



The wheel[®]



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Regionals 13 & 14
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#29 Christian Okpysh heads towards turn 5

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CALENDAR

2021 FRESNO CHAPTER SOLO SCHEDULE

Event 10 - **TBD Oct****

Event 11 - **Nov 13**

Event 12 - **Nov 14**

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

All events held at Fresno Fairgrounds except October

**Buttonwillow Kart Track

www.FresnoSCCA.com

SAN FRANCISCO REGION'S 2021 SOLO II CHAMPIONSHIP SCHEDULE

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

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

October 9 & 10 Enduro

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times are waiting for you.

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2021

2021 SFR/SCCA RACE SCHEDULE AND PRO SUPPORT SCHEDULE

OCTOBER 29-31

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



#6 Joe Kou had a tough weekend with rear end and transmission troubles

Confessions of a Cone Slayer By Rob Krider



Oh, The Engines I've Blown

Officially my given birth name is Robert. However, the moment I popped out of the womb my parents called me Bobby. My dad was a racer and thus he loved the name Bobby because of heroes like Bobby Unser, Bobby Allison and Bobby Labonte. It seemed like if you wanted to be a successful professional race car driver, being named Bobby

was a good start. Of course, this was all way before the character Ricky Bobby existed (which, I'll be honest, will come into play later in my life). As I got into junior high, I didn't want to be called Bobby anymore. It seemed too childish, so I shortened it to Bob. Then, as I entered high school I decided I didn't want to be named Bob, so I changed it to Rob. I started playing football and immediately coaches started calling me Robby. I was essentially back to where I started.

As an adult, the name Rob has seemed to have stuck. I assumed I would be called Rob up to the point where I would eventually be lowered into the ground. However, the people I race with started calling me by a new name, a nickname, of sorts, and one I'm not particularly proud of. You see, after absolutely destroying some engines in my race cars, my crew effectively started calling me Rob "Right Foot" Krider.

To me the name brings a fair amount of shame. The name depicts me as a reckless person behind the wheel of a race car. I don't consider myself a reckless person. I think of myself as an easy-going, jovial soul, and a guy you can have a beer with and enjoy a good laugh with. I'm just a simple dude who likes cars and hanging out at the race track with his friends. Sure, admittedly when I strap on a Bell helmet, well...I will kick your ass into the ground, run you off the track, block you, bump you, and destroy every panel and bolt on the car I'm driving, rev an engine to any insane RPM needed to ensure that I absolutely am the first one across the finish line when the checkered flag drops! Regardless, I'm normally an easy going guy. It's nothing personal. It's just racing.

Officially, my "Right Foot" nickname came after I destroyed, five, yes I said five, engines. It happened. But please allow me to provide lame excuses and point out design flaws in every situation where I ended the life of a racing engine. Let's start from the most recent "instantaneous disassembly" of an engine. But as I tell these stories, please understand this basic racing concept: it's never the driver's fault.

ENGINE #5: Honda B18A1

There I was looking good, feeling good, ripping around Buttonwillow Raceway in my 1990 Acura Integra RS road racing car. I was leading a 30-minute sprint race and all was right with the world, until it wasn't. I came over Phil Hill, heard an ugly noise and assumed I probably lost a front axle. This isn't uncommon in a Honda, I figured I would just keep my foot in it and limp the car around the track to the checkered flag. As I came around Star Mazda turn I heard my spotter over the radio calmly say, "You're on fire." That was an odd thing to hear. I didn't think he had any reason to lie to me. Maybe I was on fire? About that time a fireball erupted through the dashboard. Smoke quickly filled the interior and I stopped the car and jumped out of the window as the flames licked my feet. I hopped out of the car just like Will Ferrell did as Ricky Bobby in the film Talladega Nights. To quote ole Ricky Bobby, "Tom Cruise, use your witchcraft to get the fire off me! Help me Oprah Winfrey!" The car burned to the ground. It turns out the fire wasn't caused by the axle, it was caused by me throwing a rod out of the side of the block, coating the headers in oil and then not stopping the car (until it burned up). I called my wife from the track and told her the race was over and that we had, "a minor electrical issue." She later saw a photo somebody posted on Facebook of my car engulfed in flames. I immediately received a call back with her yelling at me, "A minor electrical issue!? Your car was on fire!" I replied, "Yes, Honey, I guess I failed to mention that." For this unfortunate mishap, I blame engine oil for being so darn flammable.

ENGINE #4: Honda B18A1

Previous to burning up an Acura Integra and getting in trouble because of Facebook,

I had a previous calamity with a Honda B18A1 engine. In the series I was racing within the rules which indicated portions of the engine had to be left stock, specifically its valve springs. While racing at Willow Springs International Raceway, known as the fastest road course in the West, I decided to test the limits of the rev limiter on my Acura Integra. What I found out was that the rev limiter was set well beyond the capabilities of the valve springs, resulting in numerous broken rocker arms, and chunks of metal that found their way into all sorts of naughty little places in the engine. This resulted in horrifying noises, and blown motor #4. Clearly this is a design error by some overworked engineer in Japan and has absolutely nothing to do with my driving style. I blame Honda.

ENGINE #3: Nissan SR20DE

For years I campaigned in Nissan Sentra SE-Rs in endurance races. These cars are powered by two liters of fury: the SR20DE engine. These cars not only had to be fast, they had to last for over 24 hours in grueling endurance races, namely the 25 Hours of Thunderhill. Asking any race engine to survive 25 hours is asking a lot in my opinion, which is why I don't take any responsibility for destroying two of these engines.

During the 2012 running of the 25 Hours of Thunderhill in the middle of the night, a lower connecting rod bolt let go, resulting in the connecting rod ejecting itself from the engine. The car instantly filled with smoke from all the oil that suddenly exited the engine, so I reluctantly brought the car into the pits. Engine #3 in the books.

The crew blamed me for the engine failure, when clearly there was a design flaw with the lower connecting rod bolts on the Nissan SR20DE engine. Even though they blamed me, they didn't hesitate to pull the engine and replace it and we finished the race. For the engine failure, personally, I put the blame on Nissan.

ENGINE #2: Nissan SR20DE

Before I lunched a SR20DE engine at the 25 Hours of Thunderhill, I did the exact same thing to another SR20DE engine at the ChumpCar 7 Hours at Laguna Seca during the same year, 2012. Not a great year for me or my right foot.

I was leading the race and was heading up the hill toward the world famous Corkscrew, when the bottom end of the engine let go. Obviously, Nissan has a real issue with these lower connecting rod bolts. I think a recall is certainly in order. This little "incident" chucked the connecting rod out of the side of the engine "windowing" the aluminum block. There wasn't enough time left in the race to swap the motor. I asked the crew if we could yank the piston, pull the spark plug, JB weld the hole in the block, and just run on three cylinders to try and finish the race. Our crew chief informed me, "There isn't enough JB Weld at every Autozone within 100 miles that is going to fix the enormous hole in this block." Obviously, he is a glass half empty sort of guy. I was certainly willing to try it.

Our engine builder, Rich Olivier, of TEM Machine Shop, who I keep quite busy building new engines for our race team, figured out the "issue" with our SR20DE engines. His solution was to have me drive less. With him as the engine builder, of course, I blamed him.

ENGINE #1: MGB BMC B-Series

The first engine I destroyed wasn't in a sanctioned automobile race. I was merely driving a 1977 MGB down a public road. I was still racing, but it wasn't to be first to a checkered flag. Instead, I was racing to a girl's house to hopefully lose my virginity. Unfortunately for me (and my virginity), due to some crappy metallurgy and questionable British engineering I wasn't able to complete that particular race that day. Instead, I sucked a valve seat into the top of a piston resulting in a destroyed BMC B-Series engine. I blame the Brits.

So, yes, shamefully five engines total in the books, thus I probably deserve the nickname. But, I think we can all agree that engineers have their work cut out for them. As a society we need to make these engines tougher. I'll do my job and continue pushing the boundaries of RPMs, metallurgy, and physics. All I ask is that designers, engineers, and mechanics, step up their game up too. I've got races to win!

Signed, Rob "Right Foot" Krider.

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



Fresno Chapter Autocross

By Yang Moua

How do you deal with the extreme Central Valley heat? Some people go swimming, some people stay indoors, some people go to the coast. Ask the 79 crazy drivers from the Fresno Chapter and they will tell you, "We go racing." The Fresno Chapter was back in action on August 21st after a few months off. The 79 anxious drivers were divided into 3 run groups and were ready to shred some tires. The heat would claim its first casualty in the first run group. One driver had a mechanical issue with his car and poured fluid on course during his 4th run. The half hour delay for cleaning the fluid on course gave drivers a quick breather from the morning heat. After a few test runs, the course was considered safe to continue. The rest of the day went smoothly without any incident.

Electric vehicles are slowly taking over the public roads and into the motorsports world. Tyler Bandy just happens to drive one of these



Timothy Cone with the top down in his 2004 Porsche 996T

electric vehicles of which we speak. His 2020 Tesla Model 3 performance is no stranger to the Fresno Chapter and

was able to take TTOD with a 34.399. Second was Yang Moua in his 1989 Honda Civic with a 34.748, third was Brandon Griggs in his 2020 Mazda Miata with a 34.869, fourth was Michael Lella in his 2004 Chevy Corvette Z06, and fifth was Jason Hansen in his 2006 Mitsubishi Evo MR.

The quickest car of the day also had the fastest driver of the day, Tyler Bandy also took TTOD in PAX with his Tesla Model 3 performance. Second was Jonathan Cadiente in his 2019 Honda Civic Si, third was Rob Krider in his 2015 Honda Civic, fourth was Brandon Griggs in his 2020 Mazda Miata and fifth was Paul Newton in the 2016 Mazda Miata.

The Street Classes were full of action. Four Corvettes, two Porsches and one Lotus battled for top honors in AS. Michael Lella in his 2004 Chevy Corvette Z06 claimed that honor by almost a second and a half over second place Matt Britter in his 2015 Porsche Cayman S. David Jackson,



Pat Matsumura taking the win in Novice co-driving his sons 2018 Civic Si

Anthony Topalian, Chris Rodriguez, Jay Srivatsan and Timothy Cone rounded out the rest of the field. Richard Cadiente took the win over Brett Sliakis in CS, Brad Dawson was quicker than Alain Spalard in DS, Steve Carlson had the faster NA Miata in ES over Gary Lieb and Dennis Feasel. In FS, Corky Schroeder was able to edge out Quinn Ringgold for the win, followed by James Burgess. In GS, Kyle Matsumura and Al Andersen have been an exciting battle to watch all season. Matsumura had just enough to take the win on his last run this time around. In HS, Rob Krider took the win over Shawn McDuffee. Dave Warner (BS) and Kevin Jones (SS) both ran unopposed.

Street Touring and Street Prepared winners were: Gary Emehiser in STS, over Adam Haro and Madison Pickney; Dan Correll in STX, over Anthony Vang and Ronald Senters; and Dylan Myers in DSP, over Chris Donnelly. Alex Neufeld (STU), William Marlow (SSC), Erick Castro (BSP), Arthur Cha (CSP) and Mas Vang (FSP) all ran unopposed and won their respective classes.

Another fierce battle happened in Street Mod, this time with eight drivers. Jason Hansen in his 2006 Mitsubishi Lancer Evolution MR took the win. The rest of the field was a back and forth battle all day. Rufus Connell would take second followed by Michael Bringetto, Jerry Kell, Christian Mesina, Lance Kampfenkel, Shia Moua and Lorde Grande. In SMF action, Yang Moua took the top spot over Richard Jensen, Leng Vang and Noe Lopez.

Dennis Loshier (BM), Ricardo Quinonez (AM), and Louis Lira (CP) all ran unopposed.

In CAMC, Mustang was the name of the game. To no surprise, the top two spots were filled with GT350s. Michael Gardner had the faster GT350 to take the win over Richard Schmidt, Leon Weinroth, Franchiseur Shelton and Greg Gesterling.



Bill Marlow making last minute tire pressure check on his 2013 FRS

Five ladies competed for top honors in the Ladies Class. Julie Gesterling in the 2010

Mini Cooper S

was fast enough to take the win over Rebecca West, Pamela Schroeder, Kelsey Stoltenberg and Sandra Hermans.

Pat Matsumura co-driving his son's 2018 Honda Civic Si led a group of ten novice drivers, with Samuel Galindo, Jorge Diaz, Anthony Vasquez and Adam Claes rounding out the top five, followed by Stephen Sifuentes, Justin Riggins, Edward Saldivar, Rick Napier, and Bryttaine Caldwell.

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

Only three more scheduled events for the year. I hope to see everyone at Buttonwillow for the next one.



Rick Napier in his beautiful 1968 Camaro

SFR REGIONAL 13 & 14 RACE REPORT

The turnout was good for the last regional races this year at WeatherTech Raceway Laguna Seca. More than 200 cars entered the double weekend, and enjoyed the good warm weather. It was a busy weekend, perhaps so more than most for many of the crews. A cadre of Southern California Corvettes joined us in a couple of race groups and kept us on our toes in Group Five racing. Sunday's fog delay was caught up and by noon we were back on schedule.

Saturday Bob Davis drove the familiar Lightning McQueen Camaro of his late son Rob Davis, on a Memorial Lap around the track. In the garages the Davis family and friends had an all-weekend gathering going in memory of Rob, complete with food and memorabilia.

More San Jose State Spartan SAE students joined us to work the weekend and several got pace car rides with Janey Smith. So nice to

have that perk available again. The dance card filled up quickly.

Drivers, ever eager to get on track early to get clean air and a clear track, have taken to various strategies to be first in line, which include lining up hours ahead of time on or near the Pre-Grid. It's amusing for the Grid Crew.

Formula Atlantic Driver and part-time Worker, Joe Briggs, again donated cash for the Workers. Ten lucky Workers had their names drawn for the \$20 bills. Thanks, Joe, for all you do!

It seemed like a full moon rising with all the activity over the weekend, keeping all the volunteers busy in their respective habitats. Some felt it was busier than usual, and by Saturday night the Chicken dinner for all was well-received, and Sunday night even the long ride home in traffic was welcomed.

Group 1 (FA, FX, FM)

Race 1



#8 Alex Kirby comes up on #06 Terrance Carraher

Thirty-three cars took the green flag for the big-bore open-wheeled class on Saturday. This race was one of the stops for the Formula Car Challenge presented by Goodyear and the Formula Pro USA F3 and F4 Western Championship. With two racing series combined with our regional racers, it made for an action-packed group of high-speed race cars. Even though the listings for the regional points only three classes, the race actually featured Pro Formula Mazda, Pro Formula 3 cars, Pro Formula 4 cars, original Formula Mazdas and a combination of cars running in the new SCCA class of Formula X.

Formula 3 is a hotbed of young talented drivers with Kyle Loh, Alex Kirby, Cooper Becklin, and Jay Henry Horak all driving these 300 HP turbo-charged machines for all they are worth. It is time to add another name to that list, and it is Ryan Yardley. This was Yardley's second race with SCCA and his first appearance at WeatherTech Raceway Laguna Seca. He is certainly a quick study, as he qualified for the pole in his first ever appearance at the track. Yardley must have spent a lot of time doing simulation work to get that fast at the track. Second by about 0.3 was Kyle Loh, who was making only his seventh start in a F3 car.

With such a large group of open-wheeled cars, the pole sitter sat on the front straight for a long time before the pace lap started. This may have been a contributing factor to Yardley stalling his car

as the pace lap was about to begin. It was unfortunate to see his outstanding qualifying session be for naught, as the field had to make an additional pace lap to clear Yardley's stalled car. To make matters worse, he was able to get the car fired up, but then had to start from the pit lane, and only after the F4 cars, which were part of a split start, got the green flag. Obviously this ruined any chance of seeing Loh and Yardley race hard for F4 supremacy, but I am sure Loh did not care. He led start to finish and left all the heavy lifting for second place. Finishing second in FA and second overall was Alex Kirby, who had a see-saw battle with third place finisher, Cooper Becklin.

Bill Weaver was the dominate FM car this weekend with a ninth-place overall finish, but first in FM. Weaver had six cars from the faster class between him and second place finisher in FM, Randy Sturgeon.

Tao Takaoka who was not on the entry list, even though his car was parking in the paddock, has dominated FX this year. That left Woody Yerxa more than ready to take the class win, which was his first of the year. Close behind Yerxa was Stew Tabak, who was making his seventh start of the year with us.

With the six Formula 4's starting roughly a third of a lap behind the main group, you knew the racing was going to be tight. William Ferguson was able to keep Athreya Ramanan in his rearview mirrors

the entire race distance.

Making his 2021 debut was Dave Zurlinden in his 1987 Ralt RT/31. Zurlinden ran as high as eighth overall in his maiden voyage in the car.

RESULTS

FA

1. Kyle Loh
2. Alex Kirby
3. Cooper Becklin

FM

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

FX

1. Woody Yerxa
2. Stew Tabak
3. Brad Drew



#28 Stew Tabak and #16 Edd Ozard involved in some close racing



#51 Scott Vreeland gets beached

Race 2



#35 Greg Labadie gets airborne over the top of the corkscrew

The Sunday version of the large bore formula cars was a completely different story. The Sunday version also reminded us of how dangerous automobile racing can be.

Ryan Yardley got another attempt at leading the 32 cars to the green flag. This time he did so without a hiccup. He took the green and led the entire race distance. Nick Persing took control of second with Saturday's winner Kyle Loh rounding out the top three.

Sunday again had a spilt start with the F4 cars hanging back about a third of a lap from the main pack.

On Lap 4 of the race, a very hard collision occurred at the exit of Turn 3. Bruce Semler in a Formula Mazda spun and was hit by John Holmes in a Formula 4 car. The collision was so hard it trapped Semler in his car and the race had to be red flagged.

San Francisco Region Emergency Crew responded and had to call for a med flight of Semler to a hospital. Out of respect for Mr. Semler we are not going to report on his condition and not going to list any results for this race. Get well soon Bruce!



#19 Dave Zurlinden debuts his Ralt RT31



#44 Eric O'Brien leads #45 Tom Burt out of turn 11

Jim Devenport needed to get some seat time in his 2012 Elan DP02 before the Runoffs. At the last event he set the all-time track record for an SCCA event at WeatherTech Raceway. Now he needs to get as comfortable as possible before the Runoffs.

Devenport qualified on the pole, but if the last race was any indication, the pole position did not guarantee a victory. As the healthy group of 14 prototype racers took the green flag, Devenport was once again beat to the first significant turn by fellow front row starter, Joe Viso. He led coming out of Turn 2 and held the lead briefly; but Devenport was not going to have a repeat of the last race at WeatherTech Raceway. He got Viso under braking into Turn 5, and by the time the cars were scored for the first lap he was in the lead. Devenport then put the visor down and clicked off several laps in the 1:23 zone to pull out a lead. He ended beating Viso to the line by about 15 seconds.

The P2 cars had a good field of five cars. Included in this group was June Sprints winner Tim Day. He runs out of the Bulldog garage,



Tim Day sets a new track record in P2

which happens to be the same garage as Devenport. Day felt he needed to put his stamp on the group by setting a track record of his own, so he decided to show up and see what he could do. According to the San Francisco Region website, the track record for P2 is 1:26.231 set by Chuck Bona on 8-2-2020. Day got ten laps in during the twenty minute qualifying session and broke Bona's record by about 0.1 of a second on Lap 9; and then for good measure on Lap 10, Day rattled off a 1:25.711 to break the track record by almost half a second.

When the race got underway, Day held stationary as far as the P2 cars were concerned, with his biggest threat coming from Eric O'Brien in his A-Mac AM7. Try as he may, another track record eluded him. After the race Day said the track was just too greasy; he had a hard time controlling the rear end.

FE2 had three highly-competitive cars running this event, with John Yeatman out qualifying Tom Burt by less than a second. The third FE2 car of Thomas Yu Lee was a couple of second further back. At the start of the race Burt got the better of Yeatman and lead the FE2 race until the 11th of 13 laps. Yeatman was able to hold on to win the class with Burt falling back one more position when John Manfroy made it by after spinning on Lap 2.

RESULTS

P1

1. Jim Devenport
2. Joe Viso
3. John shine

P2

1. Tim Day
2. Eric O'Brien
3. John Macintyre

FE2

1. John Yeatman
2. Tom Burt
3. Thomas Yu Lee

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John Macintyre came in third on Saturday and improved to second on Sunday in P2

Qualifying for the Sunday version of Group Two looked pretty similar to the Saturday event except for the P2 guys. Day, who was setting class records, had to settle for third place in class with John Macintyre and Eric O' Brien both out qualifying him.

When the race got underway, it did as expected: Joe Viso followed Jim Devenport in the lead. Devenport won by a margin of 38.546 seconds. What was unexpected was the track-wide power failure. Timing & Scoring went old school, using battery-powered computers augmented with paper work. This meant no landline, and using backup radios until generators could be brought in.

Tim Day got a great start and was past the two P2 cars in front of him for fourth place overall. He held that spot until Joe Viso started experiencing handling problems. On Lap 13, Viso went into the dirt on the exit of Turn Two causing Tom Burt to spin when he rejoined the track. Then on the following lap, Viso again went wide into Turn 2 and Day slid underneath him. Day's day would get even better when he set

another record for the P2 class with time of 1:25.663.

Tom Burt in the FE2 class had a several car length lead over John Yeatman in the early going. In fact, Yeatman who was the top qualifier in FE2, saw himself in third place in the class during the opening laps. But as the race progressed, Yeatman worked away at the lead and eventually got past Burt on Lap 10. Burt would fall further back when he spun to avoid the mishandling car of Viso.

The speed differential between the cars was such that the top five finishers lapped the field.

RESULTS

P1

1. Jim Devenport
2. John Manfroy
3. Joe Viso

P2

1. Tim Day
2. John Macintyre
3. Eric O' Brien

FE2

1. John Yeatman
2. Thomas Yu Lee
3. Tom Burt



#18 John Manfroy hits the apex of turn 9



#144 Jim Bassett won ITE on Saturday

One of the tough things about running at Weathertech Raceway is the sound meter. The problem is, that if you are in violation of the sound limits too many times, you can be forced to pack up and go home. So Skip Rebozzi had a problem on his hands. By the third lap of Qualifying, he had set a time fast enough for the pole position; but on the fourth lap, he ran afoul of the sound meter and had all of his times erased. With only 20 minutes to set a qualifying time, he did not have enough time to make a change to get under the limit. So with a qualifying session cut short and all his times deleted, Skip Rebozzi was going to see how good he was at starting in the back in his pretty red, white and black Corvette.

The race got underway with Lars Mapstead taking control of the race. He was gapping second place Joe Montana and for the first three laps seemed to have the race under control. But then a full-course caution came out for contact between Bill Pryor and Larry Cooper in Turn 5, with lots of dust and spinning. All continued except Cooper.

This was quite a shame because Cooper has not been out much and for him to have an incident that crumpled up his nicely-prepared Datsun 240Z makes you realize how cruel the sport of auto racing can be.

The full course caution played right into Rebozzi's hand, since the field was now bunched up and he could pick off the remaining cars for the win. Rebozzi did himself a lot of good when he passed 13 cars on the opening lap. By the time the full course caution came out, he was already third overall. It took him one lap after the second green flag flew for him to take the lead, as he passed the second and first place cars in one lap.

Charles Laster had an exciting race with his garage mate, Joe Montana. Montana the veteran of the GT/SP type cars had to deal with the highly-motivated Laster, who is in only his third race with his GT1 Monte Carlo. Laster had the advantage from the start, but Montana was hunting him down. Lap after lap it looked like Montana

was going to out-run Laster down the front straight into Turn 2. But Laster held his ground and used every ounce of horsepower and traction to keep Montana on his rear bumper. When the checkered finally fell on the ninth lap, Laster could be seen celebrating and exhaling at the same time, as he held off his friend.

The expected Muscle Car battled between Cory Newlon, Richard Pryor, and Bill Pryor never materialized because of the contact Bill Pryor had on the opening lap.

Adam Enticknap continues to perform at a high level by taking the AS class victory. Enticknap beat out Anthony Bonino and Lynne Griffiths.



#41 Austin Bradshaw travelled from Dundee Oregon to win EP

RESULTS

AS

1. Adam Enticknap
2. Anthony Bonino
3. Lynne Griffiths

EP

1. Austin Bradshaw

GT1

1. Charles Laster

GT2

1. Skip Rebozzi
2. Lars Mapstead

ITE

1. Jim Bassett
2. Gustavo Greco
3. Wilson Powell

MC

1. Richard Pryor
2. Cory Newlon

SMX

1. Tim Auger
2. Christopher Murdter

SP

1. Joe Montana

T1

1. Igor Lyustin

2. Tim Sullivan

T2

1. Helmut Jones
2. Nicole Jacque



#94 Christopher Murdter came in 2nd SMX



#48 Skip Rebozzo went from last to first on Saturday

The Sunday afternoon race for Group 3 did not see any change at the front. In fact, winning on Sunday was much easier for Skip Rebozzi since he started at the front and led the entire race distance. Second place was Joe Montana. He did not mess around on Sunday and was able to make sure his friend, Charles Laster, was no where near him at the finish. Laster won his class; but instead of leading Montana to the line, he was several positions behind him at the end.

One of the reasons Laster was several position behind Montana was that Jimmy Greco, Sal Molinare, and Mark Kibort showed up for Sunday's race. All three of these guys race in ITE, which is the class of cars that is basically run what you bring, so the cars have a tendency to be pretty fast.

As far as the ITE race was concerned, Greco was the top qualifier and led the class from start to finish. He had Sal Molinare right on his bumper, also in an ITE.

Charles Laster qualified behind Molinare and Greco. At the start he fell one position back when Kibort made it by him, but Laster was able to re-pass him on the very next lap. Laster would go on to finish sixth

overall and first in GT1.

Adam Enticknap won AS again but on Sunday Jeff Francis showed up taking second from Anthony Bonino.

Muscle Car again was a two man show with Bill Pryor unable to make the start, Brother Richard Pryor held off the 1970 Camaro of Cory Newlon.

RESULTS

AS

1. Adam Enticknap
2. Jeff Francis
3. Anthony Bonino

GT1

1. Charles Laster

GT2

1. Skip Rebozzi
2. Lars Mapstead

ITE

1. Jimmy Greco
2. Sal Molinare
3. Mark Kibort

MC

1. Richard Pryor
3. Cory Newlon

SMX

1. Tim Auger

SP

1. Joe Montana

T1

1. Tim Sullivan

T2

1. Helmuth Jones
2. Nicole Jacque



#17 Larry Cooper in his Datsun 240z EP machine



#11 Denny Renfrow and #17 Doug Learned Jr. were this close the entire race

Eighteen cars showed up for this small-bore formula car group. The fastest cars in this group are the 2.0-liter Formula Continentals.

Fastest qualifier in the group was Jerry Dutch Schultz in a 2001 Van Diemen RF01. Shultz was over three seconds faster than second place Paul Rodler. Leading the FF charge was Denny Renfrow by a little more than 0.2 of a second over Doug Learned Jr.

The race started out with a two lap full-course caution to retrieve the stricken cars of Ken Rozeboom and Stewart Patterson. As a spectator, watching the race for the overall win was not very exciting. But from Schultz's point of view, I am sure it was very exciting and satisfying, as he took off from the start and never looked back. Second place overall and second in FC was very exciting from a spectator's point of view, as Paul Rodler and Nicholas Coe raced each other over the entire race distance. Coe tried as hard as he could to shake the pesky Rodler, but it was to no avail. The two raced hard the entire time and made for some entertaining racing.

Another very entertaining race was that of the FF drivers of Denny Renfrow and Doug Learned Jr. Renfrow is used to these types of races and usually has Chuck Horn as his nemesis. But Horn was not entered in this race so Learned Jr. stepped into the roll of Horn. Learned

Jr. hounded Renfrow the entire race, trying several times to out-brake Renfrow for the lead. It was always to no avail. When Learned Jr. was given the white flag, he was less than 0.5 seconds behind Renfrow. Learned Jr. decided his best place to pull off a pass on Renfrow was the outside of Turn 5. As his car approached the braking point, Learned Jr. took a wider entry into Turn 5 hoping to catch Renfrow by surprise and going around him on the outside. Unfortunately for Learned Jr. the inside line proved to be the fastest

and Renfrow was able to hold him off by 0.3 of a second. After the race Renfrow said he knows exactly how Learned Jr. felt. He said he has felt that exact same way when racing Horn. Renfrow said Learned drove a great race and did not do anything wrong, he just did not have enough to get past.

FFT was taken by Andy Paterson. Second in FFT was Eric Little, who spun earlier in the race. Little recovered from 16th to finish tenth overall, one position and a little under two seconds behind Andy Paterson.

Thunder Roadsters made their second appearance of the year with Wyatt Brown and Alice Kutsyy making up the grid. Brown has previous experience at the track and beat Kutsyy by a little over two seconds.



#8 Alice Kutsyy in a Thunder Roadster

RESULTS

FC

1. Jerry Dutch Schultz
2. Nicholas Coe
3. Paul Rodler

FF

1. Denny Renfrow
2. Doug Learned Jr.
3. Mikhail Kalugin

FFT

1. Andy Paterson
2. Eric Little

THR

1. Wyatt Brown
2. Alice Kutsyy

Group Four was on the pre-grid when the accident happened in Group One. The accident halted the proceedings for a very long time and some of the competitors in Group Four decided to pack up and head for home. A lot of the racers lost their appetite to continue.

With Dutch Schultz gone, Nicholas Coe took up the charge in the FC class. He again had Paul Rodler chasing him down, but this time it was not as close as Coe won by over five seconds. Henry Kenneth Rozeboom, who did not get to race on Saturday, finished third in FC after getting around Stewart Paterson. Paterson won FFT and was the first driver in a Formula Ford type car. Eric Poulsen won FF as both Denny Renfrow and Doug Learned Jr. went home. Michael Bernstein was too upset to race, but urged his teammate, Dave Jalen to race. Jalen was late to grid as a result and had to start at the back.

Wyatt Brown took Thunder Roadster.

RESULTS

FC

1. Nicholas Coe
2. Paul Rodler
3. Henry Kenneth Rozeboom

FFT

1. Stewart Paterson
2. Eric Little

FF

1. Eric Poulsen
2. Mikhail Kaligin
3. Steve Meyer

THR

1. Wyatt Brown
2. Alice Kutsy



#5 Eric Little at speed through turn 4



#12 Michael Bernstein chasing the leaders through turn 4



Jerry Dutch Schultz checks his mirrors only to see no one near him



#7 Darren Griffith uses all of the track at turn 3

Forty-four cars in Group Five was the largest field we have seen for this group all year. The spike in competitors was mostly due to 11 Sealed Spec C5 Corvettes on the entry list. Most of the drivers race out of Cal Club and they do put on a show. With the top four cars in the group all SSC5 Corvette, all separated by less than one second, you knew it was going to be an exciting race.

The race started with pole sitter Craig Dale taking the lead, with the #17 car of Josh Carroll right on his bumper. In fact the first four cars were all racing nose to tail. As the race wore on, the hard driving and fast pace was taking a toll on the brakes and the tires of these high-powered fiberglass encased sports cars. It was most notable in Turn 11. The leaders would come in and try to leave the braking for the tight 90 degree turn to the last second; but as the laps ticked off, you could tell the turn-in points were getting deeper and deeper past the exit. Then, when they would accelerate towards the Start-Finish, the fishtails were getting more and more pronounced.

After eight laps of playing nice, Carroll got by Dale under braking into Turn 11, only to have the favor returned the next lap. Dale was hanging by a thread at this point, and only held the lead one more lap. It started when Carroll fell to fourth on Lap 10 and Lap 11 saw Dale fall to third. That meant Jean Meynet, who was holding station in third most of the race, took over at the front with Marc LaCorte riding shotgun. Dale and Carroll were not giving up. They tried to find a way around the two new leaders, but their cars just did not have enough left in them to get by. It was like the sprinter who ran out of gas just short of the finish line. The mind wants to push forward, but the lungs can't pump enough energy into the body to make it happen. The drama for Dale was not over, as on the last lap when he bumped into ITA driver, Wa Huong, spinning him around in the middle of Turn 11 with an angry field of racers headed towards him. Huong got his car out of the way only to get beached in the gravel, ruining his day. At the end of the race, the Stewards took action against Dale putting him on probation for three race weekends.

The top six positions were all occupied by SSC5 Corvettes. The first non-Corvette to cross the finish line was Wilson Powell in his ITE BMW M3. For some reason we had ITE racing in Group 3 and Group 5. Eighth overall and first in SMG is a name that has become quite familiar - Adam Enticknap driving a Mustang. He had five other competitors to beat, and he had a pretty easy drive, since none of them were breathing down his back. The two SMG drivers

that were breathing all over each other were Michael Smith and Jeff Sutton. Sutton took second in SMG with Smith taking third. The gap between them was a little over one second at the end of the race.

The ITA race is usually just a prequel to the SMT race. Qualifying for ITA saw Laguna Seca newcomer, Aaron Jeansonne take the top spot in the class followed by Jayceton Lapid and rounding out the top three was Jeansonne's teammate, Wa Huong. The race was populated by the usual suspects, like Kevin Carter, Rob Fuller, and Ross Lindell. A new player, at least for me, was Dan Sheredy who qualified seventh in class, but would play a big role in the outcome of the race.

At the start Jeansonne took off and was able to build a good size lead over the rest of the ITA field. He bounced around in the overall standings, but never gave up the ITA lead. On Lap 8 things were looking good for the Slant I Racing team as they occupied first and second in the class. But then on the last lap, second place ITA racer Wa Huong was pushed out of the way by Craig Dale in Turn 11 and the dream of them coming home first and second evaporated. In the meantime Sheredy was steadily picking off other ITA competitors. He was third when Huong was spun and he inherited the position, which he held onto for only one lap. But the journey to get to the spot was very eventful. Rob Fuller and Kevin Carter both had a say in how the ultimate finishing order was going to play out, as they all took turns at the front of this threesome. At the end Jeansonne took the drama-free victory. Huong was spun and ended up stuck in the gravel. Sheredy came from several spots back to take third, and Fuller and Carter were left to think about the next day.

Other class winner included Joseph Carl who had four other competitors to beat before claiming the First-place trophy. Tim Auger who took STL over Lawrence Murdter.

RESULTS

ITA

1. Aaron Jeansonne
2. Dan Sheredy
3. Rob Fuller

ITE

1. Wilson Powell

ITR

1. Tim Weaver

ITX

1. Joseph Carl
2. David Covin
3. Aaron Garfinkel

SMG

1. Adam Enticknap
2. Jeff Sutton
3. Michael Smith

SSC5

1. Jean Meynet
2. Marc LaCorte
3. Josh Carroll

STL

1. Tim Auger
2. Lawrence Murdter
3. Carl Young

STU

1. Kevin Lachance



#151 Novice Racer Peter Phung lets a SC5 Corvette by on the inside of turn 3

After the action packed Saturday race, you had to wonder if the SSC5 Corvette guys had anything left to give on Sunday. Saturday's winner Jean Meynet certainly did, as he took the pole position over Josh Carroll. The top six positions for the race were all SSC5 Corvettes; and unlike last year, when they had a spilt start starting at the back, this year they just lined up as they qualified and raced for 15 laps to see who would have bragging rights for the drive home.

Meynet must have learned something from the previous day, because he took his pole position and then led the entire race. Carroll and Craig Dale both decided that they need to tussle around a bit to see who was going to take second. For the greatest part of the race, it looked like Dale would salvage a second place for the weekend; but just like a rerun, he lost out to Carroll with three laps to go and had to settle for third place. Dale did get the fastest lap of the race so that gave him something to think about as he headed back to Murrieta California.

The ITA race again had Aaron Jeansonne take the class honors, only this time his teammate Wa Huang was able to follow him across the line and finish second in ITA. Jeansonne did not have the clean trip like he did on Sunday. Dan Sheredy made it tough on Jeansonne and Huang, as he had the top spot in the class for several laps before

having to retire for an unknown issue.

Joseph Carl in ITX was able to keep Tim Sullivan and Preston Lerner between him and the ITX car of David Covin, so he did not have to work too hard to win the class.

SMG had the same results as Saturday with Adam Enticknap winning, Jeff Sutton second, and Michael Smith third.

Tim Auger was two for two in STL in his 1992 Acura Integra. Auger beat Lawrence Murdter, who was driving a 2007 Mazda MX-5.

RESULTS

ITA

1. Aaron Jeansonne
2. Wa Huang
3. Rob Fuller

ITE

1. Wilson Powell

ITR

1. Tim Weaver

ITX

1. Joseph Carl
2. David Covin
3. Aaron Garfinkel

SMG

1. Adam Enticknap
2. Jeff Sutton
3. Michael Smith

SSC5

1. Jean Meynet
2. Josh Carroll
3. Craig Dale

STL

1. Tim Auger
2. Lawrence Murdter
3. Carl Johnk

STU

1. Kevin Lachance



#79 Tim Weaver kicks up some dust enroute to wins on both days in ITR



#22 Justin Meretab leads #66 Brandon Lewis as they turn in for the corkscrew

The Spec Racer Ford race is one I always look forward to because the racing is so tight. You can imagine my disappointment when it turn out to be a run away. My disappointment meant Greg Hoff's elation as he dominated the SRF race. No one was close to him and he put in lap after lap, without having to keep one eye on his mirrors which typical of a SFR race. Second place on the track was the transmission test car of Don Becklin. Becklin along with Thomas Yu Lee were dropped to the back of the finishing order when the race was declared official, since they both had the yet-to-be-legalized sequential transmission. Bill Booth had a extra spring his step all weekend long, and the results showed that. Booth, who is planning on going to the Runoffs, bolted on new tires and turned up the wick this weekend. He was giving Becklin a lot to think about, while at the same time keeping Justin Meretab from ever getting around him. Booth really had to put his elbows out on the first lap, as the group went into Turn 2. Several cars were trying to out-brake him into the turn, and he was forced to take a wide line. Instead of giving the spot to the inside cars, Booth got on the power much earlier, and powered out of the turn, weaving around a slower car and then forcefully taking the preferred line into Turn 2.

Jerry Aplash, Michael Woolley, Brandon Lewis, and Tom Burt had a real barn-burner of a race going on for fifth, sixth, seventh and eighth. Burt would fall back several spots on the last lap. Aplash would finish the highest amongst everyone, which I am sure felt like a victory in itself.

The other class running in this race is the Gen 2 SRFs. We had five cars in this class and it was a very tight race. Neal Wiebmer from Concord CA took the class win. He had about a three-car advantage over the car of Frank Valente (SRF3) and the car of Matthew Belter, who spent most of the race without his rear bodywork. Third place in SRF was Erich Woolley, who had Bert Aramburu trying to find away around him.



#4 Frank Valente and #65 Neal Wiebmer raced hard all weekend

RESULTS

SRF3

1. Greg Hoff
2. Bill Booth
3. Justin Meretab

SRF

1. Neal Wiebmer
2. Matthew Belter
3. Erich Woolley



#45 Tom Burt, #8 Michael Woolley, and #66 Brandon Lewis raced each other hard all weekend



#57 Bill Booth had a great weekend scoring 2nd both days

This was the Greg Hoff weekend. Greg took pole in both races and won both races. What else can I say? I can't call him the local hot shoe, because that title is reserved for Umberto Milletti. I will call him Mr. Everything, because he is the only guy in the region competing in both Spec Miata and Spec Racer Ford. All kidding aside, great job Greg! The other guy that took on a new identity this weekend was Bill Booth. From the aggressive maneuver in the first race to recovering from a poor qualifying position (fifth) for the second race and recovering to finish second two days in a row. Booth must be stocking his cooler with extra Red Bulls!

Saturday's third place finisher, Justin Meretab, did not have such a good day on Sunday. Meretab qualified eighth and looked to make up several position on the start, which did not happen. He ran into trouble and only completed one lap. Michael Woolley had a good second race. He qualified third and finished third after the cars experimenting with transmissions were dropped to the back of the finishing order.

The Gen 2 group saw Neal Wiebmer win again, but Erich Woolley brought his car home second. Matthew Belter's day did not start out as well, as he qualified further back than he did on Saturday. He moved up to tangle with the rest of the competitors in his class, but then lost two positions on Lap 5 and eventually ended up two laps down.

RESULTS

SRF3

1. Greg Hoff
2. Bill Booth
3. Michael Woolley

SRF

1. Neal Wiebmer
2. Erich Woolley
3. Dave Shade



Tim Weaver leads group 7 into turn 2

Saturday Qualifying saw Tim Weaver take the pole position by a little over one second over Tommy McCarthy, both running in SM. Third place on the grid and first in SMT was Aaron Jeansonne who out-qualified Eric Fulkerson by 0.026. Five of the top seven position were occupied by SMT cars. Leading the qualifying for the SSM class was Mark Means, who out qualified Matthew Wyatt by 0.674 seconds. Qualifying really got jumbled up, because the session ended after only three laps, which really hurt people like Wa Huang, and Joe Kou who had a differential break and had to start at the back.

Saturday's race saw Tim Weaver take the lead and never share it with the rest of the 37 car field. Aaron Jeansonne was able to wrestle second place away from Tommy McCarthy and it looked as though he'd keep the position, until the full course caution bunched up the field. After the two-lap clean up was completed, McCarthy pounced and took the second position away from Jeansonne and held it to the end. Jeansonne should not be too disappointed, because he still won the SMT race. Fulkerson would hold on for second, while Wa Huang made a nice recovery to finish third. Huang felt he would have had second place if the race lasted one more lap. Greg Hoff, who was already having a good weekend in SRF, took home fourth in SMT just 0.2 behind Huang. Further back, Mike Ray in just his fourth weekend, said he was improving every time he raced and he's enjoying himself. He was 18th in SMT, on the lead lap.

The three-lap qualifying session could have been an indication that the times were not representative of the actual speed of the competitors, since some people take a little more time to get up to speed. That might be the case with the SSM class; or the final SSM results could be that the two racers just raced for the win. In the case of the SSM victory, Matthew Wyatt just got a better start than Means and took the preferred line through Turn 2. Once ahead, Wyatt never had to deal directly with Means, as he always had different class Miata between the two of them.



#33 Douglas Alvis checks out the traction on all of the surfaces at turn 11

RESULTS

SM

- 1. Tim Weaver
- 2. Tommy McCarthy
- 3. Cole Gibson

SMT

- 1. Aaron Jeansonne
- 2. Eric Fulkerson
- 3. Wa Huang

SSM

- 1. Matthew Wyatt
- 2. Mark Means
- 3. Aaron Garfinkel



#4 Dan Sheredy leads #49 Rob Fuller and a host of other Miata's



#69 Tommy McCarthy followed by #109 Aaron Jeansonne and #119 Wa Huong

Sunday's qualifying session had a slight shake up at the top. Tommy McCarthy turned in a flyer and nipped Tim Weaver by about 0.1. Wa Huong also nipped his teammate, Aaron Jeansonne, by a little more than 0.1. In SSM Mark Wiseberg showed up and took the SSM pole away from Mark Means and Matthew Wyatt.

The Sunday race came down to who got the better start, and for this occasion, Tim Weaver was able to beat McCarthy around to the stripe for the first lap. Just like on Saturday, Weaver was not in a sharing mood and never let McCarthy get a view of the top spot.

Who didn't have a good race was Justin Cone, who hit the wall hard on the third lap. The Safety Car was ordered, but before it was dispatched, it was stood down as Cone continued and retired. He was OK.

In SMT, the battle was between Jeansonne, Wa Huong, and Eric Fulkerson. They all held the class lead at various stages of the race. According to Huong, back markers played a big role in who had the lead. Jeansonne ended up winning the class and having a perfect weekend, winning all four of his races. Fulkerson got two seconds in SMT, which is a great result in such a competitive class. Class front-runner Joe Kou had a black cloud hanging over him the entire weekend. On Saturday he lost a differential; and during the Sunday race, his transmission decided it did not need third gear anymore, and he had to do the race in 2nd and 4th gears.

SSM saw Mark Wiseberg fall back to 22nd from his 17th starting position; but he recovered nicely to win the class, putting three SMT cars between him and second place SSM driver, Aaron Garfinkel.

Again, this group proved frisky with a lot of exceeding track limits and over-eagerness.

RESULTS

SM

1. Tim Weaver
2. Tommy McCarthy
3. Cole Gibson

SMT

1. Aaron Jeansonne
2. Eric Fulkerson
3. Wa Huong

SSM

1. Mark Wiseberg
2. Aaron Garfinkel
3. Mark Means

Next up for the SFR regional racers is the season's finale weekend at our own racetrack, Thunderhill Raceway Park. It is a triple-threat weekend - three days, three different race track configurations, and three separate regional races. This is capped Saturday night by the annual McCarthy bash to which all are invited. You might even dare to wear a costume, as it's Halloween weekend. See you there!

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!

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



Hi Everyone,

Well, we have another summer in the books. With the past Laguna race weekend ended, we now have our Halloween season finale as our last regional racing event. It should be a good one. It's three days, double points, and we will be running three configurations at Thunderhill. Friday will be the original 1.9 mile configuration, Saturday will be our

3-mile route, and Sunday we will be on the full 5-mile course. Quite a bit of a mix-up! It should be fun. We will also be doing the Barbecue on Saturday night, and Saturday morning the Rotarians will be having a pancake breakfast for us. What a way to end the season. Hopefully everyone can make it.

As of this writing, people are preparing to go back to Indianapolis for the Run-Offs. We should have quite a few there from our Region, both drivers and Volunteers. Good luck to everyone and hopefully everyone comes home with a podium finish!

Our Awards Banquet is on for December 4th. We will be doing the Kart races again and details will follow for this free event, which is open to everyone. Banquet Dinner is at 7, with cocktails at 6. It is at the Doubletree in Pleasanton.

We also have an election coming up. Two people will be stepping down from the Board. Long time member R.J. Gordy will be stepping down, but assuredly not leaving us. Ben French will also be stepping down. I want to thank them for their service and look forward to getting advice from them moving forward. Chris Linkous, Joe Montana and Linda Rogaski will be running for the three open spots. Yes, I will also be running for the RE position again. How quickly a year goes by! Voting will open on MSR October 18 and close November 15.

Our San Jose State SAE program volunteers have been working out very well. Some have become full members and have worked several of the Pro events. Our next event is IndyCar at Laguna, and many have signed up. (This will be a historical event when this issue is published.)

We have added one more Pro event in November. It is the Velocity Grand Prix. It will be November 11th-14th. This used to be a Sonoma event called Speed Fest. We are looking for Volunteers for most crews. It should be fun. The Track and the Region are planning on a Thanksgiving-type dinner on Saturday night.

For those who were at the last regional, you may know there was an incident requiring an airlift life flight. As an update, the driver involved is recovering. I want to thank all folks who assisted that day: our E Crew, the volunteers as well as AMR and everyone involved. They showed professionalism and we couldn't have asked for more. I am sure all the prayers of everyone have helped him as well.

Thanks again to everyone for volunteering and being part of the San Francisco Region SCCA. We have had a great year so far and it's not over yet.

Until next month.... Tim



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NOTES from the ARCHIVE - FORMULA B & WINKELMANN



1st owner, Carson Baird 1969

Successful race driver Hugh Palliser Kingsley Dibley was impressed enough with the car to finance the new design & became Managing Director of the newly formed Palliser Racing Design Ltd., along with Len Wimhurst (Director & Production Mgr.) & Bob Winkelmann (U.S. Sales Director). Since Bob Winkelmann's company, Robert Winkelmann Racing Ltd. of Sausalito was well known in the U.S., the cars would be called Winkelmann when sold here. In fact

The name Bob Winkelmann is a familiar one to members and racers in the SF Region not only as the for his exploits on the race track but as a successful purveyor of race cars, parts and accessories in past years. He was also the namesake of the Winkelmann Formula Cars (so named in the U.S.) that proved quite successful on local racetracks and around the U.S. Credit is due to ex-SFR member and racer Locke de Bretteville, who is the administrator of the Winkelmann Registry (<http://pallisercars.com>) and current President of the Classic Sports Race Group, for providing information and photos for this column. He also vintage races a Winkelmann WDB2-4 Formula B race car.

In the 1960s, formula car classes experienced a number of changes due to reclassification and mergers which kept drivers scrambling from season to season. Formula Junior disappeared; Formula Libre emerged then disappeared; Formula A was introduced to provide some structure with three sub-groups - for big cars with up to 3 litre engines; Formula B for 1600cc engines and Formula C for 1100cc engines.

With the availability of the new Vegatune supplied Twin Cam 1598cc engine, the Formula B class rapidly grew and the professional Continental Championship Series was introduced in 1967. Then a decade later, Formula B became Formula Atlantic after Formula A was merged into A Sports Racing. There were more changes to come but this is enough for now.

Formula B was a good stepping stone for drivers moving up from smaller formula cars on their way to up the amateur ladder to prepare for a move to professional big car racing. One of the car manufacturers who developed cars for this class was Palliser-Winkelmann in England. The company was a partnership of three individuals - Len Wimhurst (Designer), Hugh Dibley and Bob Winkelmann (Co-Directors). The later of course was based here in the Bay Area.

The Palliser-Winkelmann formula cars were designed by ex-Brabham employee, Len Wimhurst. The design stressed chassis strength and robustness to cope with the relatively rough U.S. tracks for which it was intended, but there was also some design crossover from Brabham. Bob Winkelmann wrote that "the geometry on the WDB2/4 is the same as Jochen Rindt had on Roy Winkelmann's Brabham BT21. Apparently Len Wimhurst brought that with him when he got in a punch up with Ron Tauranac & left Brabham."

the vast majority of the cars were sold in the U.S. The first cars, the WD-B-1, which stood for Wimhurst-Dibley Formula B, Mark 1, were delivered in 1968. The cars were successful enough that in 1969 six new FB chassis (designated WD-B-2) & 41 Formula Ford (WD-F-1) chassis were sold.



Skip Adrian at Lime Rock - 1970

Two years later Vern Schuppan was the first British Formula Atlantic Champion in a Winkelmann WD-B-4 chassis. The cars were driven by up & coming drivers like Bert Hawthorne, Mike Eyerly, Bob Lazier, Mike Hiss, Alan Lader, Evan Noyes, Skip Barber, Jacques Couture, Randy Lewis and even future SCCA, ACCUS President and FIA Deputy President for Sport, Nick Crow.

I mentioned earlier that Locke de Bretteville owns and races a Winkelmann Formula B in vintage events. This car has an interesting history beginning with its first race in 1969 until it was retired in 1981.



de Bretteville's restored Winkelmann FB



OC Dick Sasser Laguna June 1977

During those years the car was raced by one East Coast driver and three SF Region drivers.

Bob Winkelmann sold WD-B-2 chassis #4 to Carson Baird in 1969. Baird ran some races in the latter half of the season in the 1969 Formula Continental Series for Formula A (later called F5000) & Formula B cars, his best finish being 10th. At the end of 1969 Baird sold the car to Skip Adrian, who ran the entire 1970 Continental Series. Skip had some top ten finishes, particularly when he was able to borrow one of Fred Opert's motors, since his Vegantune motors, disparagingly referred to as "Vaguelytuned" motors, tended to live up to their nickname. Whenever the Pro race schedule had a down weekend Skip would find a regional or national event to run---during one stretch in the summer he ran 15 races in 18 weeks.

After the 1970 season Skip only ran the occasional Regional or National on the West Coast before he sold the car to new driver Jimmy Santos in November, 1973. Coincidentally, Skip was his Jimmy's instructor at the SCCA Driving School. Santos ran WD-B-2/4 as an SCCA National & Regional racecar, but with major revisions made to it. Initially it was changed to a side radiator configuration with a wedge nose, similar to a March 72B. Later, he had renowned fabricator Jim Hagemann fabricate an aluminum body that mimicked the Ferrari 312 T2 & T3 F1 cars of that era. To stay competitive with the new Formula Atlantic cars that were coming into FB, a Cosworth BDD replaced the Lotus Ford Twin Cam.

In 1977 Jimmy sold WD-B-2/4 to Dick Sasser who ran it in SCCA Regionals and Nationals, including the Formula Atlantic race at Long Beach in 1981---a supporting event for the

USGP. Bear in mind this was 12 years after the car was originally built--well past the competitive life for a race car.

After Dick sold WD-B-2/4 in the late 80s, the car went through a variety of owners who ran it sporadically in autocross events until the car was partially disassembled for restoration in the early 90s. Unfortunately the beautiful Hagemann body

had been discarded. Locke de Bretteville bought the car in 2009 from its latest owner, Don McGreevy, after earlier purchasing the ex-Phil Reilly Winkelmann WDB2 (chassis #6) "Xcar" from him as well.



Sasser at Sears Point 1979



Dick Sasser at Laguna Seca 1979

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Do yourself a favor - put away the excuses, put on your big boy/girl race suit, strap down the belts and give it a go. The course is better than before with a long straight from the final corner through start/finish. Follow my motto - don't pass up opportunities. Try something outside your comfort zone. Who knows if we'll ever get another chance.

Register now for Regionals 15, 16 and 17 on sfrscca.motorsportreg.com.

David Vodden wants to give you cash

That's right. David wants to put cash in your hand. Of course, there are some conditions.

- Donate \$20 or more to the Friends of Thunderhill Foundation on the October 28 test day or on Friday, October 29
- You will be entered into a drawing where one lucky person will win the full price of the test day (\$349) in cash, fuel, or merchandise.

You will be helping the Thunderhill Foundation support the Teen Car Control Clinic program and conduct other outreach right here in the community that is the home of your racetrack, Thunderhill Park!

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.

The Vision of Thunderhill

Back in the late 80's, leaders of the "new track project" had a vision of what their club-owned track would look like. I doubt what we have today is even close. There were some who saw the club track as a private affair wherein the SCCA club race chairman would come up a few days early, unlock the gate and dust off the track. There were those who remembered VacaValley Raceway, a road course that the club had a hand in during the 60's that was located on Interstate 80, but never amounted to much.

I doubt there was anyone who visualized an up and down three-mile track with a four-story club house, 42 garages, two skid pads and a complete second track over the hill. In fact, I am sure of it.

The vision of Thunderhill Park has unfolded over the two-plus decades since it opened in October of 1993. The driving force behind what has happened has been survival. I attach survival to revenue, and revenue to almost everything that has happened since the first SCCA race weekend when we had snow fences as walls, hay bales lining the front straightaway, construction trailers for timing and scoring, no power or food service and, oh yes, our largest spectator attendance to this day.

Naturally our first serious motivation to improve the neophyte Thunderhill was bathrooms. We knew this was important. Next came the service garage in the North Paddock, where we could keep and maintain our very used and mostly free track equipment. Next we completed the three-mile course in 1995 and set about building the clubhouse with the kitchen patterned after a Wendy's fast-food restaurant courtesy of Steve Archer. The club house was a million-dollar investment designed to offer maximum flexibility for all possible uses. It included the new track offices on the second floor, after years of being in a donated three-part school room that is now our Pro Shop.

Along the way we brought PG&E power to the track from the last



existing power pole situated at the nearby canal. The first eight garages came next with the promise of fixed monthly rental income. Boy did that work! The canopies did not offer direct revenue for the track but they did inspire track usage when the sun or the clouds were doing their thing. We get constant praise from our customers for the big shade canopies.

The fuel station came in a bit before all this and has been the highest grossing revenue stream since it was installed. We built this in partnership with C.L. Bryant, the area purveyor of Union 76 race gas at the time. Before that Bob Burrows used an ag-trailer to gravity dispense gasoline to thirsty race cars.

The first skid pad started out too small, but people rented it anyway. When we added the West track we doubled its size and immediately began attracting the Drift community. They have made it their home. We will have close to 400 skid pad rental days this year.

Our commitment to making a statement about energy started with the ill-fated wind generators and now includes well over 600 solar panels. The revenue from these efforts is harder to see, but it is real and long term.

The second track? This was an on-again, off-again vision which came to fruition when every track I visited and called said their second track added significant revenue. The late Bill Huth of Willow Springs, told me that he made



more money off of his Streets of Willows track than he did off his big track. That was convincing enough. It helped that we had the four-million-dollar price tag in the bank earning less than 1%. This was not a slam dunk, but with perennial contractor Richard Siri and his entire family on board, we set off. Two plus years later, the second track we creatively labeled "West" has been a gold mine with 235 days booked as of September this year. The bottom line for Thunderhill in 2021 will once again be better than the year before and we owe it all to the two-mile, West track.

Corner lights, autonomous track officiating, large area for partner businesses and whatever else we can think of next make up today's vision of Thunderhill Park. It is a work in progress driven by a need to create revenue that will insure Thunderhill Park will celebrate its 50th Anniversary. For now, we can beam with pride as we approach the 30th anniversary of Thunderhill Park, a track built by racers for racers with vision provided by the leadership and team that are on the ground, day in and day out at Thunderhill Park.

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

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



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



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

FENDERED RACE CARS



2010 WEAVER CHASSIS CORVETTE
Ready To Go!
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1973 Nissan 240Z "E" Production, Rebello
L-24, Fiberglass front & rear quarter panels,
Twin Disc clutch, 240SX front brakes,
Wilwood rear brakes, Kirkey seat, 4.11 rear
gears, 4 speed, Porsche rear axles and CV
joints and lots more. Ready to race. Contact
Dale for more details and photos. Cell: 928-
302-9000 or cobrdaledale@gmail.com. \$35,000.
OBO



1967 MINI COOPER SSTREET LEGAL RACECAR - 100 MILES ON ENGINE REBUILD

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



1995 Winston Cup Ford Thunderbird Steve Kinser's old Car Jerico 4speed Transmission
358 Engine-700hp@7900rpm - 525 ftlb-torque@6750rpm
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



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



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



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



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

Pit Cart



Made from an EZ-GO electric golf cart. 4 ft x 6 ft deck, 9.5 ft long overall. Storage compartments on each side. Works great. Charger included. \$1500. More pictures available. Located in Morgan Hill.
Contact Bob Negron, 408 722 6946 or email bobnegron8@gmail.com

STREET/AUTO-X/TRACK



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

TRAILER/TOW



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

TOOLS/ EQUIPMENT /MISC FOR SALE



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



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

Panasport Wheels - full set of 4
13"x 7 " - 4" bolt pattern.
Used on Chevy Monza
\$300.00
Don @ 415-297-5194

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

BUSINESS OPPORTUNITIES

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

David Vodden 530-934-5588 Ext 101 or e-mail todvodden@thunderhill.com

SHOP/STORAGE SPACE

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

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

RACE CAR RENTALS

Miatas for Rent
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Jim Hull
LilbitRacing61@gmail.com

Race car Rentals that are competitive and reliable. Everything from preparation to transportation is handled by professionals. From Driver's School to your first pro race, we can help you achieve your goals. Learn to race and have fun then leave the race car responsibilities to us. Rentals in Improved Touring and Formula Ford cars and trackside support for Formula Atlantic, Formula Ford and Improved Touring Cars. Racing Services
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A+ Racing Spec Miata Rental, Service and Support. We have over a dozen Spec Miatas to suit your needs. All of our cars are designed to be Safe, Fast, and Reliable. We race what we rent so you know all of our cars are ready to win. Beginner rates start at \$550 a day and Racer rates start at \$700 a day. Discounts for multiple days and multiple cars. Includes, Track Support, Competition Tires and Fuel. See us at www.aracing.org Contact Al Angulo at 530 277 6311 or alanguo530@gmail.com

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

Mazda Miata Rentals
 Good Times Racing- Ron Carroll and Donna Gilio. We have front running, winning Miata's for rent for all SCCA and Nasa events, SMT SM ITA ITX PTE. Arrive and drive with full support, coaching also available.
 Contact Ron 530-210-3848
 recmotorsports@gmail.com or Donna 775-781-3385 racecarbetsy5@gmail.com



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

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

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

JOBS

PAID FLAGGING Opportunities-
 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 pressnoop@aol.com

ATTENTION

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

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

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

"Book 2021/2022 TRACK DAYS AT THUNDERHILL PARK NOW. Call 530-934-5588 Ext 103 to get first choice of the best dates.

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

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

Dedicated to Saving Young Lives

Friends of Thunderhill Foundation is a 501 C-3 charitable/tax-deductible foundation whose mission is to invest in teen driving safety, improved automotive safety, industry education and community outreach primarily through presenting Teen Car Control Clinics that give students real-world, hands-on experience behind the wheel of their own cars.

As a motorsports enthusiast, if you engage in making charitable donations to non-profit programs that matter to you, what better program to support than Friends of Thunderhill, dedicated to improving young driver safety. The Foundation's only expenditures have been for the Teen Car Control Clinics.

You can easily make a donation to Thunderhill Properties Foundation by mailing a check to PO Box 966, Willows, CA. 95988; or going to the donation website: <https://www.friendsofthunderhill.org/take-action> Donations can be in any amount; \$129 funds one scholarship.

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

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

WANTED

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

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See sheet # 2



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