

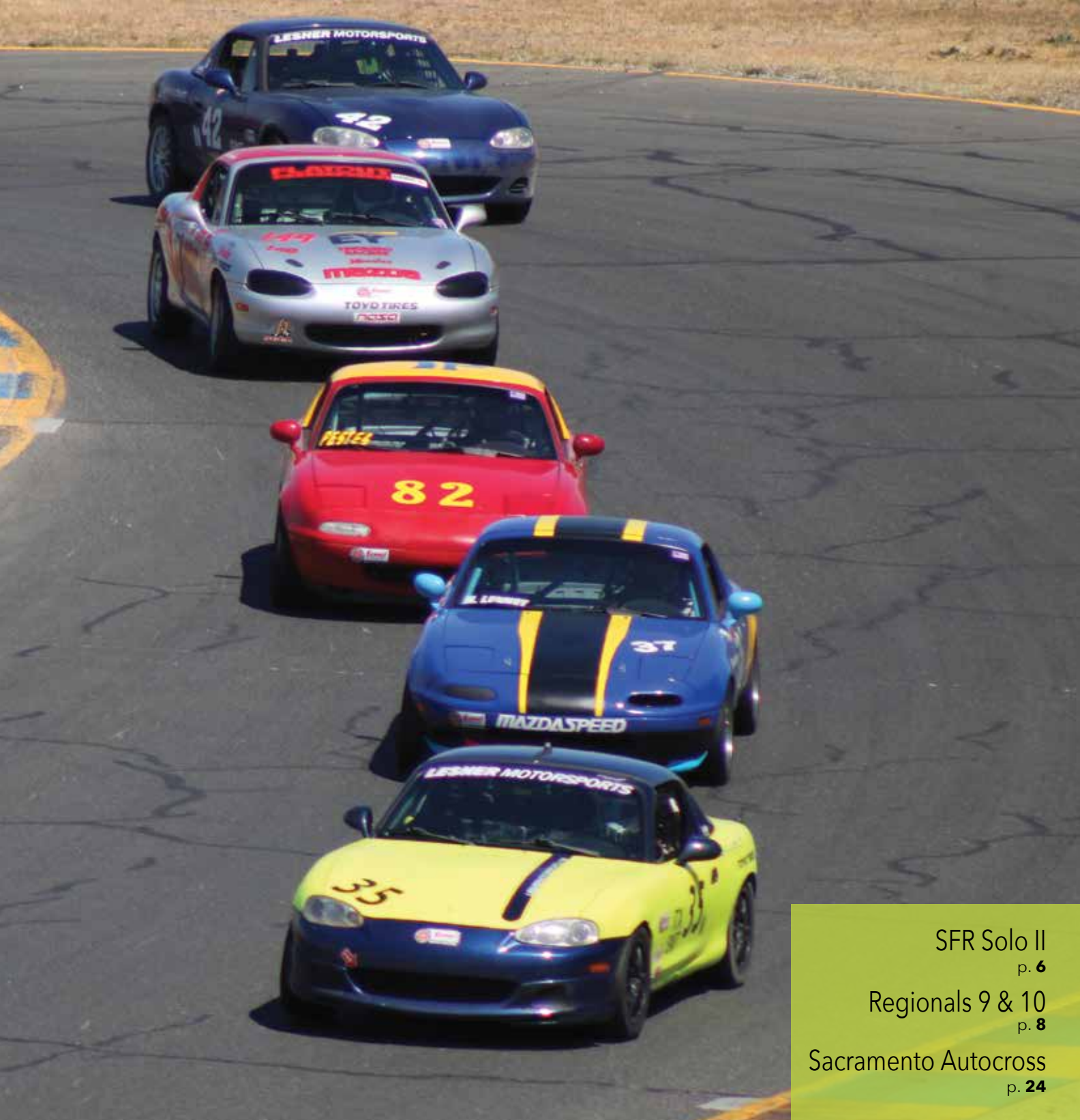


The wheel[®]



VOL. 62 | JULY 2021

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



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Regionals 9 & 10
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Sacramento Autocross
p. 24

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JULY 2021

#44 Jon Brandstad won Sunday's race and almost won Saturday's race

Cover #35 John Paul Jose has #37 Mark Lenney, #82 Dale Pestes, #149 Joe Schubert, and #42 David Covin in his rear view mirror

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

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CALENDAR

2021 FRESNO CHAPTER SOLO SCHEDULE

Event 9 - **Aug 21**

Event 11 - **Nov 13**

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

October

Event 10 - **TBD Oct****

Event 12 - **Nov 14**

All events held at Fresno Fairgrounds except

**Buttonwillow Kart Track
www.FresnoSCCA.com

SAN FRANCISCO REGION'S 2021 SOLO II CHAMPIONSHIP SCHEDULE

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

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

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

RENO REGION SCCA SCHEDULE

Sept 11, Sat - 2 Mile West Course

All events are at Thunderhill Raceway Park

GO TO: www.renoscca.motorsportreg.com for additional information and register OR

Contact: Andy Ross duetto_67@hotmail.com

SCCA SACRAMENTO AUTOCROSS SCHEDULE

August 28 & 29

October 9 & 10 Enduro

All events will be held at Thunderhill's autocross pad with all covid safety procedures in place. Good runs, good friends and good

times are waiting for you.
See you on the black top.

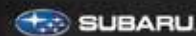
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2021

2021 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

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**



Regional Races 13 & 14
28-29 August 2021

WeatherTech
Raceway
LAGUNA SECA

SAN FRANCISCO REGION
SCCA
Sports Car Club of America

A banner for Regional Races 13 & 14 at WeatherTech Raceway Laguna Seca, August 28-29, 2021. The banner features a photograph of several open-wheel race cars on a track. The WeatherTech Raceway Laguna Seca logo is prominently displayed in the center, and the San Francisco Region SCCA logo is in the bottom left corner.



Regional Races 15, 16 & 17
29-31 October 2021

THUNDERHILL
RACEWAY PARK
3 & 5 Mile

SAN FRANCISCO REGION
SCCA
Sports Car Club of America

A banner for Regional Races 15, 16 & 17 at Thunderhill Raceway Park, October 29-31, 2021. The banner features a photograph of a yellow open-wheel race car in the foreground. The Thunderhill Raceway Park logo and '3 & 5 Mile' text are on the left, and the San Francisco Region SCCA logo is on the right.

TRAVEL TECH

Travel Tech is a volunteer, in shop/ at home tech inspection service for pre-race and purchase inspection of race cars, including newly built cars. Travel Tech Scrutineers are:

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

Drivers brave heat for Round 8 of SFR's Solo II series

Photos by Ricardo Quinonez and John Rowe

by Ryan Panlilio

Fifty-six competitors braved the heat to attend Round 8 of the San Francisco Region's Solo II event at Crows Landing on June 19, 2021. The event was chaired by Ed Runnion, and the course was designed by Jonathan Lugod.

Monty Pack led the S1 group in a 2018 Porsche GT3 (SS.) Brian Jacobson came in second in a '17 Chevrolet Corvette (SS), while Juven Lat took third in a '14 Porsche Cayman S (AS.) Justin Bowen, Craig Boyle and Feri Dizon rounded out the rest of S1.



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

The S2 group was led by Alex Muresan in a '19 Honda Civic Type R (DS). He was followed by John Rowe, also in a '19 Civic Type R, with Eric Martin rounding out third in a '20 Ford Mustang EcoBoost (DS.) The rest of S2 included Lloyd Feaver, Tiberiu Muresan, Gary Fazekas, Fred Campbell, Elijah Kleeman, Van Huynh and Jeff Kleeman.

Eric Neilsen, in a '99 Mazda Miata (ES,) led the S3 group. Nipping at Nielsen's heels was Vernon Head in a '03 Toyota MR2 Spyder (ES.) Colby Teller took the last podium spot in a '99 Miata (ES.) Wade Spurlock and Prashant Kumar rounded out the rest of S3.

John Subosits ran uncontested in S4 in a '08 Civic (HS.)

The Solo Spec Coupe class was led by Glenn Austin in a '14 Subaru BRZ. Bill Charron came in second in a '15 BRZ, while Ed Runnion rounded out third in a '16 Scion FRS.



AS31: Juven Lat took fourth in S1 in a 2014 Cayman S.

Adam Tarnoff took first place in STX in a '04 Mazda RX8. Close behind in second was Richard Lee in a '14 BRZ, with Eric Acks in third, also in a '14 BRZ. The rest of STX included Glen Anderson, Matt Francavilla and Megan Anderson.

Michael Gardner, in a '16 Mustang GT350 (-C,) took first place in Classic American Muscle. He was followed by Akash Mohanan in a '18 Chevrolet Camaro (-C,) while Greg Back rounded out third in a '14 Mustang GT (-C.)

The Modifieds class was led by Ben Martinez in a '84 Van Diemen (CM). He was followed by co-driver Jaime Mendoza, with Ricardo Quinonez



SS15: Monty Pack took first place in S1 in a 2018 GT3.

taking third in a '09 Shark Stealth (BM.) Douglas Hargrove took fourth in a '83 R&D Special.

Tom Exley, in a '87 RX7 Turbo (XP,) took first place in the Prepared class. James Laeno came in second in a '90 Miata (XP,) with Derek Boyd rounding out third in a '89 Miata (XP.)

The SMP group was led by Adrian Cardenas in a '94 RX7 (ASP) Jonathan Lugod took second in a '17 MX5 (BSP,) while Cliff Fong took the last podium spot in a '93 Civic (SMF). The rest of SMP included Jessica Yeung, David Chau, Isaac Acks and Eric Gnesa. Lisa Gnesa ran uncontested in SMP-Ladies in a '09 Cayman S.



SMF191: David Chau powers through in his 1999 Civic.

With 15 drivers competing, ST1 was the largest group of the day. Praneil Prasad led the group in a '16 Miata (STR.) Justin and Mack Tsang took second and third, respectively, in a '10 BMW M3 (STU.) Scott Mullens, Arvind Govindaraj, Dhiraj Jadhav, David Peterson, Mark Lewis, Hal Dorton, Catherine Tran, Paul Tibbals, Philip Ma, April Thompson, Dustin Sanguinetti and Henry Liao rounded out the rest of ST1.

Todd Winstanley and Brenna Comacchio finished first-second in ST2. They were co-driving a '91 Miata.



DS12: Fred Campbell waits at the start line in his 1999 BMW M3.

Crows Landing sizzles for Round 9 of SFR's Solo II series

Photos by Ricardo Quinonez and John Rowe

by Ryan Panlilio



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

The heat didn't deter 62 drivers from competing in Round 9 of the SF Region's Solo II series on June 20, 2021, at Crows Landing. The course was designed by Jonathan Lugod, with Ed Runnion and Tom Exley co-chairing the event.

Praneil Prasad led the ST1 group in a '16 Mazda MX5 (STR). Nipping at his heels was Scott Mullens, also in a '16 Miata, while Justin Tsang rounded out third in a '10 BMW M3 (STU.) The rest of ST1 included Mack Tsang, Arvind Govindaraj, David Peterson, Connie Lu, Catherine Tran, Andrew Vo, Mark Lewis, Paul Tibbals, Alden Rush, Hal Dorton, April Thompson, Scott Sandowski and Dusty Sanguinetti.



DP7: Darrel Lunge at speed in a 1975 BMW 2002.

The ST2 group was led by Todd Winstanley in a '91 Miata (STS.) Andre Piernot, in a '90 Miata, took second, while Brenna Comacchio took third in a '91 Miata. Julie Piernot rounded out the rest of ST2.

Glenn Austin led the Solo Spec Coupe class in a '14 Subaru BRZ. He was followed by Bill Charron in a '15 BRZ, while Ed Runnion finished third in a '16 Scion FRS. Dennis Quilantang finished fourth, rounding out the rest of SSC.

Adam Tarnoff, in a '04 Mazda RX8, took first place in STX. Richard Lee was a close second in a '14 BRZ, and Erik Acks rounded out third in a '13 BRZ. Glenn Anderson, Matt Francavilla and Megan Anderson rounded out the rest of STX.

Greg Back ran uncontested in Classic American Muscle in a '14 Ford Mustang GT (-C).

Richard Quinonez ran away in Modifieds in a '20 Shark Stealth. Douglas Hargrove finished second in a '83 R&D Special.

Tom Exley took the top spot in Prepared group in a '87 Mazda RX7 Turbo (XP.) He was followed by James Laeno in a '90 Miata (XP), with Derek Boyd rounding out third in a '89 Miata (XP). Darrel Lunge rounded out the rest of the Prepared group in a '75 BMW 2002.

The S1 group was led by Eric Lam in a '15 Porsche GT3 (SS.) Monty Pack, in a '18 GT3 (SS), took second, while Brian Jacobson finished third in a '17 Chevrolet Corvette (SS.) The rest of S1 included Justin Bowen, Ovidiu Predescu and Craig Boyle.

Andrew Kessel, in a '19 BMW M2 Competition (BS), finished in first place in S2. Alex Muresan took second in a '19 Honda Civic Type R (DS,) while Eric Martin rounded out third in a '20 Mustang EcoBoost (DS.) John Rowe, Tiberiu Muresan, Fred Campell, Gary Fazekas, James Rowney and Ganzorig Erdenebat rounded out the rest of S2.



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

Vernon Head ran uncontested in S3 in a '03 Toyota MR2 Spyder.

Rob Krider eked out first place in S4 in a '19 Ford Fiesta ST (HS) over John Subosits in a '08 Civic.

Jonathan Lugod, in a '16 Mazda MX5 (BSP,) took the top spot in SMP. He was followed by Adrian Cardenas in a '94 RX7 (ASP), while Jessica Yeung finished third in a '19 MX5 (BSP). Isaac Acks and Eric Gnesa rounded out the rest of SMP. Lisa Gnesa ran uncontested in SMP-Ladies in a '09 Cayman S.



ASP170: Adrian Cardenas takes second in SMP in a 1994 Mazda RX7.

Ryan Cirillo ran uncontested in XS in a '01 MR2 Spyder.

Rounds 10 and 11 of the SF Region's Solo II series will be held on July 17 and 18, 2021, at Crows Landing.



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

SFR REGIONAL 9 & 10 RACE REPORT

Summer in Sonoma. The weather was hot, the fields were full, and the Workers got to have sit-down meals for the first time in over a year. The Equipment Crew and Social kept busy hydrating all the drivers and Workers. The region hosted a Tech Day Saturday with several folks showing up for Worker tours and a track ride-around. They enjoyed themselves and a couple have already signed up to become volunteers. Sunday RE Tim Sullivan hosted several students from his son's school and they helped out here and there, and got a track ride in Corvettes. The region bid a fond farewell and thank-you to Sandy

Carreiro from Timing, who is moving to Kentucky. She will be missed!

Sunday's weather was a bit more tempered starting with an unusual fog bank which soon dissipated. The milder weather was appreciated after the sun-baked Saturday which had, among other things, one minor grass fire.

The weekend's events and activities included lots of good racing, several cautions, a red flag and a few injured cars. But no drivers were hurt in the filming of this weekend.

Group 1 (FA FM FX F4)

Race 1



#24 Athreya Ramanan holds off #36 William Ferguson

Pole sitter Marco Kacic in a F3 Liger led the group of 24 high-powered open wheel machines to the green flag. Unfortunately Kacic never led again.

The other guy on the front row, Joshua Fine, in a Star Pro Mazda took the lead and never relinquished it. Typically a Star Pro Mazda is not as fast as the 300 hp Liger F3 car but Mr. Fine can really wheel his car around the 2.5 clock wise race track nestled in the Sonoma Foothills. Fine beat second place finisher, Alex Kirby, by 5.6 seconds, which is about two football fields in distance. In addition to beating Kirby, Fine collected top points for the Formula Car Challenge Presented by Goodyear series. Second place points getter was Ethan Raap. Both Raap and Fine hail from Utah.

No need to feel sorry for the second place Kirby because he was the winning F3 car and took top points for the Formula Pro USA F3 Western Championship. Kirby qualified 7th overall and was the fourth fastest F3 car. He made short order of the cars that occupied 6th through 4th. By the end of the first lap he was in 3rd position. With three laps remaining Kirby got by the pole sitter, Kacic, and took it

home from there. Kacic also lost third position in the same move to the every opportunistic Kyle Loh. Even though Kacic did not get the results he wanted he would be able to redeem himself in the Sunday afternoon race. Graham Rankin qualified fifth and finished fifth in the only real Formula Atlantic entered.

Some of the races this year Bill Weaver who drives a Formula Mazda has been running as a FX car and some of the time he has been running as a FM car. But no matter what class he has been entered in beating the Formula Speed 2.0 of Tao Takaoka has been a chore. For this event Weaver was entered as a FM but he still outperformed the FX car of Takaoka. They qualified .4 of a second apart. Takaoka for his part won FX. Brad Drew was second in a Formula Mazda that was entered in FX. (I really wish they would get rid of this confusing FX/FM shell game).

Also racing in FX were the F4 cars that are part of the Formula Pro USA Western Championship. The F4 cars are easy to recognize because they have a very low throaty exhaust pitch to them.

William Ferguson qualified 15 but because the F4 cars do a split start he was in 21st position on the first lap. From there Ferguson worked his way past several of the FX Formula Mazdas into 15th overall by the end of the race. Athreya Venkata Ramanan followed Ferguson through the traffic and finish 16th overall (second in class).

Quotes from Drivers

John Ostlund: *very competitive, close and safe racing.*

Tao Takaoka: *it was great.*

Derry O' Donavan: *Great race.*

Scott Vreeland: *The new car is still a handful. We keep bettering our lap times but lack consistency.*

RESULTS

FA

1. Joshua Fine
2. Alex Kirby
3. Kyle Loh

FM

1. Bill Weaver
2. Lars Jensen
3. Derry O'Donovan

FX

1. Tao Takaoka
2. Brad Drew
3. William Ferguson



#21 Graham Rankin takes over from #20 Joshua Fine, #5 Kyle Loh, and #95 Marco Kacic

What a race!! I am willing to bet that no other place in the country has such a high caliber field of formula cars and formula car drivers. With six Liger JS F3 cars, five Pro Mazdas, and one bad ass Swift 014, it was an incredible field. What made it even more incredible was the mix of young lions and experienced veterans. They all had something to prove.

The group had an unofficial split start, with the small FM contingent self-splitting at the back. At the beginning the young bucks were showing the way with Park City Utah's Joshua Fine holding court in his FA Pro Formula Mazda, next was Kyle Loh in his Liger F3 car followed by Marco Kacic also in a F3 car. Alex Kirby in his LA Prep F3 car soon joined the fray and the racing became very intense. At every braking point, these young bucks were trying to get an advantage. It was a matter of not giving an inch either in front of you or behind you. These guys put on a great show. But there was a looming threat to all of these guys and it was the veteran Graham Rankin in his Swift 014. At the start Rankin fell back from his fourth place starting position to sixth. It initially looked as the money should be placed on the kids. But Rankin got his car dialed up and really used his superior cornering capabilities to let the world know you need a few more whiskers to out drive this guy. Graham was in sixth position on Lap 4. Lap 5 saw Rankin make it around Salt Lake City's Ethan Raap who was driving a Pro Formula Mazda. Lap 9 saw Rankin get around Alex Kirby for fourth. Two kids behind him, three to go. Lap 12 Rankin slips past Kacic and Loh. Now only one Fine young man was in front of him, and that was race leader Joshua Fine. Then on lap thirteen Fine's reign at the top tumbled, and there was a new king on the block, it was the wily veteran Graham Rankin. Rankin then held the kids at bay for the next five laps and won the race. His margin of victory was

2.083 seconds, so the kids did not fade. They were in the mix at the end. Fine held off Loh to take second. This was one of the best FA race I have ever watched. Great driving by everyone involved and the very exciting mix of race cars made it extra enjoyable to watch.

The confusing thing about this group is figuring out who is running for what series and who is running for Runoff Points. Case in Point: Brad Drew and Derry O Donovan - both driving Star Formula Mazdas, exactly the same car. But Derry was entered as a FM and Drew was entered as a FX. Both raced each other very evenly but they were not necessarily racing each other for the class victory. At the end of the day, Drew ended up on top even though at one point O'Donovan was ahead of him.

Also running a FX was Tao Takaoka in his Formula Speed 2.0. Takaoka notched his tenth class victory of the year. He was never really challenged for the lead, finishing almost 15 seconds ahead of the next competitor in his class.

The F4 cars run as FX; but they are really running their own race, and it was quite a race for them. Athreya Venkata Ramanan from Sammamish WA had a great race with William Ferguson, who hails from Pacifica CA. These two passed and re-passed each other three times before Ramanan came out on top. The winning margin was 0.4 of a second. Like I said earlier, what a race!



#78 Brad Drew leads #77 Derry O'Donovan up into turn 2

Quotes from Drivers

Scott Vreeland: *Knowing that we didn't have anything to lose; we treated Sunday as another test day and worked on set up.*

Tao Takaoka: *it was great.*

RESULTS

FA

1. Graham Rankin
2. Joshua Fine
3. Kyle Loh

FM

1. Derry O'Donovan
2. Randy Sturgeon
3. Lars Jensen

FX

1. Tao Takaoka
2. Athreya Venkata Ramanan
3. William Ferguson



Eric O'Brien coming up on #2 Edward Goenther

With nine cars taking the green flag group 2 at least we had enough cars on the track to keep the flaggers busy.

The good news is there was a change at the front as John Manfroy took his Dauntless Stohr to the top step of the podium regulating Joe Viso to the second rung. Manfroy qualified second over two seconds slower than Viso. However once the race started he was able to slip past Viso on the second lap and stay in front until the end of the race. What made this race for the lead interesting was the discrepancies in the lap times between Viso and Manfroy. Viso had several laps that were faster than Manfroy but he also had several laps where he was significantly slower. The margin of victory was only 3.368 seconds but Viso's last lap of the race was almost seven seconds slower than his previous lap. Either way Manfroy drove the fastest over the distance of the race and was the winner. It was good to see a chain driven car win in P1 this year.

The P2 race was between Kevin Mitz and Eric O'Brien. This is also a contrast between cars. Kevin has a 2004 Stohr which has a lot more aerodynamic features than O'Brien's 2000 A-Mac AM7, two different schools of thought. Kevin Mitz was able to pull out a lead on O'Brien and maintain that lead over

the race distance. The lap times were similar over the course of the 16 laps therefore O'Brien was not able to make any inroads into Mitz lead.

With two Sports 2000 cars visiting us this weekend it was a shame that Edward Guenther had an issue. On lap two he had to pit and the eight minutes fixing whatever the issue was cost him the class win.



#08 Jeff Anderson crests turn 2

Quotes from Driver

Eric O'Brien: I ran a clean race, but after dropping back 10 car lengths or so to Kevin Mitz, we pretty much stayed like this for the entire race.

RESULTS

P1

1. John Manfroy
2. Joe Viso
3. Chris Vian

P2

1. Kevin Mitz
2. Eric O'Brien
3. Jeff Anderson

S2

1. Robert Lovenson
2. Edward Guenther

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John Manfroy leads Joe Viso into turn 2

Since we only race at Sonoma Raceway twice a year, we naturally have some built-up demand to race there. This is a good thing for the prototype cars, as the field was at least worthy of having their own run group. We had three P1 cars, three P2 cars, and for the first time in years, two S2000 cars (of the four originally entered.)

Joe Viso brought out his Élan Mazda DP02 and is obviously working towards an all-out assault at the Indianapolis Runoffs. He has been getting a lot of track time and is really figuring the car out. At the season opener at Sonoma Raceway, Viso was having all sorts of issues

with the car and ended his weekend parked on the hill on the exit of Turn 7. This weekend was a much different outcome. Viso's best time this weekend was a 1:31.046, which compares well to Jim Devenport's last time at Sonoma of 1:29.770. It is very hard to directly compare the times because the weather is different when the times were set, the track conditions are different, and you never know what the tire situation is for each driver. But the point is that Viso is getting this car going and appears to be primed for a good showing at the Runoffs.

The race on Sunday was another opportunity to get used to the car and to squeeze more performance out of it. Viso was never challenged during the race and ended up beating John Manfroy by 28 seconds. Manfroy beat Viso in Saturday's race, but was unable to match his pace on Sunday. After the weekend, the score was one win for Viso and one win for Manfroy. It is cool that both of these guys are competitive in two different types of cars. Manfroy has a Stohr which has a motorcycle engine, and Viso has an Élan, which has a Mazda Car engine.

The P2 race was probably the best P2 race in decades. Kevin Mitz, hot off his best time at Laguna, showed up with his Hayabusa-powered Stohr, while Eric O'Brien was representing the A-Mac crowd. The beginning of the race did not go as good as it could for O'Brien as he fell back from Mitz. But a full course caution came out, and Eric was able to regroup. Once the track went green, Mitz had his hands full of O'Brien. The two raced nose-to-tail the rest of the race, and the end result came down to who had the best launch off of Turn 11. Mitz ended up winning by 0.3. See Eric O'Brien quote. His description of the events are much better than anything I could write.

This race had two Sports 2000 cars. Sports 2000 used to be a very popular racing class. Think Formula Ford with a full body. The cars are cool and turn decent lap times. This weekend Edward Guenthe from Paradise Valley Az. and Robert Loveson from Calabasas, CA. showed up. Guenthe beat out Loveson for the class win. Let's hope they return and bring some friends

Quotes from Driver

Eric O'Brien: *At the start, the P1 cars of Joe Viso and John Manfroy took off into the distance. I took the P2 lead at the start, but going into Turn 7 on the first lap I left the door open and Kevin Mitz was able to get by me cleanly. I quickly fell back about five car lengths, but an early caution flag allowed me to regroup. (An aside: Kudos to the SFR Safety Team for how quickly they cleared the incident and got us back racing. After watching many National Championship races, the SFR team truly is the best in the Nation!) Once the Green Flag flew again, the race was on. For the next 20 minutes, I was on Kevin's tail but he was able to put his big Stohr right where I wanted to be in my old school DSR/P2 car. His Hayabusa-powered car was able to pull me out of the corners, but, I seemed to gain in the middle/high speed corners. We raced hard and clean - he did not throw a block ever. Rather, he simply put his car in the right place. I tried everything I could think of - over/unders, late braking, drafting, fake him right then going left....I just couldn't make the pass and was not going to do anything that might throw either of our weekend's away. In the end, we went side-by-side into Turn 11, but his extra Hayabusa grunt helped him pull away to the checkered and I finished 0.35 seconds behind. While exhausted, we were both left congratulating each other on a fine race. What a way to end the weekend!*

Eric O'Brien: *Any issues with the car that hampered your ability to get all of the performance out of it? If so what were they?*

The bumps in Turn 7 really took away from the enjoyment of that turn. At times my head would ring off the roll cage to the point of ringing my bell.

RESULTS

P1

1. Joe Viso
2. John Manfroy
3. Chris Vian

P2

1. Kevin Mitz
2. Eric O'Brien
3. Jeff Anderson

S2

1. Edward Guenther
2. Robert Lovenson



#48 Skip Rebozzi has #49 Kristofer Olsen hounding him

Kristopher Olson is used to being the fastest car in his group. In fact rarely has he been challenged especially at the tighter tracks which suit his Acura NSX better than the tracks with long straights. Case in point, Olson won the 2018 Runoffs in T1 at Sonoma Raceway which is considered a very technical (AKA) tighter track than say Road America. The problem with running a winning car is that SCCA has a way of changing the rules so that others have a chance to beat you. Since Olson has won the Runoffs he has studied the rules and feels running the car in GT2 will ultimately prove to be a more competitive class for him. So for his return to Sonoma Olson entered the car in GT2 which requires a much more restricted motor. However the restrictions in

right merely because he won the race. But then when you look a little closer at the lap charts you see that Rebozzi lead every lap except the last one. Then when you ask around you find out that Olson just was not as fast as Rebozzi. According to Olson he studied Rebozzi to see where he had the advantage and he came away thinking that Rebozzi was just faster than him everywhere on the circuit. Olson is really looking forward to getting those aero updates. The reason Rebozzi lost the race was because he tangled with a car he was lapping. Rebozzi ended the day up on the berm and Olson ended up on the top of the podium.

Joe Montana was the car Rebozzi tangled with and would have had

a third place finish had the incident not occurred. Sal Molinare Inherited third as a result of the incident between Montana and Rebozzi.

This was Charles Laster first race at Sonoma in a GT1 car, The good news is he got to learn the track. The bad news it is a little bit unnerving for the first time Sonoma driver.



#23 Charles Laster getting used to Sonoma Raceway

the motor are more than offset in the Aero changes that can be made to the car.

Skip Rebozzi has also been looking at the rules and he decided a 2006 Corvette could be the ticket to GT2 stardom.

For Regional #9 the two squared off to see who was right, even though Olson did not have his aero modifications installed on the car as of yet. If you look at the results the first conclusion is that Olson was

Anthony Bonino had fellow A Sedan competitor Jeff Francis in his rearview mirror until T2 car of Helmut Jones butted in between the two. Bonino went on to win A Sedan and Jones won T2.

Quotes from Driver

Charles Laster: First time at track. A little unnerving with blind spots.

RESULTS

AS

- 1. Anthony Bonino
- 2. Jeff Francis

GT1

- 1. Charles Laster

GT2

- 1. Kristofer Olson
- 2. Skip Rebozzi
- 3. Lars Mapstead

ITE

- 1. Sal Molinare
- 2. Sean Thibodaux

SP

- 1. Joe Montana

T2

- 2. Helmut Jones



#88 Joe Montana and #48 Skip Rebozzi

It's tough being the last race of the day, especially if it is hot. Group 3 had only eight cars show up for the last race of the day which was four fewer cars than we had for Saturday. Missing this weekend was the growing contingent of Muscle Cars, the multiple numbers of Spec Mustangs that also run in A Sedan, and the TA2 cars that we saw last time at Sonoma that run in GT2.

Lars Mapstead really did not care if any of those other cars showed up because he took the Green Flag and led the entire 17 laps, as well as turning the fastest race lap. Sal Molinare and Joe Montana had a really good race. Montana had to catch up with Molinare since he started in the back. But once he was within striking distance of Molinare, Montana made the pass. Normal wisdom would think that

having coming from so many places behind Montana would just drive away. But that did not happen because one lap after being regulated to third place by Montana, Molinare returned the favor. Not to be out done, Montana got Molinare back. But in the end, Molinare would have the final say in the matter as he got by Montana on the second to last lap of the race which he held onto until the end. Molinare's margin of victory was less than 0.2 seconds.



Lars Mapstead went to Sunday overall victory

RESULTS

AS

- 1. Ken Pedersen

GT1

- 1. Charles Laster

GT2

- 1. Lars Mapstead
- 2. Bryan MacMillan

ITE

- 1. Sal Molinare
- 2. Sean Thibodaux

SP

- 1. Joe Montana

T2

- 2. Helmuth Jones

Quotes from Driver

Charles Laster: Way better. More comfortable

Sal Molinare: Good times!

Helmuth Jones: decent race, low car count, last race of weekend, etc.

Helmuth Jones: lack of grip, remedied with a new set of Jordans

Sal Molinare: My ABS is not working so braking really sucks.

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#88 Lyn Greenhill, #46 William Kincaid, and #81 Henry Rozeboom enter turn 7

One of the things that make Road Racing unique is that in almost every case you are sharing the track with cars in different classes. So at the end of the race there are usually several winners. Part of the uniqueness is that those other classes are either quicker than you are or slower than you are. Part of the art of Road Racing is dealing with the cars in the other class.

Lyn Greenhill got a lesson in dealing with these slower classes. He was in the lead and within three laps of winning the race when he came upon slower traffic. The timing of when you run into the slower traffic makes a huge difference in your ability to get past the traffic. If you have to slow too much your rival may be able to get past you. For Greenhill this is exactly what happened. While lapping other racers Greenhill lost two positions at the end of the race and was not able to recover in time to get those positions back. Slipping past Greenhill was William Kincaid and Greg Coffin. William started the race in third position and by lap six he made it past Paul Rodler. He then chased down Greenhill and made the pass for the lead with two laps remaining. Coffin started fifth and made his way past Henry Kenneth Rozeboom, then by Paul Rodler on lap nine and finally past Greenhill on the last lap. Coffin also set the fastest lap of the race.

This weekend we had to groups of Formula F, the guys running the spec tire and the guys running the Hoosier R60 slicks.

In qualifying Jon Brandstad and Stewart Patterson would turn similar laps throughout the session with Brandstad and his DB-6 Honda ultimately taking the edge with a 1:44.155. Paterson with his DB-6 Ford would line up second in class but with a Continental starting beside Brandstad and Patterson back a row. Mikhail Kalugin driving a

Formula F for the first time would start third in a DB-6 Ford with Dave Jalen just behind qualifying fourth in his Mygale Honda... Wait... Mygale is not a Swift! How did a non-Swift get in this field? Jalen was followed by Dalmo DeVasconcelos in his VanDieman Ford followed by the DB-6 Ford of Richard Hybels and the Piper Honda of Michael Bernstein very closely behind.

Brandstad would waste no time when the green flag flew and within a lap dispatched the Continental and attempted to break away from Paterson. Paterson however had a different idea and quickly put the Continental that qualified between the two out of the picture until lap 5 when traffic would aid the Continental in slipping by. Paterson would regain the position and go on the hunt to take the point. With FFT not having raced at Sear Point previously, Brandstad and Paterson would trade the track record setting and resetting it 7 times. Paterson would take that honor by under two tenths. The entire time, Paterson would continue to close in until the white flag when he found himself in striking distance. Out of the carousel, the pair would catch lapped traffic into turn 7. The battle on the brakes would see Paterson put the nose inside between the double apex right hander and hold the point into the esses. Brandstad would not give up that easy driving deep into the hairpin and winning the braking dual. The narrow and late entry however would push Jon wide and Stewart would execute the over-under to retake the point and find the checkered flag first. The battle for the final step of the podium would see Kalugin and Jalen running within just a few seconds the entire race with neither giving nor gaining much. Late race traffic would narrow the slight gap that Kalugin had built and Jalen would run his fastest lap of the race in the closing lap to narrow further but not soon enough to take the position making the podium a trio of Swift DB-6s. Behind Jalen, De Vasconcelos ran consistent laps that were good enough to hold off the charging Michael Bernstein. Rounding out the field, Richard Hybels ran consistent laps bringing his car home. (Written By Eric Little)

The FV race was between Don Manthe and Ron Wake. Ron took the early lead in the class and never looked back Don finished second with Chris Poncin not making the grid.

Quotes from Drivers

Lyn Greenhill: Great until I ran into traffic and got passed for the lead.

Richard Hybels: Good until I spun.

David Jalen: Beautiful weather, great people! I qualified second and finished second in class. It was a race long battle but I was unable to make a pass.

William Kincaid: smooth and well run.

Don Manthe: Running with the FC cars was not without issues. They come up on us too fast. I nearly had an incident when being passed. I saw the first (place car) in my mirrors but not the next two.

Henry Kenneth Rozeboom: Normal. I was too slow....

RESULTS

FC

1. William Kincaid
2. Greg Coffin
3. Lyn Greenhill

FF

1. Mikhail Kalugin
2. David Jalen
3. Dalmo De Vasconcelos

FV

1. Ron Wake
2. Don Manthe

FFT

1. Stewart Patterson
2. Jon Brandstad



#88 Lyn Greenhill has #41 William Kincaid in his mirrors

The last time Group 4 ran at Laguna Seca I mentioned that it was a race that no one seemed to want to win. The leaders kept falling out of the race and I thought at one point one of the Formula Fords was going to take the win. This race was completely different. It was a battle royal with Lyn Greenhill, William Kincaid, Greg Coffin, and Henry Rozeboom all darting in and out to gain an advantage over the other guy. Greenhill had the initial lead and was doing a great job of keeping his competitors behind him. As the race spread out Greenhill and Kincaid gapped the third and fourth place runners and it looked like it was going to be decided between these two hard chargers. But a full course caution changed the flow of the race. The caution was for the stricken car of Mikhail Kalugin. He had a mechanical problem and was stuck on Turn 7 in harms way. The Emergency crew cleared the car, and after two laps the racing resumed. Unfortunately for Greenhill, Kincaid was able to make a run on him and passed him once the racing resumed. The ever opportunistic Coffin fell back one spot as the race restarted but with two laps to go he not only made it by Nicholas Coe he also passed Greenhill, turning the fastest race lap in his charge. Greenhill had a rough weekend. He was in position to win both races, but lost the lead with only a few laps to go. Had it not been for the caution, it looked like Greenhill had the race won. Nicholas Coe was in the thick of the battle for the front, but he was late to the grid and passed several cars on the

pace lap, which was not okay with the Stewards. They moved him to last in the class for his tardiness.

Jon Brandstad won the FFT race. He looked to have the race in the bag because Stewart Paterson did not realize the schedule listed the green flag time and not the leaving the grid time. Note to self: arrive to grid early. The worst thing that can happen is you have to sit in your race car for a few extra minutes!!! Paterson did a good job recovering and was helped by the full course caution. By the time the race was winding down, he was all over the tailpipe of Brandstad. But being on the tailpipe does not equate to a win and the wily Brandstad did a



#10 Dalmo De Vasconcelos gave FF class winner David Jalen a run for his money

masterful job of keeping the charging Paterson in second.

David Jalen is starting to get the hang of his Mygale SJ-09. He has been lurking around the leaders and been giving them a hard time for several races. This time he was the leader and it was up to the rest of the field to give him a hard time. The veteran Jalen was up for the challenge and had Dalmo De Vasconcelos all over him the entire race. Vasconcelos did make it by Jalen before the caution, but Jalen was not going to be deterred. So when the race resumed Jalen found a way around Vasconcelos and motored on to victory! Jalen's teammate, Michael Bernstein, came in third.

FV had three entries, but only two made the grid and one of those two was also late to the party. I am telling you that if read the Supps, you would know that the times listed on the schedule are the green flag times! Don Manthe was the FV offender to receive a detention slip for being tardy. Manthe was able to make the most of it, and he caught the other FV in the race - Chris Poncin and was able to drive home to victory. Ron Wake was also entered but he did not make the grid as his car caught

on fire after his qualifying session. Quite a scary moment!

RESULTS

FC

1. William Kincaid
2. Greg Coffin
3. Lyn Greenhill

FF

1. David Jalen
2. Dalmo De Vasconcelos
3. Michael Bernstein

FV

1. Don Manthe
2. Chris Poncin

FFT

1. Jon Brandstad
2. Stewart Paterson

Quotes from Drivers

David Jalen: *This time I qualified first in class and was leading. The driver who beat me was having engine issues and was falling back quickly before pulling off driver's left at the exit of T7. Another driver had taken up the charge and passed me into T11 when I botched T10. A safety car was deployed to remove the car at the exit of T7 and on the restart, I got a great jump and retook the lead and held it until the checker.*

William Kincaid: *a bit loose in high speed stuff (i.e. most of Sears!)*

Henry Kenneth Rozeboom: *Any issues with the car that hampered your ability to get all of the performance out of it? If so what were they?*

No, excluding driver

David Jalen: *Any issues with the car that hampered your ability to get all of the performance out of it? If so what were they?*

The car needs a better driver



#198 Marc Hoover has #147 Wilson Powell closing in on him

Marc Hoover needed only three laps to set the fastest time for the session which is quite impressive given he has a 2006 Mazda MX5 with a four cylinder engine competing against 6 cylinder and V8 powered racecars. A guess it is not the bark in the dog it is the dog in the bark.

Once the race got under way you could say things were going according to plan. That is until the sound meter got a hold of the high powered Mazda four banger. Unfortunately for Hoover the sound meter proved to be the end of his day. It was looking as though second place Adam Enticknap would inherit the lead but he too retired on the same lap. That left it to Kevin Lachance to take the point, which he did, for one lap.

That's when eventual overall winner and STU class winner Wilson Powell powered his 2003 BMW M3 into the lead and never looked back. The result was not surprising since Powell did qualify second. He fell back to fourth at the beginning of the race and had to work for the victory. Lachance did hold on for second place overall and second in STU.

Anthony Bonino rounded out the podium in addition he won SMG. Bonino beat out three other SMG racers this weekend.

ITA was a Wa Huang affair. ITA is usually a dog fight and by the time it is over some of the competitors have to lick their wounds. This time around Huang was able to get the SMG car of Jeff Francis between him and Ross Lindell making his race easier than it usually is. Steve

Borlik qualified 12th (5th in ITA) but by the time his transponder tripped a signal at timing and scoring he was in 17th position. Borlik spent the next twenty-three minutes working his way back to the guys he should be racing with. He eventually finished third in ITA two positions better than he qualified.

Taylor Vance did a good job of working his way to the ITX victory. Having qualified third in class with only two laps posted, he found himself in 19th on the first lap. Lap two Vance made up two positions, lap three one position, lap four one position, and then lap five three positions! By this point Vance had the ITX class lead with the second place car of John Paul Jose following close behind. With three laps to go Vance was able to get past the ITS car of Joseph Carl and give himself some breathing room.



#55 Mark Wiseberg leads #180 Andrew Wozencroft out of turn 10

Quotes from Drivers

John Faull: *Only car in class, but still fun.*

John Paul Jose: *I enjoyed the relatively shorter race length, especially in Group 5 everyone allowed racing space and it was a fun drive.*

RESULTS

HP

1. John Faull

ITA

1. Wa Huang
2. Ross Lindell
3. Steve Borlik

ITS

1. Ryan Carl

ITX

1. Taylor Vance
2. John Paul Jose
3. Joseph Carl

SMG

1. Anthony Bonino
2. Robert Brayton
3. Jeff Francis

SSC5

1. Timothy Sullivan

T1

1. Tony Kiratsous



#60 Joseph Carl has two cars between him and his brother Ryan

Marc Hoover can build a fast race car. In fact he just might have the fastest MX5 Mazda in the country. Hoover started on the pole and built up a sizable lead over second place Wilson Powell in his 2009 BMW M3. But that sizable lead was not insurmountable. Powell knew this and concentrated on putting in consistent laps. At about the half waypoint you could see that Powell was closing in on Hoover. As the laps ticked by the gap continued to shrink. The race was shaping up to be a dual for the win on the last lap. Powell was closing at a very good rate and with two and half laps left to go, Hoover was busted for sound and retired on the spot - second race in a row while leading for same reason. Powell for his part had to work his way into second place. Between him and first place was front row starter Ken Pedersen. In the early going Pedersen looked as though keeping up with the MX5 of Hoover's was not going to be a problem, especially with his big V8 powered Mustang. But the agile Mazda really likes the twisty Sonoma Raceway which allowed Hoover to build a comfortable cushion. On the fifth lap of the race Powell galloped by Pedersen and set his sights on Hoover. The exciting finish never materialized, but Powell did not care. He was happy with the victory. Pedersen finished second overall and first in SMG. Usually this group is a mixture of sedan classes, mixing muscle cars of various ilks with lots of Miatas, some who also run in Group 7. However, by Sunday afternoon, eight of those bigger cars seemed to have gone home early - they didn't qualify and seven of the eight didn't race.

Wa Huong, Steve Borlik, Rob Fuller, Ross Lindell were all looking to score the ITA class victory. Wa Huong was the fastest qualifier out of the group with Borlik qualifying second in the class. The race started with Huong predictably in the lead followed by Fuller and then Borlik. Fuller got the jump on Borlik at the start and was able to hold him off for one lap. When Borlik made it past Fuller, he had to really hustle his car to catch up to Huong, who was doing his best to put as many turns between him and second place. As the laps clicked by Borlik was able

to erase some of the 20-car length lead that Huong worked so hard to create. But Borlik was never able to catch and make the pass. Huong won with Borlik in second.

The Carl brothers had one of the best races of the day. Most everyone knows the Carl family's relationship with the dearly-departed Bob Bradfield; and if you are paying attention they were carrying on in cars that Bob made famous in our region. For Joseph the last time he was at Sonoma Raceway was 12 years ago when he crashed his RX7 at the exit of Turn 10, so he was a little nervous coming back. Even though the brothers were running in different classes, I am sure the sibling rivalry was redlining in both of them. Joseph had the early lead and a couple of cars between him and his brother Ryan. By Lap 5. the only thing between the brothers was space and time, so Ryan set out to eliminate both. On Lap 7, Ryan turned a 2:01.9 and Joseph turned a 2:02.5. There goes some space and some time. Lap 10, Ryan - 2:01.4; Joseph - 2:01.8. A little more time and space is eliminated. Lap 13, Ryan-2:01.9; Joseph - 2:02.5. All the time and space eliminated, and now Ryan was ahead of Joseph. They went on to finish that way, and I can only imagine the grins of their faces as they exited their cars. Even though they were not competing in the same class, I am sure neither one of them wanted to yield. Joseph finished second in ITX, and Ryan won ITS as he was the only car entered in that class.

The ITX class win was taken by Taylor Vance who was running with the front-runners in ITA.

Tim Sullivan had been too busy earlier in the day to qualify, but did run and win SSC5. John Faull raced his 1959 Sprite to HP victory.

RESULTS

STU

1. Wilson Powell
2. Kevin Lachance
3. Marc Hoover

ITA

1. Wa Huong
2. Steve Borlik
3. Rob Fuller

ITS

1. Ryan Carl

ITX

1. Taylor Vance
2. Joseph Carl
3. John Paul Jose

SMG

1. Ken Pedersen
2. Robert Brayton

SSC5

1. Timothy Sullivan

HP

1. John Faull

Quotes from Drivers

John Faull: Lost 3rd gear, so had only 2 speeds



#35 Robert Sachs with #57 Bill Booth and #2 Lee Douglas in tow

With 28 cars taking the green flag the Spec Racer Ford contest was shaping up to be quite a race. That is until you saw Joshua Jacobs take off and never look back. Jacobs lead every lap of the race going on to win his first ever race at Sonoma raceway. Greg Hoff did his best to spoil Jacobs's fun. He even had the fastest lap of the race but it was not quite enough to steal the checkered flag out of Jacobs's hand. Hoff finish only 2.067 seconds behind the winner. Right on his tail was third place finisher Jim Devenport who was still in the process of testing the new sequential shift transmission for the Spec Racer Ford. (Later to be demoted to last place)

The transmission does appear to be faster but at \$12,500 it puts quite a dent in the wallet. But ever since the Spec Racer was upgraded to the Spec 3 the transmissions have been the weak link.

Following Devenport was the next group of cars. These guys had a nice scrap. Involved in the altercation was Lee Douglas who finished third followed by Robert Sachs and Bill Booth.

The race was interrupted on laps nine and ten for a full course



#6 Noah Hambay in need of some fiberglass work

caution for an incident in turn two, Usually the restart after the caution produces some opportunities to pass but the guys at the front held station.

SRF was won by Neal Wiebmer. The significance of Neil's victory was

this was his very first race ever! Winning on his maiden trip is unheard of. Good job Neil. He had to beat out 2019 Rookie of the year Erich Woolley which he did by less than .10 of a second.



Joshua Jacobs and Greg Hoff after the race

Quotes from Drivers

Hank Raymond: Not so good. Got hit in turn 6 of first lap and couldn't continue.

Sean Sorrell: Saturday race was fun! A late incident at turn 2 brought out the safety car but the e-crew did a great job of getting us going again! Green/white/checker yeehaw!

Neal Wiebmer: First race ever! Got a good start, and was up in first place in class. Safety car came out for a few laps after many yellows. Ended up having another class car come back on track on the last lap, and blocked me. Ended up winning by the nose of the car as I was backed into the 2nd place guy, by the slow other class car. Still happy with the win!

Jerry Aplass: was fine till I got spun

Robert Breton: DNF due to coolant leak.

Steven Angus: It went very well until my crash in turn 2.

RESULTS

SRF3

1. Joshua Jacobs
2. Greg Hoff
3. Lee Douglas

SRF

1. Neil Wiebmer
2. Erich Woolley
3. Andrew Moore



#0 Joshua Jacobs driving away from the field

Joshua Jacobs hails from Houston Texas and has an extensive racing history, a lot of which is with the San Francisco Region. In fact this is the third trip to Sonoma Raceway for Joshua. His previous best finish was third in 2017. Third place in the ultra competitive SRF class is nothing to sneeze at, but it does not compare to winning both races

up but it was not in the cards. Driving around in third place was Jim Devenport who was actually doing a demonstration run with the new for SRF3 sequential transmission. The beta testing Devenport and Perry Richards have done all season has paid off. Many of the Gen 3 drivers already have the new transmission on order. As required by the GCR, at the end of the race Devenport was placed last in the field. Claiming the third position was Robert Sachs who had his hands full with Bill Booth, Lee Douglas, and Hank Raymond. They hounded him for every inch of the racing surface. Booth tried to get around Sachs, but spun in Turn 7. Another late race tumble was Douglas. He fell back with three laps to go which allowed Hank Raymond to capitalize and move into the hotly contested fourth position.



Michael Woolley after losing his brakes

Court Cardinal made his first appearance of the year and jumped right into the thick of things having a great fight with Sean Sorrell and Ken Woolley.

Another Woolley had a very exciting ride on the last lap of the race. Michael Woolley came out of Turn 10 (the fastest part of the track) and realized he had no brakes. Woolley was quick thinking and tried to scrub as much speed as he could by swerving side

to side. His car eventually went into a slide and darted across the tarmac at Turn 11 and onto the front straight. Unfortunately Woolley tagged Sorrell causing both of them to end the race sitting the wrong direction on the start finish straight.

The SRF class had only three cars which is a sign that this class will eventually go away. Neal Wiebmer who was driving in his second race ever was never challenged for the top spot in the class. He held back Steven Angus and Andrew Moore and was able to have an uneventful race compared to his race on Saturday. Wiebmer moved up ten positions from where he started with a combination of good racing and mistakes on other driver's part. Angus recovered nicely from his Saturday crash to take second in class. Moore had a faster lap than Angus, but was never close enough to put the speed advantage to use.

Quotes from Drivers

Hank Raymond: Great! No yellows. Started 8/26 and finished 4th.

Greg Hoff: Had a tough time setting car up for track conditions.

Steven Angus: Any issues with the car that hampered your ability to get all of the performance out of it? If so what were they?

All driver related.

Bill Booth: I was in a battle with Robert Sachs. Could pull up next to him in a few corners but couldn't complete the pass. In Turn 7 I decided to go to second gear to try to get a launch out of the corner. I hit the gas too hard and spun out. Completely my fault, unassisted spin.

RESULTS

SRF3

1. Joshua Jacobs
2. Greg Hoff
3. Robert Sachs

SRF

1. Neal Wiebmer
2. Steven Angus
3. Andrew Moore



#39 Donald Ahn, #64 Taylor Vance, and #155 Mathew Wyatt all trying not to get ran over by incoming traffic



Joe Kou takes to the dirt

Group seven is known for large grids and close racing. It is uncommon when one guy leads the entire race but I would only say that when Ken Sutherland is NOT racing. Ken led this one from start to finish and set himself up for a weekend sweep. The thing about Ken is that he makes it look so easy. He hits all the apexes and he is so smooth he looks like he is not even trying. But when the stopwatch is tripped there is no doubt he is extracting every ounce of speed out of his 1990 Miata. This was the first race of the year that we saw the boys from the Pacific Northwest and they certainly left a mark on the local crew. The first three finishers were all from North of the California border. It took Nasa transplant Clayton Cavell to represent the 415 with his fourth place finish. Although he was fourth it did mean that he won the SM class because all of the Northwest Racers have all

transitioned to SMT. Another local guy, Gregory Smoot took fifth and second in SM.

Our local SMT posse of Wa Huang, Joe Kou, and Eric Fulkerson were not part of the equation for the win. In fact Joe Kou finished 11th overall and 8th in SMT, which is totally out of character for him. Knowing Joe I am sure there is a good explanation for being that far back.

SSM saw Mark Means take the win, with Aaron Garfinkel coming in second. Means led the class start to finish even though he tumbled down the order from 27th overall to 31st at one point. Usually that means people in faster cars started out of order but none of that matters. The only thing that Means cares about is if that no one with SSM on the side of their car finished ahead of him.



Steve Borlik and Wa Huang in impound discussing the race

Quotes from Drivers

Douglas Alvis: Good race. I was slow, but race was mostly clean. No rubs, hits, or contact.

Mark Means: SSM race was good a lot of action: won SSM class.

Gregory Smoot: Saturday race went good. No major issues.

RESULTS

SM

1. Clayton Cavell
2. Gregory Smoot
3. Cole Gibson

SMT

1. Ken Sutherland
2. Eric Jones
3. Will Schrader

SSM

1. Mark Means
2. Aaron Garfinkel
3. Andrew Wozencroft



#87 Will Schrader and #08 Alexander Berg go side by side into turn 2

Well, its been a while since we have seen our friends from the Northwest. With a break in their calendar, several of the drivers that are part of the Pacific Northwest Spec Miata Tour paid us a visit. Of course they did not come down here to be wallflowers, they came down expecting to plunder our tribe and take the spoils back to the land of Sky Blue Water.

And of course that's exactly what they did. This time though, they decided that running as a SMT car with the harder tires made much more economic sense. Now we all know harder tires equate to slower lap times and cars on softer tires should be faster. That sort of logic does not register with the fellows from the Northwest. They just strap on the hard tires and go out and beat the guys on the soft tires. Go figure! Although race winner Ken Sutherland won the race going away, he did have an issue to deal with at the beginning of the race in the name of Alexander Berg from Calgary AB. Berg took the initial lead, but only held onto it for one lap. After that lap Sutherland slipped by and never looked back. Berg was batting above his weight and ended up finishing exactly where he qualified. Thirteen of the top 14 cars were all running in the theoretically slower SMT class. Local

Quotes from Drivers

Matthew Wyatt: *Sunday Group 5 I had a rough race, with several offs trying to avoid contact with other cars, including being blocked a couple times. Finished far down in my class. Sunday Group 7, started pole for SSM class and was cruising until I had to go off course to avoid an accident in SMT class up ahead, which put me into second place in SSM. However I was able to chase down and pass Mark Means in Turn 10 a few laps later, and hung on to win SSM class.*

Joe Kou: *Frustrating!*

Mark Means: *Start was good close racing finish second in SSM.*

Gregory Smoot: *Sunday race was not so good. Went from seventh to 43rd in two corners. Missed shift in between Turn 4 and the carousel. I shifted from third to second instead of third to fourth. Cost me a motor.*

SMT front runner, Joe Kou, lost any hope of competing for the win when he went onto the dirt on the outside of Turn 2. He had to dirt track it back onto the hard surface, thereby losing several positions. The other close battle in SMT was with Group 5 combatants, Wa Huang and Steve Borlik. By the time the last lap was playing out, Borlik had made it past Huang and was holding onto a sliver of a lead. It all came down the Turn 11, which is the last turn before the Start-Finish straight. Borlik came out of Turn 10 and took a defensive line into Turn 11, but he did not completely shut the door. Huang saw this as an opportunity and stuck the nose of his Green machine inside Borlik's right rear quarter panel. At that point, it was a matter of who had the most brakes and who had the most adhesion. Huang won the brake battle, but lost the adhesion battle sliding into the side of Borlik as the two turned into the corner. Huang was able to maintain control and out drag Borlik to the finish line. After the race the two met in the impound area and discussed the incident. Both drivers eventually shook hands and vowed to return for a rematch.

The only SM competitor that was in the top fourteen was Clayton Cavell. He finished second overall and did his best to hold up the SM class honors. Cavell finished only 2.1 seconds behind Sutherland.

SSM was won by Matthew Wyatt, but it certainly was not a conventional win. On Lap 5, Wyatt found himself in a complete stop at the top of Turn 2. The #39 car of Donald Ahn was sideways in the middle of the track. The #64 of Taylor Vance came upon the scene and also had to stop in the middle of the track to avoid crushing the car of Ahn. This basically blocked the entire racing surface. Wyatt had to take to the dirt and make his getaway. But, by this time Mark Means had passed Wyatt for the class lead. On Lap 8 Wyatt caught and passed Means for the SSM lead and never looked back. Great recovery by Wyatt and I am sure a class win that was certainly relished.

RESULTS

SM

1. Clayton Cavell
2. Cole Gibson
3. Gerald Schiefferly

SMT

1. Ken Sutherland
2. Will Schrader
3. Eric Jones

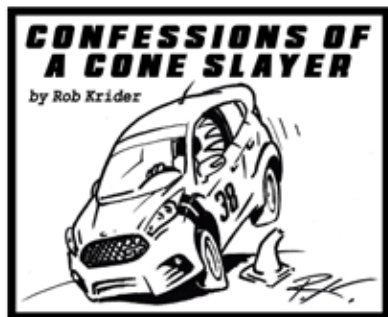
SSM

1. Matthew Wyatt
2. Mark Means
3. Mark Wiseberg

The next rounds will be at WeatherTech Raceway Laguna Seca in July. It's crunch-time for the Runoffs.

Confessions of a Cone Slayer

By Rob Krider



100 Wins

There is a small part of the infamous baseball movie Bull Durham that I have never forgotten. Kevin Costner's character, "Crash" Davis, has been up and down between the major leagues and the minor leagues his whole career. Near the end of the film, Crash is bounced around

again to yet another team. While he is playing there he ultimately breaks the minor-league record for career home runs. The interesting part was... nobody really cared.

That is exactly how I felt on Father's Day 2021 while autocrossing with the SCCA San Francisco Region at Crow's Landing. On that day, I earned my 100th career motorsports victory and...nobody really cared. The reality is this makes perfect sense, just like minor-league baseball statistics, the world isn't paying attention to amateur racing victories (especially when those victories occur at a desolate place like Crow's Landing). But when it happened for Crash, he knew he had broken the record, just like I knew I had won my 100th race. These aren't accomplishments that require flashbulbs and fanfare from the general public. They are individual victories or milestones that really only mean something to the person who did the hard work to make it happen.

Like Crash, who had been in the majors for a short time and then back down to the minors, I have enjoyed some racing adventures that included television coverage, podiums, champagne and trophy girls at national championship races. But, when I earned number 100, that was back to where it all began for me, back in the minors, back on a concrete runway at a local autocross. No television cameras or trophy girls to be found there. Regardless, I was excited to have won 100 events. It took me 30 years to accomplish that feat. Competing in drag races, road rallies, autocrosses, rallycrosses, hill climbs, time trials, road races, endurance races and even a destruction derby helped me earned 100 wins. The SCCA was a major part of that list, 41 of the 100 victories were with the SCCA.

There is a saying I'm very fond of, "If winning was easy, losers would do it." The reality is winning any event is not easy. It doesn't matter if you are at the professional level or just starting out as an amateur, victories are not handed out, instead they are earned. I was reminded of this on Father's Day when I set my sites on earning my 100th win. I had been paying close attention to my racing statistics, which included a nerdy spreadsheet I created detailing every win, the class, the track, the type of race, the car I used, the sanctioning body, and what I ate for breakfast that day (not true). I realized I was at 99 wins. I needed just one more.

I looked at the calendar and saw the San Francisco Region was running an autocross on Father's Day at Crow's Landing. I had a well-prepared Ford Fiesta ST that I had been autocrossing with the Fresno Chapter in the H-Street class and I had some Yokohama tires with some tread left on them. It seemed like a no brainer. I would travel to Crow's Landing and simply "pick up" my 100th win. Admittedly, that was quite egotistical of me.

When I arrived I unloaded my car, threw my helmet on the front seat and got my car dialed in. I adjusted my Motion Control Suspension adjustable shocks to heavy rebound in the rear, torqued my wheels, made some air pressure adjustments to the Yokos and started to scan the area for some competition. As I was looking for someone in my class my mind was arrogantly thinking, "Whose day am I going to ruin here in H-Street?"

I found a competitor in my class in a Honda Civic. Instantly I did a quick scan

and some math: what tires are they running, does the car look prepared, do I know the driver? After a rapid assessment I determined, "I got this, five laps and win number 100 is in the books." But, that wasn't the case. You see the driver in the Honda Civic was a guy named John Subosits. I had never had the pleasure of meeting him before. He knew who I was (which just increased my already overly inflated ego). He was a polite young guy, a recent graduate of Stanford University driving an older Honda Civic with some oxidized paint on the roof. The weird part was, as I was chatting it up with him, he reminded me of somebody -that somebody was a young me. I used to race an older Honda Civic with some oxidized paint when I was a student at Cal Poly. In fact, my first ever autocross victory (win number four on the spreadsheet) was with the SCCA SFR at the Oakland Coliseum back in 1995 while driving an oxidized Honda. In order to earn my 100th victory on Father's Day I would need to beat a younger version of myself.

The green flag dropped and both John and I hit the course with a lot of aggression. After the first runs were complete, John was within two tenths of a second of my time. Uh oh, I was vulnerable! The 100th win might not happen. John, in an older car, with the wrong tires, was a driver...and he was driving to win.

John had one goal, drive as fast as he could and beat the dude in the Fiesta -the arrogant guy with the fancy shocks. I was the target and it made me feel pretty exposed. I started getting into my head too much. Instead of concentrating on the course or my braking zones I was thinking about my dumb spreadsheet, the 100 wins, and how was this John Subosits anywhere near my times? Run after run John went faster and faster. Run after run I started driving like an idiot and went slower and slower. It was a crippling hot day at Crow's Landing. My turbo charged Fiesta ST was heat soaked and dying. It wanted no more beating from me. There was one lap to go for each of us.

We both went for it and neither of us could improve our times, the cars were hot, the tires were hot, and we were both trying way too hard. In the end, John finished a mere 19 thousandths of a second behind me. Victory number 100 was accomplished, but it barely came together. Like I said at the beginning after my 100 wins, nobody cared. I shook John's hand, thanked him for a great race and asked him if he would be kind enough to take a photo for me, as I had just earned my 100th victory and wanted to capture the moment. John was a nice enough person to do it.

Thank you John for being a great competitor and reminding me why I love racing and that no victory is easy. And thank you Sports Car Club of America. Many, many people work hard for this club, donate their time and allow the rest of us to show up and race. Without all of the hard work of the people of the SCCA, I would only be at win number 59.

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





Hi All,

Can you believe we are more than halfway through the season? After the July 24/25 races, we only have two more race weekends. One at the end of August and the 5-mile Finale at Thunderhill at Halloween.

I am finally glad to say we are done for the time being with Covid restrictions at Laguna Seca.

Thunderhill is also back to normal as well. We

were all glad to see that at the last Sonoma weekend. It was good seeing everyone able to have dinner together and without masks.

As of this writing, we have more than 247 entries for the July 24/25 races. This is quite the turnout - 49 cars in Group 6 SRF alone! We have not been so fortunate in the Volunteer specialties. We really need help in Timing and Scoring, as well as Tech. We need help in all specialties. We have our Pro Support events coming up in August and September. Pre-reunion and Reunion, IMSA and Indy. We really could use more people at these events. If you can get to these events as a volunteer race official, that would be great. You can call or email the office to sign up or go to MSR and sign up there. Every volunteer get a Guest Pass as well. You can have someone come with you and enjoy the races. We have gotten some new volunteers this year but need more. Both the Drivers and Volunteers are co-dependent. If you are a Driver, and are not driving a weekend, consider coming and volunteering. You get DRAFT cards for discounts on races and test days. It is a good program and gets you to see what the volunteers do for us. I encourage you to try it out.

As a Club, we are doing well this year. Our entries are up, which is great. Getting information entered into MSR is critical though. If you, as a volunteer, or Driver, do not enter all information, things can get messy. We have seen this in Timing and Scoring, with wrong transponder numbers, or for volunteers who do not enter meal counts or hotel room counts. Please keep in mind we utilize MSR for our counts and it is critical to have it correct and timely. We have deadlines for ordering meals and rooms.

We have had some issues with our website, and we will be utilizing a new outside firm to help maintain and make it better and easier to use. Expect to see changes on this over the weeks and months ahead. We will have the points totals up there for our regional series as well. We do have them and can provide a copy to you. They have been updated through Regional 9/10. I apologize we have not gotten them on the website in a timely manner, but I believe the new folks that will be maintaining our website will make sure everything gets posted more currently. They will also be making it more user-friendly for those using smart devices as well as tablets.

We will also be having our Banquet this year. It will be at the Sheraton in Pleasanton on November 13th, 2021. Mark your calendars. We are planning on having the annual meeting via Zoom, as it afforded more people to participate. It will be nice to have awards being given out in person and to enjoy a nice evening with everyone.

As always, if anyone has any ideas, please email or call.

See you at the track!

Tim

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By SFR Timing and Scoring Team

Help us help you make your race weekend a great experience.

Before you enter your next SCCA race, do yourself a favor and verify all the information for you and your car in your MotorsportReg account - especially the transponder number! Remember, each and every time you make a change on your car/situation, it needs to be reflected in "My Garage."

Here's a quick review of how to do this:

1. Go to: <https://sfrscca.motorsportreg.com/>
2. Open the My Events Page
3. At top right, go to the My Account page
4. This opens to My Profile and My Garage
5. Under My Garage, click edit vehicles
6. Select your race car and click on edit at far right.
 - a. Follow the next steps for each race car you have.
 - b. Delete any cars you no longer own.
7. Be sure the information for your car is correct, especially the transponder number! If you have more than one transponder, separate them by a comma (,) NO spaces. Only two transponders are allowed.
8. You don't have to fill out every item.
9. Add a section to check your driver information especially: your legal name - no nicknames, it's a legal document; member number, region of record, and expiration date of membership
10. NO quotes or commas, anywhere.

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

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

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



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Sacramento Round 7

By Davey Drouin



Afternoon grid ready to roll

So the weather channel said it would be hot, really hot. It was hot, but if you live in the Central Valley it wasn't anything you aren't kind of used to. The morning run groups were perfect for a summer autocross - big hat, lots of water and sunscreen got you through it. I ran in the first run group, so I can't really speak for the afternoon groups, but Doug, the Chapter president, made sure there was very little down time between morning and afternoon run groups, to beat the afternoon heat. Fun runs were not offered until the end of the day. A short time period was offered for those that wanted to walk the course. All steps were taken in order to make sure the cars were running and to be able to finish the normal run groups before the afternoon heat kicked in.



Emily Harcharik in her Fiat 500

Super Street had a very healthy car count of 12, all being high-end sports cars. If you

combine the value of all 12 cars, I am sure they are worth more than my house. Third place went to Jeff Glorioso, sponsored by Glorioso Design, with a run of 43.744. Second place went to David Borden in a Porsche GT3 with a 43.091. Champion for the day was Al Patterson in a Viper with a 42.808.

SSL had Susan Fontaine in a Corvette and Mary Borden in a Porsche hustling around the course. Mary was able to run a 44.336 on her third run, but slowed down in her last two runs. The only problem is that Susan had nailed a 44.057 on her second run, which was good for the win.

A Street was dominated by Corvettes. Third place went to Michael Lella, sponsored by Beneath a Scarlet Sky, with a run of 44.804. Second place went to Rory Marin with a 44.597. The winner for the day in an Inferno Orange Corvette was Robert Foster with a lap time of 44.522.

E Street had three drivers. Vernon Head and his MR2 Spyder took the win for the day with a 46.167. Davey and Mike Drouin developed a mysterious overheating problem in their Miata. I can speak from first hand knowledge that the car has been torn apart and put back together with no real answer to why it was overheating. It runs like a top now.

F Street had Pete Lamarche come in third place with his Dodge Challenger. He ran a 50.355. Second place went to Mike Agraan in a BMW M3 with a 47.632. The champion for the day was Rafa Soto with a 46.826 in a M3.

G Street was won by Chris Estrada in his blue lightning Ford Focus ST with a 46.136. Chris used to run a Celica GTS which was also blue and he sure knows how to get a front wheel car to scoot around an



Mike Drouin heading to the backside of the course.

autocross course. Second place went to Josh Tribble in a Civic Si sedan with a 49.143. Third place was clinched by Derek Tin with a 52.511.

H Street had an interesting mix of cars. The Dodge Avenger driven by Lee Roy Moss was one of them. I have to admit, I can't remember the last time I saw an Avenger at an autocross; but he held his own and got fourth place. Third went to Andrew Timothy in a Scion TC with a 52.856, ahead of Zachary Flecker, who came in second in an Integra with a 51.866. The winner for the day was Josh Mulroney with a 49.525 in a Scion TC.

STS had a pair of drivers going for the win. Michael Gleaton was able to best Emily Harcharik with 45.457 in a Miata for the win.

STR was full of imports for the day from the east and a few from Europe. Third place went to Jett Bottarini in a Miata with a run of 47.505. Second place went to the BMW Z3 of Nigel Mott with a run of 47.351. The class was won by Karl Engelking in a Miata with a run of 45.627.

Class winners for the rest of the classes are as follows; Bill Richter XSA, John Pugliese XSB, Mike Waltz BS, Eric Martin DS, Alexander Agreen STX, Hal Dorton STU, Shane Larson STH, Isaac Goodwin ASP, Steve Howe CAMC, Chad Ryker CAMT, Mark Heinrichs CAMS, Carl Graf XP, Brad Sherman CP, Troy Dewell DP, Darrell Moskowitz SMF, Ross Thompson SM, Tom Nivison SSM, Bob Weisickle EM, Doug Hargrove FM, Crystal Spessard HSL, Tina McKay STUL, Rachele Tyler CAMTL, Korynne Smith XPL, Wendy Monasterio SMFL.



Zachary Fleckner in his HS Integra

Winner of PAX was Al Patterson with a 42.808 in SS with an adjusted time of 35.231. Top time of the day went to Bob Weisickle with a 40.375 in E Mod.

Our next event will be the weekend of July 24th and 25th at Thunderhill Raceway.

NOTES from the ARCHIVE - THEN & NOW SPECIALS & SPORTS CARS

By Gary Horstkorta

Time flies...or so the old saying goes and one good example is the sobering fact that it has been **Seven Decades** since the first running of the Pebble Beach Races through the Del Monte Forest. This series of races (1950-1956) has been recognized as one of the major catalysts in propelling a friendly competition among amateur drivers to a path of explosive growth in the years that followed. The San Francisco Region was there at the beginning led by Kjell Qvale, Harry Fair Jr., Bill Breeze and Sterling Edwards who had the vision and made it happen. In addition, it brought about the construction of one of America's iconic race tracks - Laguna Seca.



Phil Hill's Jaguar - 1950s

During those seven years the races were held, the number and types of cars that competed changed dramatically. Dominated by British sports cars in the early years they were quickly supplemented with a number of imported cars as interest in the sport rapidly grew. One unique class of cars reflected the true spirit of amateur racing back then, the home-built specials. With roots in the post-World War II hot rod culture, individual enthusiasts gathered together a collection of used car parts to build a chassis, dropped in a hopped up engine and went road racing. Others acquired a stock production car then extensively modified them in the hope of making them more competitive. You could call it "American Engine-uity" and a number of these "Specials" did quite well against the production and factory built cars.



Phil Hill's XK-120 - Today

Many of these specials carried the names of their builders or owners including the Manning, Baldwin, Tatum, Parkinson, Cannon, Huffaker, Hagemann and von Neumann Specials. They raced for several seasons until eventually being outclassed by more modern cars and an ever changing rule book. However these cars did not just fade away, they were found, restored and had a second life in the growing sport of vintage racing alongside many other former SCCA competition cars.



Parkinson Special - 1950s

One group that has brought these cars back to life for current vintage racing enthusiasts to enjoy is the Del Monte Trophy Racing Group (DMTRG), co-founded by Rob Manson and Doug Sallen. Beginning with just a few cars, the group's efforts over the past few years to bring more of these historic race cars into the group has been rewarded by invitations to participate in the 70th Anniversary Celebration of the first Pebble Beach Road Race and Concours de Elegance. Several of the cars that actually raced at Pebble Beach in the 1950s will be part of the Del Monte Trophy Race Group at the Rolex Monterey Motorsports Reunion. Overall there will be a grid of 30 of these classic race cars recreating what spectators would have seen if they attended the races at Pebble Beach.



Parkinson Special - Today

In addition five of the cars that won the Del Monte Trophy at each of the Pebble Beach races will be presented in a Special Exhibition Class at the Pebble Beach Concours and featured at Laguna Seca in front of the Celebration Display in the Paddock.

NOTES from the ARCHIVE *continued*

Among the cars that will be seen at these various events will be:

Phil Hill's Jaguar XK-120 which won the first ever race at Pebble Beach in 1950. The car was prepared by Hill and Ritchie Ginther who stripped off as much weight as possible and enlarged the engine for

Parkinson Special which in its original form as an XK-120, finished second to Hill in the first race in 1950. Parkinson rolled the car at the 1951 Pebble Beach race but had it re-bodied and raced it successfully in 1952 through 1954 with several podium finishes. The car reemerged in 1970 and restored by Marvin Faw who built the original body for the

Special. It appeared at vintage races in the early 1980s and has been raced every since.

Cannon Special which finished third in 1950 behind Hill and Parkinson was a true special built by Ted Cannon and driven by Jim Seely. Assembled from a variety of components at Cannon's shop and powered by a Mercury Flathead V-8 with a Lincoln Zepher 3-speed transmission, Pebble Beach was the cars first race. The car competed in several more races through 1952 before being replaced with a newer Cannon Special.



Cannon Mk1 - 1950s



Cannon Mk1 - Today

more power. Despite a blown clutch Hill passed the entire field to win his first important race.

Tatum Special was built in Stockton, California by Chuck Tatum an ex-Marine and oval track racer who felt he could build his own car to compete in road racing. Tatum built the car from scratch during 1952-53 using a collection of parts married to a tube frame of his design. Body by Jack Hagemann and power from a six-cylinder GMC engine the car proved to be successful with temporary driver Chuck Manning at the wheel. After three years of racing at many road courses in the west, the car was retired only to be found years later and restored.

Baldwin Special was the second special created by Willis Baldwin. Using a modified 1946 Ford chassis, Ford running gear with a bored out Mercury V-8 engine. The car ran in three Pebble Beach Races 1952-53-54 with a best finish of fourth in 1952 but continued racing until it was badly damaged in a 1959 race. The car was discovered in 1990 and fully restored for vintage racing.

Carroll Shelby's Ferrari 750 Monza Scaglietti Spyder was the winner of the 1956 Del Monte Trophy at Pebble Beach and owned by Texas oilman Richard and Jim Hall. The car was raced into 1958 then retired but would stay with Jim Hall until sold at auction in 2016.

These events will once again take place during Monterey Car Week on Saturday August 14 and Sunday August 15. The long list of activities spread over the Monterey Peninsula will be eagerly anticipated and welcome after a one year break due to the COVID 19 pandemic.



Tatum Special - 1950s



Tatum Special - Today



Shelby's Ferrari - 1950s



Baldwin Special - 1950s



Shelby's Ferrari - Today



Baldwin Special - Today

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THUNDERHILL REPORT

BY SHERRY GRANTZ AND DAVID VODDEN

Bridge Renovation



After many years of service, the bridge over the back straight needed an overhaul. June 28-29 saw the teardown of all but the huge support beams. The bridge will be rebuilt over the next few months and will once again sport the Hagarty Motorsports banner. That banner now hangs near the bridge awaiting its new home on the bridge.

This bridge was initially installed over the start/finish area at Sears Point Raceway in the 1970's. It was made for Sears Point by Roger Eandi through his Eandi Metal Works company in Oakland California. Our Clubhouse bears Roger's name in honor of all that he did for Thunderhill and the sport of road racing. When Sonoma redesigned its bridge spectator access, Thunderhill was able to acquire this bridge (along with two others). The bridge was installed at Thunderhill over the three-mile back straightaway in 2002.

Further facility features

You know Thunderhill has three racetracks and two skid pads plus a dirt track area at this time, but did you know about all these other extras?

- Numerous electrical plugins throughout the paddock (East and West).
- Electric car charging stations with NEMA 14-50 outlets.
- Free Wi-Fi at both Clubhouses.
- Vibrator chairs in the Clubhouse to relax your muscles.
- ATM machine in the main Clubhouse lobby.
- Trailer storage at weekly/monthly rates.
- Observation area on third floor of the Eandi Clubhouse.
- Vending machines and a hot and cold-water machine in the lobby of the Clubhouse.
- Playground for the kids.
- Park area with seating between turns 14 and 15 (behind the shop) where you can view most of the East track.
- Retail store with a full spectrum of race gear, oils, and additives as well as dress apparel including hats, dress shirts, sweaters, tees, decals, patches and LEGO kits for the kids.
- Thunderhill Grill food service and catering offering freshly prepared food for breakfast and lunch.
- Custom food catering service for your group or race team.
- Fuel station offering 110 leaded, 100, 97 and 91-octane unleaded with credit card machines at each pump.
- Recycling of metal, plastics, oil, and filters if you change them here at the track.



Cape Girl

Thunderhill's audience gets younger and younger every day. We let them fly and be Super Heroes with our terrific Thunder Bolt Capes sold in our gift store. Contact the gift store on 530-934-5588 Ext 101 to get your cape or anything else...

Trick or Treat?

Just treats this Halloween at Thunderhill with the SCCA season finale on October 29-30-31. The three-day event will decide 2021 Class Champions and offer a boatload of points leading up to those final results. It will be a whale of a good time with the best racing of the year. What better treat than spending three days racing with your friends and crew, bench racing in the evening, and having a Margarita Saturday night with dinner. Register now on sfrscca.motorsportreg.com.

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Contact Al Angulo
530 277 6311
alangulo530@gmail.com

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

Larry Oka Racing Services
11771 Foothill, Sunol
925-862-0172
cel: 925-890-3555

Leshler Motorsports
LeshlerMotorSports.com
MiataRental.com
831-240-5347

SERVICES

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

Frank Valente Real Estate
www.FrankValente.com

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

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

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

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

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

TRACK EXPERIENCES

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

RENTAL RACE CARS

LARRY OKA RACING SERVICES

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

DAVE HARRIMAN

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

BULLDOG MOTORSPORTS

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

CERINI MOTORSPORTS

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

CSR PERFORMANCE

SRF
Rick Heer
Rescue
530-672-2629

LESHER MOTORSPORTS, INC

Ryan Leshler
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Salinas
(831) 240-5347
info@leshermotorsports.com
www.MiataRental.com

EL DORADO MOTORSPORTS

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

ACCELRACTEK LLC

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

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neil@porterracing.com

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auto-spa.com

DIG Motorsports

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

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Vacaville
707-724-9250
dietschwerks.com

rob@lotusraceshop.com

OFF LINE RACING

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

TED ARKEN

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

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

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

OPEN WHEEL AND SPORTS RACERS



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



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



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



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



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



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

SRF3 #865: Built 2009, Converted by Cerini
Motorsports Jan 2017. Gearbox rebuilt Jan
2017, Butler Seat & new style Butler "HALO",
AIM MXL Pro 05 Dash, New Style UCAs,
New Style Toe Adjusters, 2 Sets New Style
Wheels, Laguna Muffler, AMB Transpon-
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Jack, MSR Alignment Bars. SPARES: Nose,
Uprights, Hubs, LCAs, Steering Arms & Box,
Spare Half Shafts, & much more
\$35,000 415-298-3917 1803



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



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

FENDERED RACE CARS



2010 WEAVER CHASSIS CORVETTE
Ready To Go!
• 2019 Trans Am Presented by Pirelli West-
Coast Championships 2nd Place Overall and
Rookie of the Year Car!! Trans Am Series
Legal / GT1 • DEERHAG CARBON FIBER
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Slicks • BREMBO Calipers and Rotors
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SPARES Package: • A Second FRESH
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1967 MINI COOPER S STREET LEGAL
RACECAR - 100 MILES ON ENGINE
REBUILD

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



1995 Winston Cup Ford Thunderbird
Steve Kinser's old Car Jerico 4speed
Transmission
358 Engine-700hp@7900rpm - 525 ftlb-
storque@6750rpm
22 gallon Fuel tank Runs on 110 octane
weighs 3414#
Contact Justin 530-368-0306



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



1971 Datsun 510 in near immaculate
condition • Clear title 2.0L engine 5 speed
Fresh paint and a clean interior
Several spares included
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Baby Grand, 2 log books. Never been wrecked. Track records. Won 5 hr enduro. SP region champ. National champ. Supper reliable. Fast. Ready to go race. Lots of spare parts and tires.
Brett Egen. 916 709 7274. \$8000. Have in car video you can watch.



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: bbbhillsantacruz@gmail.com

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

STREET/AUTO-X/TRACK



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

TRAILER/TOW



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

TOOLS/ EQUIPMENT /MISC FOR SALE

240Z Engine with E88 head (from 1973 automatic - 77k miles) with 2 ton engine hoist with engine leveler. \$300
510-332-1895



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



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"x 7" - 4" bolt pattern.
Used on Chevy Monza
\$300.00
Don @ 415-297-5194

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



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 tdvodden@thunderhill.com

SHOP/STORAGE SPACE

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

SHOP SPACE in Santa Clara, 2600 sqft of available space with 2 lifts. Perfect to keep and work on your race or track cars. Suitable for small to medium size teams as well. Trailer storage also available. Bathroom and small office. Lots of storage racks. lzy 650.279.7252 or lzyisanchez78@yahoo.com. 1808

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

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

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

GET ON THE TRACK

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



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



DRIVING CLASSES

TEEN CAR CONTROL CLINICS- Life saving experience for your teen age drivers – July 18, August 15, November 27, December 19. \$129/student. Use personal vehicle. Sign up on www.thunderhill.com/teen-car-control-clinics.

SERVICES

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

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

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

RACE CAR RENTALS

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



A+ Racing Spec Miata Rental, Service and Support. We have over a dozen Spec Miatas to suit your needs. All of our cars are designed to be Safe, Fast, and Reliable. We race what we rent so you know all of our cars are ready to win. Beginner rates start at \$550 a day and Racer rates start at \$700 a day. Discounts for multiple days and multiple cars. Includes, Track Support, Competition Tires and Fuel. See us at www.aracing.org Contact Al Angulo at 530 277 6311 or alanguelo530@gmail.com

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

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



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

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

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

JOBS

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

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

ATTENTION

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

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

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

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

Delta Veterans Group (www.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

Dedicated to Saving Young Lives

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

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

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

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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Info@Leshermotorsports.com



See sheet # 2



Rentals



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