



The wheel[®]



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SFR Solo II's Round
12 & 13
p. 6

SFR Goes to the Runoffs
p. 8

2021 Election
p. 22

Sacramento Round 14
p. 27

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Jim Devenport P1

Cover: John Black SRF3 in front of the pack

FEATURES

- | | | | |
|----------------------------------|---------------------------------------|--|-------------------------------|
| 6 SFR Solo II Round 12 | 20 Volunteering with the SCCA | 22 2021 Election | 27 Sacramento Round 14 |
| 7 SFR Solo II Round 13 | 21 Frank Schultheis Memiors | 25 Confessions of a Cone Slayer | 28 Thunderhill Report |
| 8 SFR Goes to the Runoffs | 21 It's time to Christmas shop | 26 Notes From The Archives | |

IN EVERY ISSUE

- | | | | |
|-------------------|----------------------|----------------------------|--------------------------------------|
| 4 Calendar | 4 Travel Tech | 29 Race Car Rentals | 30 The Garage: Classified Ads |
|-------------------|----------------------|----------------------------|--------------------------------------|

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.

SAN FRANCISCO REGION SCCA

REGION OFFICE

MAILING ADDRESS

PO Box 308, Willows, CA 95988

LOCATION

5250 Hwy 162, Willows, CA 95988

530 934 4455

530 934 7275 fax

office@sfrscca.org

BOARD OF DIRECTORS

TIM SULLIVAN Regional Executive
Timbo0724@msn.com

LINDA ROGASKI Secretary
lrogaski@hotmail.com

BLAKE TATUM Director
wheel@sfrscca.org

R.J. GORDY Director
rjgoldstar@sbcglobal.net

BEN FRENCH Treasurer
FrenchB@arc.losrios.edu

BILL BOOTH Director
bill@sfrscca.org

SETH REID Director
reidseth@gmail.com



PUBLISHER: THE WHEEL PUBLICATIONS

Editor **BLAKE TATUM** wheel@sfrscca.org

Art Direction & Design **CHRIS BECKREST**
www.BeckrestDesign.com

CONTRIBUTING WRITERS

- Blake Tatum • Joe Stephan • Linda Rogaski
- Joe Montana • Christopher Linkous
- Rob Krider • Lynne Hunting
- Sherry Grantz • Tim Sullivan

CONTRIBUTING PHOTOGRAPHERS & ARTISTS

- Rob Krider • Pablo Matamoros
- Ricardo Quinonez • John Rowe

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CALENDAR

2021 FRESNO CHAPTER SOLO SCHEDULE

Event 11 - **Nov 13**

Event 12 - **Nov 14**

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

All events held at Fresno Fairgrounds except

October

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SAN FRANCISCO REGION'S 2021 SOLO II CHAMPIONSHIP SCHEDULE

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

RENO REGION SCCA SCHEDULE

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

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.



SRF3 Start

2021

2021 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

OCTOBER 29-31

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



FVs spinning

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SFR Solo II's Round 12

attended by more than 100 drivers

Photos by Ricardo Quinonez and John Rowe

By Ryan Panlilio



DS12: Fred Campbell pilots his 1999 BMW M3 in S2

More than 100 (104) drivers participated in Round 12 of the SFR's Solo II series now that restrictions were lifted. The event was held on Aug. 21, 2021, at Crows Landing.

Praneil Prasad led the ST1 class in a 2016 Mazda Miata (STR). Nipping at his heels was Scott Mullens in a '16 Miata (STR), while Andrew Vo took third in a '19 Miata (STR). The rest of STR included Mack Tsang, Todd Winstanley, Justin Tsang, Mark Lewis, Steve McLaughlin, Hal Dorton, David Peterson, Catherine Tran, Paul Tibbals, Khoa Cao, Philip Ma, Ghaith Abu Suleiman, Scott Sandowski, Skyler Burton, Charles Watson, Mikael Suorsa and Kian Amini.

The SMP group was led by Steve O'Blenes in a '05 Mazda RX8 (DSP). Adrian Cardenas was a very close second in a '95 Mazda RX7 (ASP), while Jonathan Lugod finished third in a '19 Miata ND2 (BSP). Tony Rivera, Jessica Yeung, Rob Boynton, Justin Tang, Isaac Acks, Kathy Nicholls-Rivera and Julian Zatorski rounded out the rest of SMP. Lisa Gnesa ran uncontested in SMP-L in a '09 Porsche Cayman S.



SS15: Monty Pack took sixth in S1 in a 2018 Porsche GT3

Tristan Myklebust ran uncontested in STM in a '06 Porsche Carrera S.

Donald Lew took the top spot in XS class in a '18 BMW M2, while Charlie Davis came in second in a '99 Miata.

Dhiraj Jadhav finished in first place in SSC in a Subaru BRZ. Glenn Austin took second in a '14 BRZ, while Ed Runnion took the last podium spot in a '16 Scion FR-S. Dennis Quilantang, Arvind Govindaraj and Bill Charron rounded out the rest of SSC.

The STX class was led by Glen Anderson in a '14 BRZ. Erik Acks came in second in a '13 BRZ, with Adam Tarnoff taking third in a '04 Mazda RX8. The rest of STX included Blaine Sparling, Matt Francavilla and Megan Anderson.

Bryan Stewart, in a '04 Chevrolet Z06 (-S), took the top spot in Classic American Muscle. Troy Jennings took second in a '14 Mustang GT

(-C), and Scott Fraser finished in third in a '89 Corvette (-S). Carl Sing, Glenn Bennett, Greg Back, David Whisnant, Nicholas Rivera, Bradley Estes and Colleen Bennett rounded out the rest of CAM.

Matthew Ellam handily took the top spot in Modifieds in a '98 Omnifab Cheetah (BM). He was followed by Ben Martinez in a '84 Van Diemen RF84 (CM), while Jaime Mendoza finished third in a '84 Van Diemen. Douglas Hargrove rounded out the rest of Modifieds.

The Prepared class was led by Michael Maier in a '65 Ford GT350 (CP). John Thomas took second over co-driver Dwayne Komush. They split seat time in a '82 Toyota Starlet (DP). The rest of Prepared included Tom Exley, Johnathon Stewart, Michael Sutton, Michael Palero, James Laeno, Derek Boyd, Eric Gnesa and Howard Wolf.

Tom Ellam, in a '15 Porsche GT3 (SS), took the top spot in S1. He was followed by James Yom in a '10 Porsche GT3 (SS), while Steve Lau



STU75: Philip Ma puts his 2020 Hyundai Veloster N through its paces in ST1

took third in a '11 Porsche GT3 RS (SS). The rest of S1 included Tara Shapowal, John Lawrence, Monty Pack, Derek Hui, Dan Pellow, Justin Bowen, Boris Elpiner, Kevin Datuin, David Rushing, Darren Shortes, Carl Thompson and Nathan Louie.

The S2 group was led by Andrew Kessel in a '19 BMW M2 Competition (BS). Eric Lam, in a '19 Honda Civic Type R (DS), took second, while John Rowe took third in a '19 Civic Type R (DS). Eric Martin, Rob Luis, Shane Donahue, Adam Alper, Lloyd Feaver, Gary Fazekas, Cameron Bowen, Fred Campbell and Travis Bowen rounded out the rest of S2.

Dennis Hubbard took the top spot in S3 in a '04 Toyota MR2 Spyder (ES). Edward Tsui took second in a '04 MR2 Spyder (ES), while Vernon Head rounded out third in a '03 MR2 Spyder. The rest of S3 included Sergei Avedisov, Dusty Sanguinetti and Tyler Hupp.

Rounds 14 and 15 will be held October 9 and 10, 2021, at Crows Landing.



XP25: Tom Exley finished fourth in the Prepared class in a 1987 Mazda RX7

SFR Solo II's Round 13

Photos by Ricardo Quinonez and John Rowe

Last race before Nationals

By Ryan Panlilio



FSP86: Justin Tang pilots his 1986 Corolla to eight in SMP

Crows Landing once again hosted Round 13 of the SF Region's Solo II championship series. Ninety-five drivers came out on Aug. 22, 2021, with some using the event to prepare for Nationals.

The Solo Spec Coupe class was led by Glenn Austin in a 2014 Subaru BRZ. He was followed by Ed Runnion in a '16 Scion FR-S. Bill Charron rounded out third in a '15 BRZ.

Adam Tarnoff took the top spot in STX in a '04 Mazda RX8. Erik Acks, in a '13 BRZ, took second, while Matt Francavilla finished third in a '14 BRZ. Glen Anderson, Dan Correll, and Megan Anderson rounded out the rest of STX. Sandra Hermans ran uncontested in STX-L in a '04 BMW 330Ci.

Classic American Muscle was led by Troy Jennings in a '14 Ford Mustang GT (-C). Nipping at his heels was Bryan Stewart in a '04 Chevrolet Corvette Z06 (-S), while Brian Hobaugh took third in a '73 Chevrolet Camaro (-T). The rest of CAM included Scott Fraser, Michael Gardner, Steve Hobaugh, Carl Sing, Glenn Bennett, Akash Mohanan, Leon Weinroth, David Whisnant and Colleen Bennett.

Matthew Ellam took first place in Modifieds a '98 Omnifab Cheetah (BM). He was followed by Ben Martinez and Jaime Mendoza in second and third, respectively, in a '84 Van Diemen RF84. Douglas Hargrove rounded out the rest of Modifieds.



BM38: Matthew Ellam in a 1998 Omnifab Cheetah, took first in Modifieds

The Prepared class was led by Michael Maier in a '65 Ford Mustang GT350 (CP). John Thomas came in second in a '82 Toyota Starlet (DP), while Tom Exley finished third in a '87 Mazda RX7 (XP). The rest of Prepared includes Michael Palero, Johnathon Stewart, Eric Gnesa, James Laeno, Dwayne Komush, Derek Boyd and Michael Sutton.

James Yom took first place in S1 in a '10 Porsche GT3 (SS). Monty Pack was in a close second in a '18 Porsche GT3 (SS), while Tom Ellam took third in a '15 Porsche GT3 (SS). Tara Shapowal, Steve Lau, Derek Hui, Justin Bowen, Dan Pellow, and David Rushing rounded out the rest of S1.

The S2 class was led by Andrew Kessel in a '19 BMW M2

Competition (BS). Alex Muresan took second in a '19 Honda Civic Type R (DS), while Eric Lam rounded out third in a '19 Honda Civic Type R (DS). The rest of S2 included Eric Martin, John Rowe, Christopher Smith, Rob Luis, Mark Allen, Lloyd Feaver, Shane Donahue, Tiberiu Muresan, Gary Fazekas and Ben Brown.

Vernon Head took the top spot in S3 in a '03 Toyota MR2 Spyder (ES). Sergei Avedisov finished in second in a '07 Honda S2000 (CS). Dusty Sanguinetti took third in a '99 Mazda Miata (ES), while Eric Neilsen rounded out the rest of S3.

Randy Krider took the top spot in S4 over co-driver Rob Krider. They split seat time in a '15 Honda Civic (HS).

Adrian Cardenas led the SMP class in a '95 RX7 (ASP). Steve O'Blenes took second in a '05 RX8 (DSP), with Tony Rivera taking the last podium spot in a '93 RX7 (ASP). The rest of SMP included Jonathan Lugod, Jessica Yeung, Katy Nicholls-Rivera, Isaac Acks, Justin Tang, Rob Boynton and Julian Zatorski. Lisa Gnesa ran uncontested in SMP-L in a '09 Porsche Cayman S (SSM).



CAMC48: Michael Gardner took fifth in CAM in a 2016 Ford Mustang GT350

Praneil Prasad let the largest group, ST1, in a '16 Miata (STR). Andrew Vo took second in a '19 Miata (STR), while Scott Mullens took third in a '16 Miata (STR). Matt Ales took fourth in a '11 BMW M3 (STU). The rest ST1 included Steve McLaughlin, Mack and Justin Tsang, Todd Winstanley, Mark Lewis, Catherine Tran, Hal Dorton, Paul Tibbals, Ghaith Abu Suleiman, David Graf, Scott Sandowski and Charles Watson.

Branna Comacchio ran uncontested in ST2 in a '91 Miata.

Takeshi Yoshida ran uncontested in STM in a '03 Mitsubishi Evo.

Ryan Cirillo took the top spot in XS over Charlie Davis. Cirillo was in a '01 MR2 Spyder while Davis was in a '99 Miata.



STR11: Praneil Prasad in a 2016 Miata, took the top spot in ST1

SFR GOES TO THE RUNOFFS



SFR Race Officials Claire Kelly, Carol Deborde, Dave Deborde, Barbara McClellan, and Bill Blake.

SFR was well represented at the 58th running of the SCCA National Runoffs at Indianapolis Motor Speedway. Eighteen Race Officials and 50 Drivers, plus their crews and families. They worked many different specialties and raced in 23 of the 26 National classes. Several drivers drove in more than one class, and one driver ran in three classes. A couple of drivers came home as National Champions and two made the podium.

This was the second time for the Runoffs at the Brickyard, but for some SFR drivers it was a first-time experience. Ditto for three of the volunteer Officials.

The weather was mild most of the week, until the weekend when rain was forecast and happened. It affected a few races for our drivers, made for some interesting tire decisions on Pre-Grid, and which brought some interesting racing situations. Sunday afternoon after all was done and mostly said, a huge double rainbow appeared over the Museum side of the race track.



Linda Rogaski in Competitor Services

The track provided all the Gasoline Alley garages with driver signage. Many drivers collected them, so you'll probably see some of the signs in SFR race trailers and shops. The garages all had TV monitors to watch the races, and there were large TV screen monitors around the track including Pagoda Plaza. Some drivers

actually admitted to watching the Tylon to see how they were faring.

The SFR volunteer Workers, Race Officials and SCCA Officials were spread among 13 areas. Stewards of various likes claimed the most SFR officials: Jim Rogaski was Assistant Chief SOM-Stewards of the Meet; Dave Deborde, Kevin Cullen and Chris Linkous were SOM's and Chris was also a Runoffs Steward-In-training. Barbara McClellan was a Driver Advisor. Bill Blake drove one of the three SCCA Pace Cars. Marcy Crawford and Trish James worked Timing & Scoring. Marcia Ulise was Co-Chief Starter. Bernie & Joe Novak worked Scrutineering. Claire Kelly and Lynne Hunting worked Driver Information with DI Chief Carol Deborde, who also helped out in Victory Circle. Mike Neff was an Assistant Flag Chief. David Arken was there representing the Competition Race Board, or is it Club Racing Board? Charlie Davis was there as our Area 11 Director.

There were about 860 drivers, give or take, and 600 workers over the course of the nine days. Those who traveled from SFR had long flights or multi-day tow transports.



Trish James in Timing & Scoring

For many of the SFR drivers, this was their second visit to the iconic racetrack with the 2.592-mile SCCA road course. A few experienced it for the first time, with all the awe and reverence it deserved. More than a few SFR folks were able to visit the IMS Museum, which had a special exhibit devoted to Rick Mears. Some even sat in one of his race cars. Some of the SFR Workers discovered the two lap Pace Car ride. One worker had her ride cut short as newly-crowned IndyCar Champion, Alex Palou had his own track ride ... in a Chicken Car.

When Runoffs qualifying started so did hot buffet lunches for the volunteers. Thursday night was the All Participant Dinner, which used to be known as the Worker Dinner. Mazda sponsored SCCA Worker of the Year Awards. Carol Deborde, who is a dual member of SFR and stalwart member of the Reno Region, was the winner of the Race Administration Award. Congratulations and well done, Carol!



Scrutineer Joe Novak directing Impound traffic

Those who worked in any Steward capacity were busy. The SFR gang had a few late nights and one joked that he hoped he didn't end up having breakfast at the track.

This year's racing format was three days of (unofficial) testing, three days of Qualifying, with the first day grid set by National points in Super Tours. Second

and third day grids were based on fastest times, which meant sorting cumulatives, which led to extra work for Timing & Scoring. For the over-subscribed classes of SRF3 and SM, they had Group A and B. Drivers qualifying P61 and above ran a Last Chance Race Thursday, with the top 12 advancing to the 'Main' race. All high drama. SFR had drivers in both Last Chance Races and they all advanced.

The Race Day schedule called for four morning races, lunch, and five afternoon races, except on Sunday when there were only four. The Anthem was at 8am, and each race was scheduled for 19 laps or 40 minutes, whichever came first. Each group had about an hour or so time for race, podium ceremonies followed by press interviews in the Media Center. Sometimes the Victory Circle ceremonies took so long that they were accompanied by the sound of the next group's start drowning out the festivities. There was sparkling cider available for any podium finishers who were minors; which was fortunate as the last podium of the weekend was all teenagers.

Friday's race weather was nice, the last of a string of nice days with sunny blue skies, interesting clouds, some breeze, and no rain.

The most-used flag of the weekend seemed to be Yellow, especially the Double Standing Yellow Flag for cautions. Hardly a session went by without at least one Yellow Flag.

Many of the SFR drivers commented on how large was the facility, how big was the paddock and areas for the race cars. With close to 900 race cars,



Carol Deborde awarded SCCA Race Administration Worker of the Year by Deanna Flanagan



Lynne Hunting/Driver Info
getting a Pace Car ride

every usable paddock space was utilized to accommodate the large Runoffs fields.

The logistics for an amateur event of this size are different than those for a pro event. Douglas Boles, President of IMS, said that for this year's IMS Triple Header weekend there might have been 100 cars. At the Runoffs the numbers are eight or nine times that. The track employs some 450 Yellow Shirts, some who are generational. Many have been there for years. The woman who runs the elevator up to the Timing & Scoring suites has

been doing that for 26 years. After an initial acclimation period they came to embrace the SCCA community and enjoyed working with us



Mike Neff as Assistant
Flag Chief

all.

T4

The first race Friday morning was T4, and SFR Starter, Marcia Ulise waved it off as one car got out of line and others followed suit. The race had three cautions and only five green racing laps and nine DNFs. Izzy Sanchez was full of high spirits going into the race, gridding eighth in a field of 46. He was first out of the race, caught up in the Turns 1 and 2 melee bringing out the first caution. One car spun in front of him, came back and nailed his left front fender. This spun Sanchez around and he was had a unavoidable collision with

another driver. He had to be towed, with body damage and a broken control arm. Sanchez was okay, the car was not. Timothy Wise was also involved in the first caution and retired. Tony Kiratsous started 37th, stayed out of trouble and finished 31st on the lead lap. The race was won by veteran John Heinrich, 74 years young, of DET, who started sixth. Talk about old age and treachery ... The race ran 13 laps for 24 miles. The fastest race lap was 80.491 mph/1:55.929.

HP



Bill Okell HP

The SFR drivers fared better in HP. Bill Okell in No.77 Huffaker Midget - one of three black Huffaker #77 cars this weekend - started 11th and carefully worked his way up before the Black Flag on Lap 3. He finished sixth overall in a field of 42, barely missing out on a fifth place finish. He got a lot of good TV time. The black flag all situation was caused when the two drivers fighting for second made contact. One spun and rolled on its roof and the other hit a tire wall. The drivers

were OK, but there was a lengthy cleanup period which the drivers spent in the Pit Lane. The race resumed with only six minutes remaining. John Faull was able to finally master his problems with early morning sun and glare, and moved from last to finish 34th on the lead lap. Pole sitter Steve Sargis of BVR won the race. There were 42 starters, and 38 finishers. The fastest race lap was 80.311 mph/1:56.188. The race ran a whole nine laps in the 40-minute time slot, for 23 miles.

After the race, Okell was ecstatic. He'd never been to Indy before. It had only come together for him in June after SCCA changed its rules regarding Canadian drivers racing in the US, for which Okell was most grateful. He only got 12 laps in during the three qualifiers, and heeded the advice of his garage mate, Joe Carr "Stay out of trouble the first few laps." Okell praised the handling, power and brakes on his car, and once he got his rhythm, he just slowly picked off his competitors. The caution accident was sobering to him, and he vowed to avoid trouble after the

restart. Okell finished the race five positions higher than he started, with only a few green laps and got quality TV coverage. What meant the most to Okell was the praise and compliments from his peers and garage mates about his good drive. And as a bonus his wife back home in Canada was thrilled to watch the race unfold via the Live Stream.

FE2



John Yeatman FE2

This was this third race of the morning. John Yeatman started 14th in his Bulldog FE2. The cars in this series are all specs, with Mazda engines. Jeff Read started 25th in his Quantum/Fantasy Junction FE2. Third race, third time the Safety Car, driven by SFR's Bill Blake, came out. This time a car spun and hit the front straight wall on Lap 10. Yeatman moved up to 13th, and Reed steadily advanced, to 20th place. The second caution came shortly after, when a car hit the pit lane wall and bounced back into another car. Yeatman was still

in 13th and Read was now up to 18th. On the restart with two laps to go, Yeatman shuffled from 12th to 15th and Read up to 17th. When the Checkered Flag flew, Yeatman had charged back to 12th and Read finished 16th. Scott Rettich of OVR won, after starting fifth. Pole sitter, Max Grau, ended up third, behind Jeff Shafer. The race had 28 starters and 26 finishers. The fastest race lap was 96.541 mph/1:36.655. The race 19 laps for 40 miles.



Jeff Read FE2

SM



Ryan Guitile SM

SFR had four drivers in this race, including Cole Gibson who advanced from the Last Chance race after starting and finishing third in the race which was held on Thursday afternoon. The obligatory caution came out on Lap 2, shuffling the SFR drivers back a few places. The caution lasted two laps. Once the green flag came back out the SF drivers started working their way up through the field. Justin Casey had started 15th but ended up 32nd for the restart. Also caught out was Clayton Cavell, who fell back in 39th. Guitile had already started back in 52nd, so he wasn't caught out in the commute traffic. Gibson, who started 62, was

working hie way towards the front. At the Checkered Flag, Casey was 25th, Cavell was 26th, Guitile was 48th and Gibson was 58th. Prestone Pardus of CFR won, after starting second. Pole Sitter Brian Henderson finished sixth. The fastest race lap was 78.521 mph/1:58.837. The race 19 laps for 49 miles.

Clayton Cavell SM



Justin Casey SM

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FV race start



Lawrence Bacon FV

After lunch the FV's had their race, in beautiful weather. And unlike at SFR races, there was a full field - 47 cars. The FV's had a rough time in testing, running with several faster, more rambunctious classes. After several sessions which were mostly aborted, or under yellow, the Vees petitioned the powers to be to have a separate session. The start was orderly. Marjorie Lundberg finished 24th, the highest placing SFR Vee driver of the four in the race. She drove her No.24 Caracal from 35th to 24th. Ron Wake drove his yellow No.41 Mysterian from 41st on the grid to 29th at the finish, but amazingly that wasn't good enough for the Sunoco Hard Charger Award. Another overachiever gained 18 positions. Lawrence Bacon finished 35th in his No.63 Protoform 3. After his first couple of laps he'd passed 10 or 11 cars. But the previous problem with the 4-3 downshift resurfaced and while he was comforted that he hadn't lost his ability to go fast, he had to settle for the last few laps stuck in third.

Gavin Sweeney was caught out in the now seemingly mandatory caution, which came out early. Sweeney was towed after an accident on the second lap, in his No.4 Protoform 2. He had started tenth. The race was won by Pole sitter Andrew Whitson of Milwaukee, not to

be confused with the other Milwaukee Whitson relative - Steve. He started 18th and DNF. The Hard Charger Award went to Chris Caruso of LV, who gained 18th positions. The fastest race lap was 79.595 mph/1:57.234. The race ran 19 laps for 49 miles.



Marjorie Lundberg FV



Ron Wake FV

T2



Casey McLoed T2

Marcia Ulise was the Starter for this group, which had two SFR drivers, the same two who were also in AS. Mikhail Butenko and Casey McLoed gridded their Ford Mustang GTs a row apart, in P24 and P25. The field spread out and paraded around for much of the race, despite an early melee which took out several cars. Butenko worked up to P14 where he stayed for a long time before inheriting 13th, his finishing position. McLoed moved

up to 18th where he remained. Some of those advances could be credited to the over-driving and spinning off of those drivers ahead. The race was won by Pole sitter Kurt Rezzetano of PHL. The fastest race lap was 86.022 mph/1:48.474, a new Runoffs track record for T2. The race ran 19 laps for 49 miles.



Mikhail Butenko T2



Joe Huffaker GTL & Dave Arken CRB

SFR had only one driver in this race, Joe Huffaker. This was the first race for Little Joe in his new - to him - Nissan Sentra, which he just bought from an Oregon driver. He joked that he'd gone over to the dark side. Huffaker said he was tired of starting on the front row and being passed at the green flag. He wanted horsepower. Huffaker's first laps in the car were during the

Runoffs test days. He started sixth and up to third before shuffling back to fourth for five laps. On Lap 6 Huffaker had a stuck throttle on the back straight and "kind of hit" Brian Linn. The throttle stayed stuck for eight or so laps. Not the way Huffaker wanted to run. He was running third for six laps before missing a shift, something which had happened to him earlier in the week. Michael Lewis from San Deigo got by and took third away from him, Huffaker finished fourth. He was very pleased overall with his new car

and really liked the horsepower. This was the first time he didn't build his race car. Up front, the Pole sitter, Christopher Bovis and front row starter, Scott Twomey, were having a battle Royale. Bovis led the first 13 laps before Twomey passed. The two raced hard, and changed positions during each lap. At one point Bovis tried too hard and overshot the corner, drove through the grass before regaining second place. At that point, their race was one of the more exciting battles of the day. Bovis ran out of gas on the last lap. Scott Twomey of Nwst won. The Margin of Victory was 1.033 seconds. The fastest race lap was 83.350 mph/1:51.952. The race ran 2=19 laps for 49 miles, but only took 36+ minutes.



Joe Huffaker GTL

B-SPEC



Ali Naimi BS

This was the second to last race of the day, so the daylight was starting to fade and it was getting cooler as the sun dipped on parts of the track. This group, which used to get no respect, has now grown to large fields, larger than most. Michael Olivier ran well in his Honda Fit until he didn't. He was caught out in the first caution, a melee on Lap 5. He fell back to 34th and slowly worked his way back to 29th before he had to retire. Al Naimi ran steadily and without drama in his Mazda 2, slowly moving forward lap by lap. He finished 29th after starting 34th. Thomas Lepper, his traveling partner again this year, started 42nd. He initially fell back. Incrementally he advanced and then two laps from the end, jumped five positions. The race had a second caution, and the Safety Car led the field to the Checkered Flag. Lepper finished 32nd. The winner was David Daugherty of CCR. The Pole sitter, John Phillips, finished

second, after leading the first two laps. The fastest race lap was 75.269 mph/2:03.971. The race ran 17laps for 44 miles.



Michael Olivier BS



Thomas Lepper BS



Jim Devenport P1

The last race of the day, but for one SFR driver, it was worth the wait. The race ran all nineteen laps under green - no cautions. Jim Devenport said afterwards that it was tough, with the heat, humidity, and g forces. He started on the outside front row and his plan, worked out ahead of time with driver Coach Thomas Merrill, was to pass on the outside and take the lead going into Turn 1. It worked. Devenport took the lead, which he kept for two laps. Then, Pole sitter Lee Alexander got a good draft on Devenport, and passed him, never to look back. Devenport chased but never again passed, and finished second. Devenport's car is a foot wider and 400 pounds heavier with his Mazda motor and a minimum weight requirement of 1475 pounds. Alexander runs a motorcycle engine, which requires it to be 1075 pounds. Devenport was all smiles and quite happy with his car and the great job by his mechanic, Jason Hohmann and Bulldog Motorsports.

SFR's other driver, John Manfroy, was off to a great start, getting up to

fifth early on. He held on for three laps before spinning in Turn 2-first right and then cross track left before gathering it all up and continuing. But then he had engine troubles and pulled off safe, not requiring a tow. He didn't want to cause a caution and ruin Devenport's race.

There were 12 starters, the smallest field thus far, and ten finishers. The fastest race lap was 104.581/1:29.225. The top four finishers were under the existing track record, and Alexander set a new P1 Runoffs track record. The race ran 19 laps for 49 miles, but only took 28+ minutes. It was the fastest race of the weekend, and Alexander's lap was the fastest lap turned by SCCA at any Runoffs. Bill Blake was the Pace Car Communicator for this race.

The day was long, ending around 6:30pm for many and much later than others including Stewards and their activities.



John Manfroy P1

STU



The double rainbow after all the Runoffs Races

First up Saturday morning was the beautiful rosy sunrise, which shown and stunned and belied the grim rain forecast. But then old Sol hid for awhile, and the weather forecast kept changing. It finally settled on an 11am precip

time. And it appeared on schedule. On cue, there were light sprinkles and then harder rain for several hours before it abated around 2pm. At least there was no glare problems for the early morning racers. The replacement difficulty was fogging glasses, visors and windshields.

The day's first race was STU. SFR had two drivers - sixteen-year old Seth Huntley driving the family Honda S2000 and Ian Barberi driving his No.24 CRX, not to be confused with his No.74 BMW M3 he races in T1. The sun did shine on STU about the time the field was going green after its first caution, which happened almost immediately after the start. This time it was a massive oil spill around Turn 12 onto front straight which led to the first five laps under caution. The spill was two feet wide and went the distance on the front straight from Dominic Starkweather's blown engine. It required a lot of grease sweep and cleanup. Huntley started eighth in his first time to Indy, and finished seventh. His goal had been to "make Tech" meaning he'd be 'bagged for Tech' post race ... and he did, so he was pleased. He went back and forth between seventh and eighth before running sixth, where he



Ian Barberi STU

finished. Huntley said he was following advice to let the race play out, let it happen. He did and it went well for him. There was some post race drama for Seth. He had a driver ahead of him disqualified which moved him to fifth but a protest for body contact dropped him to seventh.

Ian Barberi, the other SFR driver, started tenth and finished ninth. His CRX ran well until it started to cut out at the end. This is his third Runoffs, as he previously ran Sonoma and Indy. Joe Moser of DET won from the pole. The race ran 18 laps for 47 miles. The fastest race lap was 86.850 mph/1:47.441.



Seth Huntley STU



Michael Thompson AS

This was the second race of the day, in the gloom of the coming rain. SFR had five drivers in this race, the most of any race this weekend. Casey McLoed was the top finishing driver, in sixth place, after starting 14th. Lynne Griffiths started 23rd and came in 15th. Michael Thompson started 26th and followed Griffiths across the bricks in 16th. Michael Lowe and Mikhail Butenko each started but DNF'ed. Lowe retired on Lap 8. Butenko started but only got one lap before being hit.

With the front runners garnering the most attention there wasn't as much coverage for the rest of the 30-car field, which meant no attention on our drivers. That's not to say the race for the lead wasn't



Casey McLoed AS

exciting. It was riveting and all around the circuit one could see people just transfixed watching the big screen or the nearest available TV monitor to watch a young woman battle for the lead. Must See TV!

James Jost of PHL prevailed, by a mere 0.771 seconds over Amy Aquilante, also of PA, in her bid to become just the third woman to become a SCCA National Champion. So near and yet so far. At the start, Gregory Eaton led for six laps, with Aquilante starting third running on the heels of Jost. She got by for the lead on Lap 7 which she held for eight laps, before Jost capitalized on her missed shift. She chased and finished runner-up. Pole Sitter Drew Catral was never a contender, finishing 18th. The race ran 19 laps for 49 miles. The fastest race lap was 84.364 mph/1:50.606. There were 30 starters and 23 finishers, ten on the lead lap. This race had three female drivers including one from SFR and Amy's sister Beth.

PS There were no female pole sitters this year, but there were more than a few women drivers. SFR had three - Lynne Griffiths in AS, Marjorie Lundberg in FV and Nicole Jacques in T3.



Mikhail Butenko AS



STL field behind Safety Car

This was the first race after lunch and ran in the rain - not really hard rain - to some, but hard to others. It was enough to use windshield wipers ... if you had them. There was yet another Safety Car, which seems to almost be a race requirement. This was on Lap 9 which lasted five laps, for a car stuck in the Turn 4 gravel.

Taz Harvey ran his No.8 Acura Integra, starting fifth. He got caught out at the start, conceding it was a bad start, and fell to fifteenth. He steadily moved back up the field to finish fifth where he started. It



Taz Harvey STL

wasn't easy as he had no windshield wipers. On the last lap he made a pass from seventh to fifth. During that pass, Harvey noticed that the red No.74 Civic he passed was his old World Challenge race car from 2001-2002. It had qualified right ahead Harvey and finished seventh.

Young Nathan Pope started tenth and finished 17th. He was just glad to finish, with no damage or mechanicals. For much of the race he couldn't see due to a fogged up windshield. He could not even tell if it was raining. Neither RainX or FogX worked. Pope said next time he's trying soap. He had a stick with a rag tied on, which he used when he could during the caution to clear the windshield, but the stick wasn't long enough to do much good. Several large portions of the track were blind to him. He said his driving was defensive not proactive. The race ran 18 laps for 47 miles. The fastest race lap was 76.042 mph/2:02.711. There were 30 starters 23 finishers, with ten on the lead lap. Marcia Ulise was the starter.



Nathan Pope STL

FP

SFR ended up having no drivers in FP as Taz Harvey didn't run his Miata. It was wrecked in qualifying when a driver in a Spitfire spun and hit Harvey and then "drove away like he was Mr. Magoo" The car couldn't be repaired in time for Saturday's race, disappointing Harvey who was expecting to enjoy the race. He was entered in three races over the week. He was slated to have Friday off, two races Saturday and one on Sunday. Not racing FP Saturday gave him a reprieve as

the FP race was an hour after his STL race. Over the week he lost five pounds. Harvey said he didn't get that tired in the sprint races or qualifying, but what was hard for him was the time factor in getting up so early on East Coast time. But work wise, he said it's hard with a small crew. Harvey conceded that three classes were too hard on the crew. Going forward he's going to stick to two classes and two cars.

P2



Tim day P2 leading field



Tim Day P2 Pole Award

Tim Day Jr. had pole for the race in his No.8 Stohr Suzuki. By this time the track was drying and Day ended up deciding to start on slicks, which made him happy as he didn't want to race in the rain. He had a good start, although briefly, front row starter Greg Gyann



Victory Circle Tim Day P2 winner

are made in the UK. First there was a shipping problem and then the tires weren't being made any longer. Hence the Goodyears. Tim thanked his crew, Chris Garcia and Jason Hohmann.

John MacIntyre started fourth, fell back and finished seventh.

Kevin Mitz did not run. There were 15 starters, nine finishers and four on the lead lap. The fastest race lap was 97.891 mph/1:35.322. The race ran 19 laps for 49 miles, lasting 35.17.894 minutes.

seemed to ease by. But not for long. Day regained his lead and never looked back. There was a caution - quelle surprise. His Margin of Victory was 10.132 seconds. Day set a new P2 track record. This was his second National Championship. He ran on Goodyear slicks, a tire somewhat new to him. Day had planned on running the new Avon tires which he tested at the hot August regional races at WeatherTech Raceway Laguna Seca. But those tires



John McIntyre P2



Lyn Greenhill FC

The last race of the day was FC, which had two SFR drivers. It was dry but there was concern that it would rain, so again there were tire decisions to be made. Four of the 29 starters went out on wets, the majority opted for slicks, as the rain had stopped a couple of hours prior. It drizzled on the pace lap and then dried up for the entire race. Lyn Greenhill was one of the unfortunate four, so he "went backwards." He softened the car, cranked up the wing angles, and prayed for rain. Rain tires don't like being driven on a dry track. Greenhill said he was ten seconds slower than usual and he had hardly any front tire tread left after the race. He ended up 28th. Greenhill still counts it as an incredible experience: a newlywed (September 3) whose bride, Mary Gish, spent her Indy honeymoon buying car parts and cheering her hubby. Greenhill thanks his sponsor DynaTech and Crew, Eric Sakowicz.

Robert Armington had better luck. He started tenth and finished 14th.

ECU maps had been an issue in the class and there had been some DSQs in qualifying for software issues. Both Armington and Greenhill went proactive and had Tech come to their paddock and check their prime and spare ECUs. After the race, the runner-up was DSQ on that very issue.

The race was won by Simon Sikes of ATL. The race ran 19 laps for 49 miles. The fastest race lap was 96.218 mph/1:36.980, a new FC track record. There were 31 starters, 30 finishers, with 12 on the lead lap.

At the end of the second day many of the Stewards and Courts were still in session. They were being kept busy. The paddock was starting to look vacant as more and more rigs pulled out after their respective races. The place seemed more muted.



Robert Armington FC

GT-3



Troy Ermish GT3 winner in Victory Circle



around waiting to see if something would happen to him. Harvey admitted he had nothing for Ermish or Lewis, so he raced with Stacy Wilson, swapping positions back and forth until he kept third when they crossed the bricks. It was an all-California podium with Ermish, Lewis and Harvey.

Ermish is a past Champion in GTL, but has never run at Indy prior to this

week. After the race Harvey was underweight by three pounds and he lost his third-place position.

There were 13 starters and 12 finishers, seven on the lead lap. The race was one of the few which ran with no cautions, and most cars finished where they started. As the laps fell away, the cars spread out in formation without much drama. The race ran 19 laps for 49 miles, taking 34+ minutes. The fastest race lap was 87.458 mph/1:46.694 turned by Ermish.



Sunday morning and there were no worries about early morning glare from the sun. There was no rain, just a grey cloud cover. But it was mild, not cold, and it was dry.

This race was owned by Troy Ermish. And it was an all-California Victory Circle post-race. Ermish will go down in Runoffs lore as the driver who rolled, poled and ran away with the GT3 title.

After his accident in Sunday testing, Ermish thought it was over for that race car. He touched tires with another car which flipped him onto that car's roof before he slid down to the track and barrel-rolled 2 1/2 times. The car looked squashed and DOA. But the crew of Reiner Wolff and Patrick Emge, with "a

little help from my friends" got the car back together in time for Tuesday qualifying, all cleared by Tech. Ermish had the pole and was caught out by Michael Lewis who led the first two laps before Harvey regained his position. Then he never looked back, saying he ran as hard as he could every lap until the last three. Lewis said it was evident he had nothing for Ermish, so he just stuck



Taz Harvey GT3



Clark Nunes T1

This, the second race of the day, was another one of the few caution-free races. Four SFR drivers competed. Ian Barberi started and finished fourth in his black Miami Vice-themed BMW, but it wasn't easy as he would go back and forth among his competitors. Edgar Lau started sixth in his white Mustang and finished fifth, dicing around before getting his fifth position rhythm and maintaining. Clark Nunes won the Sunoco Hard Charger Award for the class, for driving from 20th to 11th place in his Camaro, slowly but steadily. Also gaining more than a few positions was Don Van Nortwick, who drove his Shelby from 22nd to 16th, another slow but sure climb through the field.

There were 22 starters, 20 finishers, with 11 on the lead lap. The race was won by Andrew Aquilante of PHL. The race ran 19 laps for 49 miles in 33+ minutes. The fastest race lap was 89.938 mph/1:43.752.

Edgar Lau T1



Don Van Nortwick T1



Joe Carr & Kurt Frietzsche Ep

Because of the changing weather, as with other races, tire decisions went right up to Pre Grid. This race had two SFR drivers and three cautions including the one which led the field to the Checkered Flag. Cars kept going off in the grass or gravel, requiring immediate tows. It made it difficult to have a good race with the interruptions. Kurt Frietzsche started 14th and ran as high as eighth before finishing ninth. He had wets and a new wiper assembly but no enthusiasm for spending Saturday doing softer rain setup, installing wipers and treating windshield. Fortunately Sunday dawned dry and he concentrated on a dry setup and planning how to get through Turn 1 on the first lap. Frietzsche's first action happened just past the starter stand with a couple of incidents, and then more between Turns 10-12. First caution. First lesson learned was that the bias ply Goodyears

didn't heat up as well as Hoosiers, so he lost time at each restart. So many yellows was discouraging. He did like seeing the big screens so he could see where he placed.

Joe Carr gridded 12th in his Miata and got up to fifth. After the last caution, a bad weld (from a previous owner) broke his shift lever and Carr couldn't shift. He retired, but none too happy with the driving behavior of his competitors, especially with all the blocking and bumping.

There were 30 starters, 24 finishers and 21 on the lead lap. The race ran 16 laps for 41 miles and lasted 36+ minutes. The fastest race lap was 84.885 mph/1:49.928. The race was won - again - by Jesse Prather of KAN.



Bill Booth SRF3

This was the second largest field of the weekend, large enough to require splitting sessions and having a Last Chance Race to make up the 71-car field. This race came right after lunch Sunday and the initial driver/crew dilemma was which tire to run due to the changing weather forecasts. In the end, most opted for drys as the mid-day precipitation had stopped and the skies were clearing. Those who had wets ended up having to pit and change. The race was cleaner than many expected, and there was no caution for a first-lap traffic jam going into Turns 1 and 2. Drivers were being cautious, with concern about the weather, and waiting for track conditions to sort out. In the meantime, that's not to say cars didn't spin off, or get stranded off-track. There were two cautions.

John Black started ninth after what he characterized as a disappointing final day of qualifying. He drove up to seventh, which he held for six laps. He continued to work his way up and by lap 12 was in second place. And onto this he held to the end, despite many attempts to pass him. Black said he drove like it was dry. A late spin brought out the Safety Car in front of the pack for the final lap, with the cars parading to the finish. Black turned the fastest race lap of 84,756 mph/1:50.095, and finished behind the Safety Car and leader Bobby Sak of DET, making him a back-to-back Champion.

Meanwhile, behind him Umberto Milletti was having a charge of his own. He gridded 24th and slowly and steadily drove up to finish 12th. He said he had some moments, with cars spinning in front of him, little bumps here and there from other drivers, and he ended up with

minor nose damage. But overall, Milletti was pleased with his race and his finish. He left immediately after the race to catch a plane.

Bill Booth started 28th and finished 31st. He drove a cautious race, especially at first due to the changing weather and track conditions. Booth did get a bit wide in Turn 7 getting mud splattered all over him, but otherwise it was a good race. He also left to catch a plane immediately after the race. Such busy guys!

Robert Sachs gained 25 positions in the race, but surprisingly, even that forward sortie wasn't enough to earn him the Hard Charger Award, that honor going to Kevin Elion who gained 30 positions. Sachs said he had a good race, and he came out of it with no damage, right side up and all shiny. He was pleased with that result and happy with his performance. Sachs had been cautious at the start, as cars were spinning around. He was in Turn 12 when the race went green, and cars spun in front of him at the start, and again it was the same scene for the restarts. But each time he was able to



John Black SRF3

avoid trouble.

The race ran 19 laps for 49 miles and 42+ minutes, and 50 finished on the lead lap, of the 65 finishers.



Robert Sachs SRF3

F500

Jeff Jorgenson came in ninth after starting 11th. Up front, the race was exciting for the top three drivers who swapped the lead seven times. This race was punctuated with cautions including the last turn towards the Checkered Flag which ended the final charge. The drivers only got nine green flag laps. The race ran 18 laps for 47 miles, taking 36+ minutes. The race was won by Sven de Vries of SVR. The race had 20 starters, 18 finishers and 14 on the lead lap. The fastest race lap was 90.471 mph/1:43.140.



Jeff Jorgenson F500



Nicole Jacque T3

Brian Ghidinelli gridded fourth and finished seventh. He steadily regained positions to finish seventh at the checkered flag.

Nicole Jacque started 18th and finished 14th.

The race ran 19 laps for 49 miles and lasted 36+ minutes. The fastest race lap was 82.796 mph/1:52.701, a new T3 Runoffs record. There were 23 starters and 21 finishers, with 13 on the lead lap. The race was won by Marshal Mast of PHL.



Brian Ghidinelli T3

FX



Ritchie Hollingsworth FX

This was the last race of a long week. You've heard the old saying about Youth and Good Looks vs Age and Treachery. Well, the combined age of the three podium drivers in this class still didn't match the age of fourth place winner, Tao Takaoka. They were all teenagers and all had sparkling cider in Victory Circle. The winner, Pole sitter Vaughn Glace of STC, is 14, the youngest-ever Runoffs Champion. The top five finishers, the only ones on the lead lap at the finish, all started and finished where they started and never changed positions. There were no cautions or drama.

The FX classes a new open wheel group with Formula Mazdas, F2000s, the new F4's and Takaoka's car, Formula Speeds. He conceded that the F2000's, the marque run by the podium finishers which Takaoka reckons was good for three seconds a lap. Takaoka got a great start jumping into the lead going down the front

straight before losing it when he broke a tad too early. After that, he said it was a pretty lonely race. He couldn't catch the kids, and there was no one contesting him from behind. His prize was 19 laps with no cautions to spoil his enjoyment of racing unimpeded on this iconic track. Takaoka didn't even mind being the last race of the weekend as it allowed him time to watch and cheer on all the other SFR folks.

Ritchie Hollingsworth gained a position from the start, gridding 15th and finishing 14th.

There were 15 starters and 14 finishers, with five on the lead lap. The race ran 19 laps for 49 miles, for 31+ minutes. The fastest race lap was 1:38.833.

After the racing was through for the day, the sun came out with a beautiful double rainbow on the far side of the track. A fitting end to the 58th SCCA National Runoffs.



Tao Takaoka FX

For the next two years the Runoffs will be at Virginia International Raceway. SCCA's Director of Road Racing, Deanna Flanagan and Indianapolis Motor Speedway President, Douglas Boles, each said they would like to see the Runoffs return to Indianapolis Motor Speedway. As a

former SCCA FV racer, Boles knows how much it means to an amateur racer to come here and compete with the best of fellow club racers. Boles said he knows how much work goes into being a racer. "And what a thrill to see 72 SMs race into Turn 1! The racing delivers!"

Volunteering with the SCCA



Morning briefing

I have been involved with the SCCA since 1984. In all that time I have been primarily involved in the racing side of the SCCA equation. Over the years I kept telling myself that I need to see what the volunteer world was all about. But every year brought another excuse for not participating. First off, I don't seem to have the time I would like to have to race, so that is one excuse. Another was work got in the way, followed by I don't have anyone to watch my dogs while I am gone. The point is that I never made it a priority.

As part of the job of getting the WHEEL published, I am in constant contact with Lynne Hunting. Lynne is the Race Chairman for the club. Her job as Race Chairman includes the unenviable job of making sure all our events are properly staffed.

As part of our conversations, Lynne told me about the shortage of people for the Indy car event that we just had. She said that she needed someone to help deliver lunches to all the corner workers and to the E-crews stationed around the track. I immediately thought to myself. What better way of getting to see the Indy cars up close? Spend about two or three hours each day on the lunches and then hang out and see the racing up close.

I told Lynne I would take care of the lunch deliveries, but by the time I said anything, she found an experienced person to handle the job. She did tell me that Jeff Olinger could use some bodies. Jeff is the Crew Chief for the Emergency crew. I reached out to Jeff, and he said that he could use me and one of my friends. I thought to myself, I have never worked the E-crew before, but was more than willing to give it a try.

My friend, his name is Troy, and I showed up at 0700 hours on Saturday morning. We reported to the Turn 11 meeting location and awaited our assignments. First off, I noticed Troy and I are not properly dressed. Obviously, we did not get the Memo. But we were not going to let a wardrobe malfunction screw up our day. I was assigned to work Rescue 2, which just so happens to be the truck Jeff was driving. Troy was



My friend Troy working with the course Marshals

assigned to the Course Marshal's truck.

At about 0730 hours the first order of business was conducted. We had a debrief of the prior day's activities. There, the crew members talked about incidents that happen the day before. They discussed what was done right and what could have been done better. After our briefing we went over to the main paddock and met with the IndyCar rescue crew. They again did a debrief and shared ways to improve and what the incident protocols were going to be.

All in all, normal stuff that emergency people do. Next, we had to make sure the track was clear of debris, cars, and anything else that could possibly be a hazard to a race car. What I did not realize was that checking for debris meant a few hot laps around the track in the Rescue truck. Now I have done a lot of thrilling things in my life. I have driven race cars for over thirty years. I have been involved in high-speed pursuits. I have flown on ultra-lights. About the only thing I have not done and will not do is parachute. Those three laps around the track in the rescue truck was probably the scariest thing I have ever been part of. Feeling that 4-ton Rescue truck lean on those 275 R 18 Cooper Tires was not comforting. Hearing them scream uncle made me believe in GOD. I thought to myself, at least I was not one of those poor fools sitting backwards in the jump seats bolted on the bed of the truck! They had to have at least part of their breakfast come up and visit their mouth several times during "the debris inspection". The track was declared safe after our hot laps. We then took our position up on the top of the race track; and I was thinking about having the medics give me a glycerin pill to calm my pounding heart.

My other E-ticket ride came in the form of a stalled car in the dirt at the Corkscrew. Upon arrival, the car looked fine, and we thought we could just push the car over the hump and let him coast into the paddock. This worked for about thirty feet then the front suspension collapsed. So, straps had to be placed over the wheels and it had to be towed into the paddock. While this was going on the pace car was circulating the track and valuable track time was being wasted. As soon as the car was in the impound area, it was dropped off and the task of getting back on station became priority one. Now this would normally not be a big deal because at our Regional Races there are no spectators. But at Indy there are a lot of spectators, golf carts, and parking lot ushers. They all seem to be lost in their own little world. The last thing they expect to see is this Rescue truck making a Code Three run through them. So, with the help of flashing red lights, a loud horn, and a siren that will bust the ear drums of any dog, we made it through the crowd in time to catch the back of the field as they went up the hill to the Corkscrew. The entire scene reminded me of doing van jumps on suspected drug dealers. It was like a beam of light shown on cockroaches. People were scattering everywhere. My ride was only five minutes, but I did learn something about myself. I found out I could hold my breath and not lose control of my bladder at the same time.

The only other response we had involved a car that lost power on the front straight coming out of Turn 11. Now this guy just stopped right along the pit wall straight. I was watching him. He made no attempt to pull over to the right where there was a track opening; so we had to go on the hot track and move him out of harm's way. Just like any



Delivering the lunches, this was the job I really wanted to do



Rescue 1 getting ready for the day

situation: what ever can go wrong, will and does go wrong. What appeared to be a simple flat tow turned in to a disaster because the car had no tow hooks. It literally had no place to hook a tow rope. How it passed tech, I do not know. After about four laps of cars screaming by, the

crew found a suitable place to hook up the rope only to have the pit lane exit blocked by the Indy car teams that were tearing down their pit wall setups. Needless to say, it was not one of our cleanest car removals.

After two days of hanging out with the rescue crew I discovered why people do it. Even though our days were relatively anticlimactic, I had a lot of fun. When the E-crew works our regional races, it is a different

scene altogether. With an average of 150 racers per weekend, they stay busy. They are also front and center, so they get plenty of opportunities to jump into action. I also discovered how competent they are. They know what they are doing. A lot can go wrong on a racetrack especially considering the pressure to keep on schedule. After my experience I went away feeling good about being a race car driver in our region. Would I do it again yes; but this time, I will wear the appropriate clothing. Bring on IMSA!



Tow track responding to an incident

Frank Schultheis Memiors

Frank was the San Francisco Region Chief Tech Steward from 1968 Until 1976. He has since retired from SCCA but has plenty of stories to share. As they come in I will share them with our readers, Blake Tatum

The Story of the SNELL Foundation

Good things often began with unfortunate events----And this was one such occurrence...

Mr. Pete Snell was a popular West Coast racer in the early to mid fifties. He raced in the Production Car Class. At that time roll bars were way too low and the racing helmets which were in use were from England and Europe. They were fashioned like jockey helmets, basically leather over a hardened frame.

At the annual Arcata California races in 1955, Pete Snell was involved in a roll-over crash. His helmet struck the hard surface and he was killed. It was determined that the helmet offered little protection.

Pete's good friends, Doctor George Snively and Doctor Clint Chichester were bothered by their friend's death, and felt they could design a crash helmet that provided more protection. They both worked at the Sacramento County Hospital, which allowed them access to unclaimed cadavers. As morbid as this sounds, these bodies served to eventually

save countless head injuries and lives. The doctors were able to use the cadavers as test dummies, which eventually allowed them to determine the performance criteria the helmets should meet. An example of one of the tests the doctors conducted involved dropping a 50 pound weight from the height of seven feet onto a helmet that a cadaver was wearing. The amount of damage the cadavers suffered helped them develop instrumentation to establish some standards.

Doctors Snively and Chichester set-up a foundation in the name of Pete Snell which defrayed the development costs. When you see the Snell Approved sticker, you can be assured the helmet meets the safety standards established at the time of manufacture. Bell and Toptex were the earliest manufacturers to adopt the Snell standards, soon to be followed by Simpson. Standards and updates happen every five years. The main reason for replacing your helmet is wear and tear. The simple act of putting on and taking off helmets damage the comfort pads and energy absorbing foam liner over time. Helmets with worn-out pads are at least one to two sizes larger than helmets in new condition. A poorly fitted helmet makes it more likely that the helmet will shift too much or even come off the head during a crash impact.

Believe it or not, it's time to Christmas Shop

SHOP FOR CHRISTMAS at the unique, one of a kind, Gift Shop at Thunderhill. What better way to get that track nut in your life an item that bears the name and logo of his/her favorite track and favorite activity. Thunderhill's Gift Store can provide excellent sweaters, both zip-up and pull-over, as well as hooded or not. We have excellent winter jackets. We

have ladies and kids wear, and we have race gear. What more could you want to make sure that your Christmas gift shopping is the highlight for that special person? You can come by or call us for orders at 530-934-5588 Ext 101 or 102.

2021 Election

Board of Directors and Regional Executive

The 2021 Board of Directors election will be in October.

Candidate statements appear in this issue of The Wheel and also on the web page www.sfrscca.org.

The Region Board of Directors consists of the Regional Executive and six Directors. Three members of the Board of Directors are elected for two-year terms in even numbered years, and three members are

elected in odd-numbered years. To be eligible for Regional Executive, you must be or have been a member of the Board of Directors. Only SFR members may hold elected offices.

The election process will be through online voting on MotorsportReg.com.



Linda Rogaski



Tim Sullivan



Christopher Linkous



Joe Montana

Candidate Statement

LINDA ROGASKI



Hi, my name is Linda Rogaski. I've been on the Board for two years, and boy has it been an eye opener! We have had a pandemic, a continuing decline in workers and an increase in drivers!

This Region belongs to all of us, all our voices need to be heard. If I am re-elected I commit to continuing to work on:

- Opening two-way lines of communication, I will let you know how and why decisions are made. I will listen to your concerns and suggestions and take the information to the Board.
- Establishing work-groups to address issues the Region is facing today, such as:
 - o Member recruitment
 - o Volunteer training
 - o Drivers concerns
 - o Competition from other sanctioning bodies
 - o Passing the torch from baby boomers to millennials and younger members
 - o Identifying what we do well and how do we build on it
 - o Identifying what we should be doing better and how do we get there

Jim and I have been members of SFR for almost 40 years. In the early years we were auto-crossers and then moved to road racing. I started doing registration back in our autocross days and stayed with registration in road racing. It's the best crew there is, you get to meet everyone! I have seen a lot of change in those 40 years. Once upon a time we were the only game in town. Times have changed, people have changed, and we need to make sure the Region changes also.

We have three outstanding autocross programs in different areas of the Region - Fresno, Bay Area, and Sacramento. The needs and challenges

are different for each area. Let's address those needs and make sure our autocross programs remain strong and continue to grow.

Road Racing has seen many challenges over the years. We are continuing to experience strong competition from other sanctioning bodies, escalating track rental costs, and reduced number of volunteers. Without a strong volunteer program we are not going to be able to sustain a racing program. We need to encourage drivers, their friends and families to volunteer when possible.

What can we take from other groups that make them successful, how can we adapt those programs to fit our needs? We need to build a Region that supports the passion that our members have for the various racing venues.

This certainly is not going to be done by one person, five people or 25 people. This will take the efforts of all our members to build the Region we want SFR to be.

Let's do this!



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Candidate Statement

TIM SULLIVAN



Another year in the books. Well almost! But these elections keep happening before the end of the year. Yet again, I ask for your vote for the Regional Executive position. I think we have accomplished a lot this year. The Covid issue has slightly let up and we were able to keep a somewhat normal schedule. The protocols we had at the tracks have been pretty much lifted and it almost feels like normal again.

Our Office Manager has worked out well. Trish has been getting items organized as well as directing and implementing new systems. Amanda resigned mid-year and we have a new employee, Courtney, who is working out really well. She is assisting in timing and scoring as well. We have finally isolated our phone system and it is now stand alone. We are using Ring Central as of September 8 (when our previous service was not renewed). The new system enables remote access as well as messaging capabilities. This will eliminate the lost voice mails and calls transferring to other entities. This took a while to accomplish but as soon as our contract was up, we were ready to go with the new system, we also have our own private internet connection. These were goals we wanted to accomplish this year and they are done. I am sure everyone will notice a change.

We are also in the process of updating our webpage. We have hired a firm to maintain our website, Warrior Webmasters. They were retained earlier this year and soon we will have a new improved website. We will have the ability to update items within 24 hours. It is being designed so that it will basically be the same no matter what device you sign in on. This was a project that took a bit of time, but in the very near future, you will see how this will be a better vehicle for the Club.

We have also updated some of our equipment. We have gotten new Jaws of Life and cutters for the E Crew. They are modern and can be operated by one person. They weigh half of what our old ones weighed. They are battery powered. Our budget really can't allow for other things this year, but on the wish list in the upcoming year is a possible replacement for our Rescue trucks.

I, and our current BOD, had many decisions to make in order to make sure the Club moved forward, and not backwards. If we are to insure SFR remains a viable and vibrant Club, we need to make sure we are set up for the future, and not mired in the past. We are on that path now.

We also had to yet again get another bookkeeper. Our goal is to keep all expenses categorized and easily tracked. This is per event as well as for administrative purposes. Let's face it, we are a million-dollar business. It's not just a bunch of folks saying they are a club. We have to be conscious of costs and waste. You have probably seen that we have made some arrangements to lower our unfunded VIP points debt. At one point it was over \$90,000 dollars. We can't have that hanging over the Clubs financial heads. That is why we have instituted a plan to limit the accrual to \$500 per person. This limits the Clubs debt load and also makes sure we pay about the points for the hard work our volunteers do. There have been some issues with it, but after this year concludes we will have that debt under control. RJ will continue to be the "go to" person for swag such as shirts, jackets, etc. The goal is to have our accounting firm take over day to day accounting. They lost a few employees due to Covid, but within the next 6-9 months, we should have this accomplished. We will keep you informed.

As a result of the accounting change, and replacing the old system with the new, we took an undertaking of cleaning out almost 20 years of "bogus and erroneous" entries in the quick books system, while modernizing it. For 2020, our road racing revenue was flat. In other words, we didn't lose

money. On the books for the IRS, yes, we did. We did this to clean up all the BS from years past. Better to take the hit now and move on with a clean slate. I can't help but thank Bill Booth for assisting in this massive undertaking. Without him we would not have been able to do this. We have a highly qualified Board that will do whatever it takes to make the Club more successful. I thank the entire Board for that. I may be your RE now, but in the future, I want to leave a clean, successful enterprise to whoever follows me.

We also have listened to your advice on races, costs, track time, etc... Yes, I am the competition Director as well. All our tracks have different times we can be on track. Laguna is the most restrictive. I plan on working on getting us an extra 30 minutes per day there. I think this is something we can do. After working Pro events there, I see how the system works. It also helps that we assist them in other areas. More to follow on that.

Solo folks: I don't want to forget you. Nor do I forget RALLY Cross. Rally Cross has really gained interest. Thunderhill has sponsored quite a few this year. This is not an interregional event. Thunderhill Raceway Park has been handling ALL their events. It is becoming successful. The Sac chapter of SOLO is doing all their events at Thunderhill. As spaces for SOLO dry up, this is what happens. That is why Tom McCarthy and others decided to build our own track! Visionaries! As far as the Bay Area Solo goes, they still have funds to buy a piece of land for their events. Thunderhill is a ways off, but the prices for land are astronomical today. We will need to keep looking I ask the membership if they know any parcels in the Bay Area to reach out and let us know. I know our membership. There has to be something out there for a million or less. We do have some money to make this happen

As for our biggest asset, Thunderhill Raceway Park. It is doing well. As you know (or may not) I am the sole shareholder, as the RE of this asset. Last year, I replaced the Properties Board with acute businesspeople, who have evaluated how we run it. I did retain certain people who could not be replaced. Steve Archer is still our Treasurer. Steve runs a chain of Wendy's restaurants as is as knowledgeable as there is in day to day operations as well as a CPA. Brian Ghidinelli was retained. He founded MSR and his knowledge is invaluable. RJ Gordy was retained for his knowledge of the history since founding. Additions include Jim Davenport, a successful real estate person and also a CPA (Also a great Driver) Joe Briggs.. (SFR Driver) who also is a Vintner. He also gives generously to the worker prizes. Jeff Lederman (attorney), who also does SFR driving school and races with us.

We have a great Properties Board. New bathrooms are being installed on the north side of the paddock. Those smelly potables will be gone. A shower will also be installed. All Osha compliant. The gift shop will also be removed and replaced by another structure. The gift shop foot print will be replaced with another canopy with solar panels. If nobody has noticed, Thunderhill Raceway Park is always in the top 5 of raceways in the country.

We are also looking at purchasing more property. Perhaps a dragstrip but more importantly, having test sites for vehicles of the future. We are currently renting out more dates for this than anything else. I am glad we are close to Silicon Valley!

We are the largest Region in the country. We need to keep it that way. I hope we will make our mark both in terms of changing to new technologies, as well as keeping our passions there. We, the people in the 21st century will see many changes. We have to answer and adapt. So far we are.

As most of you know, I am always available to your inputs. I do ask for your vote this year. We have made a lot of accomplishments with everyone. I want to continue this. The SFR Region is the best!

Tim Sullivan

Candidate Statement

CHRISTOPHER LINKOUS



My name is Christopher Linkous, I have 5 years of experience with the San Francisco Region SCCA family. As a volunteer for the past 5 years, I have met and worked with many of you.

Those who do not know me, I will change that in the coming months. You may ask what qualifies me to run for the board, aside from a passion for motorsports. I have spent my short time absorbing the necessary knowledge from the long-time, dedicated members to spread it

to new members for the future.

The San Francisco Region SCCA has a legacy that is worth protecting by growing. In order to continue we must adapt to a changing society and bring ourselves into a more modern era utilizing the immense knowledge base of the existing members. If elected, I will work closely with my fellow Board Members, the RE, the Office and all members of the club to ensure we all have a voice in the future of this great club.

I started out quickly becoming the Co-Chief of the Course Marshal crew, I was successful in maintaining and building on a core group of members to ensure we all remained safe on track. I orchestrated the duplication of the equipment for the two primary racing locations to simplify not only for my own crew, but also for all the future crews.

After finding a replacement chief, I was asked to join the Steward-in-Training program, and now to become a Steward. This has opened for me a whole new aspect of road racing. The nucleus of this organization stems

from the driver's themselves. I want every one that comes out to have a safe and fun-filled weekend of wheel to wheel racing. I recently began working with the Race Chairman/Social chief to ensure all the worker crews and driver's have what they need for a fun and safe weekend.

From the Course Marshal Co-Chief, to a Steward, to an Assistant Race Chairman, I have proven that I am up for the tasks. If elected I will take that same enthusiasm I exhibited for each of those areas and apply it to the Board of Directors duties and the future of the organization.

Future strategic planning for the club going forward will be one of my primary missions. I will work to create a program(s) for the driver's that incentivize them to race with the SCCA and not other racing organizations. I will work to solve the ever increasing crisis of volunteer shortages, utilizing attraction and retention programs.

We all love the SCCA and want to see it survive these challenging times. I am always open to listening and from that creating a forward plan to move this organization into the future.

I am asking for your vote to be elected to the board of directors of the San Francisco Region SCCA.

Thank you for taking the time to read this.

Christopher Linkous

Candidate Statement

JOE MONTANA



To all my fellow SFR SCCA members, racers, volunteers and staff my name is Joe Montana and I am a candidate for your Board of Directors. I joined the SCCA in 1977 and raced in the A sedan class till 1988. At that time, I was invited to participate in what was then called the Pepsi Challenge 24 Hours of Daytona. That was the ultimate racing experience of my life, and still is today. After that, I hung up my helmet. I stayed away from racing until 6 years ago. I was testing my Cobra at Thunder

Hill, and told my wife Teresa, "I'm hooked again." I re-joined the SCCA and started racing in GT-1 and SP classes.

Those who aren't familiar with my background, I'll give you a short description. I have a BS college degree in Business Administration and a minor in Human Resources from Columbia State University. My work experience has encompassed all facets of my education. I have extensive experience in recruiting and finance. For the past twenty years I have been working in the Medical industry as a hospital director. I was responsible for maintaining multi million dollar budgets. I was also responsible for hiring personnel, ranging from Housekeeping to Medical staff.

What I hope to bring to the members if I am elected is a new set of eyes and a willingness to help the San Francisco Region grow in a positive direction. As a racer, I have some ideas to improve the driver experience, and as a businessman I have some ideas to hopefully better the SF Region of the SCCA better. If I am fortunate enough to be elected, I promise I will do my best to represent the members. It is most important to gather suggestions and ideas from the members and apply what is beneficial to the organization. Thank you for your support and I will see you at the races.

Respectfully

Joe Montana

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Cadillac '37 Model 85 V-12	Lola '71 T212
Concours '63 Mk1 race car	Marendaz '32 Special 13/70
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Ferrari '54 500 Mondial 0408	Maserati '70 Ghibli
Ferrari '54 500 Mondial 0430	Mercedes '56 300SC sunroof coupe
Ferrari '55 750 Monza	Mercedes '63 300SL roadster
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Ferrari '58 250 TdF 0899	Porsche '61 356B T5 1600S coupe
Ferrari '58 250 TdF 1031	Porsche '63 356B race car
Ferrari '59 250 GT Series I PF Coupe	Porsche '65 356C coupe
Ferrari '62 250 GTE 2+2 Series II	Porsche '78 911SC Targa
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Confessions of a Cone Slayer

By Rob Krider



Humble Pie Doesn't Taste Very Good

It turns out I'm not quite as smart as I think I am. Nope. Not smart at all. I thought I was an intelligent guy, but after a recent adventure at the 2021 TireRack SCCA Solo National Championships, I had to come to the stark realization that I am a bit of a dumbass. To keep things brief, for those

folks who only read headlines or get news bits from social media blurbs, here is the condensed version of the story I am about to tell: Guy thinks he's smarter than his competitors. Guy gets drunk. Guy invests in a new vehicle mere weeks before the National Championships. Guy drives 1,600 miles hours to Lincoln, Nebraska. Guy gets his ass kicked in a race. I am that guy. End of synopsis.

For the people who prefer more depth to a story, here is the long format, Netflix series style, of how this all went down. Like any good story this one starts over the consumption of some high octane beers. The beer to be blamed for all of this nonsense is called Double Nickel Nine IPA from Tactical Ops Brewing in Fresno, CA. The first problem with the beer is it was named after my racing team, Double Nickel Nine Motorsports. The bottle of the beer has a photo of my Honda Challenge race car on the label, and the brewery lets me drink as much of it as I want for free. This is a big problem. You can't be a successful member of society if a bar lets you drink for free. The other major problem is the beer has an alcohol by volume (ABV) rating of, wait for it, 10.9%. This beer is extremely dangerous because it tastes very smooth and refreshing and you would never know how much alcohol is in it. It goes down so easy ... and then you go down off the barstool onto the floor. As you can see, trouble is literally brewing at Tac-Ops Brewing.

So, there I was sitting at the bar, directly below the hood of my Honda Challenge race car hanging on the wall. There are photos up in the bar of me spraying champagne at the Circuit of the Americas where I won a road racing National Championship. While I was chilling at the bar, I was wearing a Double Nickel Nine team t-shirt and enjoying my sixth free beer. For obvious reasons, I was feeling pretty great about myself. People come into the bar, they recognize me as the race car guy that the brewery named the beer after, I cheers, we talk about cars for a bit, and then I go back to my "Krider Racing" Instagram feed on my phone to see if people liked my latest photo of a racing car. Like I said, a lot of ego occurring here. Not much, if any, in the humble department.



My brother Randy called me (he was in Napa drinking Racer 5 IPA) and we started talking about the current racing season. I had been autocrossing a Ford Fiesta ST in the San Francisco Region, hitting races in S.F., Sacramento and Fresno, and was currently undefeated. I was planning on taking the car to the National Championships in September. Life was good. There was no reason to change anything. But, full disclosure, I had a lot of beer in me, 10.9% beer, and I thought I was pretty darn smart. So, my brother and I started drunk bench racing. Maybe the Fiesta isn't best car? The car I had literally developed for two years and never lost a race in. Maybe I should take something different to the Nationals? The Nationals were in 60 days. Somewhere between the

seventh and eighth beers, my brother and I decided I would shelve the dependable Ford Fiesta ST and get a completely different car. We would develop this car in 60 days, and then I would take it to the Nationals and show everybody how smart we were, when we absolutely, *"dominate the field in Lincoln!"*

You see, my brother and I were absolutely convinced we had found a loophole in the SCCA rulebook. In 2020, the six speed, limited slip differential, K24 powered 9th generation Honda Civic Si had been suspiciously moved down a class from the G-Street class to the slowest class SCCA has: H-Street. It seemed like an oversight. We figured if we developed the car and showed up with it at the Nationals we couldn't possibly lose. *"What could go wrong? Bartender!"*

We split the work up. Randy's job was to find the car. My job was to get go-fast bits for the project. He found a salvaged 2015 Honda Civic Si for cheap and I scored some brake pads from Carbotech, seatbelts from Autopower, and dual adjustable shocks from Motion Control Suspension. I/O Port Racing Supplies helped with a few other parts and the next thing we knew everything we needed for an H-Street car was in the garage waiting for us to simply slap it all together. The plan was coming together just as we had dreamed it up while hammered on IPAs. *"All that's left to do is win!"*

Time was tight. We didn't have much opportunity to test the car before the Nationals. But we weren't that concerned with testing. We were more concerned with where the stickers should go on the car. We wanted the car to stand out and look great because we were convinced it would be a National Champion and there would be hundreds of photos taken of the car. We were already planning a National Championship celebration party at Tactical Ops Brewing for when I got back from Lincoln, Nebraska. I had already spotted a place behind the bar where they could put the trophy. *"This is gonna be great!"*

Spoiler alert: It wasn't great. There was no celebration party. The bar at Tactical Ops Brewing does not have a trophy from the 2021 TireRack SCCA Solo National Championships sitting behind the taps. The reason none of these things came to fruition is because I got my clock cleaned in Lincoln. I was trounced, beaten badly, shamed. My finishing position is a disgrace to the Honda brand. I let down the people at the brewery, I let down the Fresno Chapter of the SCCA. My dog won't even play fetch with me anymore. I had to eat humble pie, and frankly, humble pie tastes horrible!

So, where did it all go wrong? Let's start with the obvious, the beer didn't help. Second, you can't jump into an untested car days before a National Championships race going against the best in the country and expect to do well. Anyone who thinks they can do that are simply being arrogant (which describes the exact place I was in while sitting in a bar staring at my race car hood drinking a beer named after my racing team.) I was just arrogant enough to think I could pull it off. "I got this!" Well, I didn't, not even close. I was not smarter than my competitors, in fact I was the dumbest one of them all. I was the only person in a ninth generation Honda Civic. It turns out the SCCA rulebook is working just fine.

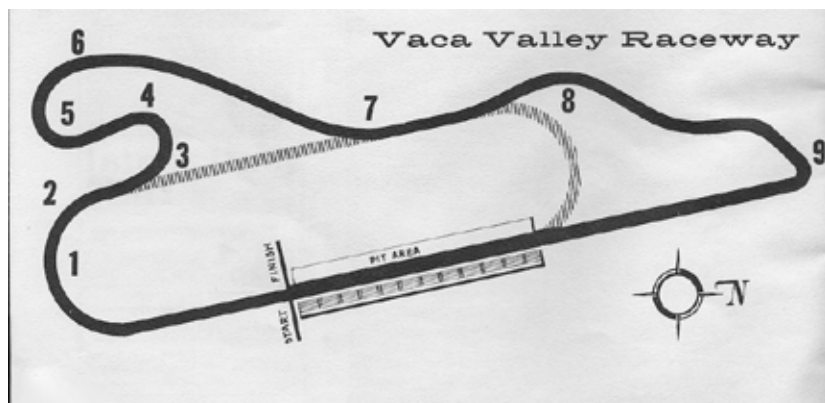
One of the greatest ironies of my week at the Nationals was of the many cars that beat me in Lincoln, Nebraska, (and there were a lot of them) some were Ford Fiesta STs (yes, the very car I own and left in my driveway in California.) Oh well. If you're looking for me, you know you can find me at Tactical Ops Brewing watering down a beer with my tears. There is a Honda Civic in the parking lot with a For Sale sign in the window. *"There's always next year!"*

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

NOTES from the ARCHIVE -

Vacaville Raceway

By Joe Stephana



It was Thanksgiving week 1970 when I stuffed what I had into a beat-up '57 Porsche Speedster and drove from Colorado to Sacramento. Didn't really know anyone except my folks & brother who preceded me. I had been around SCCA events & people in Colorado but never got the chance to join. That changed when I found Sacramento had a Chapter of the San Francisco SCCA Region. At the time it was the first of its kind in the nation, providing information links across the 100 mile gap to the Region. There are now SCCA Chapters in a number of locations (I went to an SCCA Chapter meeting in Florida). There was a time when there were three in SFR alone.

Meetings were held in a private room at the back of a small Chinese bar & restaurant a couple of blocks from the State Capitol (politicians were known to frequent the place). There, in short order, I found myself appointed Publicity Chairman and soon writing a monthly column for THE WHEEL.

All these years later it looks like I've come full circle. Having been around racing for 70 of my 73 years I've seen every kind of racing there is (including bar stool racing). Because it took me half-way 'round the world, along with prodding from friends & my grand kids, I have begun putting together a book of memoirs. Thanks to SFR Archivist Gary Horstkorta, who I've known for quite a few years, I've been invited to share some of my SFR times. And, yes, names will be changed to protect the guilty!

It was at one of my first Chapter meetings we were informed of the Region's falling out with Laguna Seca and cancellation of the Regional & National races scheduled for there. Sears Point and its mud slides had been closed for some time and people weren't too enthused about the flat airport racing at Cotati. The only option was to

rebuild Vacaville Raceway.

A large group of people arrived there bright & early one Saturday morning to cries of "let the work parties begin!" The Chapter was given the job of rebuilding the timing tower which swayed back & forth. After sizing things up we took my '57 Chevy station wagon into town on a shopping trip and returned packed to the gills (and, no, we didn't forget the beer). Long lumber struts dug into the ground on one end and nailed into place on the other braced the tower. A coat of white paint followed. The problem, however, was the tar paper for the roof. We found five rolls that were just enough, but only two were the same color. It was all they had, take it or leave it. The end result was a roof that looked like a patch work quilt. After a confused

moment, we one by one started chuckling that the secret we knew couldn't be seen from ground level.

Suddenly, someone cranked out expletives and pointed into the distance. There was a single-engined light plane coming in to land on the drag strip main straight. He recognized it was Larry Albedi who at the time was SFR Regional Executive. We quickly assembled at the front of the roof, waving to divert attention while blocking his view of our fine craftsmanship. It didn't work. We thought we'd had it for sure when he did a big double take and damn near crashed his

plane. Thankfully, he got it on the ground in one piece, but once parked & shut down he proceeded to make a beeline for the tower. When we explained why it looked the way it did, his close-up view slowly turned from shock to a sly grin. In short order we were all laughing in unison!

For many years after, at the track or driving down I-80, every time I looked over at the tower I would get a big smile on my face. They were special times.



1st owner, Carson Baird 1969



Highway 80 and Midway Rd overpass in background.

Sacramento Round 14

A Bittersweet End to the Season

By Davey Drouin



Hal Dorton, in his BMW M3

Well the end of the season always stinks. In the beginning we always have high hopes of new suspension setups, new tires to run and new courses to dominate. When the last round comes and goes some have claimed victory and some just had a good time. Some start the process of mothballing their cars for the winter while others have big plans to tear them apart and build them anew. Regardless where you ended your season the end of the season stats are always interesting to look at and study.

The class with the highest car count throughout the year was Super Street with 24 different drivers throughout the season. Super Street was also the class with the highest car count for a single event. They were able to shake out 12 cars for the first event. It also happens that Monty Pack beat the most people in class on a single day in the mentioned class and event. Drivers that scored a perfect season this year were Eric Martin in DS, Michael Gleaton in STS, Bob Weisickle in Emod and Korynne Smith in XP. The closest margin of victory was in round 10 between Ken Yeo and Mark Heinrichs in CAMS. Ken Yeo beat Mark's run of 39.164 with a 39.155. Which means Ken won first place by .009 of a second. The most consistent drivers for the season were Andrew Barriours and Steve Howe in their pair of GTO's. In more than a few rounds both of these guys finished not only on the same second, but within tenths of a second of each other. The fastest man in the chapter this year was Bob Weisickle. Bob claimed the top time of the day 12 out of the 14 regular season events.

You class winners for the 2021 season are as follows;

XSA Bill Richter, XSB John Pugliese, SS Alan Patterson, AS Rory Marin, BS Tony Monoogan, CS Mike Beech, DS Eric Martin, FS Rafa Soto, GS Chris Estrada, HS Bill Tubbs, SSC Caitlyn Singler, STS Michael Gleaton, STX Alexander Agrann, STR Nigel Mott, STU Paul Tibbals, STH Narayan Hammari, SSP Tim Hasick, ASP Alan Booth, BSP Kevin



Noel Ameele in his winged Bmod

Grivich, CSP Jonathan Kelsey, DSP Robert Luis, ESP Donald Pingrey, FSP Eric Williams, SSR Derek Hui, CAMC Steve Howe, CAMT Robert Tyler, CAMS Ken Yeo, XP Carl Graf, CP Michael Ansell, DP Troy Dewell, EP Eric West, FP Steve Mill, SMF Ross Thompson, SSM Tom Nivison, Amod Ric Quinonez, Bmod Noel Ameele, Cmod Ben Martinez, Emod Bob Weisickle, Fmod Douglas Hargrove, XSBL Caitlyn Singler, SSL Susan Fontaine, ASL Marrisra Wollbrinck, BSPL Penny Hubbard, CSL Sylviana, HSL Crystal Spessard, STRL Brittney Scrivan, STUL Tine McKay, ESPL Arberesha Pingrey, FSPL Donora Wichmann, CAMCL Gale Smiley, CAMTL Rachele Tyler, CAMSL Penny Hubbard, XPL Korynne Smith and SMFL Wendy Monasterio.

The Pax champions in ascending order is; 10th place Paul Tibbals, 9th Harold Dorton, 8th Robert Foster, 7th Rory Martin, 6th Mark Heinrichs, 5th Bob Weisickle, 4th Ken Yeo, 3rd Jeff Glorioso, 2nd Alan Patterson and the Pax champion for the 2021 season is David Borden.

A big thank you needs to go out the executive board, Doug and Penny Hubbard for putting on another great season of racing fun for us all.

There is still the annual SCCA Sacramento enduro the weekend of October 9th and 10th at Thunderhill raceway.



Troy Dewell in his DP Miata



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THUNDERHILL REPORT

BY DAVID VODDEN AND SHERRY GRANTZZ

Open Test Registration on MotorsportReg

Save some time at the track, by registering for the October 28 Thunderhill Test Day before you get here. Find: 3 Mile - Open Test - Race Prepared Cars Only on MotorsportReg to enter. When you get to the track, go to the Pro Shop to pick up your wristband, while others stand there filling out forms.

Free Pancakes October 29

The Willows Rotary Club will be cooking and serving free pancake breakfasts on Saturday of the SFR Regional. Service is 6:30 to 9 a.m. Rotary will take donations to help further all their projects that benefit the local community.

Special Opportunity to Win on October 28-29

This year the season-ending SFR Regional at Thunderhill on October 29-31 offers more than double points and three races on three different tracks (1.9-, 3-, and 5-mile). You can get a real treat from David Vodden in the form of \$349 in cash, fuel, or merchandise. Everyone is eligible, you don't need to enter the test day.



Just donate \$20 or more to the Friends of Thunderhill Foundation on October 28 or 29 and be entered into a drawing where one lucky person will win the full price of the test day \$349 - your choice of cash, fuel, or merchandise.

The Friends of Thunderhill Foundation supports the Teen Car Control Clinic program, Motorsports education, research into new technologies for track safety improvements, and conducts other outreach in the local community.

Donations to this 501 (c)(3) Foundation are fully tax-deductible. Make a donation at the Gift Shop before 3 pm Friday, when the drawing will take place. Donations must be by check or cash.

All donations are used to fund the Foundation programs. Everyone involved in the Foundation management are volunteers and receive no payment. The staff and instructors for the clinics are also volunteers.

2021 in the taillights

As we wind down 2021, another different kind of year, we will have rented at least 320 days on the 3-mile, 250 on the 2-mile and a total 390 event-days on the skid pads. 2021 will be known as the year the skid pads went berserk with far more rentals than ever before. We attribute most of this to Drifting, that skillful event where drivers power-slide their cars in tight circles or figure eights. It takes a lot of car control to do this. If you ever try it, and I encourage you to do so, you will find out just how hard it is to do it right.

We have also added a number of Autocross events on the big pad including the full 2021 schedule for the burgeoning Sacramento Chapter of the SCCA. 2022 promises to be even bigger on all surfaces because that is what we do to sustain and grow Thunderhill Park.



Race season is ending, but you can still get on track

Think that renting a racetrack and putting on your own event is way too difficult or even impossible? The truth is Thunderhill specializes in helping its customers put on track days. We have been doing it successfully for almost 30 years! Once you put on an event at Thunderhill, you will quickly learn why we have been called one of the best-run racetracks in the country!

At Thunderhill Raceway, we've got you covered with our turnkey track rental packages! The question most often asked is - How much does it cost to rent the track? Rates vary depending on the month, day of the week, and how many cars you will have. We always need to ask a few questions first:

- Which track surface do you want to rent - 3-mile track, 2-mile track, big pad or small skid pad?
- How many participants will you have?
- What day of the week and month are you interested in? Weekdays in December through January are the least expensive.

Answers to these questions help us determine the cost for renting the facility. As an example, rental packages start at as low as \$2500 per day for 1 or 2 cars and go up from there for a weekend date with unlimited cars or motorcycles.

See, it's easy to get on track. Stop playing that driving video game and get on track for real! Call Schuyler at Thunderhill today at 530-934-5588 ext. 103.



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

OPEN WHEEL AND SPORTS RACERS



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



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



1982 CROSSLE CLUB FORD RACER
Open wheel racecar - fresh engine rebuild
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1972 Royale RP 16 FF, chassis #04, Ivey motor 9 events csg, 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 Supervee, 1972. Former Robert Bosch Gold Cup car 1972- 74. Eligible CSRG, VARA, HMSA etc. Tub monocoque/rear drivetrain tubing frame. Wing set up not mounted has sports car configuration. New bottom end rebuild, line bore, less than 30 minutes, new Avons, spare Avon roll around/practice days, new belts. Some spares, extensive history file/pictures, three log books. Extremely clean! Run with twin cams for VW pushrod money! Hewland geared for Laguna, one additional gear set. \$14000 obo. Call 831-917-5952

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22 gallon Fuel tank Runs on 110 octane weighs 3414#
Contact Justin 530-368-0306

1990 Spec Miata. Race motor by Haag Performance, in 2016. Four weekends on motor. In Feb. 2017, complete suspension set up by TFB Performance, at cost of \$2,195: new 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



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Brett Egen. 916 709 7274. \$8000. Have in car video you can watch.



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BUSINESS OPPORTUNITIES

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

SHOP/STORAGE SPACE

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

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

Trailer/RV storage. Gated area, security guards/locked main gate. Keep your gear where you use it. Call Schuyler 530-934-5588 x 103.

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 – November 26, December 18. \$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.

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PAID FLAGGING Opportunities- NASA 25 Hour, daily and weekends, year round. Some benefits and more. Contact Schuyler 530-934-5588 x103.

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 presssnoop@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 2021/2022 TRACK DAYS AT THUNDERHILL PARK NOW.

Call 530-934-5588 Ext 103 to get first choice of the best dates.

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 presssnoop@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 presssnoop@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 presssnoop@aol.com

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