



The wheel[®]



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JUNE 2021

#5 Steven Angus checks his mirrors as he exits the corkscrew

Cover #41 Robert Merritt, #67 Bill Weaver, and #8 Alex Kirby storm down the corkscrew

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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 10 - **TBD Oct****

Event 11 - **Nov 13**

Event 12 - **Nov 14**

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

All events held at Fresno Fairgrounds except October

**Buttonwillow Kart Track
www.FresnoSCCA.com

SAN FRANCISCO REGION'S 2021 SOLO II CHAMPIONSHIP SCHEDULE

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

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

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

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

RENO REGION SCCA SCHEDULE

July 2, Friday - 3 Mile East Course

Sept 11, Sat - 2 Mile West Course

All events are at Thunderhill Raceway Park

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

SCCA SACRAMENTO AUTOCROSS SCHEDULE

July 24 & 25

August 28 & 29

September 25 & 26

October 9 & 10 Enduro

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

See you on the black top.

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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**



Fresno Chapter - Mid-Season Review



Banana cone on grid

On Saturday May 15th and Sunday May 16th, the Fresno Chapter held events #4 & #5. It also marked the mid-point of the season. The season started back in February and saw a large increase in competition in the SM and Index Classes. To be on the podium in SM, you had to bring your A game every event. Top time at each event in SM Class would change hands a few times throughout each event. Through the first five events, the top four positions are

separated by only five points. In

Index Class, the Tesla Model 3 of Tyler Bandy is quietly making a run for the championship. In a class full of great drivers, Bandy currently leads the class. The top three positions are separated by only 10 points. With five more events left on the schedule, both classes are still up for grabs. Novice Class and Ladies Class continues to grow at each event. Novice driver, Samuel Galindo leads the class, but Jorge Diaz in second had been putting the pressure on in his Tesla Model 3 the last few events.



Audrey Tan

For event #4 on Saturday, the Fresno Chapter flipped the script with a completely new event layout at the Big Fresno Fairgrounds parking lot. The grid and parking areas were setup in the rear to maximize the available space, instead of in the front. Chairs Tyler Bandy and Jonathan Cadiente took advantage of the extra space and designed a fast but challenging course. No stranger to TTOD, Ricardo Quinonez piloted his Shark Stealth to a time of 38.555.

Second was Tyler Bandy in his 2020 Tesla Model 3 performance with a 40.658, third was Paul Newton in the 2005 Lotus Elise with a 41.085, fourth was Bill Martin in his 1978 Lola Ford T580 and fifth was Jason Hansen in his 2006 Mitsubishi Evo MR. Brandon Griggs, Dennis Loshier, Michael Gardner, Jonathan Cadiente and Kevin Jones rounded out the top ten.

TTOD in PAX belong to Tyler Bandy in his 2020 Tesla Model 3 performance. Second was Brandon Griggs in his 2020 Mazda Miata, third was Paul Newton in his 2005 Lotus Elise,



Gary Emehiser taking the win in STS in his 2007 Toyota Yaris

fourth was Jonathan Cadiente in a 2020 Mazda Miata, fifth was Michael Gardner in his 2016 Ford Mustang GT350. Andrew Padua, Kevin Jones, Derek Morton, Michael Lella and Richard Cadiente rounded out the top ten.

The top podiums from Street Class competition were Michael Lella in his 2004 Chevy Corvette Z06 in AS, Derek Morton in his 2020 Mazda Miata in CS, Brand Dawson in his 2015 Subaru WRX in DS, Steve Carlson in his 1994 Mazda Miata in ES, Erick Castro in his 2006 Nissan 350Z in FS, Kyle Matsumura in his 2018 Honda Civic Si in GS and Joe VanSickle in his Volkswagen Beetle in HS. Kevin Jones in SS Class ran unopposed.

Street Touring and Street Prepared winners were, Arthur Cha in his Subaru Brz in CSP and Gary Emehiser in his 2007 Toyota Yaris in STS. Chris Donnelly (DSP), Nathan Knabblian (ESP), Brian Christie (STU), Dan Correll (STX), Justin Tang (DP), Louis Lira (CP) and Aaron Schroeder (XP) all ran unopposed.

In Street Modified competition, Jason Hansen in his 2006 Mitsubishi Lancer Evolution MR DNF on his first two runs but was able to secure the win on his final run. Lance Kampfhenkel also DNF on his first two runs and finish the day in second followed by Rufus Connell, Michael Bringetto, Christian Mesina, Trevor Fechner, Jerry Kell and Amy Armes. Darrell Moskowitz (SMF) and Jesus Meza (SSM) both ran unopposed.

Bill Martin in his 1978 Lola Ford T580 took the win in BM over Dennis Loshier and Roger Lemmel. Ricardo Quinonez (AM) ran unopposed.

In CAM Class competition, Michael Gardner led a group of Mustangs in CAMC in his 2016 Ford Mustang GT350 followed by Leon Weinroth,



David Jackson in his 2006 Lotus Elise

Greg Back and Frachiseur Shelton. Troy McKenney (CAMT) and Gary McDaniel (CAMS) both ran unopposed.

Pamela Schroeder in the 2006 Ford Mustang led the Ladies Class over Sandra Hermans, Rebecca West and Christina Andersen.

In a Novice Class with thirteen drivers, Samuel Galindo in his 2018 Honda Civic Hatchback Sport took the win. Jorge Diaz was second followed by Stephen Sifuentes, Trisha Smithson and Joshua Christie rounded out the top five.

Tyler Bandy in his Tesla Model 3 performance led Index Class followed by Brandon Griggs, Paul Newton, Jonathan Cadiente, Andrew Padua and Audrey Tan.

Sunday was Event #5. TTOD once again went to Ricardo Quinonez in his Shark Stealth with a time of 36.1. Second was Tyler Bandy in his 2020 Tesla Model 3 performance with a 39.74, third was Jonathan Cadiente with a 41.191, fourth was Paul Newton and fifth was Jorge Diaz. Justin



Dan Correll in his 2004 BMW Ci

The battle in SM Class has been the one to watch all season. Jason Hansen in his 2006 Mitsubishi Lancer Evolution MR found a cone on his quickest run but it was enough to hold on for the win. Rufus Connell was second and third was Michael Bringetto. Lance Kampfhenkel, Christian Mesina, Amy Armes, Jerry Kell, Shia Moua and Austin Reilly rounded out the rest of the field. In SMF, Yang Moua co-driving a 1994 Nissan Sentra SE-R took the win over Richard Jensen, Mas Vang, Darrell Moskowitz, Leng Vang and Noe Lopez. Ricardo Quinonez (AM) ran unopposed.

In CAM Class competition, the Mustang GT350 of Michael Gardner took the win in CAMC followed by Leon Weinroth, Greg Back and Frachiseur Shelton. Tyler Oaks (CAMT) and Gary McDaniel (CAMS) both ran unopposed.

Sandra Hermans 2004 BMW 330Ci took the win over Rebecca West in the Ladies Class.

In Novice Class, Jorge Diaz in his 2020 Tesla 3 Performance took the top podium over Samuel Galindo, Travis Miranda, Joshua Christie, Christopher Sochan, Trisha Smithson and Thomas Hang.

Tyler Bandy in his Tesla Model 3 performance led Index Class followed by Jonathan Cadiente, Paul Newton, Brandon Griggs, Andrew Padua, Josh Cadiente and Audrey Tan.

Half way through the season and the competition is heating up, along with the weather. Anything can happen down the stretch, so bring your helmet, check your tires, put on your game face, and let's go racing at the next event in June.



Justin Tang in his 1986 Toyota Corolla

Tang, Jason Hansen, Brandon Griggs, Derek Morton and Michael Gardner rounded out the top ten.

TTOD in PAX went to Tyler Bandy again in his 2020 Tesla Model 3 performance. Second was Jonathan Cadiente in a 2020 Mazda Miata third was Paul Newton in a 2016 Mazda Miata, fourth was Brandon Griggs, fifth was Derek Morton. Michael Gardner, Andrew Padua, Josh Cadiente, Richard Cadiente and Tyler Oaks rounded out the top ten.

The winners in Street Class competition were David Jackson in his 2006 Lotus Elise in AS, Derek Morton in his 2020 Mazda Miata in CS, Brand Dawson in his 2015 Subaru WRX in DS Kyle Matsumura in his 2018 Honda Civic Si in GS and Steve Carlson in his 1994 Mazda Miata in ES. Dave Warner (BS), Erick Castro (FS), Shawn McDuffee (HS) and Kevin Jones (SS) all ran unopposed.

Arthur Cha in his Subaru Brz took the win in CSP. Chris Donnelly (DSP), Nathan Knnablian (ESP), Justin Tang (DP) and Louis Lira (CP) all ran unopposed.

Kevin Pena in his 2006 Honda S2000 led the STR Class and Gary Emehiser in his 2007 Toyota Yaris took the win in STS. Brian Christie ran STU unopposed in his 2003 BMW M3.



Kyle Matsumura in his 2018 Honda Civic Si on 3 wheels

SFR REGIONAL 7 & 8 RACE REPORT

The three-day weekend at WeatherTech Raceway for Regionals 7 & 8 with a Friday Test Day run by SFR was a mixed weather bag. Friday was nice, Saturday was not, and Sunday was great.

Friday was a region-sponsored test day with about 100 cars. Everyone was expecting a nice quiet day but it turned out to be busier for some drivers and crews, especially the E Crew. There were lost wheels, broken suspensions, mechanical failures, and gravel racing. No one was hurt, but some cars needed work. One driver tested the Starter ... and Stewards, by ignoring ten black flags for sound. It was bright and sunny, but coolish due to the bay breezes.

Friday was the first of three days for the visit of the 22 students from the San Jose State SAE (Society Automotive Engineers) who were spending the weekend joining the various SFR Worker Crews. The group, mainly Mechanical Engineering and Business majors, worked on Emergency/Safety Crew, Flagging & Communication, Grid, and Tech. It was a mutually rewarding experience and SFR hopes to see them again.

Saturday's weather was a downer, with cold and wind, and moisture-heavy sessions on and off until afternoon. It was especially unwelcome as it was mostly unexpected to the level experienced. Some sessions were almost devoid of any participants, as drivers rationalized that it

wasn't worth possible consequences driving slicks on a wet, slippery track. Some folks saw their first-ever rooster tails, as drivers slipped, slid and skated on the slimy track. Some drivers even packed up and left. Saturday's races were 20 minutes. The last race of the day was delayed due to track cleanup after the SRF race. No one was hurt, but there are some hurt race cars. Everyone was bundled up as much as possible, so Work Crew uniforms were all but hidden and drivers hid in their garages and motorhomes. Saturday night's dinner was literally a Grab n'Go.

The warm sunshine Sunday was a welcome change. The fields were fuller, Workers could shed their outer shells, and drivers were out and about everywhere. Sunday's races were 35-minutes.

We welcomed the Maxda MX-5 Series as well as new SFR class, Thunder Roadster. And the fledgling Muscle Car class continues to grow, with four drivers this weekend. Kudos to Richard Pryor for working so hard to promote this new group of affordable cars.

The active, frisky large field of 200 cars kept the Worker Crews busy. The E Crew and the SAE students working with them were kept busy all weekend. As more people are getting vaxed and comfortable to being out, more Workers, Drivers and Crews are coming out. It's just nice.

Group 1 (FA FM FX F4)

Race 1



#70 Doran Dreksler has #Ethan Rapp and #20 Joshua Fine ready to pounce

Thirty-three High Speed Formula cars took the Green Flag in Sunday's first race in this group. The lifting of the variable sound window has really worked against the big bore formula car guys. In the past they would be loaded up and gone by the time the last race of the day showed up to the grid. This year it seems they are the ones turning out the lights as they are the last to leave.

This weekend the San Francisco Region had the pleasure of the Formula Car Challenge cars and the US F3/F4 West Coast Challenge Cars racing with us. Unfortunately for all the participants their

qualifying session, which was when the weather had turned wet, was cut short with some racers only getting one lap before the session ended. A lengthy Black Flag for the difficult retrieval of Jim Mali's Formula Atlantic car in Turn 3 canceled the session.

With the frustration of qualifying, the Group One racers had to figure out how to make the most of two races in one day. Their first race was Sunday morning at 9:45 AM. At least the sun was out and it was starting to warm up. Rod Rice in his Stohr F1000 rocket ship led the race from pole to checkered. When Rice shows up and has his machine dialed up properly, he is hard to beat. The last time Rice was at Laguna Seca he experienced a slight mechanical issue that resulting in the car catching fire. This was the first time back with the new engine package and he was really excited to test it out. Even though Rice led from start to finish, the start was a little bit of an adventure. The driver starting alongside of him, Marco Kacic, was in a F3 car which has over 300 horsepower. Kacic was able to pull into the lead going into Turn Two, but Rice was able to out brake him and slip into the lead at the apex of the turn. From this point on Rice was able to stretch out his lead and win comfortably.

Rice is working on qualifying for Indy. He is looking to avenge the 2018 Runoffs where he had his win taken away by a Steward's action. Rice was accused of passing under the yellow and demoted; however race video acquitted him. The problem was the race video was made available well after the protest window. I think Alanis Morissette said it best "A death row pardon two minutes too late."

Marco Kacic for his part did what he had to do and that was to out-perform all the other racers in the F3 cars. This race saw the largest contingent of the F3 cars yet, with six of the beastly machines at this

race. The F3 guys, even though running as Formula Atlantics, are actually competing in the West Coast F3/F4 racing series. At the start, Kyle Loh made an effort to go around the outside of Marco Kacic in Turn Two; but Kacic's grip level and the extra distance worked against Loh. He had to settle for second. It did not help matters when the 20-minute race was interrupted by a full-course caution. Kacic and Loh both have moved up from F4. Loh says the difference between the cars is immense. They take two different driving styles. He said the F3 car is a lesson in conserving the rear tires. Loh in turn had all he could handle with Alex Kirby breathing down his neck. Scott Vreeland finished fifth amongst the F3 cars. He is new to the class, but he is rapidly getting the hang of these cars.

Tao Takaoka continues to shine in his FS2.0, taking the class win in Formula X. Takaoka had Scott Vreeland and Jim Mali overhaul him in the race because of the mixed up qualifying session; but he kept all the cars that mattered behind him. Stew Tabak finished second in FX, his race was compromised by the faster cars that started behind him.

Bill Weaver entered this weekend as a Formula Mazda. He must have

enough points for the Runoffs, otherwise I am sure he would have been entered in FX. No matter the class, Weaver was the class of all of those running the original Formula Mazda. I know the reason SCCA made the FX class; but at least for our region it a case of painting with a broad brush, you don't always get an even coat. Another Class within a class is the Formula 4 cars. This weekend we had six competing. These cars are a great feeder for the F3 cars and they certainly produce a lot of close racing. Nick Persing took the class honors and the points for the Formula Pro USA

West Coast Series. He had the FS2.0 car of Doran Dreksler running interference for him, keeping the second place F4 car of William Ferguson at bay. Third in F4 was Athreya Ramanan.

RESULTS

FA

1. Rod Rice
2. Marco Kacic
3. Kyle Loh

FM

1. Bill Weaver
2. Derry O'Donovan
3. Randy Sturgeon

FX

1. Tao Takaoka
2. Stew Tabak
3. Nick Persing

Race 2

The last race of the weekend looked as though it was going to be a repeat of the race earlier in the day. Rod Rice took off into the sunset and it seemed like no one had anything for him. But Rice was trying out a new engine package and had not quite figured out the fuel mileage on the 35-minute race. On the last lap coming out of Turn Two he felt the car bobble. From there the bobble turned into a sputter; and as the car was trying to suck every last fume of petrol out of the fuel cell, five cars passed him by. The good news is he finished; the bad news is he did not win. But if you compare this weekend to the last time Rice was at Laguna (car caught on fire) I am sure he will take it. The thing that matters the most are the credits he earned towards a Runoffs invitation.

In the first race for this group, Marco Kacic was able to beat all of the others in a F3 car. This time it was a little different. Kyle Loh found himself in fourth place on the first lap. The car in front of him was Ethan Rapp, also in a F3 car. Loh was able to brake a little later than Rapp at the top of the hill entering the Corkscrew. The two went down the hill side by side and into Turn Nine side by side. Loh was positioned on the outside of the turn, which put him on the inside for the fast right-hand Turn Ten. Loh was able to get by and then set his sights on the leading F3 car of Alex Kirby. Loh was able to perform the same move on Kirby on the seventh lap of the race, and then stretch out his lead. When Rice faltered, Loh took over the overall race lead and won by 33 seconds over Kacic. Until Lap 19, it looked like Kirby was going to finish second in F3, with Kacic and Rapp third and fourth. But this is racing and anything can happen. Kirby spun on lap 19 of the 24-lap race, allowing Kacic and Raap by. So the finishing positions in the F3 West Coast Challenge were Loh, Kacic, Raap, and Kirby.

Jim Mali was the first place finisher in the Formula Car Challenge Pro Formula Mazda class. Mali moved up two position on the opening



#41 Robert Merritt exceeded the level of adhesion at turn 11



#89 Bruce Semler gets on it as he heads towards turn 9

laps to sixth overall. He then benefitted from Kirby's spin to move up to fifth overall. On the last lap Mali gained another position when Rice ran low on fuel and finished fourth overall. Second in a Pro Formula Mazda was Joshua Fine. He fell back behind Mali on the opening lap, and then followed him up the order to finish fifth overall.

FX was again taken by Tao Takaoka. He had to endure the pressure of Gregory Perrin in a Pro Formula Mazda and Bill Weaver in his Star Mazda. Second in FX was Woody Yerxa who won the Hard Charger of the race. Second in Formula Mazda was Randy Sturgeon. Stew Tabak, who finished second in FX during the morning race, did not start the late afternoon race.

The results say that Athreya Ramanan won F4. But Ramanan was not the first person driving a Ligier F4 car to cross the line. Because of the way the competitors fill out their entry form, they can sign up for either FX, FA, or F4. This is very confusing. What matters most to them is how they do in their own series in which they are competing. For the F4 West Coast Challenge, the winner was William Ferguson. William had a back and forth battle with Nick Persing. The two of them switched positions officially two times. Ethan Ho was right there, mixing it up with Persing and Ferguson. They were all turning similar lap times and racing hard over the 22 laps of their race.

RESULTS

FA

1. Kyle Loh
2. Marco Kacic
3. Ethan Raap

F4

1. Athreya Ramanan

FM

1. Bill Weaver
2. Randy Sturgeon
3. Derry O'Donovan

FX

1. Tao Takaoka
2. Woody Yerxa
3. William Ferguson



#49 Chris Vian working on his speed

Group 2 continues to struggle with the car count. If you have a FE car or any prototype car this is a great opportunity for you to get some quality track time! Dust off the cars and bring them out, no else in the country has this run group!

That being said the four cars that showed up this weekend were all P1 cars and they all finished the race. That is quite a statement considering John Shine went through two motors. One in qualifying and one in the first race, but it was on lap 14 of 15 so technically he still finished.

Joe Viso is getting busy with his Elan DP02 and is really working out the bugs. He turned a time of 1:23:725 for his fastest lap of the race, which is slightly over two seconds away from the track record. Viso led the entire race. Not to be out-done Kevin Mitz turned a personal best of 1:23.787, finishing just 3.8 seconds behind Viso. Chris Vian was the final competitor in this group and with his limited experience in such high-speed cars he is making great progress.

RESULTS

- P1**
1. Joe Viso
 2. Kevin Mitz
 3. John Shine

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#13 Kevin Mitz set his personal best time this weekend

John Shine had an expensive weekend. In the qualifying session he lost a motor. Then, at the end of the first race, he lost another motor. By Sunday he was done - he was either out of motors, or he was tired of replacing motors. Needless to say, he did not make the race. Having one car not enter the second race of a weekend is normally not that big of a deal. But when there are only four cars in the entire group, it means you lost a quarter of the field.

Joe Viso continues to work on his speed and understanding of his Elan

DP02. He won handily. Kevin Mitz was excited about his pace in the Saturday race, and was looking to continue his progress. But he had to pit a couple of times to take care of some issues with his car. Chris Vian finished second as a result of Mitz's car trouble.

RESULTS

P1

1. Joe Viso
2. Chris Vian
3. Kevin Mitz



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SMX cars heading into the braking zone of turn 11

The first race for the large bore production cars was the first thing Sunday morning. You know what that means? A snotty track. Under grey skies, the large bore racers took the green; but with several of the high powered GT cars in the back, it meant a lot of passing under less than ideal conditions.

Michael Fine and some of his fellow GT drivers had skipped rainy qualifying, so found themselves starting behind a gaggle of much slower cars. But during the pace lap, all of the guys racing in the Muscle car class let Fine and other GTs by, so they all could have a less stressful race. Fine found himself sixth by the time he tripped the timing light for the first lap. He then tip-toed his way through a field of Corvettes, BMWs, and Mustangs. By the fifth lap, he made his way around Joe Montana gong into Turn 11, only to be re-passed on the drag race into Two. Montana's pass was only for a moment, as Fine made the pass stick under braking into the same turn. Fine then set his sights on Andy Kwitowski, who was leading at this point in his BMW M3. Fine was able to catch Kwitowski on the short chute between Turns 2 and 3. It looked as though Fine was going to pass Kwitowski and another lapped car; but he had the door shut on him, and there was a slight bit of contact. Fine backed off and waited for a less congested section of the track and easily breezed by. Fine went on to win overall by almost 30 seconds over Joe Montana, being the fastest driver at 86.639 mph. Kwitowski finished third overall and first in GT2.

The new MC class continues to build momentum with four cars competing this weekend. The best race was between Bill Pryor in his 1992 Camaro and Anton Savinov's 1989 Camaro. These guys turned very similar lap times; and it was just a matter of who got the breaks as to who was going to win the class. Pryor relied on his deeper well of experience at Laguna to take the win by 1.7 seconds, but Savinov set a new track record for the MC class.

The SMX Series cars were part of the weekend activities. 12 SMX cars showed up and just like their little cousins (Spec Miatas) they put on a great race. Bryson Morris from Mount Juliet, Tennessee, Alexander Berg from Alberta, Calgary, and Wesley Mollno from Glendora, CA, were all gunning for the top spot. Berg and Morris were able to pull out from Mollno to make it a two-car race at the end with Morris holding on for the win.



#63 Helmut Jones finding the limits



#73 Bill Pryor finds his way around the car of #50 Andy Kwitowski

RESULTS

AS

1. Adam Enticknap
2. Anthony Bonino

GT1

1. Michael Fine
2. Charles Laster

GT2

1. Andy Kwitowski
2. Donald Swartz

ITE

1. Sal Molinare
2. Bob Murillo
3. Behram Soonawala

MC

1. Bill Pryor
2. Anton Savinov
3. Richard Pryor

SMX

1. Bryson Morris
2. Alexander Berg
3. Wesley Mollno

SP

1. Joe Montana

T1

1. Wilson Powell
2. Tim Sullivan

T2

1. Jeff Francis
2. Helmut Jones

T3

1. Eric Fulkerson



#6 Michael Fine looks for a way around #06 Anthony Bonino

Group Three has the second largest number of separate classes - 15, with ten represented, and eight actually running. Michael Fine had the pole in his GT1 Camaro and led every lap, winning by a margin of 10.724 seconds ahead of GT2 driver, Andy Kwitowski, who won that class. Fine turned the fastest race lap of 84.423 mph (1:35.434), while making his race seem like a Sunday drive. He was never challenged, and it wasn't long before he was lapping the field, over and over and over - a blue flagger's delight. Third finisher was Joe Montana, who won the SP class in his Ford Fusion. They had their positions staked out and held them without any drama the entire race.

In GT1 Charles Laster had a good race with GT2 driver Donald Swartz. It was Chevy vs Ford and Chevy won, but only after Laster chased Swartz for half the race before passing when Swartz went off in Turn 4.

The GT big bore cars were faster than the rest of the field, so only four cars finished on the lead lap.

In the MC class, newbie Bill Pryor had the class pole, ahead of his brother Richard and Anton Savinov. Bill and Savinov had a good race until Savinov retired with mechanical problems and Bill overheated, dropping him to third. Meanwhile Richard caught up to Savinov, survived a spin, and raced Gary Ludlum. Richard and Ludlum finished first and second.

This round was a stop on the tour of the Mazda MX-5 Series, with 12 of its drivers entered. They had their own self-split start, at the back of the 26-car field. All nine of the MX-5 starters finished the race, although one ran afoul of the sound meter, so for Andy Chittum, his race ended early. There was a speed differential between the Mazdas and the GT cars, causing the smaller cars to be lapped at least twice or more. This kept the blue flaggers busy and made it so the MX-5 drivers had to keep one eye on their mirrors the entire time.



#116 Richard Arruda



#1 Donald Swartz misses his braking point at the top of the hill



#7 Sal Molinare ITE winner both races!

RESULTS

GT1

- 1. Michael Fine
- 2. Charles Laster

GT2

- 1. Andy Kwitowski
- 2. Donald Swartz

SP

- 1. Joe Montana

ITE

- 1. Sal Molinare
- 2. Bob Murillo
- 3. Behram Soonawala

AS

- 1. Adam Enticknap
- 2. Anthony Bonino

MC

- 1. Richard Pryor
- 2. Gary Ludlam
- 3. Bill Pryor

T1

- 1. Tim Sullivan

T2

- 1. Helmuth Jones
- 2. Jeff Francis

SMX

- 1. Byron Morris
- 2. Alexander Berg
- 3. Wyatt Couch



#95 Jim Lepetich has #63 Lawrence Bacon studying his line at turn 11

Being the last race of the day on Saturday meant the Group Four racers were pressed against the curfew for track operations, and of course they came up on it and only got 11 laps of racing. With six formula Continental Cars, the action at the front was pretty intense. Jerry Dutch Schultz led the entire way and if you looked at the lap chart you would think it was a ho-hum race for him. But the story behind the story was Schultz did one lap in qualifying so he started 11th. When the race started, he turned the lap of all laps charging

stormed through the field in his FC car. As the race settled in Renfrow cruised around in fifth overall and first out of all the FF cars. Then totally out of custom, Denny fell two positions on the last lap. Doug Learned Jr. was there to take the point and take the win in FFT. David Jalen was also Johnny-on-the-spot and snatched the win in FF from Renfrow. According to Renfrow, he found himself thinking about Turn 11 on the approach to the Corkscrew. By the time he realized he needed to be on the brakes, it was too late. The car spun and he was not able to get going fast enough to prevent Learned and Jalen from making it past him.



#85 Geoffrey Fass was the hard charger in Sunday's race

FV saw Larry Bacon cruise to an easy win over Chris Poncin, who was making only his second start at Laguna Seca.

This group also saw the debut of the Thunder Roadster class with one car showing up. This was Wyatt Brown who naturally set the track record for the class as it was the first time the class has competed in our region. The car, which had a Yamaha FJ1200 engine, resembled a small silver Allard.

through the field and into the lead on the very first lap. From that point on it was a ho-hum race for him. Second place qualifier Paul Rodler was working through some issues with the new Hoosier Spec tire and found the race a lot more challenging than he had hoped. Paul fell back to third with Ken Rozeboom taking second.

The Formula Ford/Honda car had four cars but if you counted the car of Doug Learned who ran as a FFT, then they had five cars. Denny Renfrow, as is his custom, qualified at the front of the FF field, and in fact out qualified a couple of the racers in FC. When the race started he lost one position to Schultz who



#32 Chris Poncin



#2 Wyatt Brown receiving a tow

RESULTS

- FC**
 1. Jerry Dutch Schultz
 2. Henry Kenneth Rozeboom
 3. Paul Rodler

- FF**
 1. David Jalen
 2. Denny Renfrow
 3. Dalmo De Vasconcelos

- FV**
 1. Larry Bacon
 2. Chris Poncin
FFT
 1. Doug Learned Jr.
FST
 1. James Lepetich
THR
 1. Wyatt Brown



#53 Paul McFarlane leads #50 David Jalen

Jerry Dutch Schultz made it two for two on the weekend. He took command of the Group Four race from the very beginning and never eased off. Schultz turned consistent lap times up until the full course caution for Jim Lepetich's stricken car on Lap 12. After three laps,

if the race went one more lap he would not have been able to keep Learned at bay.

David Jalen, Michael Bernstein, and Dalmo De Vasconcelos had a great race for second in FF. They traded positions and took turns seeing who could pull away but it never happened. Jalen came in third in FF, with Bernstein coming in fourth, and Vasconcelos fifth.



#53 Paul Macfarlane

Larry Bacon won FV, but Chris Poncin is closing the gap. He was four seconds off of Bacon's pace. To be fair, Bacon was battling a push all weekend, so once that is cured, he will be faster too.

Wyatt Brown was not able to best his lap record in Race Two. He had to pull off the track before the race was over. Whatever caused his DNF could have played a role in his lap times.

the car was cleared and Schultz continued on his rampage. Schultz finished seven seconds ahead of Jeffrey Pietz. Pietz started the race in the third position, and on the second lap made it around Henry Kenneth Rozeboom. Rozeboom was eight seconds behind Pietz. Paul Rodler continued to struggle with the new spec tire for Formula Continental, and even though he qualified second, he fell back to fourth overall and fourth in FC.



#17 Doug Learned Jr won Saturday's race

Denny Renfrow was able to learn from his mistake in Race One and win FF (finished fifth overall.) It was not an easy ride though, as Doug Learned Jr made it from ninth overall to sixth overall (right behind Renfrow.) Renfrow used up his tires and Learned seemed to have plenty of life in his, as Learned actually turned a faster lap than Renfrow. Renfrow said that



#81 Henry Kenneth Rozeboom had two 3rd place finishes during the weekend

RESULTS

FC

1. Jerry Dutch Schultz
2. Jeffrey Pietz
3. Henry Kenneth Rozeboom

FF

1. Denny Renfrow
2. Doug Learned Jr.
3. David Jalen

FV

1. Larry Bacon
2. Chris Poncin

FST

1. Jim Lepetich

THR

1. Wyatt Brown



Group 5 starting grid

Tim Weaver started the day with an overall victory in SM. He then took one session off and showed up to the grid with his ITR 1997 Mazda. For the untrained eye a person would think it was the same car in which he won the Spec Miata race. But this is actually a different Miata. It is prepared to ITR specs. Weaver qualified seventh and had some formidable cars in front of him. But he got to sleep in his own bed the night before (he lives in Carmel) and he was ready to take on the world. Tim carved his way past the cars in different classes to take the lead by the seventh lap. From there he maintained his pace and was able to keep fellow ITR racer Wilson Powell behind him. Powell actually out-qualified Weaver, but Weaver made it by him on the first lap. Powell for his part stayed with Weaver, but was unable to convert his fastest lap of the race into the top of the podium.

Adam Enticknap finished third overall and first in SMG. Enticknap led the race overall for several laps, until Weaver and Powell caught up and passed him. Behind Enticknap was the pole sitter Tim Auger. Auger was competing in the STL class and had some of the crossover MX5 cup Miatas chasing him down. Auger finished behind Enticknap, which was fortunate because the last time these two were close to each other they took each other out during the pace lap.

The biggest class in the group was ITA with 12 cars. Usually this race is a continuation of the SMT race with Joe Kou, Wa Huang, and Rob Fuller, getting up close and personal with each other. But this race Wa Huang was able build a gap early and then let the rest of the competitors fight for position amongst themselves. Kou was not entered and Fuller started too far back to mount a challenge. Fuller did get the Hard Charger of the race award for moving up eight places. ITA front-runner, Lawrence Murdter, had a hard impact between Turns Five and Six. He told me that he was passing a car and thought he was clear, but they made contact and he was pitted into the wall. Fortunately he did not break any bones and said he was



#15 Steve Borlik and #54 Clint deWitt



#47 Wilson Powell on his way to second place

mostly bruised. Let's hope he recovers quickly!

Joseph Carl in ITX was in 31st position on the first lap of the race. He was turned around in Turn 11. His car suffered a bent strut and left front fender damage. Carl did not let this deter him. He steadily worked his way through the field and was in second place in ITX with four laps to go. He had the ITA Mazda of Barry Thompson between him and class leader Matthew Wyatt. On the last lap he was not only able to get by Thompson he made it by Wyatt and won the drag race to the checkered flag.

This was a frisky group with a lot of track limit testing and some body contacts, which drew the Steward's attention. One driver was reprimanded for avoidable body contact and two drivers drew a two-weekend probation for body contacts.

RESULTS

GTL

- 1. Seth Harris

ITA

- 1. Wa Huang
- 2. Jayceton Lapid
- 3. Ross Lindell

ITR

- 1. Time Weaver
- 2. Wilson Powell

ITS

- 1. Ryan Carl

ITX

- 1. Joseph Carl
- 2. Matthew Wyatt
- 3. Aaron Garfinkel

SMG

- 1. Adam Enticknap
- 2. Michael Smith
- 3. Anthony Bonino

STL

- 1. Tim Auger
- 2. Bruno CArneiro
- 3. Wesley Molino

SSC5

- 1. Timothy Sullivan

T1

- 1. Tony Kiratsous



#98 Michael Smith enters turn 10

This race was to see if Tim Weaver could make it four wins in four races. He had already won the two Group 7 races in his Spec Miata; and he had already won the Group 5 race on Saturday. All he had left to do was win the Sunday afternoon Group 5 race, and he would have a perfect weekend. The only problem was there were plenty of competitors in Group 5 that really did not care if Weaver had a perfect weekend. They all wanted to win themselves.

The main objector to Tim's perfect weekend was Wilson Powell. Wilson finished second in Saturday's Group 5 race; but he did have the fastest race lap, so this time he was hell-bent on making sure the fastest race lap came with a Checkered Flag.

Wilson Powell got off to a good start. He took the initial lead and instead of Weaver behind him, the SMG Mustang of Adam Enticknap was on his tail. This was good, because Powell's main competition was in third. Weaver knew he had to get around Enticknap before he was going to play a part in the win, so he made his move on Lap 8 and set his sights for Powell.

On lap 10 Weaver made his move on Powell and made it into the lead. Powell, for his part, did not like the rear view of Weaver's car and immediately made it back to the front of the pack. At this point, it looked as though Powell had the race under control, but looks are deceiving. On lap 15 of the 20 lap race, Powell dropped off the timing charts. Weaver came by in the lead and completed the four race sweep of the weekend. Powell,

for his part, was once again the recipient of the fastest lap; but I am sure it is of little consolation to Powell.

ITA saw Wa Huang win his class just like on Saturday. But unlike Saturday, he really had to work for it. Early on, he went off in Turn 10 and lost three positions. Rob Fuller and Ross Lindell made it by Huang. Huang then had to put his head down and work to get back those positions. First he got around Fuller, then on the next lap, he handled Lindell. From there, there was only the car of Steve Borlik to take care of, which he did on Lap 8. Once in the lead Huang hung onto it until the finish. Borlik got second in ITA, with Lindell taking third. Fuller did not finish, ending his race on Lap 8.

Joseph Carl showed up to the Sunday race with a repaired car after the whacking he took

on Saturday's race. Sunday he made it unscathed through the race and really had no one in his ITX class close to him. He had to be entertained racing with Peter Phung and Dan Sheredy.

Tim Auger led STL from green to checkered but he had to work really hard to keep Bruno Carneiro behind him. Carneiro was part of the MX5 group that showed up. He is from Herriman Utah and must be a fast learner, because he has very little seat time at Laguna, but the young driver's other racing experience is in a Pro Formula Mazda.



#87 Adam Enticknap had two wins over the weekend



#119 Wa Huang kicks up some dirt

RESULTS

ITR

- 1. Tim Weaver
- 2. Wilson Powell

SMG

- 1. Adam Enticknap
- 2. Anthony Bonino

STL

- 1. Tim Auger
- 2. Bruno Carneiro
- 3. Adam Gonzalez

T4

- 1. Tony Kiratsous

ITX

- 1. Joseph Carl
- 2. Matthew Wyatt
- 3. Aaron Garfinkel

SSC5

- 1. Tim Sullivan

ITS

- 1. Ryan Carl

ITA

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



#49 Jack Willes takes his spot on the front row

The story of Race was the two cars stalled in Turn 2 on the first lap. The cars of Steven Angus and Elliott Freireich ran into trouble in Turn Two on the first lap. This resulted in a caution that lasted three laps, but more importantly it took several valuable minutes out of a 20-minute race. Jack Willes from Palm Desert CA, led from start to finish to take his first win in SRF3 at Laguna Seca. He set the fastest lap of the race and beat the second place finisher Michael Woolley by 3.6 seconds. Alex Petitdemange from Sedona AZ passed Bill Booth once the Green Flag dropped and finished third. This was Alex's first time at Laguna Seca; he is already down to 1:40, just a little over two seconds away from the track record. Greg Hoff was holding down second place after the Green Flag flew; but going into the corkscrew he tangled with Bob Sachs and spun. He waited until all the cars cleared and was in 20th position. The next four laps was all about recovering and he was able to wrestle five spots back to finish 15th.



#40 Bill Booth

SRF saw Bert Aramburu lead the class the entire race; his closet competitor was Erich Woolley who barely held off the advances of Matthew Belter. Woolley beat Belter by about 0.1 of a second.

RESULTS

SRF3

1. Jack Willes
2. Michael Woolley
3. Alex Petitdemange

SRF

1. Bert Aramburu
2. Erich Woolley
3. Matthew Belter



#2 Lee Douglas and #71 Jerry Aplash



#33 Erich Woolley leads #30 Paul Luca

behind him. Hoff was looking to avenge his first race of the weekend where he spun going into the Corkscrew. Hoff started second but Petitdemange was able to get by him; and according to Hoff, he just did not have the speed to keep Alex behind him. Some days you eat bear and some days the bear eats you!

Michael Woolley was not able to repeat his first race performance, but did move up nicely from eighth place at the beginning of the race. At the restart after the full course caution, Woolley made a pass on Bill Booth and Hank Raymond on the same lap. Woolley would go on to finish fourth, with Raymond fifth, and Booth sixth.

The Spec Racer Gen 2 guys all were racing together. Bert Aramburu was again able to hold off Erich Woolley just like the early morning race. The second race of the day for this group saw Dave Shade improve a position mainly because Matthew Belter only completed 12 of the 19 laps. Belter was running second in class before his DNF.

Jack Willes had a great weekend of racing. Two wins in the ultra competitive Spec Racer Ford Races surely made the trip from Palm Desert worth the effort. Willes has spent the majority of his racing career running in Cal Club events; but he has had some success running in our region. As far as I can tell, his best finish with us was a second in June of last year. Willes has learned his race craft from one of the masters in Spec Racer Ford, Mike Miserendino. To come up North and take on all the Northern California Racers had to feel good for Willes. Even though he won both events, it was by no means a walk in the park. Willes had to keep the new kid on the block, Alex Petitdemange, at bay for 23 laps. His Margin of Victory was 2.6 seconds, which meant that there was no relaxing the entire duration of the race.

Alex Petitdemange had to keep Greg Hoff



#32 Tanner Briggs



#80 Matthew Belter

RESULTS

SRF3

1. Jack Willes
2. Alex Petitdemange
3. Greg Hoff

SRF

1. Bert Aramburu
2. Erich Woolley
3. Dave Shade



#80 Clayton Cavell leads a large group of Miatas into turn 5

With only one qualifying session the Miata group had a very limited time to put in a good lap.

SM is usually the fastest class and Carmel's Tim Weaver confirmed that stereotype. But positions two through sixth were taken up by racers in SMT, with Wa Huong being the fastest of the group by about .5 over Joe Kou. One of the usual front runners in SM, Tommy McCarthy, was busy coaching ARCA racers at Sonoma this weekend. Another front runner, Clayton Cavell, must have had an issue as he was starting 29th - his time was seven seconds slower than Weaver's.

The race got under way with Weaver leading the first lap and eventually stretching his lead. He was five seconds ahead at the finish. Even though the SM outcome was never really in question, there were still positions that were worth fighting for. Jeremy Rutter and Gregory Smoot had a nice run through the field, making up five spots from the first lap, to finish second and third in SM. Cavell was the Hard Charger of the race, making up 17 spots from his qualifying position for fourth in SM and eleventh overall.

SMT was its usual knock down drag out fight. Wa Huong and Joe Kou were like title contenders in a boxing match. Kou drew first

blood when he tucked behind Weaver's pole-sitting car and edged Huong going into Turn Two. Huong stayed right on Kou's bumper and appeared to give Kou a slight little tap on their first trip down the Corkscrew. The two held station with Huong appearing to be on tires that were not adhering as well as Kou. On Lap Six, Huong was able to string together a good series of turns on the back half of the course. When the two came down to the braking point in Turn 11, Huong slipped on the inside and made the pass. Kou quickly struck back as they were in a drag race down to Turn 2. Kou was able to position his car to the inside of Huong and the two went through the turn side by side. As they exited Kou used as much of the track as he could forcing Huong to get a couple of tires in the dirt and consequently was able to make the pass stick. Huong did not give up, but the combination of deteriorating tires and lapped traffic meant that Kou was able to hold on for the victory. Blake Foley from Parker, Colorado moved into the third spot in SMT at the very beginning of the race and was holding off Eric Fulkerson and Rob Fuller until the exit of the Corkscrew on Lap 10 of 11. Foley looped his 03-machine, giving Fulkerson and Fuller third and fourth in SMT.

SSM race was a Mark Means affair. He led the class the entire distance. His main rival in SSM was Aaron Garfinkel. Garfinkel only has a few events with us so I am sure he is still learning his way around Laguna Seca.



#113 Barry Thompson kicks up some dirt!

RESULTS

SM

1. Tim Weaver
2. Jeremy Rutter
3. Gregory Smoot

SMT

1. Joe Kou
2. Wa Huong
3. Eric Fulkerson

SSM

1. Mark Means
2. Aaron Garfinkel
3. Robert Irwin



#54 Brian Cross gets a little sideways in turn 3

Funny thing, when you first glance at something, your mind automatically makes an assumption. When you first glance at the results for Race Two in the Miata group you see Tim Weaver won the race. You then think that it must have been a repeat of the Saturday Spec Miata race where he led flag to flag. As with most things in life a little scratching under the surface tells a completely different story.

Tim Weaver did win the race, but he really had to work for this victory. Outside front row starter Wa Huong got the jump on Weaver at the start and third place starter Joe Kou followed Huong into Turn Two. Weaver found himself in third place at the end of the first lap. Huong was leading with Kou close behind. Huong had the overall lead; but that would last less than a lap, as he went wide on the exit of Turn 11. Kou was able to make it by him. As Kou was passing Huong at the timing strip. Weaver made it by under braking for Turn 2. The second lap saw Kou leading, Weaver second, and Huong third and Clayton Cavell fourth. Weaver hounded Kou and studied where he was faster. After a few trial runs, Weaver made his move under braking into Turn 2 on Lap 5. He slipped under Kou and was able to pull a gap between the two.

In the mean time, Cavell made it around Huong and was tracking down Kou. By Lap 10, Cavell was able to out brake Kou into Turn 2; and now he was in second. Also on Lap 10 Huong used lapped traffic to his advantage and passed Kou under heavy braking at Turn 11. After 11 laps, the order was Weaver, Cavell, Huong, and Kou.

By lap 13 Cavell appeared to be out of tires as he bobbed on the exit of Turn Six, allowing Huong to pass him at the Corkscrew. Then as he came down the hill on the exit of Ten, he got four tires off into the dirt and spun around, dropping to sixth place.

Kou and Huong drove away apparently able to concentrate on their own battle. But this was a 35-minute race and there was still about eight minutes to go. Lap 17 saw Cavell, who had recovered from his spin, tracking down Huong and Kou. Just for good measure Gregory Smoot was tagging along. The two caught the Kou-Huong battle and actually made it by Huong exiting Turn 11. At this point, Cavell was in third overall and second in SM. He made a great recovery from his spin. The dark horse in this battle was Gregory Smoot. He was in 13th place at the end of Lap 1, and now he was third in class and fourth

overall right behind Cavell.

Lap 18 saw things once again go bad for Cavell. After closing up on the bumper of Kou, Cavell went wide on the exit of Turn 6. Smoot and Huong were able to slip past on the way up the hill to the Corkscrew.

With Weaver long gone the battle was for second overall between Kou and Smoot. The two had pulled out a few car lengths from Huong and Cavell. Smoot looked like a man on a mission. He closed to within feet under braking for Turn Two. He tucked in tight through turns three and four. He then popped out of the draft and dove underneath Kou at turn 5. He was able to make the pass stick and create a gap between him and Kou.

But as far as Kou was concerned his main focus was the class win. Second overall would be nice, but the class victory was the important thing. Wa Huong felt the same way, and on the last lap of the race tried everything he could to get around his friend. He tried to slip under Kou at the bottom of the Corkscrew. He tried to go around the outside of him at Turn 9. When those moves did not work, he saved everything he had for a late braking effort into Turn 11. He was able to get door handle to door handle with Kou, but Kou was not giving up the inside line. As the two exited the turn, Kou stayed slightly ahead and won the drag race to the flag.

Once again a great race by everyone involved. Cole Gibson was the Hard Charger of the race starting 28th and finishing eighth, an improvement of twenty positions.

The SSM race was won by Mark Means. At the last race at Laguna, Means was a little too generous when allowing the leaders by in SM, and ended up losing

out to Aaron Garfinkel. This time Means made sure that did not happen, and was able to keep another car in another class between him and second-place finishing Garfinkel.

RESULTS

SM

1. Tim Weaver
2. Gregory Smoot
3. Clayton Cavell

SMT

1. Joe Kou
2. Wa Huong
3. Eric Fulkerson

SSM

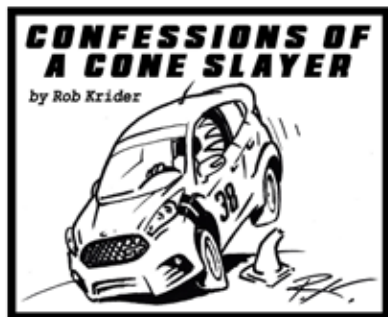
1. Mark Means
2. Aaron Garfinkel
3. Christian Lyons

We had three fog-free days, no injuries and despite all the activities and interruptions, stayed on schedule. For the first time SFR streamed on YouTube. The on-track sessions were live on Race Hero. Welcome to the Digital Age!

Our next race is a two-day at Sonoma Raceway - our second and last event at the Wine Country track. Schedule calls for two separate full days - qualifying and races each day. Friday's test day run by Hooked On Driving is open to our SFR drivers. The weather should be lovely.

Confessions of a Cone Slayer

By Rob Krider



One Lap of America

As racecar drivers we are always searching for the next adventure when it comes to having fun with cars. We already own an expensive helmet, we might as well strap it on top of our heads and go use it before the SNELL rating expires again. Over the years, I have donned my

helmet and enjoyed all kinds of motorsports shenanigans from autocrossing with the SCCA, drag racing with the NHRA, road racing with NASA, and hillclimbs with the NHA. If there is a racing sanctioning body with a stupid acronym (most people don't understand) then I've probably raced in it. I've also done some crazy motorsports events, like the 24 Hours of LeMons at Altamont Speedway, the Silver State Classic high-speed open road race in Nevada, and then one extremely foolish time (where I definitely needed my helmet) I entered a destruction derby (and ended the life of a 1976 Chrysler Cordoba).

As my motorsports' bucket list was shrinking there was one event that had eluded me for decades, Tire Rack's One Lap of America. One Lap is the modern iteration of the famed Cannonball Run, which was an illegal, coast-to-coast, all-out race on public roads back in the 1970s. In those days, teams tried to avoid the cops and break the 1971 record set by a Ferrari Daytona coupe, driven by iconic American racing driver, Dan Gurney, and editor of Car and Driver magazine, Brock Yates. The original record, set fifty years ago, was 35 hours, 54 minutes. The record has since been broken, but certainly not by me. I missed the opportunity to compete in the Cannonball Run simply because I wasn't born yet (plus I've never owned a Ferrari).

Well I'm alive today, obviously, and so is One Lap of America, a much more legal event where the police don't chase you (if you participate in the event appropriately). One Lap is a 3,600 mile, eight day loop through 17 different states where teams compete on different closed course racing tracks. Teams earn points based on their finishing position at each track and at the end of the week an overall winner is crowned as well as winners in 13 different classes (categorized by car price and engine size). The race is run by the late Brock Yates's son, appropriately named Brock Yates Jr., and it has been going strong for over 35 years.

I'd read about One Lap many times and I've always wanted to do it, but the race starts and ends at Tire Rack's headquarters in South Bend, Indiana, a vast 31 hours from where I live in California. That's two days of driving to the race before you do eight days of driving in the race, before you do two more days of driving home from the race. That is a lot of miles on a car and a lot of days away from Mrs. Krider, who would be much happier if I was just going to a local SCCA autocross in the morning and then meeting her for a pleasant weekend lunch.

This year I miraculously scored a racing hall pass from Mrs. Krider. She said I could do One Lap of America. Maybe she was trying to be nice to me, or maybe I just wore her down over the years. Either way I was going to the race. Since I owned a car that fit into One Lap's Economy Car class, a 2019 Ford Fiesta ST, all I needed next was somebody crazy enough to go with me. I actually found two people crazy enough, Stephen Young and Keith Kramer. We packed the little Fiesta to the roof with some tools, spare parts and a bunch of protein bars and left California for the start of One Lap, which was on May 1st.

The 2021 event consisted of 20 different challenges we would be scored on from a wet and dry skid pad at Tire Rack, drag racing, autocross,

oval track, route checkpoints, and multiple 3-lap sprint time trials at tracks all across Tennessee, Texas, Louisiana, Georgia, West Virginia, Michigan and Indiana. The routine of One Lap is as follows: you get to a track in the morning, empty out all of the tools and protein bar wrappers from inside the car, drive the car around the track from a standing start for just three laps like a complete madman trying to beat the other 75 competitors, then pack the car back up and drive for nine hours to the next track. You do this for eight days straight.

The event is a rollercoaster of adrenaline spikes where you are trying to avoid hitting a wall at a track you've never been to before and then the race swings to emotional lows where you are in the car for endless hours in the middle of Nowhere USA searching for a gas station and a place to go to the bathroom. Eventually, you find a motel with a parking lot filled with Porsches, McLarens and Corvette ZR1s covered in One Lap of America stickers and that's when you know you are in the right spot. You grab a few hours of sleep, then wake up, choke down another protein bar, and walk around a new race track (to try and learn where all the hard walls are placed so you can avoid them). Then you do your three laps on a knife's edge trying to win the event. It's awesome and awful all at the same time. The pressure you feel to perform well at each event (where you get zero practice) is intense. It was the hardest race I've ever been in and I loved it.

The real appeal to One Lap is the people who enter the event. Every night our team ended up at the "Corvette Bar," which is just one of the One Lap entries, a black C6 Corvette parked directly in the front of the main entrance of the motel with the rear hatch opened and many bottles of whiskey lined up. I got to hang around with, and race against, some motorsports studs like Randy Pobst and Ross Bentley. Plus the cars themselves were absolutely epic, like 700 horsepower Porsche GT2 RSs, heavily modified Nissan GT-Rs and of course, our humble Ford Fiesta.

After eight hard days and 3,678 miles covered, there were some bent cars (Porsches), some dead animals (deer and possums), many gallons of fuel burned (93 octane and up), and a lot of bald 200 treadwear tires (thank you Yokohama). All that was left was for Brock Yates Jr. to hand out some trophies. For the overall win, that went to Team "Let's Finish This Year" with Steve Loudin and Tom O'Gorman, driving a 2019 Chevrolet Corvette ZR1. And for the Economy Car class win, believe it or not, during their rookie year, it was a team from California, Double Nickel Nine Motorsports, Stephen Young, Keith Kramer and me, Rob Krider. Three guys all sharing the smell of each other's farts for 12 days in a tiny little Ford Fiesta ST.

Thank you to Brock Yates Jr. for keeping this bucket list race alive and a special thank you to Mrs. Krider for letting me actually do it. Check out the event at www.onelapofamerica.com and start planning your own attack for next year's race.

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



SAE Students Work Laguna



Twenty-two San Jose State SAE (Society of Automotive Engineers) students joined SFR at Regional Races 7 & 8 at WeatherTech Raceway Laguna Seca. Several came for all three days, while the majority came for the two days of racing. They set up their own group spot in Worker Camping and quite enjoyed themselves. Some of the other campers and Drivers joined them Saturday night for after-dinner hospitality.

The students, who are mostly juniors majoring in Mechanical Engineering, Business and other engineering specialties, were assigned to specific crews for the weekend - Emergency, Flagging & Communications, Grid, and Tech. A couple branched out, based on their interests and worked in Announce and as Photographer. They were avid, eager learners and fit in well with their respective crews, which had gone out of their way to welcome them.

During the lunchtime, the E Crew drivers took all the students for track inspection rides on the track in the Safety Vehicles, which was a very popular experience.

It wasn't all show and tell. All the students were put to work on their respective crews, learning the job by doing. The Chiefs were universal in wanting the students to come back.

The students all are on specific teams to design, engineer and build three race cars in which they will compete in an international SAE competition at Michigan International Speedway July 7-10, 2021. In 2019, the last year the competition was held, SJS came in 22nd overall in a field of 108 of 139 entrants. In the various events: 6th in Skidpad, 19th in Design, 22nd in Endurance, 24th in Cost, 27th in Autocross, 30th in Acceleration, 46th in Fuel Efficiency, and 56th in Presentation. In the Electric Competition, they came in 14th in Cost, 16th overall, 16th in Design, and 16th in Presentation.

Due to Covid, this year's SAE competition will not be a spectator

event. The event will be staffed by Michigan volunteer SCCA marshals. The SJS cars are a SAE Formula Car-Compression Engine; SAE Formula Car-Electric; and a Baja Car. The students all have assigned tasks, such as shocks, suspension, chassis, etc. They have to create a business plan and presentation which includes budgeting, communication, project management and resource management, and have to raise all the funds themselves. They all came to Laguna to work the various SFR crews in exchange for a donation to their program.



Each car has four assigned drivers, and they practice their driving skills at a local go-kart track near the Spartan campus. The race cars compete in various competitions which sometimes use specific types of drivers, such as Acceleration with a lightweight driver, or Endurance, which need two drivers.

The Tech Crew is hoping the SAE Students will put a Go-Pro or equivalent in their race cars and come back for a show and tell movie night.

The weekend was a mutually rewarding experience, the brainchild of SFR Driver and BoD member, Blake Tatum, who is also editor of The Wheel. SFR's Ambassador, Lynne Huntting, organized and coordinated the weekend activities, with the help of Race Admin and the SFR Office. A good time was had by all.



SFR solo II Round 7

Photos by Ric Quinonez

by Ryan Panlilio



Drivers milling around the grid

Sixty-three drivers started off the long Memorial Day weekend with Round 7 of the SF Region's Solo II Championship Series at Crows Landing on May 29, 2021. The event was chaired by Ed Runnion.

Mark Lewis led the ST1 group in a 2016 Mazda MX-5 Club (STR). He was followed by Steve McLaughlin in a 2007 Nissan 350Z (STU), with Christopher Smith rounding out third in a '16 MX-5 Club (STR). Dustin Hatcher, Monica Huang, Dusty Sanguinetti and Bob Pires rounded out the rest of ST1.

Andre Peirnot ran uncontested in ST2 in a '90 Miata, while Julie Peirnot also ran uncontested in ST2-Ladies in a '90 Miata.

Cheng Li led Rudy Suarez in STM. Li was in a '18 Subaru BRZ (SM) while Suarez was in a '08 Chevrolet Corvette (OSP).

Praneil Prasad took the top podium spot in SSC in a '14 BRZ. Bill Charron, in a '15 BRZ, took second, while Ed Runnion took third in a '16 Scion FR-S. Arvind Govindaraj, Dhiraj Jadhav, Glenn Austin and Dennis Quilantang rounded out the rest of SSC.



Ric Quinonez in the winged Shark Stealth

STX was led by Erik Acks in a '13 BRZ. Nipping at Acks heels was Adam Tarnoff in a '04 Mazda RX8. Glen Anderson, in a '14 BRZ rounded out third. The rest of STX included Todd Winstanley, Matt Francavilla, Brenna Comacchio and Megan Anderson.

Takeishi Yoshida took first place in CAM in a '17 Corvette (-S). Rich Lee, in a '18 Chevrolet Camaro SS (-C), came in second, while Akash Mohanan took third in a '18 Camaro SS (-C). Greg Back rounded out the rest of CAM in a '14 Ford Mustang GT.

Ben Martinez took the top spot in Modifieds in a '84 Van Diemen (CM). Ricardo Quinonez finished second in a '20 Shark Stealth (AM).

Eric Lam led the S1 class in a '15 Porsche GT3. Justin and Mack Tsang finished second and third, respectively, in a '14 Porsche Cayman S (AS).

John Lawrence, Craig Boyle, Connie Lu, Juven Lat, Boris Elpiner, Ovidiu Predescu, Dan Pellow, Feri Dizon, Yvan Yukee, Keith Bullock, Kenneth



Eileen Blando doing some three-wheeling in a 2020 Honda Civic Sport

Loo and Justin Bowen rounded out the rest of S1.

Andrew Kessel, in a '19 BMW M2 Competition (BS), took the top spot in S2. Alex Muresan took second in a '19 Honda Civic Type R (DS), while John Rowe finished third, also in a '19 Civic Type R. The rest of S2 included Eric Martin, Lloyd Feaver, Kevin Bui, Ronald Ongjoco, Gary Fazekas, Fred Campbell, Tiberiu Muresan, Mark Belluscio, Austin Belluscio and Adam Crowell.

Vernon Head ran away with first place in S3 in a '03 Toyota MR-S (ES). Darrel Lunge took second place from co-driver Seamus Grady. They split seat time in a 87 Porsche 911 (CS).

Eileen Blando led the S4 group in a '20 Honda Civic Sport (HS). Nipping at her heels was Artem Rakhov in a '13 Ford Focus ST (GS), while John Subosits took third in a '08 Civic (HS). Glenn Tozier rounded out the rest of S4.

The SMP class was led by Steve O'Blenes in a '05 Mazda RX8 (DSP). David Chau finished in second in a '93 Civic (SMF), while Monty Pack took third in a '18 Porsche GT3 (SSP). Cliff Fong, Isaac Acks, Darrell Moskowitz and Alec Storrie-Lombardi rounded out the rest of SMP.

Round 8 and 9 of the SF Region's Solo II series will be held on June 19 and 20, 2021, at Crows Landing.



Steve McLaughlin puts his 2007 Nissan 350Z through its paces

Sacramento Round 6

By Davey Drouin

We are at the halfway mark, now we play for keeps. In major league baseball as long as a team isn't in last place by the All Star Game they still have a chance at making it to the World Series. Basically that is where the Sacramento Chapter is at in the season. If you happen to be sitting at third or fourth place it might be time to think about fresh tires or a suspension adjustment.

Street Touring X had four drivers competing for points. Third place went to David Omega in a WRX with a 65.366. Second place went to Tina McKay in a 350z with a 63.222. With a lead of 0.2 of a second Doug McKay sponsored by Solar United Network took first place with a 63.022.

Street Touring R was full of Miatas of one generation or another and one lone BMW Z3. Kevin Quach snagged third place in his red Miata with a 62.414. Karl Engelking in a white Miata nailed second place with a 60.438. The winner for the day was the lone BMW Z3 driven by Nigel Mott. Nigel ran a 59.871.

Street Touring U had a strange car make up with a Mustang, M3, 350Z and a STI fighting for the win. Third place went to Hal Dorton sponsored by M Service Garage with a 56.619. Second place went to Steve McLaughlin with a 56.370 in his 350z. First place went to Paul Tibbals sponsored by R'Lyeh City Council with a 56.244. I have to say if you are sponsored by R'Lyeh City Council you must be connected, big time or at least a fan of H.P. Lovecraft.

Jonathan Kelsey (CSP), Eric Williams (FSP), Donora Wichmann (FSPL), Carl Graf (XP), Eric West (EP), Penny Hubbard (CAMSL), Rachele Tyler (CAMT) and Gale Smiley (CAMCL) all ran unopposed and won their respective classes. Thank goodness!

CAMC had the usual suspects battling it out for the win. Third place went to Greg Seid in a Mustang with a 58.855. Second place went to Sean Breese in a Corvette with a 58.087. First place went to Michael Gardner sponsored by Mike's T.P. Plumbing in a Mustang GT350 with a 55.967.

CAMT had one Ford playing with three Chevys. Third place went to Scott Rasmussen with a 60.203 in a Camaro. Second place went to Randy Grohosky with a 59.993 in a Mustang. First place went to Chad Ryker sponsored by AutoX and Track with a run of 55.960 in a Camaro.

CAMS had a pair of well known Corvettes and a couple of well known drivers. Mark Heinrichs and Ken Yeo were set to do battle once again. Neither one giving an inch or showing a sign of weakness. As MacLeod from Highlander would say, "There can be only one." The victory went to Ken Yeo with a 54.889.

CP had the classic Mustang vs Camaro shoot-out. Brad Sheman started out and improved on every run. His fastest was 60.293. The only problem was that Michael Ansell ran a 60.228 on his second run. Mike won by 0.065 of a second, such a close margin of victory.

SMF saw a pair of Hondas for the day. The Honda Prelude piloted by Darrel Moskowitz took first with a 59.340. Second place went to Zachary Ternes in Honda Civic with a 62.186.

The top time of the day went to Bob Weisickle in an EMod Austin Healey with a 52.379. Top PAX for the day went to David Borden in a Porsche GT3 with a 54.516.

The next event will be June 26 and 27th at Thunderhill.

Greetings Concours Community

By Patrick Wille

As with pretty much all events scheduled for 2020, the concours season was sidelined by the pandemic. 2021 will be an improvement, however, half of the scheduled SCCA sanctioned concours have been canceled, all due to the pandemic. That still leaves us with three magnificent shows this year: Hillsborough, Ferndale and Serrano (El Dorado Hills). Following are some details about each of the concours.

2021 SCCA-Sanctioned Concours d'Elegance

Sunday July 18

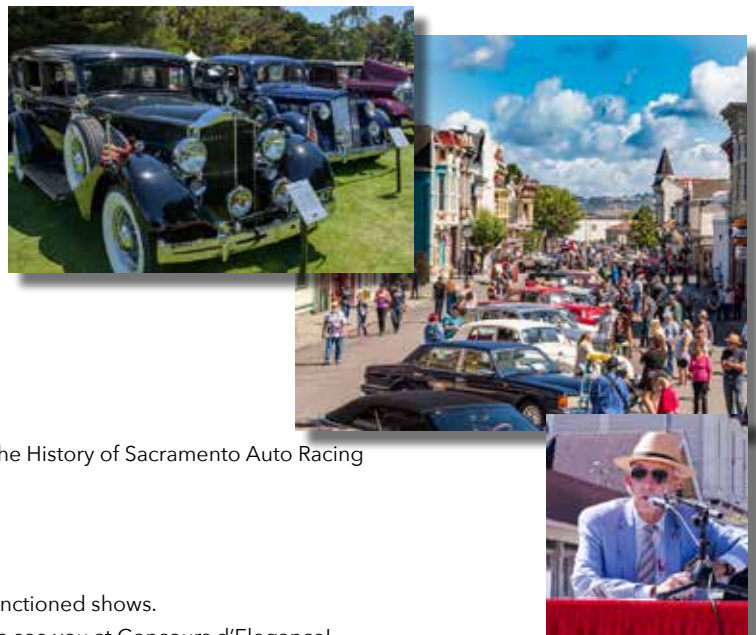
65th Hillsborough Concours d'Elegance
Featuring Ford and BMW
Crystal Springs Golf Course, Burlingame
www.hillsboroughconcours.org
(650)619-6186

Sunday September 12

5th Ferndale Concours on Main
Featuring Jaguar
Main Street, Ferndale
www.ferndaleconcours.org
(707)786-7150

Sunday October 3

Niello Concours at Serrano
Featuring Shelby Cobra and Celebrating the History of Sacramento Auto Racing
Serrano, El Dorado Hills
www.theconcours.net
(916)635-2445



Please consider entering your concours vehicle in one or more of our sanctioned shows.

Each show is unique and each one provides a good time for all. I hope to see you at Concours d'Elegance!

Patrick Wille

NOTES from the ARCHIVE -

BLUMENFELD BMW 328



On the dealers lot in Frankfurt, Germany 1952

In last months column, I wrote about the pre-war BMW/Fraser-Nash 328 sports car and perhaps its first appearance of this model on the West Coast. This month we will take a look at how a Bay Area resident in the early 1950s came to own and race one of these cars in several early local SFR events .

Don Blumenfeld was 21 years old and a car enthusiast so it was only natural that he and a friend drove across the San Francisco Bay Bridge to the small east bay town of Concord to watch the first organized sports car race on the West Coast at Buchanan Field. That same year he saw his first BMW 328 sports car in San Francisco as it passed him by on the street. The car was driven by Joe Esherick who you might recall had acquired the car from Don Parkinson Jr. from Southern California. Esherick briefly raced the car including at Pebble Beach before selling it. The image of the sleek roadster stuck in Blumenfeld's mind to resurface a couple in a far different location.

One year later, Blumenfeld was drafted into the U.S. Army and posted to Frankfurt, Germany. Reading the Stars and Stripes newspaper one day, he saw an article about a group of enthusiasts who were forming a car club, the International Sports Car Club. He became a member and attended club events which included races on a local abandoned airstrip in Malsheim. At one event, he met a member who invited him check out his BMW 328 being race prepared at a local garage.

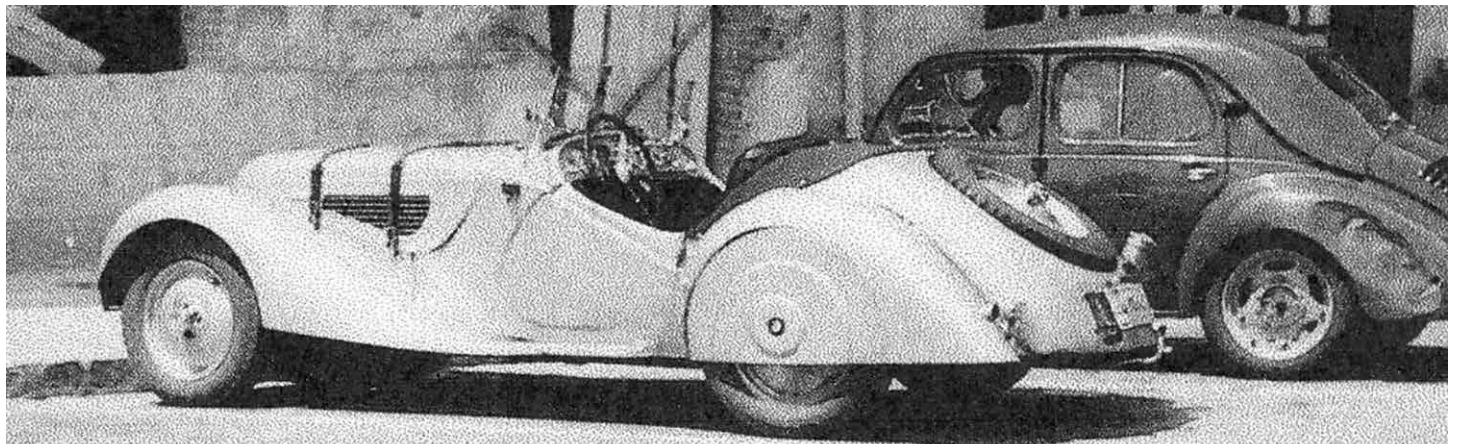
After looking over the car Blumenfeld decided to look for one to purchase.

Shortly thereafter he found a 1938 model at a local used car lot for \$1200 US. He bought it and drove it off the lot, the first sports car he ever owned. In June 1952 he drove the car to the LeMans 24 Hours race but was disappointed to see BMW powered cars not able to keep up with newer model race cars. In September he was due for discharged at Fort Ord in California so he made arrangements to have the 328 shipped to New York where he would pick it up. During those few short months between the purchase and his departure from the Army, Blumenfeld had driven the car about 1300 miles around Europe on his many sightseeing trips.

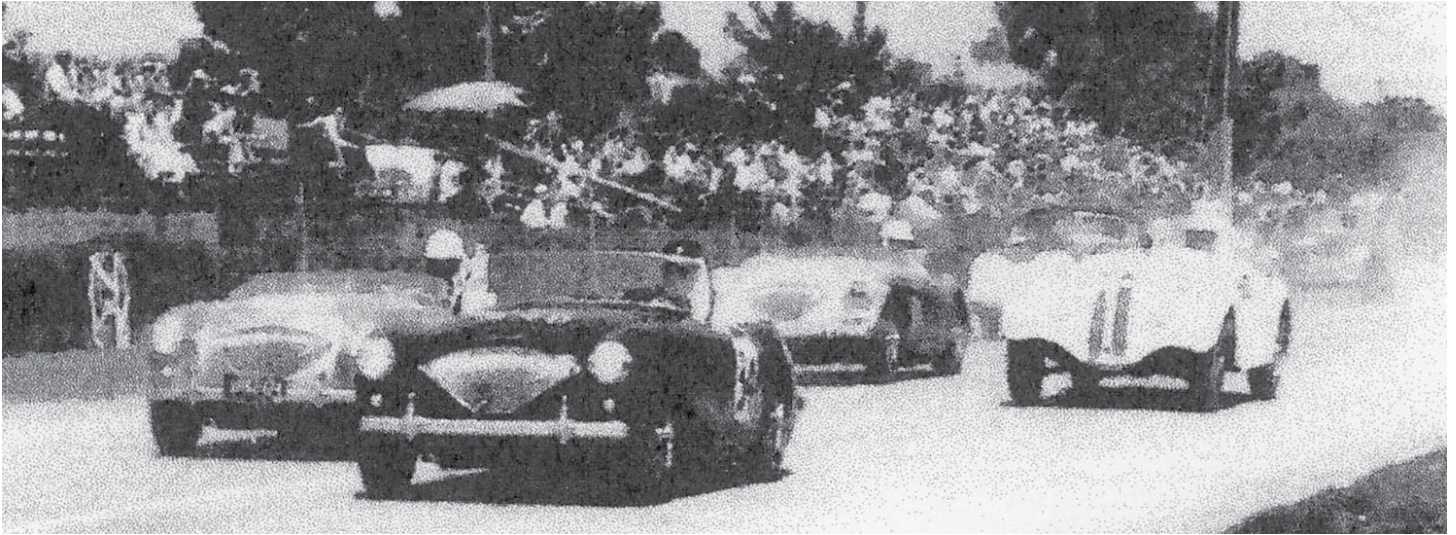
After picking my car up in New York, Blumenfeld drove up to the races at Watkins Glen to watch what would be the last even run on the old street course. He was able to see several of the great drivers of the day in action, including Briggs Cunningham, Walt Hansgen, John Fitch and event Roger Barlow who came out from Southern California. After departing upstate New York, Blumenfeld began his journey across the U.S. to San Francisco in the 328 averaging about 800 miles per day. The car never missed a beat during the 3000 mile trip.

After settling in to civilian life in San Francisco, Blumenfeld joined the San Francisco Sports Car Club which voted to become a part of the San Francisco Region - SCCA. He had the car maintained by Don Cartwright at Norwitt British Cars in Oakland or Randy Lindquist's shop in Berkeley. Blumenfeld entered his first road race at Stockton in June 1953 and had a successful debut finishing 1st in class and 19th overall. In November, he traveled south to March Field to race but suffered a broken axle in practice. With the 328 being his only transportation, Blumenfeld drove the car to and from each race. Needless to say, it took extra time to get the car fixed and then return home from March Field.

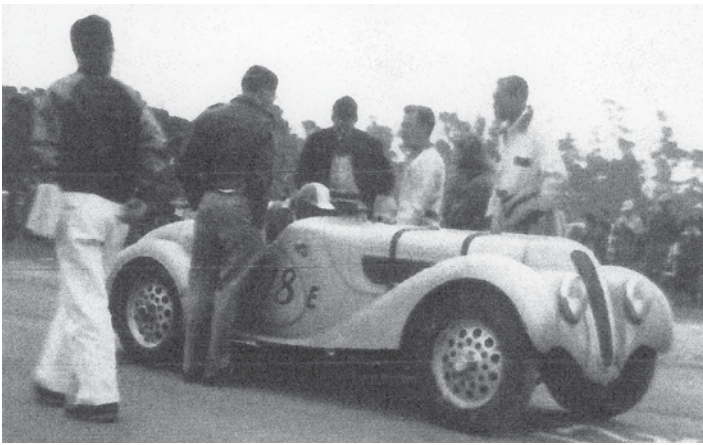
In 1954, the car was entered in three more races, April at Pebble Beach (DNF fuel leak), June at Golden Gate Park (DNF) and Santa Clara (DNF). Clearly the BMW, now 16 years old was getting pretty tired but Blumenfeld soldiered on with two more entries in 1955 at Stockton (DNQ) and Buchanan Field where he finished and was able to drive the car home. He also tried the Cobb Mountain Hill Climb which was



First road trip, 1952 LeMan 24 Hours Race



Blumenfeld, far right at Santa Clara 1954



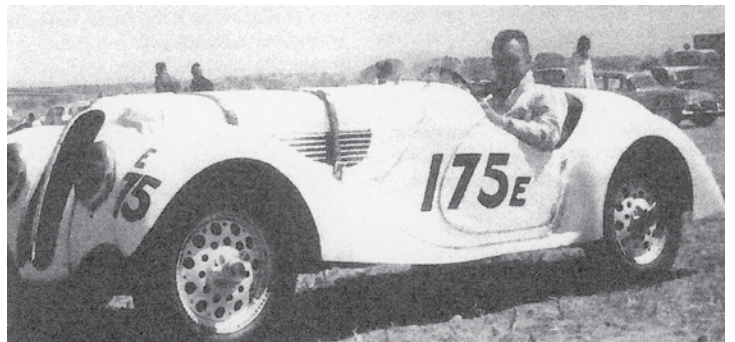
Ready to go at 1954 Pebble Beach Race

certainly different but fun and then his last event, an autocross at the SF Presidio in 1959.

The car remained with Blumenfeld until 1962 when the birth of his daughter meant the 328 had to be sold. He found a buyer in Los Altos who enjoyed the car for many years and even loaned the it

too Blumenfeld to run a vintage race at Buchanan Field in 1999. Unfortunately, he could not get the car prepared in time for the event so the 328 was returned to the owner.

However this wasn't the end of Blumenfeld's racing, he competed in autocross and road racing with a car called the Loki Special, a Lotus Super 7 and a couple of Super Vs until 2006 when he hung up his helmet. Blumenfeld has had quite a journey from his first sports car in Frankfurt, Germany in 1952 until 2006 and his final race.



Last race in the 328, Buchanan Field 1955

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THUNDERHILL REPORT

BY SHERRY GRANTZ AND DAVID VODDEN

The Summer of 2021 will go into the record books for drought conditions and a smattering of hot summer days over the 100-degree level. The drought is serious business, as the lakes and aquifers diminish and talk about dry wells becomes common place. The reality is that not all days in the North Valley are over 100 degrees; and it will rain again when the cycle of nature runs its course and we start talking about flood prevention and ways to contain the water. Last week the temperatures at Thunderhill were in the mid-eighties. Most of the spring and some of the recent summer days have been below average temperature. Unfortunately, there have been new records set for highs in the area as well. These are rare, but no less noteworthy. July could be hot or not, so check with a reliable source if you need to know. Do not base what you do on weather predictions that speculate over five days. Remember, the folks who do weather guess a lot and are wrong a lot.

So far, the summer weather has not diminished the demand for time on any of the tracks or the paved pads that are used here at Thunderhill Park. Our automotive engineering companies remain persistent in renting weekdays whenever they can, and the garages we have are all full, leaving disappointed people asking but not getting a garage at Thunderhill. I am looking for more places to build garages as the need just never subsides. To date Thunderhill has 519 days rented on the racetracks, with 309 days on the 3-mile and 210 days on the two-mile. This represents 72% of the possible 730 days in a year based on having two tracks. The asphalt pads have been rented 308 days with 206 of these on the big pad and 102 on the small skid pad.

The track is very-busy and the staff here is very busy as well. We have a new Events Manager set to join the team in the next few weeks. His name is Jeremy Callen. He will take over for Schuyler VanBuskirk, who will begin booking the track on July 1st. With most of 2021 booked, the task for Schuyler will be to make sure all of the bookings are completed, deposits paid, and the hand off to the Events Managers as clear and seamless as possible. We will also add a new General Manager replacing Shannon Ell, who retired and moved to Missouri back before COVID started. Rick Cameron will do this job, and no, he is not the Rick Cameron from the famous Cameron/McGee Motorsports operations. Our Rick Cameron had a role with Madera Speedway for awhile, and with a sanctioning body that raced there and in the central part of the state. When next you are here, welcome these new team members and make them feel at home in their new positions that will help shape the next generation of Thunderhill Park. Geoff Pitts is moving back into the events and project portion of the

motorsports industry, and will take on a number of activities, including the continued Business Manager role for the Classic Sports Racing Group [CSRG.] Geoff is an amazing young man with unique skills that will serve him well in the next chapter in his passion for motorsports. The rest of the team remains intact, with yours truly at the helm, Terry Taylor counting the money, Bob Maybell keeping the place working, Jim Thompson earning awards for food quality, Lee Noll doing amazing things with the buildings, plus Sean Crandall, and Brian Tharp providing a host of safety, fire and facility services. Leslie Taylor and Sherry Grantz are excellent part-time helpers doing payroll, and special projects. Stuart Seitz is responsible for what you see on Facebook, and the monthly e-mail blast we send to all who want to get it. We have been fortunate in recent years to experience a growing presence of automotive engineering companies using the property to test exciting new technologies for the cars of tomorrow. While this kind of business can end, for now it is expanding and includes a number of companies that are asking for more use of the property. Three of these groups have garages here; and some are talking with us about ways we can improve their presence with added features at the track. The best part of all this is that these customers use weekdays leaving the weekends for the Club events and other organizations.

It is not too early to plan to race the SCCA season finale here on October 29-30-31, also known as Halloween weekend. This three-day event will decide 2021 Class Champions and offer a boat load of points leading up to those final results. Start now and talk with your friends who do not race every SCCA event and get them to put this one on their calendar. If you travel to Cal Club or Oregon, recruit, recruit and ask those you meet and greet there to come to the October finale at Thunderhill. It can be the biggest, best, and most fun race weekend of the year, and you can be a part of it all with an ever-large cadre of your friends and fellow racers. This is when we salute Tom McCarthy for his role in the development of Thunderhill, and when we eat, drink and be merry for three straight days. Seriously, make the effort to recruit racers to attend so that we can have the biggest race of the year as we end the year 2021.

Also know that the 25 Hours of Thunderhill is on the schedule for December 4th and 5th; and the Lucky Dogs Endurance race is set for November 20-21. If you ever need a weekend of fun and cannot find an SCCA event or whatever, keep in mind, that there is always something happening at Thunderhill Raceway Park. Check it out at www.thunderhill.com or send us your e-mail address and we will keep you in the loop with Enlightening and select e-mails. See you at Thunderhill Raceway Park.

RIP Rob Davis



The family of SFR racer Rob Davis has advised that he passed away. Rob is survived by his father, Bob Davis, son Austin, and sister Shelly. Rob, Bob and Austin all raced, sometimes together, and his sister also raced.



Rob started out in Go-Karts, and began racing in 1987 after going through the Bondurant School. He raced GT1 and SP in SFR for many years, as well as in Trans Am and IMSA. His last car was the iconic red Lightning McQueen No.95 Pontiac GTA. While in SFR he won many championships.

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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

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

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Cameron Park
831-801-6803
mikeski38@hotmail.com

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

OPEN WHEEL AND SPORTS RACERS



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



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



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



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



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



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

SRF3 #865: Built 2009, Converted by Cerini Motorsports Jan 2017. Gearbox rebuilt Jan 2017, Butler Seat & new style Butler "HALO", AIM MXL Pro 05 Dash, New Style UCAs, New Style Toe Adjusters, 2 Sets New Style Wheels, Laguna Muffler, AMB Transponder, Thermal coated headers, PBS Quick Jack, MSR Alignment Bars. SPARES: Nose, Uprights, Hubs, LCAs, Steering Arms & Box, Spare Half Shafts, & much more
\$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. Call Brad Shaffer for more information \$19,000 (415) 317-1860

FENDERED RACE CARS



1967 MINI COOPER S STREET LEGAL RACECAR - 100 MILES ON ENGINE REBUILD
Raced at the Rolex Reunion - very clean and modified for racing
Has seating for 4 still in it currently \$40,000 obo Justin 530-368-0306



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



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



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



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



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



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



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

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.lbs. 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



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



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

TOOLS/ EQUIPMENT /MISC FOR SALE



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@ltk.com or 916.531.5968

BUSINESS OPPORTUNITIES

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

SHOP/STORAGE SPACE

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

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

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

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

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

GET ON THE TRACK

TRACK DAYS AND SKID PAD DAYS AVAILABLE: You can rent Thunderhill Park's 3-mile, 5-mile and 2-mile track for a pittance on most weekdays throughout the race season. WE can make your day a turn-key operation where all you do is secure your friends and customers and have fun. 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
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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 alanguo530@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 racecarbetsy5@gmail.com



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

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

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

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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See sheet # 2



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The wheel

JUNE 2021

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