound to conduct his own dyno test. To the surprise of no one, the guys from the Tour were amongst the top in horsepower. But, quite to everyone's surprise, they were not the top cars with the top horsepower. That honor rested with some of our local racers. So when the group talks about details, being focused, and sharing information to make each other better; you can see it pays dividends.

As a group there are several things the Tour likes about racing with the San Francisco Region. They like the ease of operations, on line registrations, express tech, etc. They like how all of the San Francisco Region people are so welcoming. If there was anything they would change in our region, it would be a crack down on overly aggressive drivers. This is something San Francisco Region has worked on by requiring forward facing cameras in all cars, so in car video can be reviewed.



The Tour participants discuss the proper approach to a turn

When Sunday's races are over, the group has anywhere from a 9 to 14 hour trip home, depending on which track they raced. This is the time when everyone questions his or her sanity, and asks themselves if they would do it again. It makes the journey a lot more fun if the trip was worth the time and effort. The trip home for several of the racers is a drive straight home as Monday morning work beckons. The highlight of the trip is a stop in Redding at the In-N-Out, as Oregon has yet to get one (Oregon does have a couple but they are not on the way home so they do not count). If that day ever comes, I personally hope that does not create an excuse not to race with us! Keep coming down the local guys need the competition!

Racing can be a highly charged emotional adventure. It is also very time- consuming. As a racer, if you are constantly putting effort in and not getting anything back, you will soon be selling your racing gear. You have to feel good about the level of commitment that it takes. As the Pacific Northwest Spec Mazda guys have shown - if you make it fun, people will continue to show up, they will make new friends, and will make sure everyone is getting the most out of their cars.

During the 2021 season, take some time and watch the group 7 - the Miata Group. Pay attention to the leaders. Check on RaceHero and see their Region. I will bet you that three out of the top five will be part of the Pacific Northwest Spec Miata Tour. Continue watching and see how precise they are with every aspect of driving. I am sure you will be impressed. Then, after the race and stop by their motorhomes and thank them for driving to our events. We certainly enjoy their company!



Ken Sutherland gets help strapping into his "chick" car

SFR 2020 HONORS AND AWARDS

The Covid pandemic changed the landscape for San Francisco Region and its events, and the Region had its most challenging year. The volunteer Workers all stepped up big time to help the Region conduct its events in a year like no other, with constantly changing protocols, requirements and schedules. If not for the volunteers stepping up, we would not have had a 2020 season. Covid concerns kept Worker participation to a bare minimum; but those who showed up event after event came from multiple crews, often working more than specialty due to necessity. Because of their dedication, we did it.

As indoor gatherings were prohibited, SFR was unable to hold its annual Banquet, where the Region could honor its 2020 Regional Champions and Award Winners. So, being the Region That Knows How, as part of the Thunderhill season finale race, we had a brief, casual presentation of Award Winners at the Saturday night Socially-Distanced BBQ. As the racing season wasn't completely over, the Driver's will have their trophies mailed, and their season will be recapped in The Wheel. Most of the winners were unaware of their recognition awards prior to Saturday night, so there were some surprises.

The region's most prestigious award - the Premiere Award of Merit - dates back to 1969. It is a perpetual award, a large heavy silver trophy on a wooden base with four name plates. It is now filled and may have its base rebuilt to accommodate more names. It resides in the SFR office at Thunderhill. This year's winners are **Stephanie & Paul Helberg**, long-time members of the Tech Crew. Stephanie stepped up to lead the Tech crew this year, and with limited staffing, she - with Paul's assistance - was able to have a Tech team at every race. Paul also served as a Steward at each race, another slim crew this season.



SFR's Perpetual Premiere Award of Merit



Paul & Stephanie Helberg - 2020 SFR Premiere Award of Merit

Trish James received the PIRF Award.

This stands for Professionalism, Integrity, Respect and Friendliness. Since taking over the Region office with little or no training, Trish has worked through all the obstacles and run the day-to-day business of the Region. She has dealt with the Covid Crisis and helped the San Francisco Region establish a Health and Safety policy, so that we could be one of the first regions to put on a racing event.



Trish James - 2020 SFR PIRF Award

The Race Chairman's Award went to Christopher Linkous.

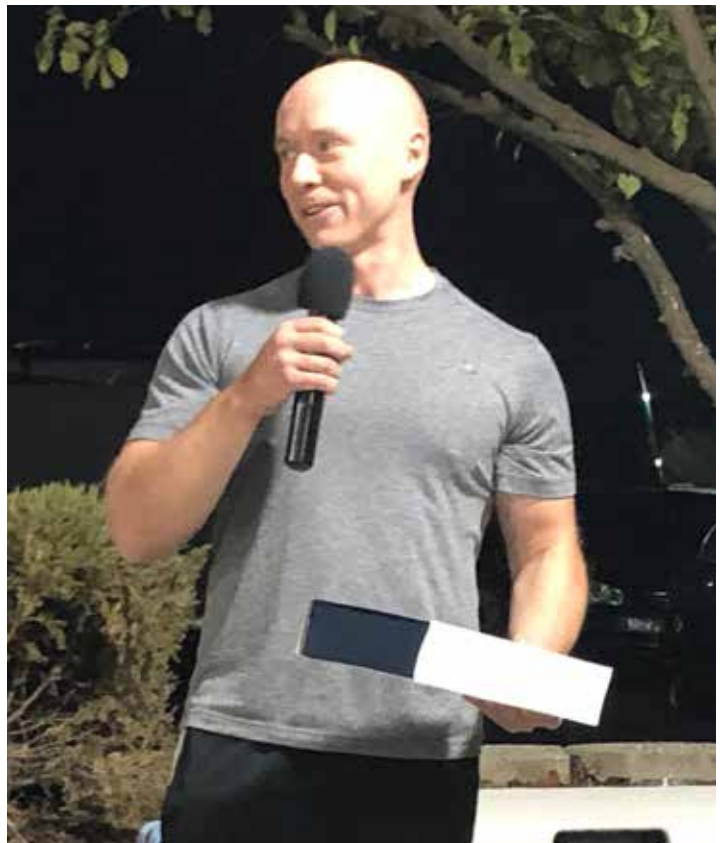
Like Henry J. Kaiser, Chris saw a need and would fill it. He was integral in seeing that the races happened, contributed to their overall success, and did so without being asked. Chris helped out in a variety of ways, as a Steward, Course Marshal and member of the Emergency Crew. He also bartended at Social, gathered and distributed equipment, organized PPEs, and delivered workers and food.



Christopher Linkous

Rookie Driver of the Year was Mikhail Butenko.

He attended the 2020 Driver School and came out of it with his Competition License. He drove a Spec Mustang, in AS and in SMG classes. From the very beginning, Mikhail demonstrated a keen ability to race in two groups of cars which varied substantially in speeds. Off track, Mikhail was willing to help his fellow racers and absorb any advice thrown his way.



2020 SFR Rookie Driver of the Year

HONORS AND AWARDS *continued*

Young Jacob Franks was the Novice Driver of the Year.

He went through the 2020 SFR School, getting his Novice Permit. Jacob, who has since turned 15, ran every race and improved each and every race, and earned his Competition License.



Jacob Franks - 2020 Novice Driver of the Year

The Wheel Award went to Joe Kou and Wa Huong.

They raced wheel-to-wheel all year long, racing each other very hard. Often they were only separated by nothing more than a coat of paint. Off track, they were good friends; but once the Green Flag fell, they raced very hard, usually for first or second in their class. Joe ended up as the Regional Champion in SMT, and Wa ended up as the ITA Regional Champion.



Wa Huong and Joe You after receiving the WHEEL: Award

Outstanding Member Awards went to Larry Bacon, Charlie Laster, and Bruce Richardson.



Larry Bacon outstanding member award

Larry Bacon answered the call and worked Tech during the SFR Majors at WeatherTech Raceway Laguna Seca. This was the first race weekend that SFR was trying to host after the Covid shutdown, but we were short a Tech Crew. Larry assisted over the three-day weekend and was part of a two-man crew which handled all the Tech-related issues over a fully-subscribed event.

Charlie Laster is the unknown savior. He is backup for Trish James, and is always at the track, not only to race, but set up, haul things around, fix things, and assist wherever he is needed.



Charlie Laster



Bruce Richardson

Bruce Richardson is always early to events, and assists in all aspects. Not only does he race (and oversees the SRF class,) but he helps mark out the paddock at the SFR races and assists anytime.

Joe Kirby received the RE Award. He stepped up and took over/ assisted both the E Crew and Course Marshals. He assisted with clean up after races, as well as being the 2020 Radio Ranger.



Joe Kirby - 2020 SFR Board Award

HONORS AND AWARDS *continued*

SFR Board Awards went to Bob Heisig, Matt Insley, Gene Peters, Seth Reid, Austin Rudd, Ken Selby, and Telo Stewart.



Bob Heisig - 2020 SFR Board Award

Bobby Heisig assisted and was at every race. He was, as always, part of the 'Core' E Crew. Where would we be without Bobby?

Austin Rudd was a new member and attended all Laguna events, working on the E Crew as well as Course Marshals.

Ken Selby stepped up to become the Interim Chief of Grid. He was at every race and kept the crew together during this Covid-stained season.



Ken Selby - 2020 SFR Board Award

Matt Insley, Race Chairman and Driver, stepped in and worked Tech, when the crew was severely short-staffed. He was always willing to resolve any issue which came up in the Tech Corral. In addition, he was instrumental in assisting with the long line of competitors as they waited in the swale to enter the Laguna Seca paddock.



Matt Insley

Gene Peters was at almost every race as Paddock Marshal this year. In addition, he assisted with our Social/dinner setups, as well as hauling trophies, sodas and other items to the race tracks. Gene assisted everywhere he was needed.



Seth Reid

Seth Reid assisted with Emergency Dispatch, as well as almost every aspect of the set up and breakdown of the race weekends. He did this all while his wife was expecting, and assisted after his daughter was born. Seth also helped with the SFR Website.

Telo Stewart supported the SFR events by using our Regional races as the weekend to run his Formula Car Challenge. By having his series run at our Regional events, he brought in 111 entries to the Region. In addition, he and his crew assisted SFR personnel teach of the events at Laguna Seca in setting up the paddock. By lending his staff, he saved everyone several hours of waiting to get setup at Laguna.



Telo Stewart

Congratulations to all our winners!

THUNDERHILL PARK WILL BE THE SCENE OF COVID VACCINATIONS STARTING THURSDAY FEB 11th.

Thunderhill Park helps out with the Pandemic.

Thunderhill Park began hosting COVID vaccinations on Thursday February 11th. The all-day effort to stop the COVID pandemic is a partnership with the track and the Northern Valley Indian Health group located in Willows, CA. Close to 300 qualified men and women will attend the event.

"We are very pleased to be a part of the Northern Valley Indian Health program to expedite and complete the vaccination program for COVID," noted track CEO David Vodden. "The pandemic has severely impacted many people in Glenn County and beyond, especially the small business owners that are the backbone of our community," Vodden said. "We strive to be a good citizen of Willows and Glenn County and this opportunity ranks very high on achieving that status."

COVID vaccinations are administered based on a hierarchy of applications and requires eligible individuals to sign up in advance. No one was allowed to drive to Thunderhill Park hoping to get the vaccination without an appointment.

The Indian Health team will be set up in the newest office space at Thunderhill located just past the entry gate. Signs and security guards will help guide those coming to their appointments on Thursdays. The process is expected to wind up on March 18th.

For more information contact the North Valley Indian Health 530-934-4641.



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Confessions of a Cone Slayer



Can You Spare A Tire?

Way back in 2005 I was campaigning a limited edition Bullitt Mustang in the "pony car" class, which used to be called F-Stock. The Bullitt version of the 'Stang, modeled after the Mustang Steve McQueen drove in the iconic film Bullitt, came from the factory with a lower

ride height, stiffer springs and more horsepower making it an instant competitor in the "stock" class. But more importantly to me at the time, the Bullitt came with red brake calipers, brushed aluminum clutch, brake and gas pedals, and a beautiful round polished shift knob. These things certainly didn't make the car any faster; but they made it "look" faster, and that mattered to me. In my eyes, this thing was a bonafide factory race car and I loved it.

I learned the hard way that grabbing the super cool racy looking metal shift knob on a 100-degree day would burn the shift pattern into the palm of my hand. But I didn't care. I wore that brand on my hand like a badge of honor. It meant I drove a real race car. I travelled throughout the state and autocrossed the Bullitt everywhere I could find an event - the Bay Area, Fresno, Sacramento, even as far as San Diego. The Bullitt was certainly competitive, and I won my first ever SCCA National Tour in Atwater with the car.

I had won so many events locally, I began to think I was quite the hot shoe behind the wheel of the V-8 powered pony car. In fact, I got so cocky, I began to talk trash on some different internet car forums about the "clear dominance of the Bullitt Mustang in F-Stock." That was when someone posted the following, clear and concise message to me, "Okay, you won some regional races, but it appears you haven't raced anybody that's nationally competitive yet." How dare he?! In my

mind, he wasn't just calling me out, he was calling out the man himself, Steve McQueen - the man who made LeMans. Unacceptable. That was when it was decided, I would be going to the 2005 SCCA Tire Rack Solo National Championships in Topeka, Kansas. I'll show him how fast the Bullitt was.

California to Kansas is a long road trip with a lot of miles to cover. This was going to be a problem for me because to make the big pony car turn on the autocross course I had the camber and toe alignment on the Bullitt set so aggressive that I knew would wear out a complete set of tires before I even hit the Colorado state line. This meant I would need to tow the car to Kansas. I didn't own a trailer, but that wasn't going to stop me from going to the Nationals. I was obsessed with getting there.

I scored a borrowed rusty car trailer. I didn't really bother to inspect the trailer. It was free, so I didn't feel like it was my place to be picky about things like bad wiring or old tires. I quickly wired it up to my wife's Dodge Ram 1500 pickup, so I had some semblance of occasional brake lights. Mrs. Krider was not happy that I was taking "her" truck to tow the Mustang all the way to what she referred to as "a parking lot race in the middle of nowhere." We only owned two vehicles - the truck and the Mustang, so if I took them both to Kansas, my wife had no way to get our little kids to school or go to the grocery store. To solve this problem, I went down to Hertz and rented her a car. This passion trip of mine to the Nationals was already starting to get expensive and a little out of control.

The ole Dodge Ram 1500 wasn't exactly rated to pull a heavy rusty trailer with a full-size car on it. This became extremely obvious as I tried to navigate the Rockies. With the Dodge in first gear and the engine screaming, I was going over the mountains at about 20 miles an hour. The poor Dodge Ram would never be the same. This was my first adventure towing, and I was doing everything I could to keep the trailer behind me and in my lane. After three days of driving, I finally made it to Kansas. The trip was essentially problem free. The ghost of Steve McQueen was watching over my shoulder.



I had never been to the Solo Nationals before. The event was massive in its size (over 1,000 competitors) and awesome in its dedication to the sport of autocross. I was unloading the Mustang from the trailer, when someone walked by and saw my license plate was from California. They looked at the trailer and said, "Wow, you drove from California without any spare tires for this trailer? You're crazy!" I found the comment odd. Why would I need a spare tire for the trailer? The trip to Kansas was problem free.

I went through tech and scored my decal packet. Looking at the entry list, I was the only one there running a Bullitt Mustang. It would be me alone carrying the torch for Ford if F-Stock. After two days of dodging cones on some epic courses in both the rain and the dry, I found myself properly whipped by people who were "nationally competitive" - just like the person on the message boards had claimed. On my third run of day two I coned away my shot at even earning a trophy at the Nationals. Chevrolet 1LE Z28 Camaros dominated F-Stock that year. The Bullitt Mustang and I had nothing for them. I would have to tow home empty handed. I had let Steve McQueen down.

It was a long, sad lonely tow home thinking about that last cone I hit. Somewhere in a desolate part of Utah, I felt the trailer behind the Dodge start to shimmy. I looked in my rearview mirror and saw I lost a trailer tire. I had no spare. I unhooked the trailer, pulled the wheel with the bad tire off and abandoned the Mustang and trailer on the side of the road. I drove 60 miles to a Walmart and went to the service counter to get a tire mounted. The guy behind the counter wasn't interested in the urgency of my predicament, (I left a Bullitt Mustang alone on the highway). He

told me there were a number of customers ahead of me and that it would be a few hours. That wasn't going to work for me. I walked around to the open bay doors and saw a kid mounting tires. I walked up to him and said, "You're going to get a work order for a trailer tire from your service manager. If you can find a way to move me up to the front of the line I'll give you fifty bucks cash. I'll be sitting on the tailgate of the red Dodge pickup in the parking lot."

Ten minutes later the kid comes into the parking lot bouncing a new tire on a trailer rim. I slapped fifty bucks in his hand and thanked him for his help. Cash is king! I hauled ass back down the highway hoping my Mustang was still on the side of the road. The Bullitt was exactly as I had left it, static on a broken trailer. I bolted the wheel back on and headed west into the sunset.

I made it home a day later with a Dodge that wasn't running too great and found a very unhappy wife who had been watching my debit card activities. This was a very expensive trip. I didn't win the National Championship that year, but I did learn a very important lesson: I'll never tow a trailer again without a spare tire.

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





Hi All,

As I write this, I am at Thunderhill assisting at our annual Drivers School. We have 53 students this year. They are all enthusiastic and eager to get their Novice License. It is good to see so many sign up this year. Tomorrow they will get three 15-minute races. This will be good to see.

This is just the beginning of our 2021 season.

Two weeks from now we will be at Sonoma Raceway; then a month later back to Thunderhill for our one and only Majors this year! Our schedule is spaced-out pretty evenly this year, and we are beginning to see folks coming back that we haven't seen in a while. I think this is a sign we are getting a bit back to normal.

All three Solo chapters are also getting ramped up for the season as well. Their schedules are in this edition. The Sacramento Chapter is now using Thunderhill exclusively for their program.

We are still challenged with staffing on the Road Race side. We are especially looking for folks to assist in Timing and Scoring. This is a crucial specialty. We could use people that can do set up, as well as operate the timing software. If you are interested, please get in touch with the SFR office. You can spend a day with us in the Timing room at a race and see if you like it.

Mike Smith, the Chairman of the Thunderhill Board, presented us with a \$50,000 sponsorship at the spaghetti feed on Saturday night. One of the benefits of owning the track is the sponsorship we receive, as well as the debt-free outright ownership. These benefits are why we can keep costs for our races there at a minimum. Thanks to all the founders who had this brilliant vision over 30 years ago. Thunderhill

is one of the finest tracks in the nation - a hidden gem in Northern California.

We haven't had many letters to the editor lately. I am sure Blake would love to see some feedback, as well as myself. Feel free to send in comments. We have toyed with some ideas recently. One is going to a bi-monthly Wheel. Instead of 12 issues per year, perhaps going to 6 issues per year. This is just an idea. Perhaps we do a printed edition every other month, and have 12 online versions. Let us know what you think! Send your thoughts to us.

Our next weekend is at the end of February in Sonoma. David Ray from Hooked on Driving will be running the Friday Test Day. I hope to see a whole lot of you there!

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

Tim



Mike Smith gives Tim Sullivan a \$50,000 Check

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What to do about an Aging Organization

By David Vodden

If you have heard that the SCCA is aging or that there is a shortage of volunteers, or that young people today do not like cars like the Baby Boomers did, read on.

First of all, let's debunk the idea that kids today do not like cars or playing with motorized vehicles with any number of wheels. This is not true. Not even close. There are many organizations operating today that have large numbers of young people engaged in racing, open-track and various other forms of fun with cars. The list would amaze you.

Perhaps the best way to explain this dichotomy would be to change the statement to, "Young people today do not want to play with cars and motorcycles with people with whom they have nothing in common." This is true and in this statement is the solution to the problem for the aging organizations. It is why organizations composed and dominated by people of age, different generations and even different backgrounds tend not to attract anyone that is different. You should also know that this is a two-way street.

While we may deny it vociferously, senior members of a group with a sense of entitlement do not want to share or lose that which they have come to value in a selfish way, with a bunch of kids. We do not want to be around them and they do not want to be around their grandparents. What to do?

If your group needs new, younger people, you have to make what you do appealing to them. Clearly, they will not come to your events because you want them to. It is equally clear that claiming that you offer the best racing program or experiences with cars will not work either. They want to be around people like themselves, with similar interests and values. In short, they want to be around other young people. Is this a dead end? No!

To fix this, any group seriously wanting its organization to survive needs to turn it over to the people who can carry it into the future. The new people can do this by attracting large numbers of men and women of common interests, values and backgrounds, people like them.

The leadership of such organizations should be composed of twenty-plus year-olds. The public image of these organization should be the same, featuring dynamic thirty-year-old men and women in press releases and in promotional materials. The officials and others who make things happen at an event should reflect what you want your organization to look like down the road. The veterans and senior members do not have to leave. They can best serve their organizations by taking a back seat, becoming less visible but clearly willing to mentor and help the new face of their Club. These wonderful people who have held the group together for years must place the long-term future of what they love above their personal gain and status.

The National SCCA organization did this a few years ago. Theirs is a work in progress for all to see. Check it out! They hired qualified young people to run the National office. They kept the positive and willing experienced people in positions as consultants; but the decision making and the new face of the BIG SCCA is young and different. No doubt these young leaders, when trying to charter a new course, struggled when hearing: "We have always done it that way!", or "We

tried that before and it did not work." These are defensive and non-productive responses. Ever heard them?

So do not despair. You can help your organization survive and even grow in the decades ahead by turning it into a young club with new leaders who have the passion to make the organization relevant and fun for new people to join so that the Club you care deeply about will survive for another fifty years.

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NOTES from the ARCHIVE -

ROD CARVETH



Carveth's Lotus - Buick he called Brutus

Having two years racing experience under his belt on various types of tracks and against fields of good quality drivers, he felt it was time to move into a serious race car. In 1956, he purchased one of the first Aston Martin DB3S "production" race cars from the factory. In 1957 Carveth used his friendship with Aston Martin factory team manager John Wyr, to secure a full-race DB3S chassis No. 11, the last factory car built. Carveth flew to England and the Aston Martin factory where he spent two weeks "helping" assemble the car. It was then painted his favorite race car color of black and shipped off to California

Too many racers and sports car enthusiasts, the place to go for parts and accessories on the San Francisco Peninsula was Rod Carveth Enterprises at 770 El Camino Real in San Carlos. The shop was advertised as having one of the largest inventories of parts and accessories on the west coast. He would expand his business into car sales becoming a Lotus sales and service location in 1964.

Aside from his business, Carveth was a very active race car owner and driver competing in many local, national and international events. He had the financial resources to acquire some of the latest and best cars in which to compete including Allard, Aston Martin, Ferrari, Jaguar and Lotus. His career began in New York where he drag raced an Allard J2X at a track in Niagara Falls in 1953. The next year he entered a series of road races in Allards, first at MacDill AFB (FL) followed by Cumberland (MD), Westover AFB (MA) and Watkins Glen (NY).

In early 1955, Carveth moved to the San Francisco Bay Area and wasted no time in continuing his racing. He began the year with the 12 Hours of Sebring but failed to qualify his Allard for the race. This was followed by entries at Bakersfield, Torrey Pines and Santa Barbara in an Allard then Buchanan Field in a Jaguar XK-120. His best finish in these events was a 7th at Santa Barbara.



Carveth-leads-Barneson-at-Palm Springs - 1957

1958 was another busy year although not quite as full a calendar as the previous year. He split time racing a Triumph TR3 and his DB3S in west coast events but also traveled to Road America and Watkins Glen. He finished the year at the Bahama Speed Week in Nassau in the DB3S with a best finish of 4th.

The next two years, 1959 and 1960, saw Carveth curtail the number of races entered but this was offset by participation in the 12 Hours of Sebring in another new (to him) car, a Ferrari TR250 which had been a factory race car. The Ferrari had been totally rebuilt after a crash at the 1958 Le Mans and was purchased for \$12,500, a fair amount of money in 1959. Carveth's Aston Martin DB3S was no longer needed and was sold to Ed Leslie in Monterey



Carveth-at-Pebble Beach 1956



Carveth-leads-a-pack-at-Stockton -1957

The Ferrari was shipped to Florida for the 1959 Sebring 12 Hours where he and co-driver Gil Geitner were running in the top ten but eventually suffered a DNF. While the car was being repaired back in California, he raced his DB3S at Stockton before shipping the Ferrari off to Europe for two events, the Nurburgring 1000 KM and 24 Hours of LeMans. Unfortunately the car suffered DNFs in both races. Not finished with his world travels, the Ferrari was shipped off to Australia in the early Fall for races at Bathurst, Orange, Fisherman's Bend and Mount Paramount where Carveth scored four class wins.

Carveth raced the Ferrari in a few events over the next two years but it was become less competitive to the newer mid-engine sports racers.

The well used Ferrari was placed in Carveth's parts business showroom with a for sale sign on it and a few months later was sold to local race team owner Bev Spencer. In the meantime Carveth purchased a Lotus 19 powered by a small-block Buick V8 in early 1963. With the car he called "Brutus", he entered three national events that year plus two divisional and one USRRC event the following year. Those were the last races Carveth would enter and he retired from racing. He had packed a large number of races and traveled thousands of miles in his decade long racing career.

Moving into more recent times, Carveth's former Ferrari TR250 has been a real newsmaker in recent years. After Bev Spencer's ownership, the car passed through several more owners before Jon Shirley, well known car collector and vintage racer bought the car in 2002 and had it totally restored and shown at Pebble Beach Concours in 2006. Remember Carveth had paid \$12,500 for the car in 1959, it sold at auction in 2011 for a world record \$16.8 million!!

While not in the same league as the Ferrari, the ex-Carveth Lotus 19 sold at auction for over \$200,000. Who said "there is nothing worth less last years race car?????"

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STANDING

2021 will see the Club race at Thunderhill Park on March 19, 20 and 21 and again for the season final on October 29,30 and 31. The March race will be a Majors and will serve as the third and fourth regional point events for those classes that are eligible to compete. The key point here is that not all regional classes will be included in this weekend. For those that are able to race in the event, there will be seventeen regional class point races in 2021. For those whose cars not eligible to run the March event listed as regionals #3 and #4, there will be a total of fifteen points races this year. To find out if you are included in the March Club race weekend at Thunderhill contact a Board Member or call the Club office on 530-934-4455.

The season final at Thunderhill on Halloween weekend at Thunderhill will include three regional point opportunities. There are bonus points on the line as well. I recommend that you read the 2021 Supplemental regulations so that you can optimize your chances to become a Regional Class Champion at the end of the year. I think being a class champion in racing is a big deal, unless you are the only car in your class. If that happens, get on the phone and get someone else to race in your class. Calling does help.

Each of the two SCCA race weekends here in 2021 will be preceded by an open test day. We have the lowest all-day testing fees in the market. so plan on making your trips to Thunderhill this year into a three or four-day affair. I understand that the Club has plans to eliminate the paddock parking problems caused by early arrivals saving copious amounts of space for their later arrivals. This would be great and make it better for all who attend events here, whether they arrive on Wednesday night or Thursday night for a three-day event. Please know that the track has nothing to do with the parking of participants in the paddock for any group. Everyone does this differently; so we just stay out of the way, unless there are areas we need to block off, such as when it is muddy or when there is some other reason having to do with the track. Thunderhill is always open the night before Club events in order to make access easier for evening arrivals and those who plan to test on the track-sponsored test day.

You must know that we have a great food service here. When you load up to come to Thunderhill, you do not have to bring hundreds of dollars of COSTCO food and drink to the track. Besides being a lot easier on you and safer food preparation wise, our food is really tasty, diverse, and good. Using our Grill provides needed income to keep the kitchen staff and equipment in good working order. As a bonus, we can arrange special catering, if you have drivers that are part of your group; and you want to avoid the hassle of preparing food, drinks and snacks that they expect when racing with you.

The same applies to our fuel station. We spent a lot of money remodeling the station, adding credit card receptacles to each pump, 97 octane unleaded to the 91 and 100, and greatly improving the underground systems that make our above ground gas station work. Most racers pay whatever the rates are at other tracks because they cannot drive to town. Some bring their own fuel in barrels which may or may not be a legal form of transporting fuel. You can save a dollar or two on your fuel expense over the weekend by selectively not using the gas station at Thunderhill; or you can consider buying fuel at Thunderhill as giving back, or as an investment in the future of the track. It is easier to get fuel at the track.

At Thunderhill, we also offer FREE WiFi, and recycling of metal, plastics, oil, and filters if you change them here at the track. We offer numerous electrical plug ins that are not available at many other tracks. We have an ATM machine in the Big Club house lobby. Vending

machines are available in the Club House lobby, along with hot and cold water service for your coffee and tea. We offer garages if you need them or want to store your stuff here. We also have FREE lockers that you can use on a daily basis to store your smaller things. Our Club house has vibrator chairs that can relax your muscles. We offer a playground for the kids and a park-like area beyond the shop near Turns Fourteen and Fifteen where you can enjoy viewing the north end of the track or just relax.

Our retail store has Nancy and a full spectrum of gear, oils, and additives as well as apparel including hats, dress shirts, sweaters, and tees for you. If you like the race tee shirts and would like to have your car on the front for the March event here, call me. All you have to do is agree to purchase a minimum number of the tees and provide the art for the front and we will do the rest. Where else can you get an event tee shirt with your car on the front? The retail store also has LEGOS and decals and patches and other unique novelty items. Go see for yourself.

If you want to run on the Thunderhill track more often in 2021 than the Club schedule offers, check out www.thunderhill.com and go to the schedule. There are lots of groups and organizations that you could sign up with to enjoy fun with your car at the track.

Finally, if you love the sport and the track and you like helping other people, remember we have a charitable foundation that you can donate to and take a tax-deductible contribution while helping what you love so much. Make checks out to the Thunderhill Foundation and help create public outreach, scholarships for high schoolers going into automotive education, and to assist with the needs of the community that we call home. If you give to any charities please consider helping the one that helps what you care about so very much.

See you in March at Thunderhill for the SCCA San Francisco Region Majors event and the test day on Thursday!

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1971 Datsun 510 in near immaculate condition • Clear title 2.0L engine 5 speed
Fresh paint and a clean interior
Several spares included
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1999 Mazda Miata Street/Track car
Manual/aftermarket wheels/hardtop/roll bar
Nadri edition \$5000 Justin 530-368-0306



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



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



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



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

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

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



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

TRAILER/TOW



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



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

TOOLS/ EQUIPMENT /MISC FOR SALE



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



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

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

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

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



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

BUSINESS OPPORTUNITIES

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

SHOP/STORAGE SPACE

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

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

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

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

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

GET ON THE TRACK

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

DRIVING CLASSES

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

SERVICES

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

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



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

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

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RACE CAR RENTALS



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 Miatas for rent for all SCCA and Nasa events, SMT SM ITA ITX PTE. Arrive and drive with full support, coaching also available.
Contact Ron 530-210-3848 recmotorsports@gmail.com or Donna 775-781-3385 racecarbetty5@gmail.com



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

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

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ATTENTION

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

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

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

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

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

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

pressnoop@aol.com

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SUPPORT THE SPORT YOU LOVE

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

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

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WANTED

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

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