



# The wheel<sup>®</sup>



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

# erTech<sup>®</sup>

Accessories



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#35 Robert Sachs keep his SRF3 lit up after a spin into the gravel at turn three

Cover #56 Jason Hohmann roars down the corkscrew photo by Sierra Lacey

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

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# CALENDAR

Schedule May Change depending on each county's COVID 19 regulations.  
Please refer to the [www.sfrscca.org](http://www.sfrscca.org) website for more information

## 2021 FRESNO CHAPTER SOLO SCHEDULE

Event 8 - **June 19**

Event 11 - **Nov 13**

[noSCCA.com](http://noSCCA.com) for an up-to-date calendar

[www.FresnoSCCA.com](http://www.FresnoSCCA.com)

Event 9 - **Aug 21**

Event 12 - **Nov 14**

All events held at Fresno Fairgrounds except  
October

Event 10 - **TBD Oct\*\***

More dates may be added; visit [www.Fres-](http://www.Fres-)

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## SAN FRANCISCO REGION'S 2021 SOLO II CHAMPIONSHIP SCHEDULE

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

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

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

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

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

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

## RENO REGION SCCA SCHEDULE

**June 22, Sat** - 2 Mile West Course

**Sept 11, Sat** - 2 Mile West Course

All events are at Thunderhill Raceway Park

GO TO: [www.renoscca.motorsportreg.com](http://www.renoscca.motorsportreg.com) for  
additional information and register OR  
Contact: Andy Ross [duetto\\_67@hotmail.com](mailto:duetto_67@hotmail.com)

**July 2, Sat** - 3 Mile East Course

## SCCA SACRAMENTO AUTOCROSS SCHEDULE

**June 26 & 27**

**August 28 & 29**

All events will be held at Thunderhill's au-  
tocross 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.

**July 24 & 25**

**September 25 & 26**

**October 9 & 10 Enduro**

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# 2021

## 2021 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

**MAY 28-30**

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

**JUNE 18**

TEST DAY (RUN BY HOD) -SONOMA RACEWAY

**JUNE 19-20**

REGIONAL 9&10 (2 DAYS) - SONOMA RACEWAY

**JULY 23-25**

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

**AUGUST 7-8\***

PRE REUNION (2 DAYS)- WEATHERTECH LAGUNA

**AUGUST 12-15\***

REUNION (4 DAYS)- WEATHERTECH LAGUNA

**AUGUST 28-29**

REGIONAL 13&14 (2 DAYS) - WEATHERTECH LAGUNA

**SEPTEMBER 9-12\***

IMSA (4 DAYS) - WEATHERTECH LAGUNA

**SEPTEMBER 16-19\***

INDYCAR (4 DAYS) - WEATHERTECH LAGUNA

**OCTOBER 29-31**

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

**\*Pro Race Support for Volunteers**



# Fresno Chapter - Event 3

Photos by Amy Armes & Lance Kampfenkel

BY YANG MOUA

On Sunday April 25th, the Fresno Chapter held event #3. The forecast called for 50% chance of rain by noon, but the 71 drivers were prepared. Some drivers opted out for a different choice of vehicle than originally planned, some brought multiple sets of wheels and tires, while rumors have it that some were even doing the rain dance to even the playing field. By the end of the day, the three run groups finished all their runs without seeing any raindrops. Event chair Ricardo Quinonez designed a two-lap mini enduro course that was fast and challenging.

Ben Martinez, from the Bay Area in his 1984 Van Diemen RF84 made the trip to the Central Valley and took TTOD with a 63.722. Second place went to Tyler Bandy in his 2020 Tesla Model 3 performance with a 68.537, third was Jonathan Cadiente in a 2020 Mazda Miata with a 70.325, fourth was William Marlow in a 1989 Honda Civic with a 70.364, and fifth was Michael Lella in his 2004 Chevy Corvette Z06 with a 71.162. Brandon Griggs, Jason Hansen, Rufus Connell, Josh Cadiente and Yang Moua rounded out the top ten.

Are electric vehicles the future of motorsports? Tyler Bandy would make you think they are. He piloted his 2020 Tesla Model 3 performance to TTOD in PAX. Second went to Jonathan Cadiente in a 2020 Mazda Miata, third was Ben Martinez in his 1984 Van Diemen RF84, fourth was Josh Cadiente in his 2001 Toyota MR2, fifth was Brandon Griggs in his 2020 Mazda Miata. Michael Lella, Jimmy Au-Yeung, William Marlow, Paul Newton and Michael Gardner rounded out the top ten.



Arthur Cha in his Subaru BRZ

In Street Class competition, Matt Britter in his 2015 Porsche Cayman S battled it out with three Corvettes in AS for the top podium. Britter ended up in second behind the C5 Corvette Z06 of Michael Lella, Chris Rodriguez, and Jay Srivatsan took third and fourth. Richard Cadiente in his ND Miata led a group of Miatas in CS. Brett Sliakis and Malcolm Gibson took second and third respectively. In ES, the fastest NA Mazda Miata of the day went to Dennis Feasel, followed by Steve Carlson and Gary Lieb. Erick Castro in his 2006 Nissan 350Z took the win over Corky Schroeder's 2006 Mustang in FS. In GS, Kyle Matsumura's got his money's worth by getting three extra runs due to reruns; but it was not enough to overtake Al Anderson's 2016 VW GTI for the win. Rebecca West took third in a 2021 Mini Cooper. Dave Warner (BS), Brad Dawson (DS), Shawn McDuffee (HS), and Kevin Jones (SS) all ran unopposed.

A quiet day for Street Touring and Street Prepared action, Dan Correll's 2004 BMW 330Ci led Anthony Vangs 2015 Scion FRS in STX. Nathan Knnablian took the win over Roderidt Rodriguez in EP. Daniel Perez (STS), Kevin Pena (STR), Arthur Cha (CSP), Mas Vang (FSP), and Chris Donnelly (DSP) all ran unopposed.



Michael Gardner taking the win in CAMC

In Street Modified competition, Jason Hansen in his 2006 Mitsubishi Lancer Evolution MR and Rufus Connell in his 2001 Subaru Impreza RS battled back and forth a few times for the top spot all day. Hansen had just enough on his last run and took over the top spot and the win. Christian Mesina took third, followed by Michael Bringetto, Jerry Kell, Amy Armes and Shia Moua. William Marlow co-driving a 1989 Honda Civic took the win over Yang Moua, followed by Darrell Moskowitz, Leng Vang, and Noe Lopez in SMF.

In Modified action, Ben Martinez in his 1984 Van Diemen RF84 took the win over Roger Lemmels 1978 P.R.S. Formula Ford RH01 in CM. Dennis Loshier (BM) and Ricardo Quinonez (AM) both ran unopposed.

In CAM Class competition, Michael Gardner ran away the competition with the win in CAMC in his 2016 Ford Mustang GT350 followed by Greg Back, Leon Weinroth, Frachiseur Shelton and Jesus Sigala. James West (CAMT) and Gary McDaniel (CAMS) both ran unopposed.

Pamela Schroeder in the 2006 Ford Mustang ran the Ladies Class unopposed.

Novice had a field of ten drivers, Samuel Galindo's 2018 Honda Civic hatchback sport took the win followed by Jorge Diaz, Stephen Sifuentes, Laurie Patterson, and Brandon Reed rounded out the top five.

In Index competition, the best driver of the day was Tyler Bandy in his Tesla Model 3 performance, the Cadiente brothers, Jonathan and Josh took second and third followed by Brandon Griggs, Jimmy Au-Yeung, Paul Newton, and Audrey Tan.

With three events now in the books, we look forward to the remaining seven events. Hope to see everyone at the next one.



Jonathan Cadiente in a ND Miata

# Sacramento Autocross Round 1 By Davey Drouin



Tom Exley in his XP RX7

With 136 entries entering Thunderhill Raceway, one could almost hear the song 'The Boys are Back in Town' playing as one descended onto the autocross pad. It has been a very long off-season; and Thunderhill opening its gates to the Sacramento Chapter Autocross event was Disneyland opening for the morning rush. All Covid safety measures were upheld to maintain the site for future events.

Starting at the top, Super Street had a 14 driver field, all cars hailing from exotic automobile brands such as Corvette, Viper and Porsche, just to name a few. There was one lonely Toyota Matrix that didn't make a single run. Maybe he/she saw the other cars in the field and decided to pack it home? Coming in third place was Al Patterson sponsored by Auburn Tires with a 45.725. Second place went to Jeff Glorioso sponsored by Glorioso Design with a 45.539. The winner for the day was Monty Pack sponsored by Animis Wine Napa Valley in a Porsche GT3 with a 44.155. Monty's time earned him 3rd fastest overall time.

Super Street Ladies had Susan Fontaine besting Mary Borden's 47.597 with a 47.180 for the win.

A Street with a seven driver field had mostly Corvettes, with a Viper and a lone Miata. Stephen Hare sponsored by Hare Motorsports posted a 46.535, which was good enough for third. Second place went to John Lawrence with a 46.331. In a silver Corvette Rory Marin took first place with a 46.202.

A Street Ladies had Marrisa Wollbrinck running uncontested. She was able to run a 58.182 plus two ducks. Her adjusted time was 60.182 which gave her the win.

B Street was won by Bradon Eastman sponsored by Solar United Network in a Camaro SS with a 49.456. Second place went to Tony Monoogan in a BMW M4 with a 51.870. Third place went to Jeremy Marciniak in a "Wife said no I bought it any way" Maserati Spyder with a 56.590.

C Street saw the battle of two Mazdas, a Miata and an Rx8. Mike Beech fought a good fight, but Trevor Pontifex was just 0.144 faster in his RX8. Trevor ran a 50.444 for the win.

D Street has turned into the four cylinders and a turbo class. The diversity of cars is mind blowing, but again four cylinders and a turbo was the power plant for all. Third place went to Alberto Fait in a Honda



Tom Nivision wheeling and dealing in his Vette

Civic Type R with a 51.889. Second place went to Ernesto Acevedo in a Subaru WRX with a 51.747. Winner for the day was Erin Martin sponsored by America's Tire-Roseville in a Ford Mustang EcoBoost with a 48.470.

E Street was an all Toyota affair, which is surprising, because it used to attract more Miatas than little kids running after an ice cream truck. Luis Luna in a Toyota Spyder sponsored by Bruh Industries ran a 52.259. This earned him second place. Vernon Head in another Toyota Spyder clinched the first place spot with a 49.260.

F Street, like E Street, had an interesting showing of cars. Originally an American pony car class, it only had one American car running, which was a Cadillac. The top three spots were all taken by BMWs. Third place went to Rafa Soto in an M3. Second place went to Margaret Elorza in an M240. The champion for the day was Mike Agraan in an M3 with a run of 49.453.

G Street was won by Karl Hannah with a 48.080 in a VW GTI. Second place went to Chris Estrada in a Focus ST with a 48.981. Third place went to Josh Tribble in a Honda Civic with a 51.487.



Noel Ameele in his BMod Rocket

Last for this article - H Street, the class where drivers take slow cars and make them go fast whether they want to or not. Third place went to Granite Hosmer-Martin with a 56.276. Second place went to Simarjit Rai in a Kia with a run of 56.086. The champion for the day in a VW Beetle was Joe VanSickle with a run of 54.420. Now I know Joe, and he used to beat me all the time in a CP car. I never could figure out how, so I took the high road and switched classes. No really - if you have two boxes of rocks with wheels, Joe would figure out how to make his go faster than yours.

Many more cars and classes were run. The bottom line: it was a great start to the season. Top time of the day went to Bob Weisickle with a 42.719. The PAX champion was Monty Pack with an adjusted PAX time of 36.339.

The next event is June 26-27 at Thunderhill.

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# SFR REGIONAL 5 & 6 RACE REPORT

SFR Regionals 5&6 at WeatherTech Raceway Laguna Seca was our first race of the season at the iconic track. It had two different weather days and a forecast designed to scare off some drivers and cast a damper on the two-day weekend, pun intended. Saturday was bright and sunny once the early morning overcast lifted. The chilly breeze kept the jackets on. Sunday was overcast, damp at times and downright wet at others. The forecast of possible rain could have been a factor in a lower entry than anticipated - 150+. And as the weekend progressed, so did the early exodus of race cars. Another contributing factor to the car count could have been the dearth of special groups which run our races with their series - a race within a race. So no World Speed Formula Car Series, no Miata Festival, no Pac Northwest drivers making a road trip, etc. Despite the morning overcasts, the schedule started on time, both days. Sunday noon Chief Steward Paul Helberg declared a rain race, which gave drivers option to run slicks or wets/intermediates, but some drivers chose another option - leave.

The smallest group was Two, which has eight classes but audited down to four cars by the time the weekend started. The largest group, as is often, was the Group 7 Miatas

With the uniform db level the same all day, there has been an alternation of different groups taking turns starting or ending the day.

Friday was a private test day - Hooked on Driving, open to the SFR Regional Racers. Saturday's schedule had practice and qualifying, and four races. Sunday had the remaining three regionals in Race One, and all seven regionals in Race Two.

The moderate-size entry and large paddock, paired with good pre-session paddock layout made for lots of room for everyone, with lots of the mandated social distancing. The County continues to have strict Covid Compliance protocols which are being followed.

Once again, the Worker Crews were slimmer than optimum, but everyone pitched in and made it work. As more people are getting vaccinated, people are feeling more comfortable about returning to the track. There were some newbies to welcome, and they seemed to enjoy themselves enough to sign-up for future events.

More than a few of this year's School graduates competed, many have removed their N designation, and a few are winning or getting podium finishes. Quite the testament to this year's Competition Licensing School!

## Group 1 (FA FM FX F4 FS)

Race 1



#51 Scott Vreeland leads Edd Ozard and Tao Takaoka around turn two

While the weekend was relatively quiet - literally as well as figuratively, FA driver, Rod Rice pipped the sound meter twice and that was just before lunch. Track rules are three strikes and you're out! Again this year, the SFR/track sound limit is 102.9 All Day, which makes scheduling easier and more sharing of first and last time slots each weekend. The highest violation was 105.4.

Rice, who had been fastest in both sessions before losing his times, started at the back, with Scott Vreeland on pole and John Ostlund in front with him. By Lap Three, Rice had the lead which he never relinquished. To no one's surprise, Rice ran the fastest lap of 93.368 mph. Vreeland was Best of the Rest, then running second all race. Joe Briggs, a relative newcomer to FA after moving up from SRF3, started fourth, took third, following Vreeland and Rice. Briggs has acclimated to this newer, faster class quite well.

Bill Weaver was the only FM driver. He ran fifth behind Ostlund for most of the race before being passed by FA driver, Sean Prewett, whom he followed for the three laps to the finish.

All starters were SFR drivers, and they ran mostly in order, start to finish. As there was no Formula Car Challenge 'Race within a race' this weekend, the group's ranks were thinner than usual without the World Speed Motorsports gang.

### RESULTS

#### FA

#44 Rod Rice; #51 G Scott Vreeland; #9 Joe Briggs

#### FM

#67 Bill Weaver

#### FX

#7 Woody Yerxa; #28 Stew Tabak; #46 Frank Russell

#### F4

#11 Dan Decker





Edd Ozard rolling across the scales after a treacherous race

The story of this race was who was on intermediates and who was on slicks. At lunchtime, Paul Helberg, Chief Steward, had declared a Rain Race. By the time Group One took the green flag right after lunch, the track conditions took a turn for the worse. There was a slight sprinkling of rain; but there were parts of the track with no standing water. If the slight sprinkle were to subside, then the slicks would be the right tire. But if the sprinkle persisted then the intermediates would be the right tire. Turns out, the track condition got worse as the session wore on: never quite raining but by the half way point, there was a slight mist coming off the tires of open-wheeled cars.

With treacherous track conditions, the field gingerly worked its way around the track. There were very few passes for position and the race came down to who could survive.

Sean Prewett started from the pole and was on intermediate tires. He was able to guide his F3 Liger to an uncontested victory. Second place,



Joe Briggs stayed out of trouble and finished second

also on intermediates, was Joe Briggs. He held steady the entire race, never placing a tire wrong. Third overall and first of the guys running on slicks was Bill Weaver. This race was an adventure for the entire field; and when I say it is not easy driving these cars on a track that is as slick as snot, it was fittingly confirmed by the look on Stew Tabak's face as he climbed out of his race car. He looked at me with total exhaustion pouring off his face. Tabak said it was the hardest race he was ever in! Stew was on slicks! Woody Yerxa had an adventure or two, and spun coming out of Turn Two. He was able to recover and maintain his first place in FX, but based on his spin and a scare in Turn 11, I am sure he was happy when the checkered flag came out.

Tao Takaoka started fourth and fell to 11th on the first lap. When he came around, he was missing the bodywork covering his shocks. Takaoka raced the rest of the way with a little more air conditioning.



Bill Weaver was the first guys across the line on slicks

Considering the race conditions and the degree of difficulty, I am surprised there were so few DNS cars. Only two did not make the grid, but one was Saturday's winner/Sunday's pole car.

**RESULTS**

**FA**

- 1. #22 Sean Prewett
- 2. #9 Joe Briggs
- 3. #16 Edd Ozard

**F4**

- 1. #11 Dan Decker

**FM**

- 1. #67 Bill Weaver

**FX**

- 1. #7 Woody Yerxa
- 2. #28 Stew Tabak
- 3. #70 Doran Dreksler



#52 Joe Viso leads John Shine and Caleb Schrader

This was the smallest field and the duller race. The full field of four cars, down from the six entries due to withdrawals, started the race. However, John Shine only lasted one lap, and Chris Vian lasted two. That left pole sitter Joe Viso in his P1 fully loaded Elan Mazda DP without special bodywork and Caleb Schrader in his FE2 SCCA Formula Enterprise 2 to run the 18-lap race. Their speeds were disparate enough for Viso to lap Schrader, so at least one Blue Flagger

got to exercise his arm. They each won their respective classes, and Viso turned the fastest race lap of 98.067 mph - quelle surprise.

**RESULTS**

**P1**  
#52 Joe Viso

**FE2**  
#99 Caleb Shrader



Chris Vain lasted only two laps in the Saturday Race

The good news with Group 2 is that all of the cars signed up made the grid. The bad news is all the cars that signed up (4) made the grid and when one dropped out it made for a dull race. That is, until the leader was black-flagged because of a sound violation. Joe Viso was handily in the lead when the official in the Sound Shack called in the violation on Viso's car. The prior day Viso didn't have any issues; but with the cloud cover and the moisture in the air, he was suddenly in violation of the 103db maximum. As Viso pulled into the pits, the second place car of John Shine roared by into the lead. But Shine did not last long in the lead. As when he came around for the next lap, he had



#16 John Shine had shifting problems and had to pit while leading

to pit with a shifting problem. Viso was lucky to have a quick-thinking crew person nearby, as Perry Richardson leaned into the cockpit and turned down the motor enough to meet the sound limits. Then, without officially

losing the lead, Viso rejoined the three-car race. He was so fast and far ahead, it was no problem to audibly alter his speed into Turn 6, and he did not run afoul of the sound meter the rest of the race. He won. Shine fell back one spot due to his shifting problems and finished third. Second, in a FE2 car was Caleb Shrader. Chris Vian retired early with mechanicals.

#### RESULTS

##### P1

1. #52 Joe Viso
2. #16 John Shine

##### FE2

1. #99 Caleb Shrader



#52 Joe Viso was Black Flagged for sound one of his crew members makes an adjustment so he can go back out.



#21 Jeff Francis leads #44 Bryan MacMillan out of turn 11.

The big bore group includes 16 or so classes, half of which showed up at Laguna. With so many classes and so few entries per, everyone who finished had a podium.

This was the first race Sunday morning. Both races for this group were in one day.

Igor Lyustin had the pole in his T1 Acura NSX and he led the first four laps, before being overtaken by Fred Lind's SP NASCAR truck. Lind had not qualified so started in the back; but he rapidly charged through the pack. Once he took the lead he didn't look back. Joe Montana's SP Ford Fusion started third and mixed it up with Lind, Lyustin, and Charles Laster's GT1 Chevrolet, finishing second, ahead of Laster.

Sal Molinare had the ITE pole in his Mustang GT, led the class start to finish and ran as high as second overall twice, before finishing fifth. He said the stock cars were too much for him in the end. Gustavo Greco came in second, driving his dad's BMW M3. Dad Jonathan had qualified the car.

Gustavo decided at the last minute to race, so he started at the back. Gustavo gained five positions in short order and held onto second for the remaining 12 laps. Sean Thibodaux was third in class.

Three of the new Muscle Car class cars were entered, including Bill Pryor who came from Arizona for his MC debut in the class founded

by his brother Richard. One of Richard's talking points for the weekend, besides the low cost of the cars, was that MC cars had windshield wipers for the anticipated rain. Richard won the class in his 1999 Camaro Z28. Runner-up was Novice Gary Ludlum in his 1990 Camaro. Brother Bill, also a Novice, had lesser luck in his initial MC



#7 Sal Molinare has #19 Mark Kibort stalking him.

outing, retiring early when his power steering pulley came apart in his 2002 Pontiac Firebird. It was his first race in 20 years. Too bad, as the MC Class has its own prize fund at each race, including top Rookie. It could have helped pay for a new pulley.



Jonathan Greco is all smiles after the come from behind victory

## RESULTS

### SP

#07 Fred Lind; #88 Joe Montana

### GT1

#23 Charles Laster

### T1

#71 Igor Lyustin; #15 Igor Gandzjuk; #58 Tim Sullivan

### ITE

#7 Sal Molinare; #18 Gustavo Greco; #52 Sean Thibodaux

### GT2

#44 Bryan MacMillan

### AS

#10 Michael Lowe; #21 Jeff Francis

### MC

#27 Richard Pryor; #73 Gary Ludlum



#71 Igor Lyustin has the lead in the early going

Eight cars out of the fifteen that posted qualifying times made it to the grid for the start of the Group 3 race. One of the eight was Jonathan Greco who started at the rear of the field. Greco took over the car from his father, Gustavo, who posted the qualifying time; but that time had to be erased since it was not turned in by Jonathan.

charging through the abbreviated field. Greco crossed the start finish line in sixth on the first lap. By Lap Five he was past Mark Kibort for third; and when Lyustin faded, Greco passed Sal Molinare and Lyustin on the same circuit of the track. Molinare, debuting his 2006 Mustang, finished second. Kibort in his trusty 928 Porsche took third.



#73 Gary Ludlum is being chased down by eventual winner #18 Jonathan Greco

Molinare had rain tires courtesy of another SFR driver, Don Von Nortwick, who drove Friday and Sunday to deliver and pickup racing rain tires for Molinare, who had come unprepared. Molinare turned the fastest race lap of 78.974 mph on the wet track.

At the end of the race Greco gleefully popped out of the car and explained that he had not raced in years and that it was a last minute decision to take over for his father. Needless to say, Greco did a great job of shaking off the rust.

Bill Pryor showed up for the first time and won MC as a novice driver, and earned \$1,000 as the MC Top Rookie.

After the race was over I spotted Lyustin loading his car and he told me the car was overheating and he had to back out of it to avoid doing any damage; otherwise the race was his for the taking.\

Igor Lyustin looked to be in control of this race that saw improving track conditions from the previous session. With the sprinkling rain over, the drivers were able to carefully apply the power on these big bore performance machines. Lyustin worked his way into a comfortable lead when on the ninth lap he began to fade. In the meantime, the kid who started shotgun on the field was

One of the Sunday no-shows was Saturday's SP winner, Fred Lind and his iconic Ford pickup. It wasn't setup for rain.

**RESULTS**

**AS**

1. #21 Jeff Francis

**GT2**

1. # 19 Mark Kibort

2. #44 Bryan

MacMillan

**ITE**

1. #18 Jonathan

Greco

2. #7 Sal Molinare

**MC**

1. #48 Bill Pryor

2. #73 Gary Ludlum

**T1**

1. #71 Igor Lyustin



#48 Bill Pryor catching his breath after a tough race



#44 William Kincaid leads group 4 up to the start

Fourteen SFR formula cars, a full field, comprised this somewhat disparate group, consisting of five FCs, six FFFs and three FVs. Lyn Greenhill had the pole car. but was passed by Paul Rodler on the second lap. Then, coming from fourth on the grid to take the lead was William Kincaid, who led for the rest of the 16-lap race and turned the fastest race lap of 88.296 mph. Rodler fell back to second and then third, where he finished, behind Jeffrey Pietz. Greenhill finished fourth.

In the Formula F class, Denny Renfrew's bumble-bee Piper had pole and led every lap. With the Chuck and Denny Show up front, the battle for third was fierce. Dave Jalen started fourth and got by Steve Meyer. For the rest of the race Meyer and Jalen's teammate, Michael Bernstein, gave chase and a nice battle they had, with each of them turning their personal best fast laps keeping up.

Three FV's made up the third class. Lawrence Bacon led start to finish. New driver, Chris Poncin ran second for four laps before being passed by Brent Milner and that's how they finished.

### RESULTS

#### FC

#44 William Kincaid; #80 Jeffrey Pietz; #68 Paul Rodler

#### FF

#11 Denny Renfrew; #54 Charles Horn; #50 David Jalen

#### FV

#63 Lawrence Bacon



#63 Lawrence Bacon won the FV event both days,



#68 Paul Rodler came in third on Saturday



#32 Chris Poncin takes turn 11 wide so the faster FC cars can get by



#11 Denny Renfrow holds off the charges of Chuck Horn and Dave Jalen

This was the race that no one wanted to win. With track conditions dry but the weather threatening, Group Four got its race underway. William Kincaid took the initial lead, with fellow front-row starter, Jeffrey Pietz assuming the second place position. Kincaid pitted for an unknown reason on Lap Three, while the second lap of the race saw Pietz slip down to the 11th position. Kincaid exited the pits in ninth position. Paul Rodler then took over, and he led until Lap Nine. Kincaid worked his way through the field and caught Rodler on Lap Eight, making the pass for the lead on Lap Nine. Kincaid held off the ever-present Rodler for four more laps; but exiting Turn Five he experienced a mechanical issue and pulled off to a safe area on driver's left just before the Go Pro Bridge at T6. That meant Rodler was now in possession of first place again; but he began to feel something



#88 Lyn Greenhill laps #32 Chris Poncin

strange in the rear of his car. He also pulled over, parking next to Kincaid. All the shuffling up front allowed Henry Kenneth Rozeboom an opportunity to take over the lead, which he held until the end of the race. Rozeboom took first in FC with Lyn Greenhill finishing second. An inspection of Rodler's car in impound revealed some loose caster shims on the rear upright affirming his need to pull off the track.

Six Formula F competitors took the green flag. The main combatants Denny Renfrow and Chuck Horn were ready to continue their battle for regional supremacy. Renfrow brought the Piper out for action, while Horn had his trusty Swift. The two raced each other, with Renfrow never relinquishing the lead. The two stayed in close contact most of the race. The only time they were separated by more than a car length was when one of the recovering FC cars tried working back up to the point. Renfrow has made a habit of switching between his Piper and his Swift race cars this year. I asked him what is the deciding factor. He said, on tracks which have a lot of long straight, he will drive the Swift; and on tracks having lots of twists and turns, he will drive the much more comfortable Piper.

FV had three cars entered. Larry Bacon was the class of the field and led the entire race. Chris Poncin making only his second ever race weekend after this year's School really enjoyed driving at Laguna Seca and the 35 minute race, as he was able to work on getting faster. He also is one of SFR's track photographers. Brent Milner suffered a DNF in a car that he brought out for its maiden weekend.

## RESULTS

### FC

1. #81 Henry Kenneth Rozeboom
2. #88 Lyn Greenhill
3. #80 Jeffrey Pietz

### FF

1. #11 Denny Renfrow
2. #54 Charles Horn
3. #50 Dave Jalen

### FV

1. #63 Lawrence Bacon
2. #32 Chris Poncin



#44 William Kincaid and #68 Paul Rodler both retired while in the lead.



#21 Jeff Francis leads #143 Jeff Sutton

Seven of the 17 classes in this sedan group were represented in the 24-car field, and four of them had but a single car.

Jeff Sutton had pole for Sunday morning race, but Michael Lowe went from third to first on the first lap and led all fifteen laps to the checkered flag. Michael Smith, who only runs the first race of the double weekends, started and finished second after swapping positions with Sutton early on. All three SMG drivers started and finished in the top three. A fourth SMG driver, Jeff Francis, didn't run qualifying so started at the back. He wasted no time in charging forward and after three laps was already in fifth position. Francis raced around Ben Brandt, the only ITS driver, to finish fourth and Brandt came in fifth.

Some of the single class drivers raced among themselves. Tim Sullivan raced his SSC5 Corvette with Ben Brandt, and Jim Rivas. Sullivan finished seventh, behind Brandt and Rivas and ahead of Joseph Carl, who won ITX.

Two novices acquitted themselves nicely in ITX: John Paul Jose and David Covin, finishing second and third, respectively. The Leshar Motorsports teammates also run SMT. At the far end of the lineup, the only T4 driver, Tony Kiratsous, may have felt like the Lone Ranger, racing with ITA drivers.

### RESULTS

#### SMG

#19 Michael Lowe; #98 Michael Smith; #143 Jeff Sutton

#### ITS

#57 Ben Brandt

#### STU

#23 Jimmy Rivas

#### SSC5

#58 Tim Sullivan

#### ITA

#119 Wa Huang; #04 Christopher LaBouff; #49 Rob Fuller

#### ITX

#60 Joseph Carl; #35 John Paul Jose; #37 David Covin

#### T4

#36 Tony Kiratsous



#122 Mark Wiseberg leads #36 Tony Kiratsous and #94 Lawrence Murdter





#60 Joseph Karl works his way around turn 2

This was a race between the two Jeff's: Jeff Francis and Jeff Sutton, both in SMG Mustangs. The two Jeffs started on the front row and never looked back. At the start, Jeff Sutton lead the field into Turn Two, with Jeff Francis close behind. By the time the two came back by on Lap Two, the pair had switched positions. From there on out it was Francis ahead of Sutton and they stayed in that order the entire race.

This was the last race of the day and of the weekend. By the time this race started all threats of rain ended and the guys in Group 5 got to enjoy a dry race track, but nearly half the field didn't make the start.

The next group of cars was led by Ben Brandt in an ITS Miata. Brandt had Wa Huang in an ITA Miata behind him, and then Joseph Carl in an ITX Mazda RX7. The first four cars basically played follow the leader the rest of the way. You had to look back at Christopher LaBouff, Rob Fuller, and Jayceton Lapid to see any significant position changes. These three racers drove really hard the entire race. LaBouff was able to secure second in ITA on the very last lap, much to Fuller's displeasure. Lapid was broken away from this battle by the ITX car of Novice David Covin, who finished second in class. Covin is 15.

Coming in ITX third was Matthew Wyatt in his 'backup' Miata. Wyatt had been crashed Saturday in the Group 7 race, terminating the car for the weekend. Wyatt had to sit out the first Group 5 race earlier in the day, while his Larry Oka team prepared another race car, the first race he's missed since February's Licensing School. Wyatt, who races in two classes each weekend, has had a podium finish in every race he's finished.

**RESULTS**

**SMG**

1. #21 Jeff Francis
2. #143 Jeff Sutton

**ITA**

1. #119 Wa Huang
2. #04 Christopher LaBouff
3. #49 Rob Fuller

**ITS**

1. #57 Ben Brandt

**ITX**

1. #60 Joseph Karl
2. #37 David Covin
3. #171 Matthew Wyatt

**T4**

1. #36 Tony Kiratsous

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#8 Michael Woolley has a long line of cars behind him as he exits turn 11. Woolley would go on to finish third

SRF3 driver, Joshua Jacobs from Houston TX qualified second, but took the lead at the start and never looked back to take the win. Pole Sitter Greg Hoff ran second all 14 laps, with Jim Devenport running third at the finish; but the bronze went to Nevin Spieker, his best SRF3 finish. This is a relatively new class for Devenport, who has been dominating P1 for years. While he finished third on the track, officially he finished 20th - second to last, in front of Jason Hohmann who finished last after coming in 13th on the track. The two have permission to run, but not score points in the beta version of the upgraded SRF3. Alex Kwan, who started fifth, had an up and down race, falling back, going forward, falling further back and moving to the front. In the process, he finished sixth and turned the fastest race lap of 80.978 mph.

Matthew Belter, fresh from this year's Licensing School, has won every SRF race he's entered this year. He led every lap from the pole position, always staying even or moving forward. Steven Angus, another new driver, started last but ran second for awhile, and had a nice race with second-place finisher, Bert Aramburu. Angus finished third.

All 26 starters, a full field, were classified as finished.

### RESULTS

#### SRF3

#0 Joshua Jacobs; #14  
Greg Hoff; #13 Nevin  
Spieker

#### SRF

#80 Matthew Belter; #92  
Bert Aramburu; #5 Steven  
Angus



#22 Justin Meretab and #35 Robert Sachs aim for the apex of turn 3



#5 Steven Angus has #51 Robert Breton chasing him down

To the casual observer, you would have thought Jim Devenport won this race going away. Of course your eyes would not be deceiving you; but in reality, Devenport was testing out a new sequential transmission in the SRF car and was put at the back of the pack once the race was over. The next optical illusion would have been as the cars passed you on the last lap, you would have seen Greg Hoff passing by in second position, which should have meant that he was going to be the winner once the Devenport car was moved to the back of the field. Perception is not always reality, as by the time the checkered flag fell a lot had happened at the front of the pack. The race got off to a relatively orderly procession with a few minor passes in the mid pack. On Lap Eight Robert Sachs, who was running in the middle of a pack of cars that included Ken Woolley, Paul Luca, and Robert Breton, spun when he got a wheel off on the entry into Turn Three.

In the meantime, Gregory Angus, Joshua Jacobs, and Greg Hoff were duking it out for second on the track; but really first, since they all knew that Devenport was having an exhibition run. Angus would eventually spin on Lap 12, and fall back to tenth. Hoff would eventually take control of the top spot and seemed to be destined for the winner's circle. But remember, I said this race was full of optical illusions. The illusion happened when Hoff went out of view behind the hill in first place, and to those that could not see the starters stand, you would have thought he was the winner. However he emerged in fifth. It seemed he was like Tom Petty, in that even though he had a two second advantage over Jacobs "he could not back down." When

he crested the Corkscrew, he put his car into a rut on the downhill side, sending the car in the wrong direction. He was able to get the car righted, but finished in fifth. After the race, Hoff talked to Jacobs and Jacobs admitted that he had given up trying to pass him and was willing to settle for second. Jacobs said the only way he was going to win was a mistake, for which Hoff is kicking himself. Bottom line: It



#13 Nevin Spieker and #12 Henry Raymond go side by side through turn three

ain't over til it's over. Jacobs took the win, Devenport was put to the back of the pack, and Hoff is vowing revenge the next time he is at the track.

In the SRF portion of the race Matthew Belter controlled the pace of the entire 35-minute race. He led Harrison Geron by about six car lengths the entire race until Geron fell off on the last lap. It was Belter's sixth consecutive class win this season. Bert Aramburu took over in the second spot and Erich Woolley rounded out the podium for the SRF.

## RESULTS

### SRF3

1. #0 Joshua Jacobs
2. #13 Nevin Spiker
3. #8 Michael Woolley

### SRF

1. #80 Matthew Belter
2. #92 Bert Aramburu
3. #33 Erich Woolley



#198 Christian Lyons came in fourth place in SSM during the Saturday Race

This group, as often the case, had the largest entry, with 44 cars, with all but one from SFR. The race was late Saturday afternoon and had the most drama. The group had already had an eventful qualifying session mid-morning, with a blown engine and a couple of cars hitting the wall, including one in Turn 4 which caused a Red Flag. The track has a new policy of immediately inspecting any wall impact intrusions. This required cars pitting while the track inspector was called, inspected, and repairs made. Everyone was alright and the session was extended to make up for the down time. Aiding in the investigation was the ability of track personnel to monitor the situation via track cameras.

Thirty-nine drivers started the race. Pole sitter was Kyle Kaiser, in his first SFR race since the Laguna Runoffs. After those Runoffs, Kaiser moved to pro racing, running Pro Mazda, then Indy Lights, winning that championship in 2017. Next came IndyCar for two years including two Indy 500's, as well as IMSA. Kaiser shared the front row with veteran Tommy McCarthy. Both drivers are college students in Santa Clara County. The group didn't get the Green Flag first time by as Kaiser jumped the gun. Next lap they got the go flag and McCarthy jumped into the lead, which he held for two laps before Kaiser got

past. They ran close and hard for five laps before Kaiser lost positions and McCarthy took advantage for three laps. Kaiser charged back up and passed McCarthy on the last lap to win and turn fastest race lap of 75.997 mph. Gregory Smoot came in third. He qualified fifth and ran such for most of the race, with Cole Gibson on his tail. Gibson got by for two laps before Smoot re-passed.

In SMT, the largest of the three Miata classes, Joe Kou had the pole and won the class, leading all 12 laps. Erik Fulkerson and Donald Ahn started and finished second and third, respectively, in the class. But they were kept busy racing with each other and Miatas in other classes.

In SSM, Mark Means had pole and led every lap to take the class victory. As always, this group is a lively and aggressive bunch, and this race was no exception. While Means was leading, Doug Alvis and Aaron Garfinkel were having a spirited race, swapping positions for finishing second and third, respectively. Joining in was Matthew Wyatt, who has had podium finishes in every race since he graduated from this year's Licensing School. On the penultimate lap he and SMT driver, David Vrane were racing up the front straight. They had hard body contact just past ReEntry, hitting the inside wall hard. This was an Alert, and brought out the Safety Car. Neither driver was hurt, but their cars were done for the weekend. Vrane was assessed one weekend probation for failure to leave racing room.

**RESULTS**

**SM**

#188 Kyle Kaiser; #23 Tommy McCarthy; #22 Gregory Smoot

**SMT**

#6 Joe Kou; #51 Eric Fulkerson; #39 Donald Ahn

**SSM**

#45 Mark Means; #144 Douglas Alvis; #76 Aaron Garfinkel



#80 Clayton Cavell leads #75 Tim Weaver and #6 Joe Kou out of turn 11

Even though the conditions for the Sunday races were questionable for the Group 7 competitors, 30 drivers showed up ready to try and beat Mother Nature's contribution to the weekend. This was the last race before a late Sunday lunch.

Kyle Kaiser capitalized on this pole position and led the field into the Turn Two hairpin. Tim Weaver was able to take advantage of an awkward Tommy McCarthy spin in Turn Three (McCarthy's words) and a subsequent avoidance by Clayton Cavell and took over the second position. From this point on Kaiser was able to keep Weaver in the second position, but not because Weaver was content with second. Weaver drove as hard as he could; but on this day, Kaiser was not going to make a mistake, and Weaver was going to have to settle for second. In the meantime, fellow front-row starter Tommy McCarthy was playing catch-up, and as the cars drove by for the first lap, McCarthy found himself in 31st position. Tommy flicked on the headlights to warn other drivers he was coming through, and worked his way back up 8th overall and 6th in SM. This provided the SFR Flaggers with lots of Blue Flag opportunities.

SMT saw "Cool" Joe Kou take the initial lead. While I can't say he was comfortably in the lead, he was able to maintain his position. The rain had been dropping small droplets the entire race; but with two laps to go, it started coming down hard enough for the wipers to come on, but certainly not full rain conditions. Kou came out of Turn Six with Eric Fulkerson and Wa Huong ready to pounce. As they reached the top of the hill, they came upon the SSM leader Mark Means. Means had already let the SM guys by and was stuck on which way to go for the leaders in SMT. In the braking zone for the Corkscrew, Kou took the outside line which gave him the inside as the cars went down the hill. Fulkerson took the inside and tried to dive underneath Means. This meant the Kou had a drive on the rough curbing of the Corkscrew a la Zanardi, and it really hurt his run into Turn Nine. The three cars arrived at Turn Nine with Means in front, in the middle of the turn. Fulkerson put a fender on the inside of him, trying to pass two cars at once. Kou was on the outside of Fulkerson, but had to slow for Means, as he was trying to figure out how to get out of the way. This forced Kou into the dirt in a full power slide. Just to add to the confusion Huong was also closing in on the leaders and when he reacted to Kou's dirt tracking, ended up in the dirt, also grabbing nothing but the steering wheel. Now Fulkerson was in the lead, although still behind the SMT leader Means. Kou was second, and Huong was third. By this time, the track was getting a little more slippery and the guy suffering the most was Fulkerson. The three leaders made it though the front straight ok, but as Fulkerson was trying to find grip, you could tell he was struggling. Turn Two saw a couple of corrections. Turn Three

was one tire off in the dirt, Turn Four was three tires off with Kou right behind. Fulkerson got his car so far sideways, Kou could see the red and black thunderbolt on his quarter panel. Neither driver lifted one little bit and both survived, although Kou had retaken the lead. Fulkerson and Kou came within inches of crashing; but somehow they both continued. The bobble allowed Huong to make a run on Fulkerson, and the two entered Turn Five side by side. A small dirt excursion by Fulkerson on the exit of Turn Five had Fulkerson and Huong literally tied for second place. But the daunting Turn Six loomed. Huong had to take a tight line on the exit of Turn Five, causing his exit speed to suffer. Fulkerson went wide and even though he entered the turn slightly behind, exited the turn spot-on even with Huong. It was a matter of who was going to blink, which neither one did. They looked like synchronized swimmers going through the turn. But the combination of speed and wet surface caused both cars to slide out to the edge of the track with the outside car of Fulkerson getting all four tires in the dirt, which proved to be too much for the Yokohamas to handle. Even the dirt-tracking talents of Eric Fulkerson could not keep the car from spinning. Kou went on the win, Huong came in second, and Fulkerson recovered for third.

The SSM race was a pretty casual affair for Mark Means, until the leaders in SM and SMT came upon him. He was doing his best to stay out of their way; but unbeknownst to him, second place SSM driver, Matthew Wyatt was closing the gap. Just as all the action in SMT was happening around him, Wyatt closed the gap and it came down to a drag race out of Turn 11 to the starters stand. In what was ruled as a photo finish, the scorers awarded the victory to Wyatt, and Means was left contemplating what could have been. I talked to Means afterwards and he did say that the next time this happens he is not going to be such a nice guy. For Wyatt, it was a sweet victory, especially after his first-ever DNF Saturday. This was Wyatt's first Checkered Flag in his first racing season. Wyatt graduated from SFR's School in February and has been running a Miata in two groups every race weekend, always with a podium finish - until Saturday.

## RESULTS

### SM

1. #188 Kyle Kaiser
2. #75 Tim Weaver
3. #80 Clayton Cavell

### SMT

1. #6 Joe Kou
2. #119 Wa Huong
3. #51 Eric Fulkerson

### SSM

1. #171 Matthew Wyatt
2. #45 Mark Means
3. #198 Christian Lyons

The next round is over Memorial Day weekend at WeatherTech Raceway Laguna Seca, a three-day SFR weekend: Friday test day and double Regional Saturday and Sunday. We will welcome the special driver groups Mazda MX-5 Cup Series, Thunder Roadsters, as well as SAE Students joining our volunteer Worker groups.

# Confessions of a Cone Slayer

By Rob Krider



## Breaking Your Brakes

Like any good racer, I am always looking for that special “speedy” part that will help me get around the track faster than my competition. If it is a stickier tire, a lighter wheel, or even a whole new car, I am certainly interested in it; and I’m also very interested in getting it into my garage as soon as possible.

This ongoing chase for speed has been a constant for over three decades now in my house (or, I should say, in my garage, because my wife, whom I love, couldn’t care less). During those years I have purchased, installed, modified, grinded on, and destroyed a multitude of speedy parts. Some of those parts were awesome and helped me win races, while many of those parts didn’t make me any more speedier at all.

One particular modification that I will never forget was a set of extremely grippy brake pads for my 2001 Ford “Bullitt” Mustang I was autocrossing with the SCCA back in 2003. These Carbotech brake pads were “so good” they would “change the way you drive” and “win lots of races” and ultimately “change your life!” Based on those sales quotes I knew that I “had” to have them.

Only 5,582 Bullitt Mustangs were produced by Ford and they came with a special larger front brake caliper (same as the front brakes on the Cobra). Even though production numbers were limited, the Bullitt and Cobra were popular racecars so Carbotech made pads for the vehicles. I ordered up a set and was super excited to slap them on the big heavy Mustang. The car was huge, so anything to help it stop on a tight autocross course was welcome news to me.

Finally, Christmas came to me during a summer day when my version of Santa (a guy in a big brown UPS truck) dropped my new Carbotech brake pads on my front porch. I immediately installed the pads and went out for a spirited test drive to bed the pads to the rotors. The first time I touched the brake pedal the car immediately came to a screeching halt and nearly tossed my body through the windshield. “Wow! These are sticky brake pads!”

Happy with my new speedy part upgrade, I signed up for the upcoming SCCA National Tour which was being held at Castle Air Force Base in Atwater. I decided to co-drive my car with a guy who had beat me the year before in a Cobra, Dave Schotz. I was hoping with him in my car he could help me figure out the setup and find me some more speed. We headed to Atwater with a fresh set of Hoosier autocross tires (the fast tire back then - it had a treadwear rating of 40) and we had all the intentions in the world of beating everyone in our class, F-Stock.

Things were going good. The Bullitt was fast, the Hoosiers were sticky and the Carbotech brake pads were slowing the car down properly. I had completed my second run of the day and Dave was out on course doing his best to beat me in my own car (which he did.) I was feeling a bit hungry so I grabbed a Pepsi and a hotdog, and was watching Dave fly around the course. As he came in from his run, he immediately started yelling at me, “The brakes are making a noise!” I just stood there, like an idiot, Pepsi in one hand, hotdog in the other. “What are you doing having a snack?!” Dave continued berating me. “Go get the tools! We gotta fix it!”

I ran across the paddock to grab some tools while Dave jacked up the car on grid and ripped a front wheel off. I tried to help with the repairs, but Dave is one of those guys who wants to do it all himself. “You just eat your

hotdog, I got this!” I just stayed out of his way and handed him tools (while, admittedly, finishing a delicious trackside hotdog.)

What we found out about the noise was not good. The Carbotech brake pads were “so grippy” and the Hoosier Tires were “so sticky” that under braking the brake calipers were stretching the caliper mount so much, it allowed the brake caliper to pull past the pin that held the caliper in place. This meant the caliper came off the car and just ground itself down inside the wheel. This wasn’t Carbotech’s fault. This was an engineering issue at Ford. Didn’t they know we were going to add stickier brake pads and tires to this car and race it? Duh. We cobbled the Mustang back together, after replacing the pin, and I headed out for my third run of the day, hoping the brake problem was a freak accident and it wouldn’t happen again. No luck, during my run. I hit the brakes and “BAM!” The brake caliper came loose again, grinding itself down inside the wheel. We were in big trouble.



Because the Bullitt Mustang was a limited edition, and because it was a Saturday (dealerships closed) and because we were in Atwater (which is essentially nowhere) there was no chance for us to find a replacement caliper mount. We had a whole other day of racing to do and a broken car to do in which to it. Then I remembered, I knew a guy who owned a Bullitt Mustang in Fresno. He was dating my wife’s best friend from high school. It was just a random coincidence that two women who were friends in high school were both with guys who owned the same limited edition Mustang. His name was Jeff Balliet and we had met a couple of times. We talked cars and he seemed interested in what autocrossing was all about, so I called him up. “Hey Jeff. You doing anything today? You want to see an autocross? Great. Drive your Bullitt Mustang and get here as fast as you can!”

The plan was simple. When he arrived I would welcome Jeff to the autocross event, and take him around showing him shiny things. Essentially, I would be distracting him, while Dave would disassemble Jeff’s car and we would steal his front brake caliper mount. We would buy him a track hotdog and promise him brand new genuine Ford parts on Monday, or Tuesday, or whenever we could get them shipped. Then we would tell him to drive home using his brakes as little and as softly as possible because we had just given him a bent front brake caliper mount. And this, ladies and gentlemen, is why you shouldn’t be friends with race car drivers.

The plan worked perfectly, Jeff was an awesome sport about the whole thing and his front brake caliper mount took first and second place at the SCCA National Tour that year. Full disclosure, Jeff never came to watch us at another race.

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



Hi All,

Another month! So far so good. Covid Protocols are slowly being restricted. We are seeing less restrictive limits and soon to see spectators at tracks. Governor Newsome has said he will open the State on June 15th. We will see. I must say we need to be cognitive of Laguna Seca. It is owned by the County of Monterey. It is not a private company, like TH, or Sonoma. Be patient,

as we all have been. We will be back to somewhat normal soon.

If you haven't gotten your vaccine, do so. It has really helped here in CA. I have gotten both of mine and it has opened doors to being able to attend events. For all of those who are at risk, because of pre-existing conditions, or age-related issues, it is something you probably need to do. It is all a personal choice, but it makes life easy.

We have added a new Class. Thunder Roadster. They have been running in NASA and also in other regions withing SCCA. They will be eligible at our Memorial Day Races at Laguna. We had two at our Driving School this year. I really want to see this thrive. They're neat cars and I want to see them out there. Let's show some support for them.

On another note... I want to address the VIP pints for Volunteer Race Officials. We want to reduce our payables to our volunteers. We are therefore asking that they keep their redeemable points to a limit. 2017 points need to be redeemed before May 31 of this year. We will not carry over more than 500 points per year. This means you have to redeem your points. You can redeem them for gas cards, shirts, or other items. We will be sending a memo out to all chiefs shortly.

We are still looking for more Race Volunteers. We have gotten quite a few. We still need people in timing and scoring. If you know of anyone, please refer them to us. We need to move into the 21st century. Let the office or myself know if you have any volunteers.

We really have a good Board this year. Bill Booth is excellent at the new

chart of accounts. Ben French is also excellent learning the T & S crew. We need to upgrade and get out crews into the modern era. Cross training is essential. We have San Jose State giving us 17 individuals for the next Laguna Race for training. This may work well. Blake called it and we jumped on it. This may be the next best recruitment tool.



Bruce Richardson is our new Social Media person. He will be updating our website as the FB site and Twitter. Look for the changes.

I must also, personally, say we are a family, not just a Club. Today I had the opportunity, for my son, to have him, for the first time to drive a car with a clutch. Terry and Tommy McCarthy offered to assist.

In today's world, a clutch is an anti-theft device. Most youngsters can't drive a car with a clutch. He wanted to learn. Starting from a standing stop is tough. Think back.. feathering the clutch with the gas needs experience and hearing and feeling is essential.

Bottom line... Tommy and Terry really assisted him.



We are a big family. I know everyone in the Club wants more people involved. Younger people.

We have 17 folks for the next Laguna/ At Sonoma, we have the tech day for college students. We also have 7-10 people from Sebastopol.

Let's keep this movement growing. We can make this work. At the end of the day, we need to show we are Region that knows how!

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

Tim

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# SFR solo II Round 5

Photos by Ric Quinonez

by Ryan Panlilio



Legend Brandenburg tests out a new 2021 Toyota Supra.

Round 5 of the SCCA Solo II series was held on May 1, 2021 at Crows Landing. The course was designed by Ben Martinez, and was chaired by Ed Rynnion. The event was capped at 75 drivers.

Glenn Austin took the top spot in Solo Spec Coupe in a 2014 Subaru BRZ. He was followed by Dhiraj Jadhav in a BRZ, with Ed Rynnion rounding out third in a '16 Scion FRS. Bill Charron and Dennis Quilantang rounded the rest of SSC.

The STX class was led by Erik Acks in a '13 BRZ. Richard Lee came in second in a '14 BRZ, while Glenn Anderson took third in a '14 BRZ. The rest of STX included Matt Francavilla, Scott Sandowski and Megan Anderson.

Michael Gardner, in a '16 Ford Mustang GT350 (-C), finished in first place in Classic American Muscle. James West took second in a '66 Chevrolet El Camino (-T), and Leon Weinroth finished in third in a '14 Mustang (-C). Greg Back rounded out the rest of CAM.

Ben Martinez took the top spot in M class. Martinez was followed by Jake Obniski in a '17 Exocet, while Richard Quinonez took the last podium position in a '09 Shark Stealth. Kelly Prior and Douglas Hargrove rounded out the rest of M class.

Howard Wolf led the Prepared category in a '82 Toyota Starlet (DP). Tom Exley, in a '87 Mazda RX7 turbo (XP), took second. Wolf's co-driver, Dwayne Komush, rounded out third, while Richard Rossmassler rounded out the rest of the Prepared category. Deanne Caraballo ran uncontested in a '82 Starlet (DP).

Monty Pack, in a '18 Porsche GT3 (SS), took first place in S1. Brothers Mack and Justin Tsang finished second and third, respectively, in a '14 Porsche Cayman S (AS). The rest of S1 included Ovidiu Predescu, Boris Elpiner, Justin Bowen, Craig Boyle, Keith Bullock, Dan Pellow and Legend Brandenburg.



Christopher Smith in a 2016 MX-5 club.

S2 was led by John Rowe in a '19 Honda Civic Type R (D-). He was followed by Alex Muresan in a '19 Civic R (D-), while Eric Martin finished third in a '20 Mustang EcoBoost (D-). Lloyd Feaver, Tiberiu Muresan, Gary Fazekas and Fred Campbell rounded out the rest of S2.



Ovidiu Predescu in a 2021 Porsche GT4.

Vernon Head, in a '03 Toyota MR-S, took the top spot in S3. Jimmy Au-Yeung, in a '01 MR-S, came in second, while Josh Cadiente rounded out the top three in a '01 MR-S. The rest of S3 included Eric Nielsen and Sergei Avedisov.

Jonathan Cadiente and Eileen Blando took first and second, respectively, in S4. Cadiente was in a '19 Civic Si while Blando was in a '20 Civic Sport.

Isaac Acks took the top spot in SMP in a '06 Mitsubishi Lancer Evolution (SM). Manny Pretti took second in a '66 Corvette (BSPV), while Jim Barnes took third in a Corvette (BSPV). Eric Gnesa and Matthew Meza rounded out the rest of SMP. Lisa Gnesa ran uncontested in SMPL in a '09 Cayman S.



Monty Pack in a 2018 GT3.

ST1 was led by Praneil Prasad in a '16 Mazda Miata (STR). Doug Mikko, in a '06 Lancer Evo IX (STU), finished in second, and Arvind Govindaraj came in third in a '20 Miata MX-5 (STR). The rest of ST1 included Tasha Mikko, Hal Dorton, Connie Lu, Todd Winstanley, Brenna Comacchio, Mark Lewis, Paul Tibbals, Christopher Smith, Khoa Cao, Victor Arellano and Kian Amini. Monica Huang ran uncontested in ST1L in a '97 BMW M3.

Steve Forshay and Takeshi Yoshida finished first and second, respectively, in STM. Forshay was in a '19 Porsche 991 GT3 RS (SSP) and Yoshida was in a '15 Mini Cooper S (SMF).

Alden Rush ran uncontested in XS in a '99 M3 (XSA).



Hal Dorton in a 2003 BMW M3.



# SFR solo II Round 6

Photos by Ric Quinonez

by Ryan Panlilio



Vernon Head in a 2003 Toyota MR-S.

Round 6 of the SF Region's Solo II series was still limited to 75 competitors. The event was held at Crows Landing on May 2, 2021, and was chaired by Ed

Runnion, with the course designed by Ben Martinez.

Monty Pack led S1 in a 2018 Porsche GT3 (SS). Shelly Monfort was a close second in a '07 Chevrolet Corvette Z06 (AS), while Alex Muresan rounded out third in a '11 Porsche GT3 (SSR). The rest of S1 included Mack and Justin Tsang, Ken Mollenauer, Justin Bowen, Craig Boyle, Tiberiu Muresan, Boris Elpiner, Rory Marin, Keith Bullock, Dan Pellow, Legend Brandenburg and Rick Bowers.

The S2 class was led by Eric Lam. Eric Martin, in a '20 Ford Mustang EcoBoost, finished second and Lloyd Feaver took the last podium spot in a '20 Mustang. Fred Campbell and Attalah Hadad rounded out the rest of S2.



Fred Campbell in a 1999 BMW M3.

Vernon Holland, in a '03 Toyota MR-S (ES), took the top spot in S3. Sergei Avedisov, in a '07 Honda S2000 (CS), came in second, with Colby Teller in third in a '99 Mazda Miata (ES).

Eileen Blando took the top spot in S4 over John Subosits. Blando was in a '20 Honda Civic Sport (HS) and Subosits was in a '08 Civic.



Ed Runnion in a 2016 FRS.

The SMP class was led by Isaac Acks in a '06 Mitsubishi Lancer Evolution (SM). Carl Winkler came in second in a '15

Porsche Cayman S (ASP) while Alan Booth took third in a '16 Porsche Boxster GTS (ASP). Eric Gnesa and Matthew Meza rounded out the rest of SMP. Lisa Gnesa ran uncontested in SMP-L in a '09 Cayman S.

Doug Mikko, in a '06 Lancer Evo IX (STU), took the top spot in ST1. Nipping at his heels was Vincent Pizzo in a '19 Miata (STR), with Praneil Prasad also close in third



Drivers wait in the shade for their turn to run.



Ben Martinez in a 1984 Van Diemen.

in a '16 Miata (STR). The rest of ST1 included Hal Dorton, Todd Winstanley, Tasha Mikko, Mark Lewis, Ric Quinonez, Paul Tibbals, Connie Lu, Brenna Comacchio, Ghaith Abu Suleiman, Christopher Smith, and Dustin Hatcher. Monica Huang ran uncontested in ST1-L in a '97 BMW M3.

Andre and co-driver Julie Piernot finished one-two in ST2. They were in a '90 Miata.

Ed Runnion took first place in a very close Solo Spec Coupe class in a '16 Scion FRS. He was followed by Glenn Austin in a '14 Subaru BRZ, with Bill Charron in third in a '15 BRZ.

The STX class was led by Erik Acks in a '13 BRZ. Nipping at his heels was Richard Lee, also in a '13 BRZ, with Glen Anderson in a very close third in a '14 BRZ. Matt Francavilla and Megan Anderson rounded out the rest of STX.

Michael Maier took the top spot in Classic America Muscle in a '17 Mustang (-C). Brian Hobaugh finished second in a '73 Camaro (-T), while Michael Gardner took third in a '16 Mustang GT350 (-C). The rest of CAM included Bryan Stewart, Mick Maier, Steve Hobaugh, Albert Dennis, Greg Back, Leon Weinroth and F. Shelton.

Ben Martinez and Douglas Hargrove finished first and second, respectively, in the Mod class. Martinez was in a '84 Van Diemen and Hargrove in a '83 R&D Special.

The Prepared class was led by Tom Exley in a '87 Mazda RX7 (XP). Dwayne Komush took second over co-driver Richard Rossmassler. They co-drove a Ford Capri (XP).

Rounds 7 and 8 will be held on May 29 and 30, 2021 at Crows Landing with a 75-limit on competitors.

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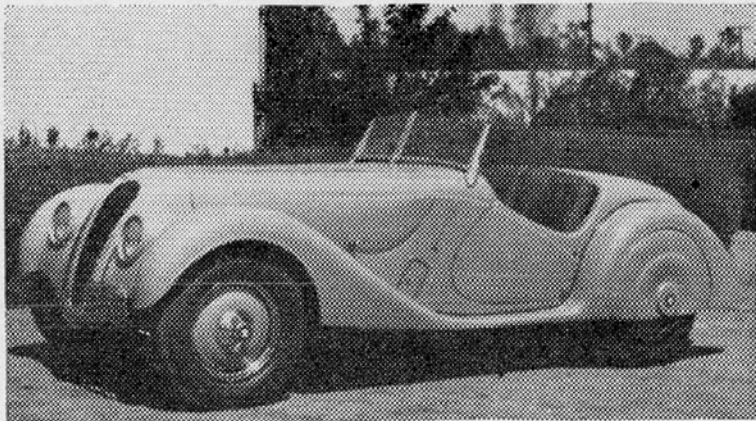
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# NOTES from the ARCHIVE - NFTA - THE FIRST BMW?



**FRAZER NASH-BMW 328.** Rebuilt engine, new transmission. Have old transmission and many other parts. May be seen International Motors or write Don Parkinson, 1605 San Vicente, Santa Monica, California.

*Classified ad the April 1950 issue of Sports Car*

MGs, Jaguars, Porsches, Allards and a variety of home-built specials were the types of cars spectators saw at the early races held by the SF Region as the decade of the 1950s unfolded.

The four brands increased their export of cars in good numbers to our shores as road racing gained momentum. Occasionally other car types appeared but not in the same numbers until other manufacturers recognized how lucrative the U.S. market was becoming for sports cars. OSCA, Ferrari, Austin Healey, Triumph, Aston Martin and Lotus were among the newer brands that soon became regularly seen on the race grids across America.

However, there was one brand that was not at all common but instead made a sort of "backdoor" entry into U.S. sports car racing - BMW. During World War II, BMW was a big supplier of aircraft engines, motorcycles and vehicles to the German war effort and as a result, their factories were one of the main targets of allied bombing raids. At the conclusion of the war, much of their infrastructure had been reduced to rubble and its remaining West German facilities were limited in the types of products they could manufacture. The company survived by making household goods and bicycles, then in 1948, BMW restarted motorcycle production which eventually led the reintroduction of automobiles manufacturing.

Obviously this rebuilding of their infrastructure and manufacturing capability meant such an endeavor as car racing was put on the back burner while mere survival took precedent. Any thought of car racing in the U.S. would have to wait. However, this did not mean that the BMW name was not present even if it was just as a supplier of engines to a British Car builder by the name of Fraser Nash (FN). This relationship actually began a few years before World War II began.

FN had been taken over by the three Aldington Brothers in 1928 with one of the brothers, Aldy, successfully racing FN's in International Alpine Rallies in the early 1930s. However, in the Alpine Trials of 1934, three BMW model 315s swept the podium in the 1500cc class. Aldy decided if you can't beat them, join them and set out to develop a relationship with BMW to sell and race their cars in the UK.

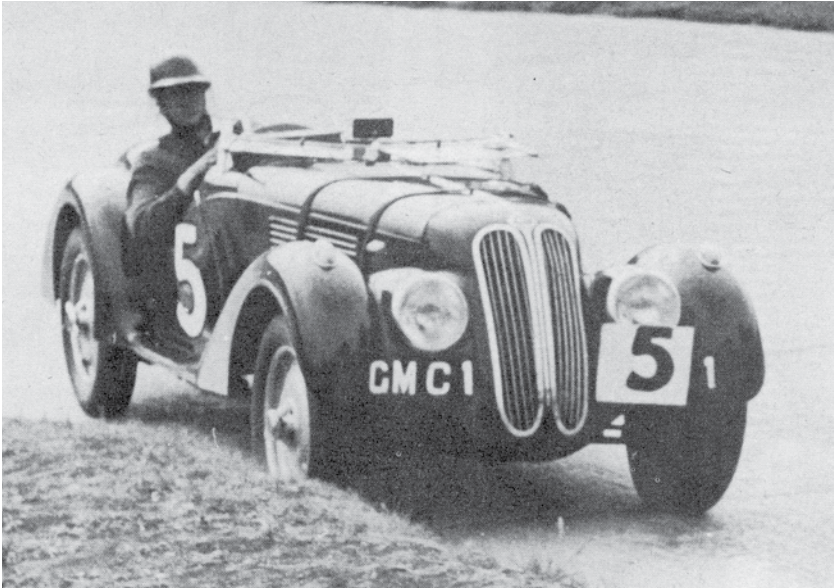
His efforts were successful and FN became the sole distributor of BMW cars in England under the Fraser Nash - BMW name. During the next two years, BMW worked on a successor to the 315 two seater and in early 1937, the model 328 was introduced with an 80 hp, aluminum head, six-cylinder, triple carb engine, stylish body with a weight of only 1830 pounds. The car was an immediate hit in all types of road racing winning many events during its production period of 1936-40. These included class victories in the 1937 Alpine Rally, the Mille Miglia and RAC TT. Of the less than 500 model 328s built, FN imported approximately 50 before World War II stopped production. Of the total built of this popular car, fewer than 200 survive today making it a very rare a desired collector car.

After the war and with life gradually returning to normal, several enterprising individuals in the U.S. began looking to the UK and Europe for interesting cars to import for street and racing use. One such person was a Southern California car



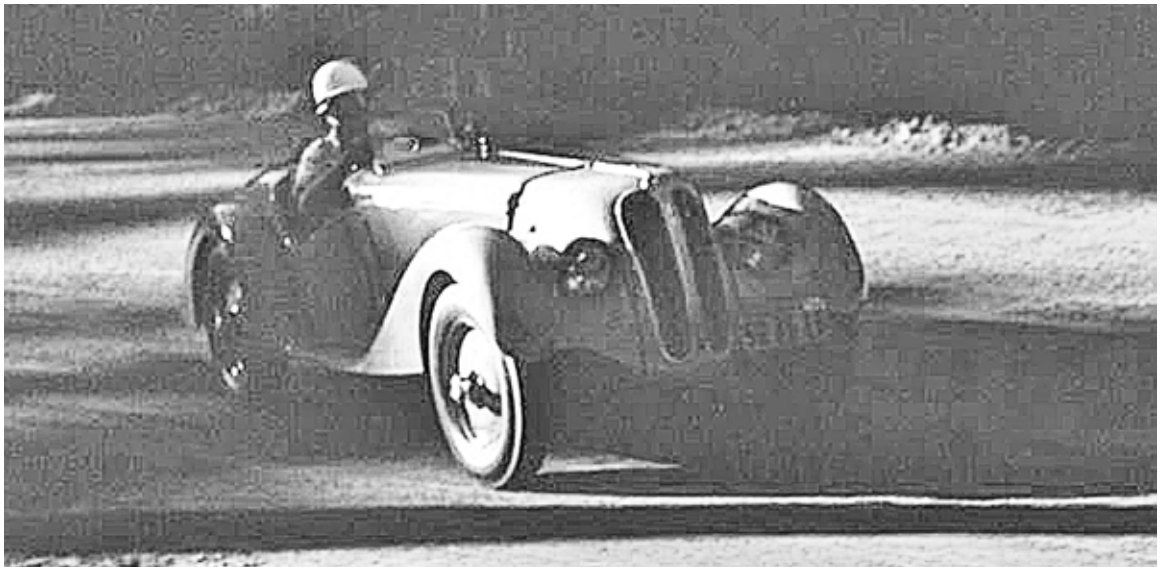
**PARKINSON AND THE WINNING B. M. W. 328  
at Carroll Speedway, Gardena, Cal.**

*The Parkinson FN BMW 328 at Carrell Speedway*



The FN BMW was very successful in sports car racing in the UK in the late 1940s

enthusiast by the name of Donald Parkinson who imported a Fraser Nash 328 from England in 1938. This marked the first appearance of a sports car with a BMW engine on the West Coast. After two years of ownership, Parkinson sold it in 1940 to well known car collector Tommy Lee. Lee enjoyed the car for eight years before selling it to Don Parkinson Junior also from Southern California. Parkinson raced the car in several events in 1949 including Van Nuys Airport and Carrell Speedway before selling it in favor of a



Joe Esherick place well in two races at Pebble Beach in 1950

newer, faster Jaguar XK-120 for the 1950 season.

Joe Esherick from San Francisco bought the 328 from Parkinson and entered the April 1951 race at Pebble beach (3rd in Del Monte Trophy race; 5th in Pebble Beach Cup race). Esherick continued racing the FN BMW into the 1951 season at Pebble Beach (no result), Buchanan Field (2nd) and Reno (9th). He decided to sell the car which was acquired by local racer Bradford McNutt who raced the car at Pebble Beach and two races at Torrey Pines in 1954 (no results). Thereafter both McNutt and the FN BMW moved on to other cars and owners.

Even though BMW began selling cars in the U.S. in 1956, it wasn't until the late 1960s and early 1970s the brand began to regularly appear on racing grids. In fact the first U.S. dealer was not established until 1975 but since then, BMWs has become a major player in the market and presence on the race track.

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# THUNDERHILL REPORT

BY SHERRY GRANTZ

## Friends of Thunderhill Teen Driving Clinic



Students

Friends of Thunderhill Foundation puts on several Teen Driving Clinics each year. The second clinic of 2021 took place May 2 at Thunderhill West track and autocross skid pad. The clinics are staffed by volunteers led by Chief Instructor Ed Kornegay. On May 2, forty-six students - many accompanied by their parents - took part in the clinic.

The program includes several car control exercises where students learn from behind the wheel of the car they will be driving what to do when things go wrong. The photos show some of the skills taught at each clinic: slalom, braking, steering while braking, emergency lane change, skid control, and two-wheels off the road.

Because the clinic is an important community service, the cost is kept to a minimum. The fee for the entire day is only \$129 per driver and car. In addition, the students are provided with a helmet and free lunch.

The Teen Car Control Clinics are run in cooperation with the California Highway Patrol, represented by Willows Officer Tracy Hoover. This is a top priority in the CHP's community and safety outreach. Officer Hoover notes "This is an exceptional and life-saving program. We are so fortunate that Thunderhill makes it happen for our kids and everyone who can benefit from learning what they teach."

The remaining clinics for 2021 are July 18, August 15, November 27 and December 19. To sign up your teen or new driver, see <https://www.thunderhill.com/teen-car-control-clinics>.

If you would like to support this valuable program, you can make a donation to the Friends of Thunderhill Foundation, a 501 C-3 Charitable/Tax Deductible Foundation. When you donate to the Foundation, 100% of your money goes to fund the Foundation programs supporting teen driving safety, improved automotive safety, industry education and community outreach.

You can donate by mailing a check to Friends of Thunderhill Foundation, PO Box 966, Willows, CA 95988. Donations can be in any amount or you can designate the funding of a Teen Car Clinic Scholarship in the amount of \$129 per scholarship.



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



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



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**



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



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

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

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

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



Pre-listing purchase opportunity: 8579 Mortenson Lane, Fair Oaks, California  
Location, location, location! Beautiful 4,000 sf executive home, pool, spa, 3 car 870 sf attached garage with 10 ft. ceiling, 400 sf detached garage/shop both fully insulated. Home sits on 1/2 acre, quiet 4 lot cul-de-sac in Fair Oaks. Features (2) RV access (east and west). Lots of natural lighting, high ceilings, stunning entry, spiral staircase, oak throughout, 4 bedroom, 3.5 bath, large kitchen, nook, 2 second floor decks, exercise/office/multipurpose room, loft, dining, living, family rooms. Massive amount of storage. Excellent schools. Walking distance to the American River Parkway, Sailor Bar Park with cycling, running/walking trails. 1.5 miles to Lake Natoma; swimming, sailing and paddle sports. Minutes from Hwy. 50, less than 2 hours to Thunderhill, Sonoma, South Lake Tahoe and the Bay Area. Fair Oaks Village offers restaurants, brew pubs, shops, outdoor concerts, and Amphitheater. 15 minutes to Mather Field (MHR) for private aircraft, 40 minutes to Sacramento International Airport (SMF). Must see! \$1.15M Contact Ritchie at: Rhollingsworth@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, showroom, conference rooms and more available for the right business partner. Ideally located in the center of over 700 days of activity that can feed your business. \$1.00 per square foot first year offer. Move in now. Call for more details but do not wait. This is a once in a life-time offer to locate your business in the best possible venue for expanded sales and growth. Contact: David Vodden 530-934-5588 Ext 101 or e-mail todvodden@thunderhill.com

**SHOP/STORAGE SPACE**

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

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

**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](http://www.aracing.org) Contact Al Angulo at 530 277 6311 or [alanguo530@gmail.com](mailto: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](http://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](mailto:recmotorsports@gmail.com) or Donna 775-781-3385 [racecarbetsy5@gmail.com](mailto:racecarbetsy5@gmail.com)



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

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

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

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

Delta Veterans Group ([www.deltaveteransgroup.org](http://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](mailto: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](mailto: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](mailto: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](mailto:pressnoop@aol.com)

## WANTED

The Delta Veterans Group ([www.deltaveteransgroup.org](http://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](mailto:stephanie@wavesofspirit.com)

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